

**TRAFFIC MANAGEMENT AND PARKING REVIEW UPDATE
OBAN, LORN AND THE ISLES – ON 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 Recommendation

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:

- Introduce the first 30 minutes free to bays on George Street, Corran Esplanade, William Street, Queens Park Place and Argyll Square. Standard parking charges would apply thereafter;
- Introduce on-street parking charges on Gallanach Road (Sailing Club to Brandy Rock) and Ganavan Road (from Glenrigh to the War Memorial). Charges would apply Monday to Saturday, 9.00 to 18.00 and on Sunday between 13.00 and 18.00.
- Introduce parking charges to all of the existing on-street pay & display bays on Sundays between 13.00 and 18.00.

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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 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.

4.2 The draft TRO proposes the following:-

- Introduce the first 30 minutes free to bays on George Street, Corran Esplanade, William Street, Queens Park Place and Argyll Square. Standard parking charges would apply thereafter;
- Introduce on-street parking charges on Gallanach Road (Sailing Club to Brandy Rock) and Ganavan Road (from Glenrigh to the War Memorial). Charges would apply Monday to Saturday, 9.00 to 18.00 and on Sunday between 13.00 and 18.00.
- Introduce parking charges to all of the existing on-street pay & display bays on Sundays between 13.00 and 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.

5.4 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.*

5.5 The overall financial impact of the proposals in this report cannot be quantified at

this time, however, the implications are, when considered along with the off-street parking proposals, expected to be cost neutral but would need monitored to manage within the overall budget. This would include a review of parking management at the end of 2018, or earlier should cost pressures become apparent.

5.6 The draft TRO contained the following changes:-

- Introduce the first 30 minutes free to bays on George Street, Corran Esplanade, William Street, Queens Park Place and Argyll Square. Standard parking charges would apply thereafter;
- Introduce on-street parking charges on Gallanach Road (Sailing Club to Brandy Rock) and Ganavan Road (from Glenrigh to the War Memorial). Charges would apply Monday to Saturday, 9.00 to 18.00 and on Sunday between 13.00 and 18.00.
- Introduce parking charges to all of the existing on-street pay & display bays on Sundays between 13.00 and 18.00.

5.7 We have completed Consultation 3 (public advert stage) and we received 22 objections to the draft TRO. We have written to the objectors to further explain the proposals, however; eight have responded in favour of maintaining their objections, eleven did not respond and three have withdrawn their objection.

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

- a. That it may lead to an increase in inconsiderate parking beyond the limit of the proposed pay & display parking on Gallanach Road;
- b. That the proposals will result in vehicles parking in residential streets;
- c. Against the restriction of bays preventing use by camper vans and motor homes;
- d. That the free period from Saturday 18.00 to Sunday 13.00 would encourage camper vans and motor homes to make use of the bays;
- e. Opposed to Sunday morning being free;
- f. Opposed to Sunday charging;
- g. Restricting the length of stay permitted on Gallanach Road and Ganavan Road to 9 hours;
- h. That the restriction on Gallanach Road should include 2 hours free;
- i. That the Ganavan Road restriction should cease at 16.00 not 18.00;
- j. That the proposed 30 minute free period will be too difficult to enforce
- k. Concern that residents would have to pay for on street parking, which is currently free;
- l. Permits should be provided for non-residents;
- m. Business permits for on-street parking are not available;
- n. Desire for "cashless" parking to be introduced;
- o. Lack of disabled parking;
- p. New bays blocking the dropped kerb adjacent to Brandystone Cottage would prevent disabled access;

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

- a. 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;
- b. 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;
- c. The original Strathclyde Regional Council Order did not allow camper vans or motorhome to park within the bays. We have received a number of complaints about campervans and motorhomes parking on Gallanach and Ganavan Road;
- d. The time restriction only applies to the period of charging, out-with these times the vehicle type restrictions still apply;
- e. We consider it to be reasonable to apply a free period on Sunday between 9.00 and 13.00. Similar restrictions apply in other areas of the county;
- f. The off-street car parks are charged on Sunday, the introduction of charging on-street should encourage users to make use of the off-street car parks which are charged at a lower rate per hour;
- g. The period of charging is from 9.00 to 18.00, however, there is no time restriction on the period of stay on either Ganavan Road or Gallanach Road;
- h. The proposals for charging on Gallanach Road and Ganavan Road are in-line with other zones in Oban, excepting the proposal to allow 30 minutes free in selected town centre streets.
- i. The proposals for charging on Gallanach Road and Ganavan Road are in-line with other zones in Oban.
- j. If the TRO is successful, the new meters will include a key pad where users will input their vehicle registration. This will be required of all users, including those who only wish to stay for the free 30 minute period. This system has been used successfully in an off-street car park in Helensburgh;
- k. Residents permits will be available at a cost of £95 per year £35 per 3 months;
- l. There are no current plans to introduce a non-residents on-street parking permit scheme;
- m. There are no current plans to introduce business permits for on-street parking;
- n. 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.
- o. 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.
- p. If the TRO is successful, we will install an "I" bar across the dropped kerbs. No bays will be marked at this location.

5.10 Having given 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 on-street parking 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, when considered along with the off-street parking proposals, expected to be cost neutral but would need monitored to manage within the overall budget. This would include 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, when considered along with the off-street parking proposals, expected to be cost neutral but would need monitored to manage within the overall budget. This would include 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

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APPENDICES

Draft Traffic Regulation Order
Gallanach Road Plan
Corran Esplanade Plan