

PROPOSED LUSS TRAFFIC REGULATION ORDERS

1.0 EXECUTIVE SUMMARY

- 1.1 There have been longstanding traffic related issues within Luss village which have worsened with an increasing number of visitors using Luss as a holiday and leisure destination. In many ways Luss has become a victim of its own success with the village having become one of the 'honey pot' destinations within both Argyll and Bute and Loch Lomond and the Trossachs National Park.
- 1.2 There is limited on-street parking and 2 large off-street car parks available at Luss. One of these car parks is council owned and managed and is long established. The second car park which is privately operated has only been recently constructed and opened. The available on-street parking is regularly oversubscribed with residents and businesses within the village core often finding that they are unable to park near to their properties due to visitors.
- 1.3 In response to easing of lockdown in Summer 2020 and increases to staycation, a Temporary Traffic Regulation Order (TTRO) was promoted to introduce a range of temporary measures within Luss, these being similar in nature to permanent measures which were being evolved as part of an ongoing design process with the local community to provide an effective traffic management solution within the village and along the Old A82.
- 1.4 A permanent Traffic Regulation Order has been advertised and this report presents the representations from that formal process together with recommendations on the next steps.
- 1.5 It is recommended that the Helensburgh and Lomond Area Committee agree the following:
- 1.5.1 Speed Limit TRO
- i. The Order is made as drafted.
 - ii. Physical traffic management measures will be installed to support to the proposed speed limits in-line with the Council's Road Speed Limit Policy Framework.

- iii. Officers will carry out pre and post implementation speed surveys and review with respect to the Council's Road Speed Limit Policy Framework.

1.5.2 Traffic Management TRO

- i. Reduce the proposed permit cost from £98 to £45 per annum.
- ii. Retain the restriction on the proposed number of permits with a view to amending in the future depending on post-implementation use with respect to available road space (capacity).
- iii. Note there is sufficient provision of off-street parking and that the inclusion of visitor parking within the permit scheme risks over-subscription of parking availability within the core village roads. Off-street parking permits are available for the following fees:
 - a. 3 months - £139
 - b. 6 months - £258
 - c. 9 months - £371
 - d. 12 months - £489
- iv. Note that equipment required by trades can be loaded and unloaded at the relevant property but that the vehicles should then park within the off-street car parks. Where works are longer term or more complex, a temporary relaxation of restrictions can be applied for.
- v. Blue Badges can park within the village core. Those with reduced mobility but without a Blue Badge can be dropped off or collected by a vehicle but otherwise note the availability of off-street parking.
- vi. Refer the objection to the Prohibition of Driving to an Independent Reporter.

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2.0 INTRODUCTION

- 2.1 The Helensburgh & Lomond Area Committee, at its meeting on 17 September 2020, instructed Officers to proceed with two proposed Traffic Regulation Orders relating to Luss Village and the U228 Old A82. The proposed Orders included one covering traffic management and one speed limit amendment.
- 2.2 This report provides an update on progress to date and offers recommendations for the consideration of Members regarding the proposed TROs.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Helensburgh and Lomond Area Committee agree the following:

3.1.1 Speed Limit TRO

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- ii. Physical traffic management measures will be installed to support to the proposed speed limits in-line with the Council's Road Speed Limit Policy Framework.
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 - v. Blue Badges can park within the village core. Those with reduced mobility but without a Blue Badge can be dropped off or collected by a vehicle but otherwise note the availability of off-street parking.
 - vi. Refer the objection to the Prohibition of Driving to an Independent Reporter.

4.0 DETAIL

Previous Council Proposals

- 4.1 The September 2020 Helensburgh and Lomond Area Committee instructed officers to proceed with the traffic regulation process for two proposed Traffic Regulation Orders (TROs). The proposed Orders included:
 - Traffic management within the core village roads and the U228 Old Luss Road; and
 - An amended speed limit order on the same roads.
- 4.2 The proposed speed limit Order received 1 objection, however, this was resolved through the Consultation 3 engagement process and was formally withdrawn following discussions regarding physical traffic management. This Order can now be made. Appendix 1 contains the speed limit order and associated plan.
- 4.3 In support of the speed limit order, the following actions are proposed:
 - A pre-implementation speed survey will be carried out to provide a baseline speed picture;
 - Appropriate physical traffic management to be installed to support the amended speed limits. This will include signs, repeaters and road markings (roundels). Within the 20mph speed limit on the U228 Old Luss Road at the junctions with Pier Road and School Road it is proposed to install coloured surfacing to create a gateway effect.
 - Further speed surveys post-implementation at 6 month intervals. Officers will liaise with Police Scotland regarding enforcement activities and data arising from speed surveys. If desired mean speeds are not achieved there may be a requirement for additional physical traffic management or, alternatively, consideration given to reverting or amending the speed limit; in line with the Councils Road Speed Limit Policy Framework.

