

EAST AYRSHIRE COUNCIL

CABINET, 26 JANUARY 2011

PROPOSED RESIDENT PERMIT PARKING SCHEME IN KILMARNOCK

Report by the Depute Chief Executive/Executive Director of Neighbourhood Services

1 PURPOSE OF REPORT

The purpose of this report is to:

- (a) Inform Cabinet of options for a proposed Permit Parking Scheme for residential areas surrounding Kilmarnock town centre; and
- (b) Seek agreement for the Head of Roads & Transportation to begin the public consultation procedure.

2 BACKGROUND

- 2.1 On 12 December 2002, the Development Services Committee agreed to approve the promotion of a Traffic Order to introduce parking controls, including a permit parking scheme for residents and businesses, in Kilmarnock town centre. The East Ayrshire Council (Various Roads, Kilmarnock) (Waiting and Loading Restrictions and Designated Parking Places) Order 2004 was subsequently made and implemented in March 2005.
- 2.2 The Committee also agreed that after the introduction of the Traffic Order, further consultations on options for residential parking schemes in outer areas should follow where there was a significant level of support.
- 2.3 This report sets out the proposed details of such a consultation and the options for a potential permit scheme for the residential areas surrounding Kilmarnock town centre.

3 DEFINITION OF THE INITIAL CONSULTATION AREA

- 3.1 Since the introduction of the 2004 Order, the Council has received a number of complaints about indiscriminate commuter parking in residential areas and requests for resident parking permits in areas around Kilmarnock town centre. The streets from which those requests originate are shown on the map in Appendix A.
- 3.2 The Council has undertaken surveys which indicate that there is commuter parking in residential streets in Bonnyton, Grange-Howard, Piersland-Bentinck and to the north of Glencairn Square.
- 3.3 Taking account of this information, it is proposed that residents and businesses in the area shown in Appendix B will be consulted on the need for new parking controls including a residents parking scheme to address existing parking issues and possible future displacement of commuter parking from the town centre.

4 CONSULTATION PROGRAMME

4.1 The consultation is proposed to be undertaken in three stages:

- An initial consultation with questions to establish issues and the need for new parking restrictions including a resident parking scheme:
- A second consultation with detailed proposals seeking views on the number and location of resident bays and other restrictions; and
- The 'statutory' consultation needed to promote a Traffic Regulation Order for the introduction of a resident parking scheme and other restrictions.

5 CONSULTATION

Initial Consultation

- 5.1 It is proposed that the initial consultation would take the form of a leaflet drop to all the homes and businesses inside the consultation area as well as Members, community groups and other stakeholders. The leaflet will explain in plain language the reasons for the scheme and how one might work. The leaflet would provide an explanation of the principles of a resident parking scheme, a brief questionnaire and contact details.
- 5.2 The proposed questions for inclusion in the questionnaire are contained in Appendix C. A comments box would be included to allow the public to comment on the need for a resident parking scheme and other parking issues.
- 5.3 It is also proposed that a website will be prepared for information and comment, and the consultation would be advertised in the local press.

Further Consultation

- 5.4 The second and third stage consultations would be designed to seek community views on detailed proposals to address the identified parking issues.

6 SCHEME OPTIONS

- 6.1 Three initial options for the resident parking scheme have been identified:
- **Option 1**, which provides Resident Only Permit Bays, yellow line waiting restrictions at junctions and goods vehicle loading bays where needed to aid local business where off-street loading is not available. The remaining road length is unrestricted.
 - **Option 2**, as Option 1, i.e. resident parking bays, commercial loading bays and unrestricted parking, plus some lengths of short stay parking for business, visitors and deliveries; and
 - **Option 3**, a Controlled Parking Zone, including the characteristics of Option 2 but with all parking in the area restricted.
- These options are explained in more detail below.
- 6.2 All options would make it easier for residents to park conveniently close to their homes during the day. Resident parking bays cannot be designated for individual residents and would be occupied on a first come/ first served basis. The duration of the restrictions would be the subject of local consultation but are likely to be in force from

