

**TRAFFIC MANAGEMENT AND PARKING REVIEW UPDATE
OBAN, LORN AND THE ISLES – OFF STREET PARKING**

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 Police Scotland 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 Oban, Lorn and the Isles parking review was discussed. A public consultation exercise was carried out which included public meetings in Oban on 2nd July 2015.
- 1.7 Following this consultation exercise officers have developed parking proposals for Oban, Lorn and the Isles. It was agreed with members that the proposals could begin the Traffic Regulation Order (TRO) process following a meeting on 9 November 2016.
- 1.8 The draft TRO has been to public advert and a number of objections were submitted in response to the TRO.

1.9 This report details the TRO objections and proposed recommendation for members. .

2.0 RECOMMEDATION

2.1 It is recommended that the Area Committee agree that the TRO be progressed to the final stage of the statutory process and that the Order be made.

2.2 The draft TRO proposes the following:-

- Change Ganavan Car Park from seasonal to all year charging;
- Change Longsdale and Lochavullin Car Parks from free parking to pay & display;
- The following will apply to all three car parks:
 - All year charging;
 - First two hours free with standard charges thereafter;
 - Mon-Sat,9.00 to 18.00
 - Sundays free in the morning, charging from 13.00 to 18.00.

**TRAFFIC MANAGEMENT AND PARKING REVIEW UPDATE
OBAN, LORN AND THE ISLES – OFF STREET PARKING**

3.0 INTRODUCTION

3.1 This report provides a summary of the parking review process to date. 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

4.1 It is recommended that the Area Committee agree that the TRO be progressed to the final stage of the statutory process and that the Order be made. The draft TRO proposes the following:-

- Change Ganavan Car Park from seasonal to all year charging;
- Change Longsdale and Lochavullin Car Parks from free parking to pay & display;
- The following will apply to all three car parks:
 - All year charging;
 - First two hours free with standard charges thereafter;
 - Mon-Sat, 9.00 to 18.00
 - Sundays free in the morning, charging from 13.00 to 18.00.

5.0 DETAIL

Parking Review

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 has been followed by a statutory consultation process on the proposed changes to the existing Traffic Regulation Orders.

5.2 The Process for the Oban, Lorn & the Isles 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 moving toward bullet point six 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 either be

cost neutral or lead to increase in parking income. There will be a review of parking management at the end of 2018, or earlier should cost pressures become apparent.

5.5 The draft TRO contained the following changes:-

- Change Ganavan Car Park from seasonal to all year charging;
- Change Longsdale and Lochavullin Car Parks from free parking to pay & display;
- The following will apply to all three car parks:
 - All year charging;
 - First two hours free with standard charges thereafter;
 - Mon-Sat, 9.00 to 18.00
 - Sundays free in the morning, charging from 13.00 to 18.00.

5.6 We have completed Consultation 3 (public advert stage) and we received 32 objections to the draft TRO. We have written to the objectors to further explain the proposals, however; eleven have responded in favour of maintaining their objections, twenty did not respond and one withdrew their objection.

5.7 The objections to the draft TRO can be summarised as:-

- a. That the cost of the off-street parking permit is too expensive;
- b. Poor public transport provision, including lack of park & ride facilities;
- c. Potential knock-on effect to residential streets;
- d. Changing Ganavan Car Park from seasonal to all year charging;
- e. Need for long stay parking provision;
- f. Charging structure & tariff – that the free period should match the supermarket car parks (3 hours free) and the tariff thereafter should be a flat rate;
- g. Make use of Automatic Number Plate Recognition (ANPR);
- h. Making use of “cashless” parking;
- i. Improvements to signage for all car parks;
- j. Disabled (Blue Badge Holder) access.

5.8 In regards to the above, we would advise the following:-

- a. The cost of the off-street permit is set by the Council within the annual Fees & Charges. The permits may be purchased for 3 months, 6 months, 9 months and annually. It is cheaper to purchase the annual permit due to the reduced administration requirement.
- b. The provision of public transport is out-with this TRO;
- c. If the TRO is successful, its implementation will be monitored and if there is an increase in parking in residential streets we will consider further TROs to control any negative impact.
- d. We are changing seasonal car parks to all year charging across Argyll and Bute. Luss Car Park and Fionnphort Car Park are now all year charging. The only car park where this change is not currently proposed is Corran Halls No.1.

- e. The provision of long stay parking is being considered separate from this process.
- f. We consider that the two hour free period is appropriate for the majority of short term users. Additional time may be purchased at the standard tariff.
- g. Within current legislation public owned and operated car parks are not permitted to use ANPR.
- h. We are due to embark upon a cashless parking trial in Helensburgh. If it is a success we expect to roll this out to other areas which have the required data signal.
- i. Although not wholly relevant to the TRO this is an issue we are looking to improve upon across all of Argyll and Bute.
- j. Blue Badge holders may only park within a marked disabled bay for the signed time restriction where there is one, however; Blue Badge holders may park in any other marked bay for an unrestricted period. Blue Badge holders are not required to pay for parking.

5.9 In giving due consideration to the objections and our responses to them we are recommending that the Area Committee agree that the TRO be moved to the final stage of the statutory process and that the Order be made.

6.0 CONCLUSION

6.1 This report provides detail of the objections to the draft off-street car park TRO for Oban, Lorn & the Isles. The overall financial impact of the proposals in this report cannot be quantified at this time, however, the implications are, broadly speaking, expected to either be cost neutral or lead to increase in parking income. There will be a review of parking management at the end of 2018.

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. Car parking revenues are budgeted as income; the overall financial impact of the proposals in this report cannot be quantified at this time, however, the implications are, broadly speaking, expected to either be cost neutral or lead to increase in parking income. There will be a review of parking management at the end of 2018.

7.3 **Legal** That the TRO be implemented as published.

7.4 **HR** None

7.5 **Equalities** None

7.6 **Risk** Safer roads for all road users.

7.7 Customer Service None

Executive Director of Development & Infrastructure Services – Pippa Milne
Policy Lead Councillor - Roddy McCuish

November 2017

For further information contact: Stuart Watson, Traffic & Development Manager,
01564 60 4889

APPENDICES

Off Street Traffic Regulation Order

Longsdale Car Park Plan

Lochavullin Car Park Plan

Ganavan Car Park Plan