

TRAFFIC MANAGEMENT AND PARKING REVIEW UPDATE
HELENSBURGH and LOMOND

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 the police 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 A member workshop was held on 9 March where the scope of the Helensburgh parking review was discussed. A public consultation exercise was carried out which included public meetings in Helensburgh on 24 March and Luss on 31 March.
- 1.9 Following this consultation exercise officers have developed parking proposals for Helensburgh and Lomond which are detailed in this paper for the consideration of members.

2.0 RECOMMENDATIONS

Members recommend the following proposals be taken to Environment Development and

Infrastructure Committee for approval:

Helensburgh

- i) Maintain one hour free on-street parking in the restricted parking zone bays (status quo).
- ii) Note that car parks at the new Council offices on Clyde Street will be available for public parking outwith office hours and will be free of charge.
- iii) Maintain the free car spaces in the Pier Area car park (status quo).
- iv) Change the unlimited charging structure in John Street and James Street to be consistent with the restricted parking zone (1 hour in bay free parking).
- v) Not to proceed with the introduction of an "outer zone" zone.
- vi) Change the charging structure in the Sinclair Street car park to the first 2 hours free with charges thereafter.
- vii) Review town centre parking arrangements by the end of 2017 to measure the effectiveness of the parking management.

Luss

- i) Residents only parking in the core village area, supported by a Restricted Parking Zone.
- ii) Year round off street charges to the Council run car park.
- iii) Pay and display parking on the first section of Pier Road from Old Luss Road
- iv) Double yellow lines to the full extent of Old Luss Road other than where the carriageway is sufficiently wide to allow pay and display parking bays to be installed.

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HELENSBURGH and LOMOND

3.0 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.

4.0 RECOMMENDATIONS

4.1 Members recommend the following proposals be taken to Environment Development and Infrastructure Committee for approval:

4.1.1 Helensburgh

- i) Maintain one hour free on-street parking in the restricted parking zone bays (status quo).
- ii) Note that car parks at the new Council offices on Clyde Street will be available for public parking outwith office hours and will be free of charge.
- iii) Maintain the free car spaces in the Pier Area car park (status quo).
- iv) Change the unlimited charging structure in John Street and James Street to be consistent with the restricted parking zone (1 hour in bay free parking).
- v) Not to proceed with the introduction of an "outer zone" zone.
- vi) Change the charging structure in the Sinclair Street car park to the first 2 hours free with charges thereafter.
- vii) Review town centre parking arrangements by the end of 2017 to measure the effectiveness of the parking management.

4.1.2 Luss

- i) Residents only parking in the core village area, supported by a Restricted Parking Zone.
- ii) Year round off street charges to the Council run car park.
- iii) Pay and display parking on the first section of Pier Road from Old Luss Road
- iv) Double yellow lines to the full extent of Old Luss Road other than where the carriageway is sufficiently wide to allow pay and display parking bays to be installed.

5.0 DETAIL

Parking Review:–

- 5.1 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 will be followed by a statutory consultation process on any changes to the existing Road Traffic Orders.
- 5.2 Under the initial scope for Helensburgh and Lomond it was proposed that a parking review and parking workshops be carried out in Helensburgh Town Centre and at Luss, both locations having received representation from Community Councils and other bodies. On this basis Cardross, Rhu, Shandon, Garelochhead, Arrochar, the Rosneath Peninsula and other settlements within Helensburgh and Lomond are not in scope for the review.
- 5.3 The Process for the Helensburgh and Lomond parking review 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 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 orders will be progressed as part of the legal process.

The process is currently at the third bullet point above.

- 5.4 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.

5.5 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 2017, or earlier should cost pressures become apparent.

Existing Parking Provision - Helensburgh.

5.6 As part of the Helensburgh regeneration works a Restricted Parking Zone (RPZ) has been created in Helensburgh Town Centre (area within the blue broken line shown at Appendix 1). The RPZ has been introduced to reduce clutter from individual signs marking bays etc. The RPZ is indicated on the ground with 'entrance' signs which state the restrictions between certain hours. Under the RPZ it is permitted to park only in a designated parking bay for the time permitted. Parking outwith a marked bay may result in a PCN being issued.

There are a total of 268 on street parking spaces available in the RPZ detailed in Table 1 below. The total off street parking provision is 989 spaces making a total of on and off street spaces (Restricted Parking Zone and car parks detailed below) of 1257.

