

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

1.0 EXECUTIVE SUMMARY

- 1.1 The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_ provides detail of the single objection to the draft TRO. The
- 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 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

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2.0 INTRODUCTION

- 2.1 This report provides an update on the Argyl and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_ and provides detail of the single objection to the draft TRO. The

3.0 RECOMMENDATIONS

- 3.1 That The Argyl 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.

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APPENDIXES APPENDAPPENDIXES

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