
Update on Park and Ride Investigation

1.0 EXECUTIVE SUMMARY

As the Council do not own any sites that can deliver a park and ride site alternative option sites are being pursued to identify whether it is achievable or not to deliver additional car parking. Once a site is identified as feasible and the landowner is content to sell a funding package will require to be secured to purchase the site and implement the construction works.

Based on the revised Pier Head Master plan it is anticipated there will be a loss of approximately 190 car park spaces from the existing site. There will be a slight betterment in car park spaces after the CHORD works are complete (approximately 10 spaces).

In financial year 2011/12 SPT funded a study to consider option sites and the study concluded that the best option site to develop at that time was a car park and ride at Craighendoran Pier. The site was progressed to desk top feasibility with outline layouts and cost estimates of circa £800k-£1.3M to develop a park and ride site.

As the above site is not within the Councils land ownership control the structural integrity and condition of the site requires to be confirmed so that it can be evaluated prior to the Council considering purchase. Intrusive geotechnical investigation requires the land owner's permission and a source of funding for the intrusive investigation (estimated to cost £39k) requires to be identified. The report details the further discussions that have taken place with the land owner and concludes that the above option site is not recommended to be taken forward at this present time.

Roads and Amenity services have investigated the potential to deliver through delineation additional parallel parking along Station Road. Station Road is only adopted to the end of the existing houses with the last section of Station Road connecting to Craighendoran station under the same landownership as that of Craighendoran Pier (Refer to Appendix 1). Roads and Amenity services have confirmed that it is possible to form additional parking along Station Road and have estimated that approximately 50 car park spaces could be created.

During 2014 Scottish Gas Network (SGN) have dismantled the Gasometer site in Helensburgh Town Centre. Outline feasibility layouts for additional 57 car parking spaces have been undertaken (Refer to Appendix 2) and Estates are in discussion with SGN regarding a valuation of the site and confirmation of the site's geotechnical condition/integrity. This is anticipated to be completed by the end of October. The site would be advantageous due to its close proximity to the town centre and early discussions with SPT regarding potential funding source have been positive.

Update on Park and Ride Investigation

2.0 SUMMARY

- 2.1 This report considers the present option sites within Helensburgh that could potentially be taken forward to provide additional car parking and recommends which sites should continue to be pursued.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the option site of Craigendoran Pier is not taken forward at this present time.
- 3.2 It is recommended that Roads and Amenity Services takes forward the delineation of parallel parking along Station Road to provide approximately 50 spaces at an appropriate time and in tandem with proposals for the Pier Head in Helensburgh.
- 3.3 It is recommended that Estates continue to pursue Scottish Gas Network for a valuation of the site and confirmation of the site's geotechnical condition/integrity.

4.0 DETAILS

4.1 Option Site Craigendoran Pier

In financial year 2011/12 SPT funded a study to consider option sites and the study concluded that the best option site to develop at that time was a car park and ride at Craigendoran Pier. The site was progressed to desk top feasibility with outline layouts (77-156 car park spaces) and cost estimates (£800k-£1.3M).

As the above site is not within the Councils land ownership control the structural integrity and condition of the site requires to be confirmed so that it can be evaluated prior to the Council considering purchase. Intrusive geotechnical investigation requires the land owner's permission and a source of funding for the intrusive investigation (estimated to cost £39k) requires to be identified.

Council officers have met with the landowner to discuss the above. The landowner highlighted the area of land to the east beyond station road which is also under their ownership. The landowner confirmed a previous developer had taken out an option over the land for potential housing development. The landowner would be happy to allow the intrusive investigations to be carried out and the results shared but did

express concerns over how attractive a future housing development would be if the main entrance to the site is adjacent to a park and ride site. Council officers also discussed with the landowner the potential for the length of Station Road (from the last house on Station Road to Craigendoran Station entrance) to be adopted by the Council. This would allow for the full length of Station Road to be delineated for car parking. Council officers did suggest that measures including signalisation of Station Road/East Clyde Street and full parking delineation of Station Road would potentially make the access to the land to the east beyond Station Road more attractive to developers. The landowner confirmed as there was no monetary benefit to them in doing this they were not interested in considering this option.

In light of the above discussions and the costs of £39k funding that would need to be sourced to fund for intrusive investigations it is recommend that the option site of Craigendoran Pier is not taken forward at this present time.