It is recommended that the Order is now made as drafted, pre & post implementation speed surveys are carried out and appropriate physical traffic management measures are installed to support the speed limit order.

4.4 The proposed Luss traffic management order contained the following provisions (refer to Appendix 2 for full detail):

- Prohibition of Driving; on the following roads (Schedule 1 of the proposed Order):
 - a. Pier Road – full length;
 - b. Church Road – full length;
 - c. School Road – from its junction with the U228 Old A82 to its junction with Pier Road;
 - d. Murray Place – full length
- Prohibition of Waiting and Loading at any time (Schedule 2 of the proposed Order)
 - a. On sections of the U228 Old A82
 - b. On sections of School Road
 - c. On Sections of Church road
- Prohibition of Waiting at any time except vehicles displaying valid permits (“restricted parking zone”) ((Schedule 3 of the proposed Order):
 - a. Pier Road – full length;
 - b. Church Road – full length except the section with loading/waiting restrictions (para 4.4, ii);
 - c. School Road – from its junction with the U228 Old A82 to its junction with Pier Road;
 - d. Murray Place – full length
- Prohibition of Waiting at any time (Schedule 4 of the proposed Order):
 - a. On sections of the U228 Old A82
- Parking Places - Maximum stay 30 minutes, no return within 1 hour 0800-2000 hours Monday to Sunday (Schedule 5 of the proposed Order):
 - a. On U228 Old A82 opposite the primary school.

4.5 On close of Consultation 3 (stage 3, public consultation), the proposed traffic management order received 73 submissions representing 91 objectors (co-signed objections). During the engagement process only 2 objections were withdrawn, leaving 89 extant objections.

4.6 An anonymised thematic summary of objections is attached in Appendix 3, however; the following provides a condensed representation of the extant objections; that they object to:

- The cost of permits
 - Also referenced the cost of off-street parking permits in regard to staff permits for businesses
- The number of permits allowed; the range across this objection included:
 - The maximum limit on residents permits (2 per household)

- The maximum limit on business permits (2 per business)
- Businesses having more than one permit
- No provision for residents visitors parking within proposal
- Access for trades
- Access for those with mobility issues but that don't have a Blue Badge
- The Prohibition of Driving

4.7 For clarity, the officer response to each of the above points will be given in the same order:

- The Council currently only have one other area (Oban town centre) where on-street permits are offered. The setting of the charges for the Oban on-street permits takes into account the potential lost income from the on-street pay & display charges. The proposed on-street permits for Luss Village will not have the same potential lost income as there are no proposals to introduce pay & display within the core village roads.
- In consideration of the above, it is proposed to set the Luss on-street permits at £45 per annum and that this figure for Luss is included within the Councils future fees and charges. This rate ensures that the proposed permit system is self-financing and does not become a financial pressure on the Council or public purse; that is, the proposed rate will cover administration and system costs. The rate of £45 is based on a calculation on actual cost of administering the existing permits that the Council has in place, this being based on staff time within the back office, warden time for checking for compliance etc. ICT costs associated with the system used and annual system license costs.

It is recommended that the permit cost for Luss village is set at £45 per annum.

- The permit zone is, as noted in the September 2020 report, a substantial size and includes all residential and business properties within the Luss parish boundary. It remains the view of Officers that this will require monitoring post-implementation and will likely require amendments in the future. The following are potential scenarios:
 - a. The zone leads to an oversubscription of parking within the village; this may require one of two options:
 - i. A reduction in the size of the zone with a relaxation in number of permits
 - ii. A reduction in the number of permits per property
 - b. Parking within the village is well managed and there is scope for a loosening of permit restrictions. There are a number of options in this scenario but the following could be considered:
 - i. Creation of an inner parking zone, perhaps including only the core village streets, allowing an additional number or permits

to be issued per property (residential / business). This may be a welcome scenario for the businesses within the village.

- ii. If demand is high within residents / business within the core village and beyond that which could be served by additional on-street permits (i.e. road space capacity), there may be a case for the introduction of a special off-street permit at a reduced standard rate. This proposal would require approval by the Policy & Resources Committee.

