
ARGYLL AND BUTE COUNCIL

**OBAN, LORN AND ISLES AREA
COMMITTEE**

**ROADS AND INFRASTRUCTURE
SERVICES**

14 OCTOBER 2020

GANAVAN SANDS CAR PARK

1.0 INTRODUCTION

- 1.1 At its last meeting the OLI Area Committee agreed a motion in respect of the ongoing and future use of the Ganavan Sands car park. The agreed motion made several requests of Officers – this paper provides Members with an update.

2.0 RECOMMENDATIONS

Members are asked to:

- 2.1 Consider the advice at 3.3 of the report in respect of the feasibility to implement a TRO which prohibits Campervans, caravans and commercial vehicles from parking overnight, beginning on the section of road directly in front of the Lancaster Hotel, covering all of the Ganavan Road, to the entrance to carpark at Ganavan
- 2.2 Note and consider the indicative costs at 3.4 for the provision of basic services, to allow campervans to park safely overnight at Ganavan;
- 2.3 Note and consider the advice at 3.5 indicating how consultation on proposals can be carried out urgently with local residents and the wider community in advance of any works being approved by the Area Committee

3.0 DETAIL

3.1 BACKGROUND

- 3.1.1 Ganavan Sands was part of the RAF Oban facility until c. 1946, and thereafter served as a car parking area, with the land to the south of the car park being a campsite prior to its redevelopment for housing.
- 3.1.2 The car park is governed by a Traffic Regulation Order (TRO) which, as part of an Argyll and Bute-wide parking review in 2017 was updated. The update involved altering the paying arrangements to make the first two hours of parking free, with standard charges applying thereafter. The charging period is:

Monday to Saturday	9am to 6pm
Sunday	1pm to 6pm

Outwith these times charges do not apply e.g. the car park is free.

3.1.3 Caravans and motorhomes are permitted to park in the car park, but they cannot use it for residential or camping purposes, nor can they use any vehicle as sleeping accommodation.

3.1.4 The specific wording for the existing TRO is:

- No person shall use any part of a parking place or vehicle or trailer in it for residential or camping purposes.
- No person shall use any vehicle or trailer as sleeping accommodation while it is parked upon a parking place except where specifically authorised by the Council.

3.1.5 The relaxation of the lockdown restrictions has resulted in a rise in 'staycations' – Argyll and Bute offers areas of outstanding natural beauty and is a highly favourable tourist destination pre-dating COVID-19. There is a rise in the use of the site at Ganavan by motorhomes therefore consideration needs to be given to the most appropriate way to manage this increased use.

3.2 PREVIOUS AREA COMMITTEE MOTION

Ganavan is an area of natural beauty and importance in our local community, attracting local people and visitors from near and far.

In recent months, as a direct consequence of the Coronavirus pandemic and the UK and Scottish Government recommendation for stay-cation, there has been a marked increase in the number of campervans visiting the area and seeking to park overnight.

As the current Ganavan carpark restrictions prohibit this; campervan visitors are being displaced along the Ganavan Road in even greater numbers than previously; which has led to issues of public health and road safety, causing considerable distress to residents.

The provision of a warm welcome and fit for purpose, managed and chargeable facilities for campervans at Ganavan, in partnership with the introduction of overnight parking restrictions on the Ganavan Road would serve to enhance the area in terms of amenity and safety whilst also providing economic benefit.

The Oban, Lorn and the Isles Area Committee agrees to:

1. Request that the Council's Roads and Infrastructure Service;

1.1 consider the feasibility to implement a TRO which prohibits Campervans, caravans and commercial vehicles from parking overnight, beginning on the section

of road directly in front of the Lancaster Hotel, covering all of the Ganavan Road, to the entrance to carpark at Ganavan;

1.2 investigates and costs the work necessary in providing infrastructure for provision of basic services, to allow campervans to park safely overnight at Ganavan - Cold water tap, general and chemical waste disposal, designated campervan bays, payment facility etc.;

1.3 in order that this can be dealt with as a matter of urgency for decision, to bring a report and recommendations to a special area committee be held on 14 October 2020;

1.4 as part of this report steps should be outlined indicating how consultation on proposals can be carried out urgently with local residents and the wider community in advance of any works being approved by the Area Committee; and

2. Hold a Special meeting of the Area committee on 14th October 2020

Decision

The Oban, Lorn and the Isles Area Committee agreed the terms of the Motion.

3.3 POTENTIAL TRO ON C66 GANAVAN ROAD

3.3.1 There are a number of options which would have the effect of prohibiting campervans, caravans and commercial vehicles from parking overnight within the section of the C66 Ganavan Road highlighted in the Motion.

3.3.2 The section of the C66 from Glenrigh Hotel to the War Memorial is already subject to parking restrictions. These were introduced via the *Argyll and Bute Council (On-Street Parking Places and Charges) (Oban) Order 2018* and have the effect of limiting use of these bays to motor cars, dual purpose vehicles, motor cycles or disabled person's vehicles.

3.3.3 There are other restrictions in place between Corran Roundabout and the start of the parking restrictions on the south-east side of the road between the Corran Roundabout and just beyond Barriemore Hotel on the northwest side of the road. These restrictions come from a number of different TROs and are a mixture of "no waiting" and "no loading/waiting" e.g. no parking. These restrictions apply to all vehicles and are enforced.

3.3.4 There are currently no other restrictions between the War Memorial and Ganavan Car Park. This section of the C66 Ganavan Road has limited road width although is generally two-lane; there is also limited footway. The route is popular with both cyclists and walkers, and is also a service bus route.