5.7 Table 1 - Number of on-street parking bays within the RPZ - Helensburgh

Parking Bay Type	No. of Bays
Limited 60 minutes waiting / no return within 60 minutes 0800-1800 hours Mon-Fri	184
Unrestricted parking (James and John Street)	58
Disabled limited 60 minutes waiting / no return within 60 minutes 0800-1800 hours Mon-Fri	17
Loading bays limited 30 minutes / no return within 60 minutes	2
Taxi rank	1 bay – max 6 taxis
Total on street spaces	268

5.8 **Table 2 Off Street Parking Bays**

Car Park	Number of Paid Spaces	Number of Free Spaces
Sinclair Street	108	
Pier Car park	132	420
Maitland Street	32	
New Council Offices		47 – available outside office hours
Co-op – Railway Car Park	Privately operated car park – 250 spaces	
Total off street car parking spaces	989	

5.9 **Arrangements during the public realm works**

During the public realm works Sinclair Street car park had the charging suspended. This was implemented to maintain free car parking provision in town during the construction phase - during construction the contractor took 'possession' of the streets being improved to allow works to be carried out. During these possessions on street parking was not permitted where the works were underway and, at times, to clear areas for traffic management reasons. The lost car parking income was funded through the regeneration budget to offset the loss of off street income. A summary of off street parking income in Helensburgh is provided in the below Table, the figures include the funds allocated to compensate for lost income following the suspension of parking charges.

5.10 **Table 3 Off Street Parking Income**

Sum of actual Period Net SUM	Period Year		
Cost Centre Narrative	2012/13	2013/14	2014/15
DIS – Off Street – Charging - H&L	720		
DIS – Off Street – Charging – Helensburgh	-1221	-1018	-90
DIS – Off Street – Charging – Maitland Street, Helensburgh	-3473	-4481	-2995
DIS – Off Street – Charging – Pier, Helensburgh	-47242	-42537	-34186
DIS – Off Street – Charging – Sinclair Street, Helensburgh	-40641	-36251	-43746
Grand Total	-91868	-84286	-81017

5.11 **Proposals set out in the Parking Consultation**

The consultation leaflet set out the following proposals:

- Town centre free on street parking for one hour within the Restricted Parking Zone
- Town centre free on street parking for 2 hours within the 'outer zone' as detailed on the street plan at Appendix A. As part of this proposal permits would be available for residents to purchase.
- Off street car parks to remain as is with a mix of charging nearer the town centre and free further away (420 spaces at the far end of the Pier Car Park currently free).

5.12 **Comments received during and following the consultation:**

There were 87 individuals who attended the parking consultation. The format of the consultation was a drop in style session where individuals were provided with leaflets and large A1 plans were displayed. Officers were available to discuss the draft proposals and individuals were encouraged to complete a form where they could detail any comments they had. A summary of the comments received is detailed at Appendix 2.

In addition to the above the Chamber of Commerce carried out a survey by questionnaire – the analysis of the questionnaire is provided at Appendix 3 (Council Officers had no input to the wording or style of the questionnaire).

One of the proposals put forward by the public is to remove the charging for the Sinclair Street car park. The average parking income over the last 3 years for Sinclair Street is £40,203 p/a. This is expected to increase slightly given the introduction of DPE and completion of the CHORD works.

5.13 **Proposals for Helensburgh**

Based on the feedback from the consultation the following is proposed:

- One hour free in the RPZ (this maintains the status quo and allows the RPZ to be fully managed).
- Change the unlimited on street parking in James and John Street to 1 hour to align with the remainder of the RPZ.
- Leave the 'outer zone' (as shown in the leaflet in Appendix 1) as is – no change.
- Promote first 2 hours free parking in Sinclair Street Car Park with charges thereafter.
- Review of town centre parking management by the end of 2017 to measure the effectiveness of parking management following the introduction of the RPZ.

5.14 **Proposals for Luss**

Existing Parking Provision - Luss.

5.15 Parking restrictions are currently limited in Luss. There are a number of on street restrictions in place. However, the Council has received representation over recent time for some form of traffic management to be introduced. Elected Members, The Community Council, residents and Police Scotland have made representations regarding the volume of traffic visiting the village year round. The volumes can increase significantly during holiday periods. At times Police Scotland have had to deploy resources to maintain public order. There is a public car park, maintained by the Council, which is pay and display during peak season.