- 4.2 Roads and Amenity services have investigated the potential to deliver through delineation additional parallel parking along Station Road. Station Road is only adopted to the end of the existing houses with the last section of Station Road, connecting to Craigendoran station, under the same landownership as that of Craigendoran Pier.

Roads and Amenity services have confirmed that the width of the existing carriageway on Station Road between Craigendoran Avenue and the end of the public road limit is 10.5 metres narrowing to 10.0 metres. A 1.0 metre access strip could be delineated plus 2.5 metre parking bay still allowing for a minimum of 6.5 metres wide carriageway which would be acceptable for the passage of two way traffic. It is estimated that the above delineation would provide approximately 50 parallel car parking spaces restricted to the north side of the road next to the railway line. The cost estimate for the above is approximately £5,000. The above is within Argyll and Bute Council's land ownership/control to deliver.

At present as there is adequate parking taking place on the private section of Station Road it is recommended that the above is taken forward at an appropriate time and in tandem with proposals for the Pier Head in Helensburgh.

There are also further enhancements that would make the above 50 parallel parking spaces more attractive. There is an area of verge adjacent to the railway line that would be advantageous to implement as a new footway along Station Road however this is currently under the land ownership of Network rail and cost estimates for construction of this are in the region of £55k (not including the land purchase value also). There is also the potential of the signalisation of Station Road/East Clyde Street and this has been estimated to be in the region of £50k to deliver. The scheme was previously proposed by a developer's traffic consultant and is outline design only. There are a number of residential properties that will exit onto the A814/Station Road at mid junction and this detail will require to be addressed with the residents and may restrict the opportunity to deliver this piece on infrastructure.

Funding sources for the above enhancements would need to be identified and the necessary approval and purchase of land given by Network Rail for the footway.

4.3 During 2014 the Gasometer site in Helensburgh town centre has become an option site as Scottish Gas Network have decided to undertake demolition works of the gasometer. As the site is not within the Council's ownership control the Council estates section have been pursuing the integrity/condition of the site to ensure it is suitable for use as car parking and in order for a cost evaluation to be prepared should the Council wish to pursue a purchase from the land owner. Outline designs for potential car park layouts have been undertaken and the preferred layout providing 57 additional car park spaces is detailed in Appendix 2. It is recommended that Estates continue to pursue Scottish Gas Network for a valuation of the site and confirmation of the site's geotechnical condition/integrity. Once a detailed valuation and cost estimate for the car park are known a source for funding will require to be identified.

5.0 CONCLUSION

- 5.1 As the Council do not own any sites that can deliver a park and ride site alternative option sites are being pursued to identify whether it is achievable or not to deliver additional car parking.
- 5.2 Once a site is identified as feasible and the landowner is content to sell a funding package will require to be secured to purchase the site and implement the construction works.
- 5.3 It is recommended that the option site of Craigendoran Pier is not taken forward at this present time.
- 5.4 It is recommended that Roads and Amenity Services takes forward the delineation of parallel parking along Station Road to provide approximately 50 spaces at an appropriate time and in tandem with proposals for the Pier Head in Helensburgh.
- 5.5 It is recommended that Estates continue to pursue Scottish Gas Network for a valuation of the site and confirmation of the site's geotechnical condition/integrity.

6.0 IMPLICATIONS

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| 6.1 | Policy | Consistent with the Council's Local Transport Strategy in seeking to benefit the travelling public within Argyll and Bute |
| 6.2 | Financial | Funding will require to be secured at delivery stage. |
| 6.3 | Legal | Land negotiations and evaluations will require to be undertaken prior to consideration of purchase. |
| 6.4 | HR | None |
| 6.5 | Equalities | None. |
| 6.6 | Risk | Land for an option site cannot be purchased by the |

Council and funding for delivery of project cannot be secured.

6.7 Customer Services None

Executive Director of Development and Infrastructure Pippa Milne

Policy Lead Councillor Duncan MacIntyre

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For further information contact: Moya Ingram, Strategic Transportation Manager
Telephone 01546 604 190
moya.ingram@argyll-bute.co.uk

APPENDICES

Appendix 1 – Limit of Station Road Public Adoption

Appendix 2 – Outline Car park Layout Gasometer Option Site