

**PROPOSED ARGYLL AND BUTE COUNCIL (OFF STREET PARKING PLACES
AND CHARGES) (HELENSBURGH) (AMENDMENT) ORDER 202_**

1.0 EXECUTIVE SUMMARY

- 1.1 The report provides an update on the proposed Traffic Regulation Order “The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_” (hereafter, the “TRO”) and provides detail of the single objection to the draft TRO.
- 1.2 Only one objection was submitted to the proposed TRO. Officers engaged with the objector but no solution was agreed upon and the objection remains extant.
- 1.3 To allow the Service to manage the off-street car park asset effectively and safely, it is the view of Officers that the Order should be made, with one amendment.

RECOMMENDATIONS

That the Committee agree that the draft “The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_” TRO can be made with the amendment detailed below:

- that the Order is amended to designate this area for coaches and limit the stay to 20 minutes maximum.

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2.0 INTRODUCTION

2.1 This report provides an update on the proposed Traffic Regulation Order “The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_” (hereafter, the “TRO”) and provides detail of the single objection to the draft TRO.

3.0 RECOMMENDATIONS

3.1 That the Committee agree that the draft “The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_” TRO can be made with the following amendment:

- that the Order is amended to designate this area for coaches and limit the stay to 20 minutes maximum.

4.0 DETAIL

4.1 The proposed TRO seeks to amend the existing Order to reflect the changes in the layout following the Helensburgh Waterfront Development upgrade and the Councils, at its meeting held on Thursday 29 September 2022, decision to amend the Pier Car Park restrictions as below:

- i. that the Helensburgh Waterfront car park be amended to provide free parking for the first 2 hours and charged thereafter; and
- ii. that officers progress a Traffic Regulation Order (TRO) covering the new car park with the flexibility to enable free parking for the first 2 hours, with any representations received during the TRO process being reported back to the Helensburgh and Lomond Area Committee.

- 4.2 The proposed TRO, if made, will provide powers in regard to the effective management and enforcement of the off-street asset in-line with the above. Appendix 1 contains the draft TRO as published.
- 4.3 Consultation 1 and 2 were carried out as a combined stage. This phase closed on the 9 December 2022 with no comments made submitted by the consultees.
- 4.4 Consultation 3 is the stage where the proposals are published and any individual, organisation or group may submit formal objections to the draft TRO. This stage commenced on 13 January 2023 and closed on 10 February 2023.
- 4.5 Only a single objection was submitted to the proposed amendment. Officers engaged with the objector but no solution was agreed upon and the objection remains extant.
- 4.6 The objection and the Councils response are summarised in the table below:

Objection	<ul style="list-style-type: none"> • That the two hour free limit is not sufficiently long. • Parking charges will dissuade people from using the HWD facilities.
ABC Response	<p>It is intended that the proposed amendment to the Order will:</p> <ul style="list-style-type: none"> • Manage the available provision of parking places. • Reduce instances of inappropriate or inconsiderate parking • Help patrons of the Waterfront Development to use the facilities. • Improve road safety.

- 4.7 While there is no right for anonymity for maintained objections, it is standard practice to withhold the names and addresses of the objectors.
- 4.8 The Order, as drafted, does not permit coaches to wait in the drop-off area. Officers propose that the Order is amended to designate this area for coaches and limit the stay to 20 minutes maximum.
- 4.9 Members should note that a non-material amendment has been made to the schedule which corrects an error. The change pertains to a start time which previously started at 0800hrs to 0900hrs. There is no detriment to car park users with this change as it reduces the charging period.
- 4.10 To allow the Service to manage the off-street car park asset effectively and safely, it is the view of Officers that the Order should be made.

5.0 CONCLUSION

5.1 This report provides detail of the objections to the draft “The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_” TRO and recommends that the TRO be made with the following amendment:

- that the Order is amended to designate this area for coaches and limit the stay to 20 minutes maximum.

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

6.0 IMPLICATIONS

6.1 Policy – Parking Policy Framework 2014.

6.2 Financial – Signs and lining will be funded from the car parking revenue budget.

6.3 Legal – That the TRO be implemented as published.

6.4 HR – None known.

6.5 Fairer Scotland Duty:

6.5.1 Equalities - protected characteristics – None known.

6.5.2 Socio-Economic Duty – None known.

6.5.3 Islands – n/a.

6.6 Climate Change – n/a.

6.7 Risk – Safer roads for all road users.

6.8 Customer Service – in line with Parking Policy Framework 2014.

6.9 The Rights of the Child (UNCRC) – None Known.

Kirsty Flanagan, Executive Director with responsibility for Roads and Infrastructure Services

Councillor Andrew Kain, Policy Lead for Roads and Transport

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For further information contact:

Jim Smith, Head of Roads and Infrastructure Services
jim.smith@argyll-bute.gov.uk

Hugh O’Neill, Network and Standards Manager
hugh.oneill@argyll-bute.gov.uk

Stuart Watson, Assistant Network and Standards Manager
stuart.watson@argyll-bute.gov.uk

APPENDIXES

Appendix 1 – Draft “The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_”