5.16 Proposals set out in the Parking Consultation Leaflet:

The consultation leaflet set out the following proposals:

- Introduction of a Restricted Parking Zone – similar to that recently introduced in Helensburgh.
- Visitors' parking restricted to an agreed time period, e.g. 1hr, 1.5hrs, 2hrs etc. this to be determined.
- Visitors permitted to park in marked bays for an agreed period.

The consultation leaflet also set out other considerations:

- Permits would be available to residents to purchase with a suggested annual charge of £40.00
- Residents would require a permit to indicate that they were authorised to park in excess of the restricted time.
- Existing nose in parking would be dedicated to residents only, still requiring a permit.
- The position and distribution of marked bays would be subject to further discussion but only where carriageway width is suitable.

5.17 Comments received during and following the consultation:

A summary of comments received is included at Appendix 2. Appendix 3 details representation received following the consultation.

Proposals for Luss

- Residents' only parking in the core village area.
- Year round off street charges to the Council run car park.
- Pay and display parking on the first section of Pier Road from the old Luss Road
- Double yellow lines to the full extent of the old Luss Road other than where the carriageway is sufficiently wide enough to allow pay and display parking bays to be installed.
- Extend the 30mph speed limit.

6.0 CONCLUSION

6.1 This report provides an update to Members on traffic management issues and the on-going parking review in Helensburgh and Lomond. The overall financial impact of the proposals cannot be quantified at this time, however, the implications are expected to be broadly cost neutral but would need to be monitored to manage within overall budget. This would include a review of parking management at the end of 2017, or earlier should cost pressures become apparent.

7.0 IMPLICATIONS

- | | | |
|-----|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7.1 | Policy | Parking Policy 2014 |
| 7.2 | 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 implications above are expected to be broadly cost neutral but would need to be monitored to manage within overall budget. This would include a review of parking management at the end of 2017, or earlier should cost pressures become apparent. |
| 7.3 | Legal | Traffic Regulation Orders will be implemented as necessary. |
| 7.4 | HR | None |
| 7.5 | Equalities | None |
| 7.6 | Risk | Safer roads for all road users. |
| 7.7 | CS | None |

Policy Lead, Councillor Ellen Morton

Executive Director of Development and Infrastructure, Pippa Milne

Head of Roads & Amenity Services Jim Smith
May 2015

For further information contact: Aileen Simpson, Traffic and Development Manager, Tel: 01546 604853

Appendix 1 – Parking Leaflet Helensburgh

Appendix 2 – Analysis of customer comment from the consultation workshop Helensburgh

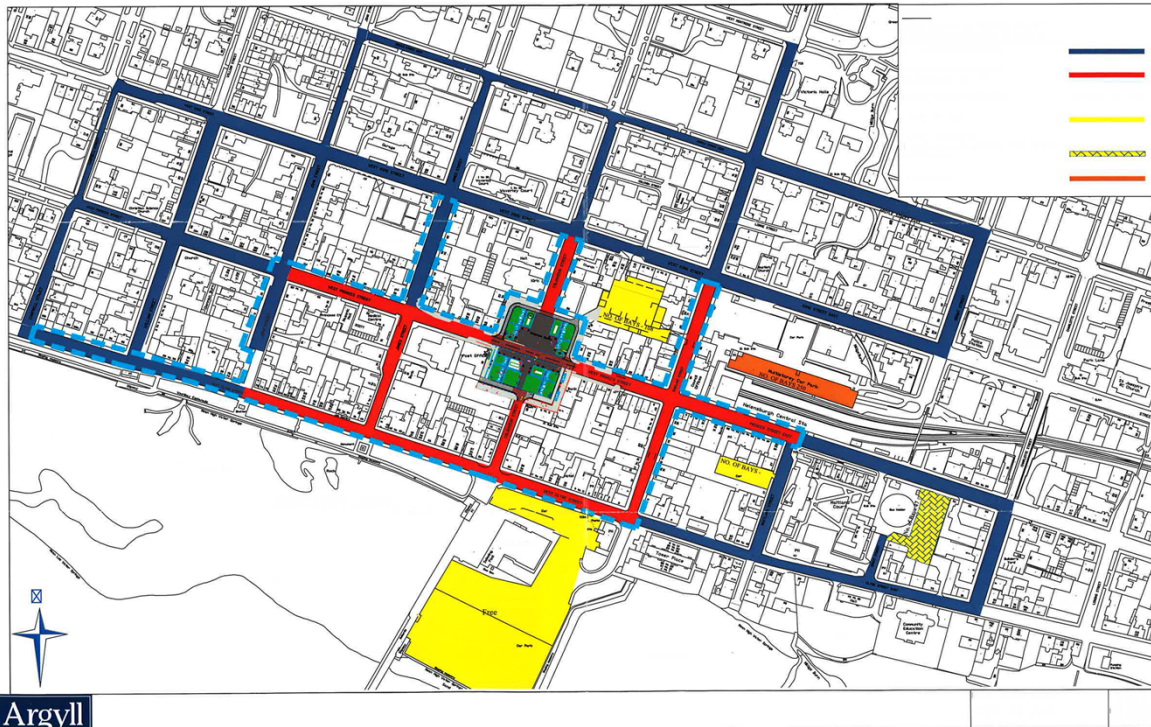
Appendix 3 – Chamber of Commerce Survey Results