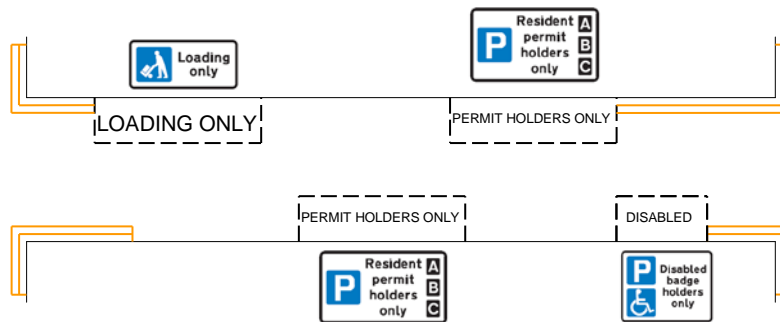
the beginning to the end of the working day, Monday to Saturday inclusive (parking restrictions in the town centre are currently in force between 8am and 6pm Monday to Saturday, except for longer periods of waiting and loading restrictions). Outwith these times all parking would be unrestricted except at junctions where waiting restrictions would be in force 24 hours per day.

6.3 Existing Disabled Persons' Parking Places, which have been requested by residents in the past and lie within the proposed scheme boundary, would be integrated into the proposed scheme. Newly requested Disabled Persons' Parking Places could be placed in a Resident Only permit Bay if necessary.

6.4 The three initial options are described in more detail below.

6.5 Option 1, Resident Permit Holder Only Bays

Figure 1



6.6 Figure 1 shows a typical layout for Option 1 including “No waiting “ restrictions at junctions to protect visibility splays and pedestrian crossing points; an on street commercial vehicle loading bay adjacent to business premises that do not have an off-street service yard; Resident Permit Holder Parking bays; and a Disabled Persons' Parking Place.

6.7 To avoid abuse of the system by non-residents, it is proposed that proof of residence and ownership/ control of the vehicle would be needed before a permit is issued and permits would be renewed annually. To avoid unsustainable costs to the Council, it is proposed that an administration charge will be levied for permits.

6.8 The supply of Resident Permit Holder Only bays will be designed to meet the daytime demand for residents parking. However, it may not always be possible to locate the Resident Permit Holder Only bays adjacent to every permit holders home. In such cases some permit holders may have to park in Resident Permit Holder Only bays along their street or in neighbouring streets.

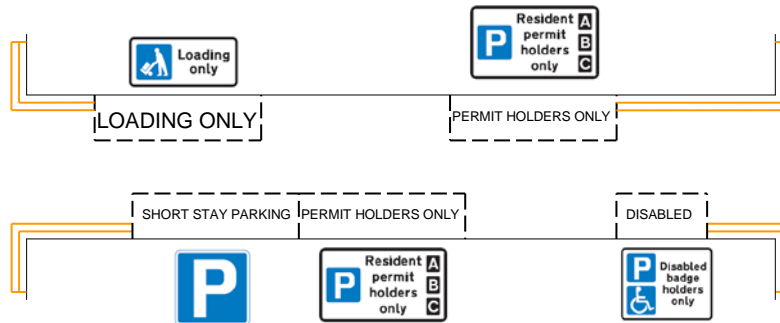
6.9 Option 1 would require additional enforcement to patrol the resident parking areas. However, it is clear at once when a non-permit holder is parked in a permit bay, simplifying enforcement.

6.10 Resident parking schemes can displace commuter parking to other residential areas nearby. The continued availability of unrestricted parking spaces will help minimise this effect.

6.11 Option 1 provides a measured response to the current needs of residents and is capable of being expanded in future to react to new issues as necessary.

