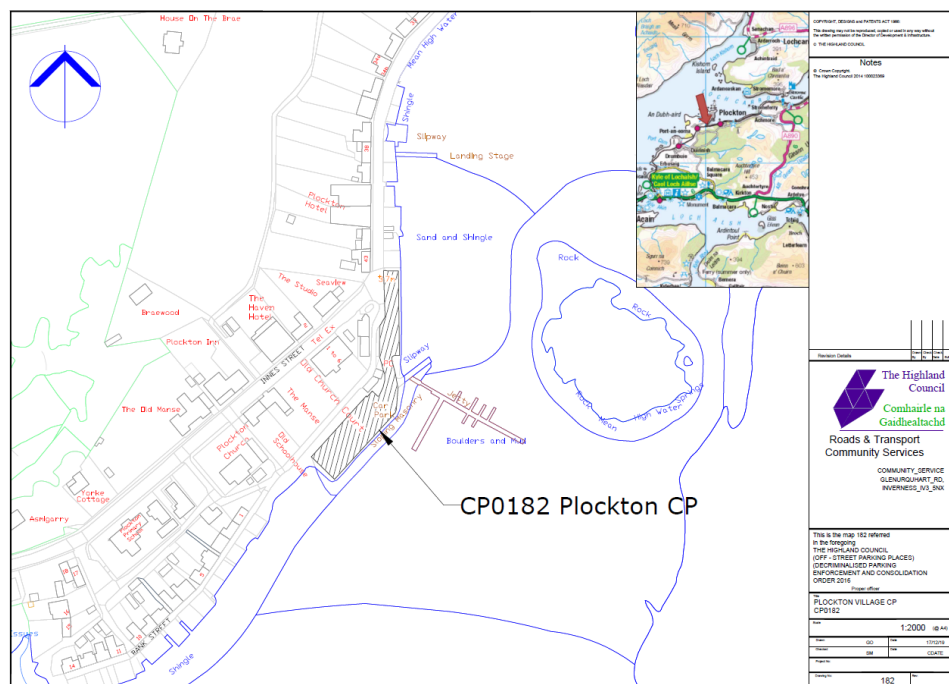


Following a community participation request Highland Council Officers have met with community representatives to discuss numerous Traffic Management Issues in the Village of Plockton.

The issues and proposed redress are discussed below. This information should be shared widely in the community in advance of any statutory consultations required to introduce any new waiting or loading restriction and to gauge local support for any of the proposals.

CP0182 Plockton Village Car Park



Issues Identified



- Capacity – site is over prescribed during the visitor season
- Materials – capacity is impacted by storage of unauthorised materials, trailers, boats etc
- Contraventions – Vehicles are staying beyond the maximum 24 hour period and vehicles are exceeding bay sizes.

- No prescribed Disabled bays in the Car Park.

Immediate remedial measures:

- Notice will be served on all unauthorised materials for removal
- Bays will be refreshed, and sizes will be improved
- Signing will be refreshed
- Work will continue with the Harbour Trust & Sailing club to rationalise storage requirements for water-based activities.
- Two disabled bays will be provided near the entrance to the Car Park

Measures to be considered:

Expansion of the Car Park, South west along the shoreline greatly increase the capacity of the car park and reduce the visitors are having on the community. This would be a substantial capital investment and consideration will need to be given to preparing a scheme as early as possible to improve the access funding where available.

Pay & Display

One route to securing long term funding would be to introduce a form of charging for use of the Car Park. It is recommended that this is done in a way that least impacts users. This could be all year or just seasonal between March October.

OPTION 1: The Council is currently delivering

“Invitation to Pay” sites where Parking meters are installed with all appropriate signage, but payment is Voluntary, and users are not penalised for Non-Payment. There is a substantial compliance from visitors in the sites already installed.

PROS

- Income generated can be reinvested in small scale infrastructure projects.
- Income can support additional Officer Resource in the area.
- Local users know they do not have to pay but Visitors generally comply

CONS

- At best the income level will reach 40- 60% of what could be generated
- The income is not secure enough to allow revenue to offset large scale Capital borrowing to fund more substantive infrastructure investment.

OPTION 2: **“Enforceable Parking Charges”** would include the power to issue a Penalty Charge Notice for Non payment of the parking charge.

PROS

- Income is generated that can be secured to fund larger scale Capital Borrowing by the Highland Council and thus access larger Grant based match funding available from other agencies.
- Additional Officer resource can be secured in the area.
- Higher compliance rates maximise the income levels.

CONS

- Local users would have to pay however they would be given access to a vastly reduced Local Parking Season Ticket (£10 for 30 days parking)



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Harbour Street

Due to the narrow width of the road and residential parking only available on street the road is actually operating as single lane with passing places.

There are daily occurrences of either oversized vehicles attempting to access the North end of the village or congestion and gridlock caused by inappropriate parking preventing passing of vehicles.