Appendix 4 – Parking Leaflet Luss

Appendix 5 – Analysis of customer comments from the consultation workshop

Appendix 6 – Summary of other comments Luss

Appendix 1 – Parking Leaflet



Notes



Helensburgh Restricted Parking Zone

A Restricted Parking Zone or RFPZ is a specific type of parking restriction that has been applied to the central area of Helensburgh town.

The intended purpose of the RFPZ is to reduce the need for excessive signage, such as a common single yellow lines in the zone.



Signs indicating the start of the RFPZ will state the restrictions between certain hours of operations.

The Parking Process

Public meeting where the proposals highlighted in this label will be discussed. Views from the Public meeting will be taken into consideration. Formal Consideration by the Area Committee. Any proposals with budget implications will need to be considered by the Councils Policy and Resources Committee who have responsibility of budget matters across the council area.

Formal statutory consultation followed by advertisements to (required to make changes to parking).

Representations are considered then formal changes are put in place and implemented.

Parking proposal in Helensburgh...

On Street Parking Existing Situation:

- There are no on street parking for one way streets.
- Limited to a one hour stay.
- Two way streets are one way at all times.
- Some areas have one way street parking restrictions.

On Street Parking Proposed for Helensburgh:

Street	Maximum Hour stay
• 15 minutes - 20 pence	• 15 minutes - 20 pence
• 30 minutes - 40 pence	• 30 minutes - 40 pence
• 45 minutes - 60 pence	• 45 minutes - 60 pence
• 1 hour - 80 pence	• 1 hour - 80 pence

Maximum Hour stay

Street	Maximum Hour stay
• 15 minutes - 20 pence	• 15 minutes - 20 pence
• 30 minutes - 40 pence	• 30 minutes - 40 pence
• 45 minutes - 60 pence	• 45 minutes - 60 pence
• 1 hour - 80 pence	• 1 hour - 80 pence

Maximum Hour stay

• 15 minutes - 20 pence
 • 30 minutes - 40 pence
 • 45 minutes - 60 pence
 • 1 hour - 80 pence

Maximum Hour stay

• 15 minutes - 20 pence
 • 30 minutes - 40 pence
 • 45 minutes - 60 pence
 • 1 hour - 80 pence

For further information

Website: www.argyll-bute.gov.uk/parking
 Email: enquiries@argyll-bute.gov.uk
 Telephone: 01546 605514 (payments)
 01546 605515 (payments)