3.3.5 Possible changes which could be taken forward include:

FORMALISED ON-STREET PARKING BAYS

The section of road from the Moorings to Camas Ban (c. 150m) is wide enough to install on-street parking bays, and restrictions can apply for any time period.

- (a) Limit parking to vehicles defined as motor cars, dual purpose vehicles, motor cycles or disabled person's vehicles. This would effectively limit the type of vehicles which could park – any motorhomes etc. would be subject to a parking fine. This would still allow non-residents to park within this section.
- (b) As above but including permit-only parking, effectively restricting use to residents only, with the standard parking permit fee of £98/year
- (c) As (b) with the addition of pay and display between set hours e.g. the area being open to other road users to park

NO PARKING RESTRICTIONS

- From the War Memorial to the north side of Castle Corner
- Castle Corner to North Bay House
- North Bay House to the Moorings
- Camas Ban to Ganavan Car Park

3.3.6 If Members are so minded, Officers can draft up TROs to be advertised on this basis.

3.4 CAMPERVAN/MOTORHOME INFRASTRUCTURE

3.4.1 The legislation used to create a campsite is the Caravan Sites and Control of Development Act 1960 (link below). Normally a prospective campsite requires a Site Licence, which is issued by the relevant Local Authority. As the Council would be the developer there is no requirement for a site licence.

<https://www.legislation.gov.uk/ukpga/Eliz2/8-9/62/contents>

3.4.2 The legislation is primarily concerned with caravans rather than motorhomes and only specific sections of the guidance would apply, however, the view of Officers is that any infrastructure changes should look to provide the facilities outlined in the below. The spacing of motorhome bays, as shown in Appendix 1, is based on the provision of the 6 metre fire safety spacing. Indicative capital costs include pipe work, cables, tracking, connections and commissioning.

Item	Indicative Cost
Flushing Unit (for foul canister etc.) and 4-5,000 litre septic tank.	£7,000
Grey Waste Unit with Lid and soakaway	£2,000
Clean water standpipe (cost may decreased dependent on nearest available supply)	£18,000
System of lighting	£12,000

Fire Points (including assembly area, emergency fire extinguishers and storage)	£500
Parking Meter	£4,000
Total installation costs	£43,500

3.4.3 There would also be ongoing maintenance (revenue) cost implications which are outlined in the following table:

Item	Indicative Cost
Supply of electricity for lighting	£150
Supply of water for flushing (metered supply)	£12 + standing rate
Supply of water for standpipe (metered supply)	£95 + standing rate
Cleaning of soakaway (required circa every 5 years but annualised here)	£100
Emptying of Septic Tank	£12,000
Annual maintenance (revenue) costs	£12,357

Notes:

- i. *Electrical costs based on supplying circa 12 units. Costs may be change depending on the lighting design and if solar units are feasible.*
- ii. *Unit rate for water supply is based £1.48/m³. 1m³ = 1,000 litres.*
- iii. *In the UK typical flush rate for foul waste use circa 6 litres per flush. For 7 bays at 50% maximum Occupation over a year this equates to 7,665 Litres.*
- iv. *Motorhomes typically carry 100 litres of fresh water. Assuming 50% of vehicles will fill an empty tank (i.e. 50% of the 50% occupation) this equates to 63,875 litres per year.*

3.4.4 There is no available budget to take this forward, nor has any other funding been identified. Ultimately taking forward such a project and making the necessary revenue and capital allocations would be a policy matter for Members.

3.4.5 One option would be to look to fund the works on a cost recovery basis e.g. borrowing the required funds and looking to pay back the loan and cover the ongoing annual costs by setting up an appropriate scheme of charges. This is something which could be modelled if Members so desire.

3.4.6 Alternatively the Area Committee could make a recommendation to the Policy and Resources Committee to fund these works and ongoing costs.

3.4.7 If the above changes were approved and budget allocated for them/a funding model agreed, then the existing TRO for the car park would require to be altered, which would mean the normal TRO process would be followed

3.5 CONSULTATION

3.5.1 Any traffic management proposals on the C66 will require a formal TRO. Inherent within the TRO process is community consultation and engagement which allows for public views to be gathered. Gathering the views of our communities is important as we take forward any proposed changes to traffic management arrangements, which is why we have these processes already in place to capture feedback and allow Members to come to fully informed decisions.

3.5.2 Similarly, should budget be allocated and motorhome infrastructure progressed at Ganavan or another location existing Orders would require to be updated which would mean the normal TRO process would be followed and public feedback could be gathered

3.5.3 The staffing resource is in place to support normal TRO consultations following the existing procedures.

4.0 CONCLUSION

4.1 This report provides detail on possible options for new traffic management on the C66 Ganavan Road, as well as providing high level costings to install motorhome/campervan infrastructure at Ganavan, as requested by the OLI Area Committee at its September meeting.

4.2 There is currently no identified budget or funding mechanism for an infrastructure improvement project at Ganavan

5.0 IMPLICATIONS

5.1 Policy – the Council does not currently have a specific policy in respect of campervans/motorhomes

5.2 Financial – there is no identified budget for proposed infrastructure works

5.3 Legal – none known

5.4 HR – none known

5.5 Fairer Scotland Duty – none known

5.5.1 Equalities – none known

5.5.2 Socio economic Duty – none known

5.5.3 Islands – none known

5.6 Risk – none known

5.7 Customer Service – public consultation to be picked up as part of the normal TRO processes

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7/10/20

For further information contact: Stuart Watson, Traffic and Development Manager

APPENDICES

Appendix 1:- map