

TRAFFIC MANAGEMENT AND PARKING REVIEW UPDATE
Helensburgh Town Centre Traffic Regulation Order

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 In Helensburgh the public realm improvement works were still ongoing at the time of introduction, meaning we were unable to fully implement DPE until May 2015, when the pre-planned restricted parking zone (RPZ) went live.
- 1.6 Within the RPZ motorists can park only in marked bays; parking anywhere else is a violation of the parking regulations. On-street parking remains free of charge but is limited to one hour.
- 1.7 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.
- 1.8 The draft TRO for Helensburgh Town Centre has been to public advert and

15 objections were submitted in response to the TRO.

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

Recommendation

That Members approve the following:

- that the no waiting at any time restriction at the West Montrose Street/Sinclair Street junction is approved.
- that the 60 minute restriction for James Street and John Street is not progressed, however, that the bays and signs in both sections are marked correctly. These locations would remain unrestricted in regards to permitted period of stay but vehicles would be required to park in marked bays. Any vehicle out-with marked bays may be subject to a Penalty Charge Notices (PCNs).

**TRAFFIC MANAGEMENT AND PARKING REVIEW UPDATE
HELENSBURGH TOWN CENTRE TRAFFIC REGULATION ORDERS**

2.0 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.

3.0 RECOMMENDATIONS

3.1. That Members approve the following:

- that the no waiting at any time restriction at the West Montrose Street/Sinclair Street junction is approved.
- that the 60 minute restriction for James Street and John Street is not progressed, however, that the bays and signs in both sections are marked correctly. These locations would remain unrestricted in regards to permitted period of stay but vehicles would be required to park in marked bays. Any vehicle out-with marked bays may be subject to a Penalty Charge Notices (PCNs).

4.0 DETAIL

Parking Review

4.1. 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.

4.2. The Process for the Helensburgh & Lomond parking review (Helensburgh Town Centre 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 bullet point five & six above.

- 4.3. 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.*

- 4.4. The proposals for Helensburgh Town Centre were published as a single draft Traffic Regulation Order (TRO) and included proposals James Street, John Street and West Montrose Street/Sinclair Street.

- 4.5. 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 2019, or earlier should cost pressures become apparent.
- 4.6. The draft TRO for the proposed the following changes:-
- John Street (between West Clyde Street and West Princes Street):
 - Change from unrestricted parking to 60 minutes limited waiting;
 - Restriction applies between 08.00 and 18.00 hours, Monday to Saturday.
 - James Street (between West Clyde Street and West Princes Street):
 - Change from unrestricted parking to 60 minutes limited waiting;
 - Restriction applies between 08.00 and 18.00 hours, Monday to Saturday.
 - West Montrose Street/Sinclair Street junction:
 - Introduce a no waiting at any time restriction at this location.
- 4.7. We have completed Consultation 3 (public advert stage) for the TRO and we received 15 objections to the draft TRO. We have written to the objectors to further explain the proposals and we have received confirmation from 8 objectors confirming that they wish to maintain their objection. Seven of the objectors have not responded, however, we consider their objections to be maintained in the absence of a formal withdrawal. A summary of the objections can be found in Appendix 1.
- 4.8. There were no objections to the proposed restriction at the West Montrose Street / Sinclair Street junction.
- 4.9. The main objections in regards to John Street and James Street were that both are largely residential streets and the 60 minute restriction would have a detrimental and unfair effect on residents.
- 4.10. There were concerns raised that businesses in this area would suffer as a result of the proposed changes. It is noted that while these streets are within the RPZ they are not within the main shopping zone and the proposals may not create an upswing in economic benefit to town centre business.
- 4.11. It was also noted that permits were not being offered to residents. The issue of permits is not allowable under the RPZ Order, however, the provision of such may be worth considering within any future review
- 4.12. John Street and James Street are both within the Restricted Parking Zone (RPZ) but are not limited to 60 minute stay. Within the RPZ it is a requirement to park within a marked and signed bay, however, whether or not the draft TRO is progressed both section of James Street and John

Street would benefit from clearer signs and lines; John Street in particular will require old restriction road markings to be removed.

- 4.13. Officers recommend that the no waiting at any time restriction at the West Montrose Street/Sinclair Street junction is approved.
- 4.14. Officers recommend that the 60 minute restriction for James Street and John Street is not progressed, however, that the bays and signs in both sections are marked correctly. These locations would remain unrestricted in regards to permitted period of stay but vehicle would be required to park in marked bays. Any vehicle out-with marked bays maybe subject to Penalty Charge Notices (PCNs).

5.0 CONCLUSION

This report provides detail of the objections to the draft TRO for Helensburgh Town Centre. This report details the recommendations for Members to consider in terms of next steps for this Order.

6.0 IMPLICATIONS

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| 6.1 Policy | Parking Policy 2014 |
| 6.2 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 2019, or earlier should cost pressures become apparent. |
| 6.3 Legal | That the TRO be implemented as recommended. |
| 6.4 HR | None |
| 6.5 Equalities | None |
| 6.6 Risk | Safer roads for all road users. |
| 6.7 Customer Service | None |

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APPENDICES

Appendix 1 Summary of responses