It is recommended that Members retain the restriction on the proposed number of permits with a view to considering any future amendments depending on post-implementation use, monitoring and community feedback.

- There is provision for visitors to make use of the off-street parking provision (the Council operated north car park and the privately operated south car park). It is considered that there is insufficient on-street parking opportunity within the village to be able to accommodate resident and businesses as well as their visitors.

It is recommended that Members note that there is sufficient provision of off-street parking and that the inclusion of visitor parking within the permit scheme risks over-subscription of parking availability within the core village roads.

- The proposed TRO allows for the loading and unloading of vehicles, including trades people. Once the necessary equipment has been unloaded the vehicles can be parked within the off-street car parks. For longer term or more complex works, temporary relaxations of the TRO can be applied for. Increasing the number of exemptions within the TRO may undermine the desired outcome of parking control within Luss village.

It is recommended that Members note that equipment required by trade can be loaded and unloaded at the relevant property but that the vehicles should then park within the off-street car parks. Where works are longer term or more complex, a temporary relaxation of restrictions can be applied for.

- Blue badge holders can park within the village provided they do so without causing an obstruction and they display the Blue Badge appropriately. In addition to this, the TRO allows access and egress of vehicles (except passenger service vehicles (bus / coach)) to board and alight passengers, including those with reduced mobility.

It is recommended that Members note the above and the availability of off-street parking.

- The objection to the Prohibition of Driving is not within the delegated powers of the Traffic Authority to overrule. The Committee has a number of options in regard to this objection, these are:
 - a. Remove the restriction from the proposed order.
 - i. This option may face challenge from the community.
 - ii. The Prohibition of Driving is supported by Police Scotland.
 - b. Abandon the whole order;
 - i. This option is not recommend.
 - c. Refer the objection to an Independent Reporter for a Hearing.
 - i. There is a cost to this although for a single objection this is expected to be in the region of £2- 5K;
 - ii. The Reporter submits recommendations back to the Area Committee at the conclusion of the process for consideration.

It is recommended that Members agree to refer this objection to an Independent Reporter.

5.0 CONCLUSION

- 5.1 This report provides an update on progress to date and offers recommendations for the consideration of Members regarding the proposed TROs.

6.0 IMPLICATIONS

- 6.1 Policy: Parking Policy 2014 & Road Speed Limit Policy Framework 2017

- 6.2 Financial: None. Advertising costs for publication of TROs will be funded from the existing Network and Traffic Management budgets. Signing and lining costs will be funded from the existing car park maintenance budget and/or roads revenue budget.

If objections are maintained there may be a need for the TROs to be referred to a Reporter.

Physical traffic management measures will be financed from the H&L parking maintenance budget.

- 6.3 Legal: Potential challenge during the procedural pause.

- 6.4 HR: None

- 6.5 Fairer Scotland Duty: Limited impact, however, the TRO should improve the safety of local residents and visitors by reducing traffic circulating through the village. This brings a positive impact to both Communities of Place and Communities of Interest.

6.5.1 Equalities - protected characteristics

Blue Badge Holders will be permitted to park for free within the permit zone and within the off-street car park.

6.5.2 Socio-economic Duty

May have an impact on those who currently visit Luss and park for free within the village or the Old A82 Road as they will need to park within the off-street car park, which is pay & display. Off-street permits are available, however, and these reduce the costs of parking, when compared against the daily charges, significantly. This has been considered against the impact tourism has on Luss Village, including its impact on Communities or Place & Interest alongside the impact on road safety and traffic issues.

The cost of off-street permits may have a disproportionate impact on local businesses that lack access to private off-street parking. This should be considered within the post-implementation monitoring and as part of any future amendment.

6.5.3 Islands N/A

6.6. Risk Safer roads for all road users through controlled parking and reduced speed.

6.7 Customer Service: None over and above the norm for TROs.

**Executive Director with responsibility for Roads and Infrastructure Services,
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Policy Lead for Roads and Infrastructure Services, Cllr Rory Colville

August 2021

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APPENDICES

Appendix 1a – Draft Speed Limit TRO

Appendix 1b – Speed Limit Plan

Appendix 2a: - Draft Traffic Management TRO

Appendix 2b: Traffic Management Layout Plan

Appendix 2c: Extent of Permit Zone

Appendix 3: Thematic Summary of Objections