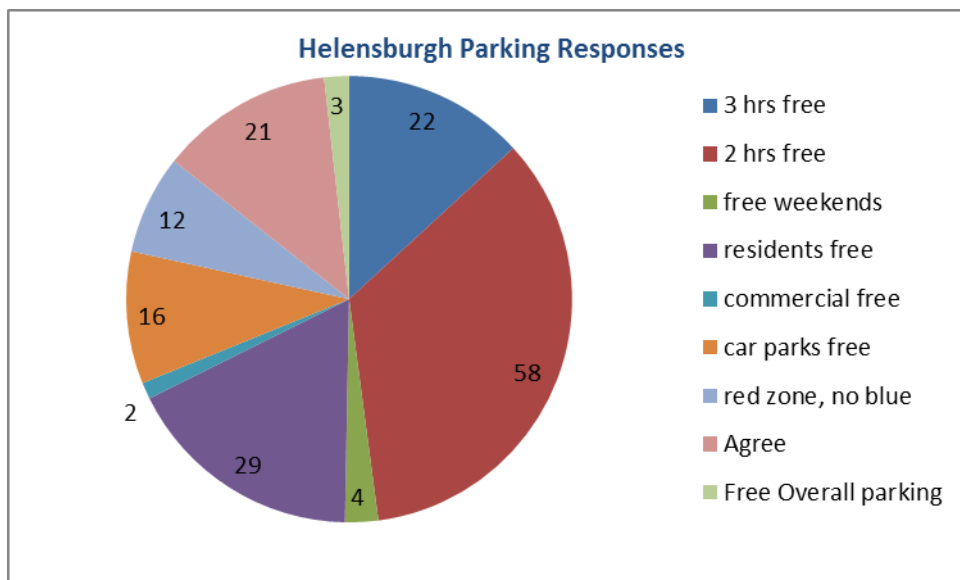
Work with us to keep Argyll and Bute moving!



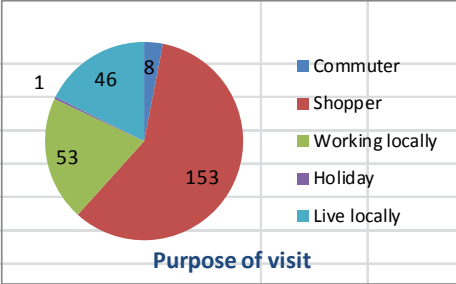
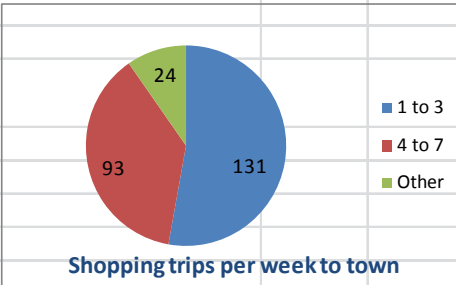
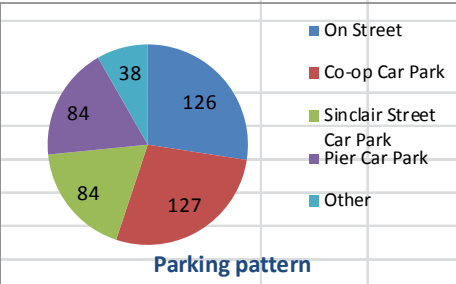
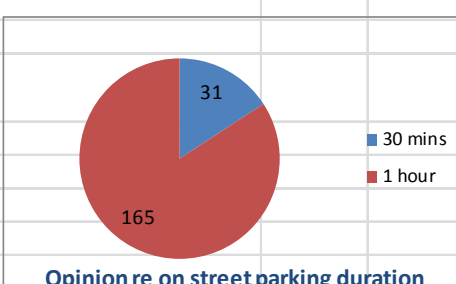

