

**TRAFFIC MANAGEMENT AND PARKING REVIEW UPDATE
MID ARGYLL, KINTYRE AND THE ISLANDS – CAMPBELTOWN TRAFFIC
MANAGEMENT**

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 Following the public consultation exercise officers developed parking proposals for Campbeltown town centre.
- 1.7 The draft TRO has been to public advert and two objections were submitted in response to the TRO. Officers have corresponded with the Objectors but the objections have not been withdrawn and must be considered as maintained.
- 1.8 This report details the TRO objections and proposed recommendation for members. .
- 1.9 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 with modifications, inclusive of the following detail:

- The introduction of parking bays on Longrow South is discarded from the TRO;
- The existing no waiting restriction on Longrow South is left in place but properly signed and enforced; and
- The proposed one way system on Longrow South is retained within the TRO.

Note: Appendix 3 – drawing T418 (E) provides detail of existing restrictions.

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2.0 INTRODUCTION

- 2.1 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.

3.0 RECOMMENDATIONS

- 3.1 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 with modifications, inclusive of the following detail:
- The introduction of parking bays on Longrow South is discarded from the TRO;
 - The existing no waiting restriction on Longrow South is left in place but properly signed and enforced; and
 - The proposed one way system on Longrow South is retained within the TRO.

Note: Appendix 3 – drawing T418 (E) provides detail of existing restrictions.

4.0 DETAIL

- 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 Mid Argyll, Kintyre and the Islands 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.

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. It is expected that the TRO will introduce improvement to road safety for all users. The additional parking provision will contribute positively towards the economic viability of Campbeltwon Centre. The TRO will improve parking arrangements through greater ability to enforce breaches in parking restrictions.

The implementation of the TRO will incur costs in relation to the installation of signs and road markings. This is considered to be deliverable within existing budgets.

4.5. The draft TRO contained the following proposals:-

1. One way systems to be introduced on the following streets:
 - Burnside Street;
 - Burnbank Street;
 - Cross Street/Unions Street (south);
 - Union Street (north); and
 - Longrow South.
2. No waiting/no loading restrictions at junctions to protect the crossing points and to provide a free flow of traffic.
3. Additional on-street parking – limited to 1 hour with no return within 1 hour. Restrictions to apply 9.00 to 18.00 Monday to Saturday on both sides of Longrow, Longrow South and Main Street.
4. No waiting at any time on sections of Union Street and Burnside Street.

Appendix 1 – drawing T418 (P) provides full details.

4.6. We have completed Consultation 3 (public advert) and we received 2 objections to the draft TRO. We have written to the objectors to further explain the proposals and offered an amendment to mitigate against their objection, however; neither Objector withdrew their objection. The MAKI Traffic & Development Officer attempted to make contact with the objectors to further explain the proposals and amendment; only one objector responded and this was to maintain their objection. It should be noted that for an objection to be discarded it must be formally withdrawn and, as such, both objections must be considered to be extant.

4.7. Both objections were submitted in relation to the proposals for Longrow South, specifically the loss of the loading/unloading facility. The existing restrictions on Longrow South prohibit waiting (parking) but allow loading/unloading. The Longrow South proposals included the introduction of parking bays and, although loading/unloading was not prohibited, the effect of the parking bays may have impacted the ability for loading/unloading operations in regards to large delivery vehicles.

4.8. In order to mitigate against the loss of loading/unloading it was proposed to introduce two sections on Longrow South where waiting (parking) would be restricted 9.00-18.00 but which would allow loading/unloading. This proposal was issued to the objectors, however, neither accepted this alternative option and their objections have been maintained.

Appendix 2 – drawing T446 provides detail.

4.9. An objection to the removal of loading/unloading facilities is one that cannot be ratified by a local authority but must be referred to an Independent Reporter. This can be an expensive and long process and it is not a route Officers would

recommend in this instance. It is therefore not recommended to progress the proposed alternative arrangements detailed in Appendix 2.

4.10. 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 with modifications, inclusive of the following detail:

- The introduction of parking bays on Longrow South is discarded from the TRO;
- The existing no waiting restriction on Longrow South is left in place but properly signed and enforced; and
- The proposed one way system on Longrow South is retained within the TRO.

Appendix 3 – drawing T418 (E) provides detail of existing restrictions.

5.0 CONCLUSION

5.1 This report provides detail of the objections to the draft Campbeltown Traffic Management TRO and recommended amendment that allows the TRO to be made without further delay.

5.2 It is expected that the TRO will introduce improvement to road safety for all users. The additional parking provision will contribute positively towards the economic viability of Campbeltown Centre. The TRO will improve parking arrangements through greater ability to enforce breaches in parking restrictions.

5.3 The implementation of the TRO will incur costs in relation to the installation of signs and road markings. This is considered to be deliverable within existing budgets.

6.0 IMPLICATIONS

6.1	Policy	Parking Policy 2014
6.2	Financial	The implementation of the TRO will incur costs in relation to the installation of signs and road markings. This is considered to be deliverable within existing budgets.
6.3	Legal	That the TRO be implemented as modified
6.4	HR	None
6.5	Equalities / Fairer	

	Scotland Duty	None
6.6	Risk	Safer roads for all road users.
6.7	Customer Service	None

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APPENDICES

- Appendix 1 - Drawing T418 (P) – draft TRO plan
- Appendix 2 - Drawing T446 – Longrow alternative arrangements
- Appendix 3 - Drawing T418 (E) – plan of existing restrictions