This is currently tackled by several areas marked as “Keep Clear”. These are to allow vehicles to easily and safely pull in to pass each other. These Keep Clear markings are regularly being abused and technically these are the wrong form of road markings and are being used incorrectly. In addition they are not enforceable by the Parking Team.

Intervention

It is proposed to introduce additional Double Yellow in all the areas marked as keep clear.

These will allow enforcement against any vehicle parked on them but will not interfere with the servicing of homes or businesses as Loading will be permitted.



Lines

Harbour Street Junction with Cooper street



This Junction services access to Cooper Street and can be congested due to parked vehicles around the junction and parked vehicles reducing access to the shop. It is proposed to reinforce the “No parking within 30 feet of a junction rule” with Double Yellow Lines and create a loading bay outside the shop.



Cooper street

Due to on street resident and visitor parking this street again operates as a single lane Road but there are very limited opportunities to pull in to allow vehicles to pass each other.

Intervention

To help create the opportunity to pass safely we are proposing highlighting a couple of driveways with the "H" bar symbol that request people do not park. This will create natural Gaps along the Road.



Cooper Street Junction

Vehicles parking on the radius of the Junction are causing access and safety issues.



Intervention

To maintain access for larger vehicles and adequate visibility the junction will be regulated by Double Yellow Lines.



Main Pier area parking



This area can be blocked by indiscriminate visitor parking preventing access for the refuge vehicle and servicing of the pier.

Intervention

To maintain access it is proposed to regulate the location by formalising as a car park with double yellow lines to prevent obstructive long term parking.



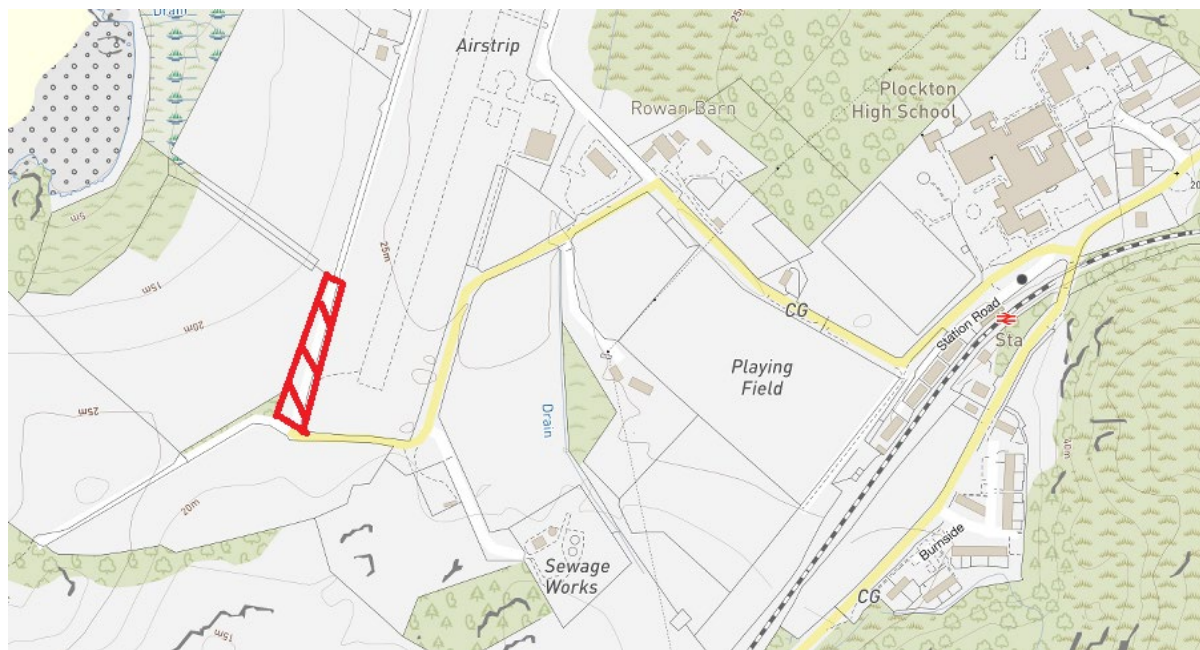
The existing bay will be unchanged with only the addition of a sign with T&Cs and banning Motorhomes from parking between 10pm and 8am in the bay.

Short term Motorhome provision

One key issue is the lack of space to accommodate medium to large Motorhomes in the Village.

Discussions were held on creating a nearby facility that would allow Motorhomes to stay for up to 24 hours for a small fee without having to enter the main Village area.

The group have identified the area adjacent to the Airfield used to access Coral Beach. I can confirm that all this area is within full control of The Highland Council.



This area is already used as a Car Park and it is proposed that the area be refurbished within the boundary of the Road to allow for some motorhome bays to be added and provide an un-serviced overnight stay location. I route would need to be defined to offer visitors a walking route back into the Village.