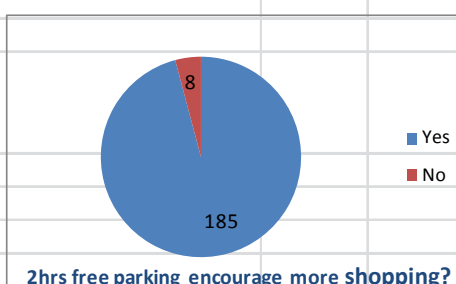


Parking Management in Helensburgh

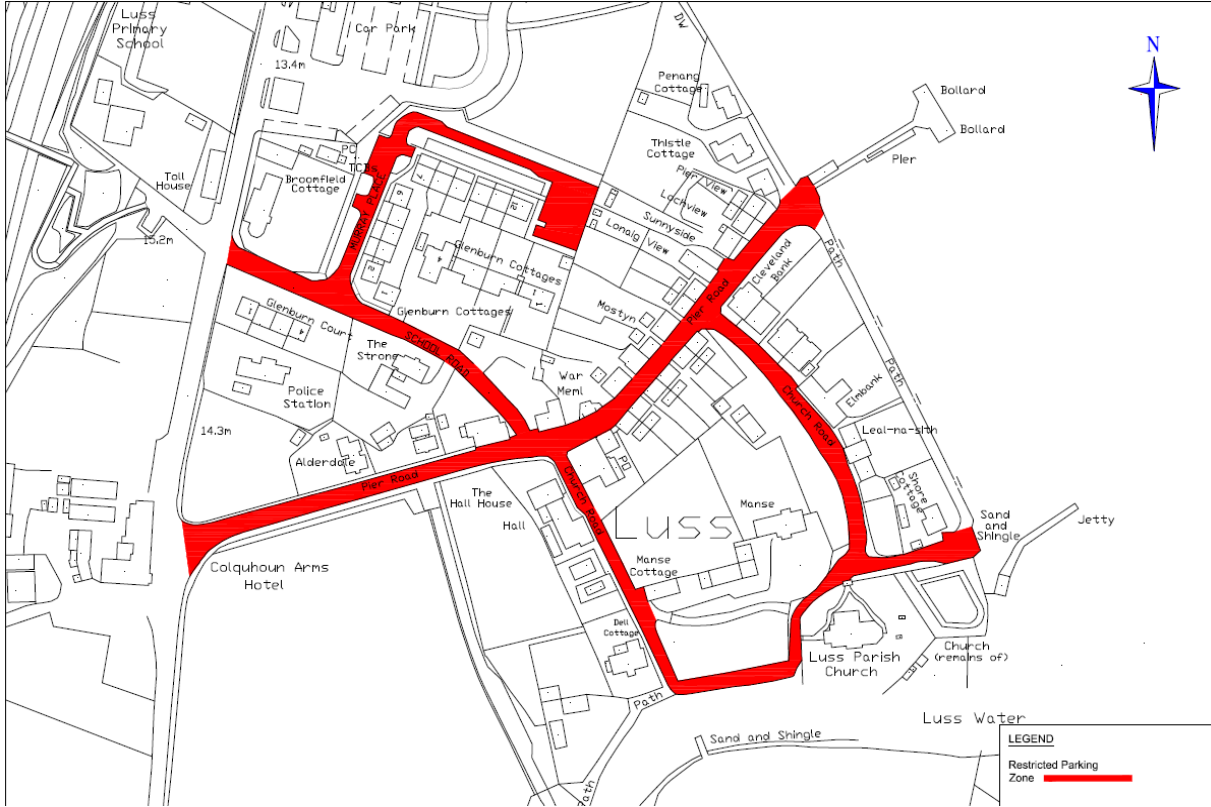
Appendix 2 – Analysis of customer comment from the consultation workshop



Appendix 3 – Chamber of Commerce Survey Results

What is the purpose of your visit to the town?			 <p>Purpose of visit</p>	
Commuter		8		
Shopper		153		
Working locally		53		
Holiday		1		
Live locally		46		
On a weekly basis how many times do you shop in the town?			 <p>Shopping trips per week to town</p>	
1 to 3		131		
4 to 7		93		
Other		24		
If you shop in the town, where do you normally park?			 <p>Parking pattern</p>	
On Street		126		
Co-op Car Park		127		
Sinclair Street Car Park		84		
Pier Car Park		84		
Other		38		
What do you think is a suitable length of time for on street parking?			 <p>Opinion re on street parking duration</p>	
30 mins		31		
1 hour		165		
Did you shop more frequently in town when there was an hours free in Sinclair Street Car Park?			 <p>Shop more when free parking?</p>	
Yes		248		
No		27		
Do you think the permanent operation of 2 hours free parking would encourage you to shop more in the Town?			 <p>2hrs free parking encourage more shopping?</p>	
Yes		185		
No		8		

Appendix 4 – Parking Leaflet



Parking Management in Luss



The Review Process

Public meeting where the proposals highlighted in this leaflet will be discussed

Views from the public meeting will be taken into consideration

Formal consideration by the Area Committee

Any Proposals with budget implications will need to be considered by the councils' Policy and Resources Committee who have responsibility for budget matters across the council area.

Formal statutory consultation followed by advertisements (required to make changes to parking).

Representations are considered then formal changes are implemented.

For further information

Website: www.argyll-bute.gov.uk/parking

Email: enquiries@argyll-bute.gov.uk

Telephone: 01546 605514 (enquiries)
01546 605515 (payments)

'Work with us to keep Argyll and Bute moving'



Argyll and Bute Council
Comhairle Earra-Ghàrdheal agus Bhròid
www.argyll-bute.gov.uk

A Restricted Parking Zone or RPZ is a specific type of parking restriction. It reduces the need for yellow lines and the number of signs on display.

Signs indicating the start of the RPZ

will state the restrictions between certain hours of operation.

• Restricted Parking Zone

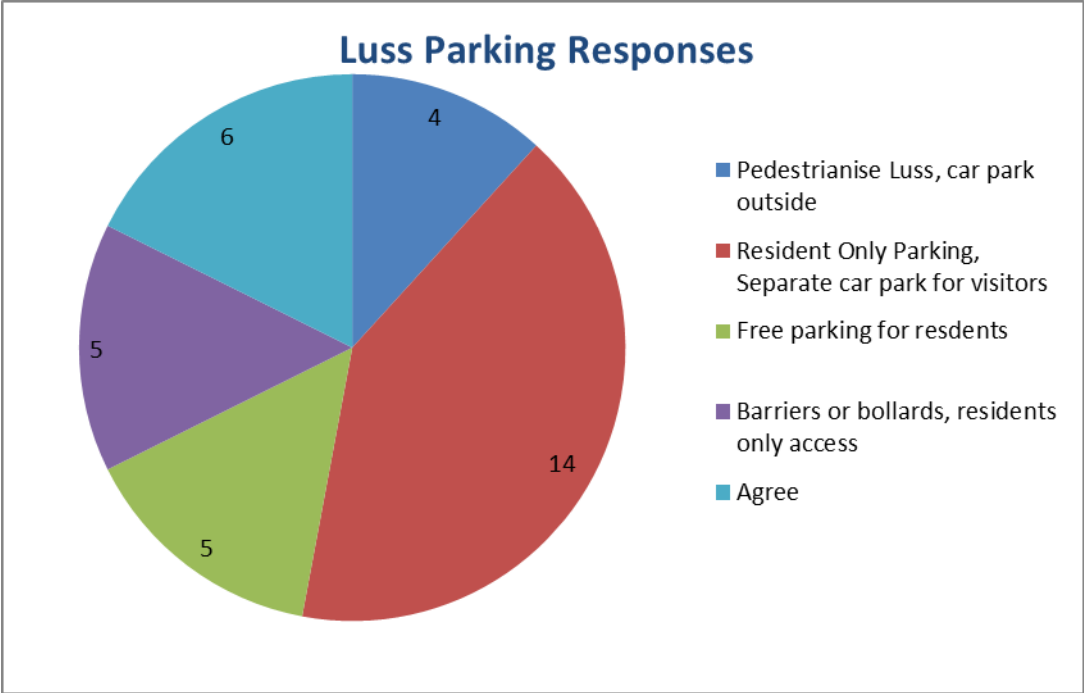
• Visitors parking restricted to an agreed time period e.g. 1hr, 1.5hrs, 2hrs etc. This to be determined.

• Visitors permitted to park in marked bays for an agreed period.

Proposed changes: Other considerations:

- Permits would be available to residents to purchase with a suggested annual charge of £40.00.
- Residents would require a permit to indicate that they were authorised to park in excess of the restricted time.
- Existing nose in parking would be dedicated to residents only, still requiring a permit.
- The position and distribution of marked bays would be subject to further discussion but only where carriageway width is suitable.

Appendix 5 – Analysis of customer comment from the consultation workshop



Appendix 6 – Summary of Other Comments

Renfrewshire gives free residents parking, wants consistency and visibility of usage of funds

Multi lingual signage at entrance to village

Visitors and family of residents, what consideration are there of them.

Enforcement issue due to nationalities etc.

More prominent signs re speed limits

Money from permits/parking used to fix road in village

Old A82 cars parking cause issues

Enforcement concerns, weekends and bank holidays main issue when wardens don't work

Concern over permit charge, visitors causing problem, residents have to pay

Reduce speed limit from 40mph to lower (a few mentioned)

Improve signage (a few mentioned)

Loch Lomond Rescue boat - ensure involved - shed near church

One way system throughout village

Boy racers a problem at night

Prams, wheelchairs etc. access impossible due to parking on pavements

Larger signs