6.12 Option 2, Resident Permit Holder Only Bays with short stay parking controls

Figure 2



6.13 Option 2 is depicted in Figure 2.

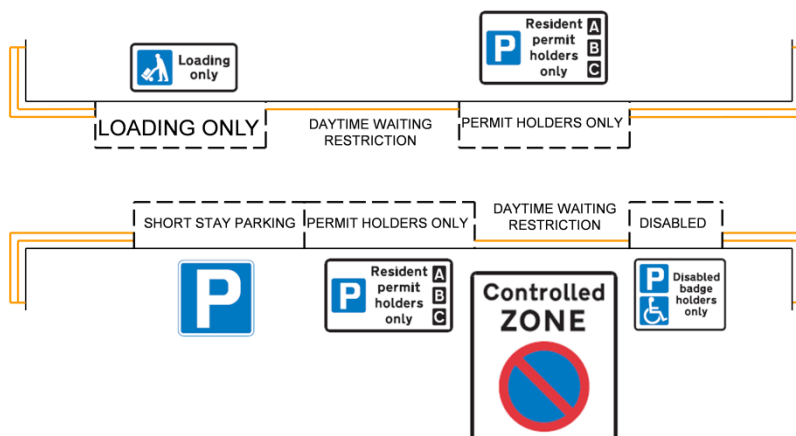
6.14 Limited lengths of short-stay parking are provided in this option to improve access for visitors and deliveries.

6.15 Lengths of unrestricted parking will remain available for long stay parking to help minimise the effect of parking displacement into surrounding areas and to accommodate longer stay visitors.

6.16 The introduction of short-stay parking would increase the length of kerbside parking to be patrolled and enforced.

6.17 Option 3, Controlled Parking Zone

Figure 3



- 6.18 Figure 3 depicts Option 3 which builds on Option 2 by introducing parking controls on all the available road space; creating a Controlled Parking Zone. The diagram shows additional daytime waiting restrictions which will provide easier loading and unloading. However, these areas could be occupied by resident permit holder bays, additional short-stay parking or a mixture of these.
- 6.19 In this option there is no unrestricted kerbside parking and the displacement of commuter parking into surrounding areas is more likely.
- 6.20 The administration of this option would be significantly more complex and consideration would have to be given to permits to allow longer periods of stay by carers, visitors and tradesmen. Such permits would increase the risk of abuse of the scheme by non-residents.
- 6.21 This option would greatly increase the length of kerbside parking to be enforced in Kilmarnock town centre from the 40km at the moment.

Summary

- 6.22 The advantages and disadvantages of the three outline options are summarised in Appendix D.

7 PARKING CONTROL MEASURES AND ENFORCEMENT

- 7.1 Options 2 and 3 include short stay parking. The following paragraphs describe three possible enforcement options i.e. limited waiting, clock discs and pay and display.

Limited Waiting

- 7.2 Limited waiting restrictions could allow for stays of a predetermined period in designated bays without charge. The bays would be available to anyone who only needs to park for a short time. There would be no ongoing costs other than the occasional need to renew the yellow lines and regulation signs.
- 7.3 The disadvantage with limited waiting is that restrictions are difficult and time consuming to enforce by Traffic Wardens and compliance is often poor.

Clock Discs

- 7.4 Clock disc parking is where the driver indicates the time of arrival on a cardboard clock face displayed in the windscreen.
- 7.5 The system is inexpensive to implement, levels of compliance are better than limited waiting but it can be abused.
- 7.6 Clock discs involve a degree of pre-planning by the driver i.e. they would have to have one in the car or obtain one from an outlet, such as a Council Office, before parking. However, this is less likely to be a problem in residential streets where the householders can provide a disc to visitors to use in the short stay waiting areas. It is

likely that visitors to Kilmarnock town centre would use the on and off-street pay and display facilities.

- 7.7 Clock discs are much simpler to enforce by Traffic Wardens than limited waiting.

Pay & Display

- 7.8 Pay & display parking is familiar in Kilmarnock town centre. It is largely self-enforcing and does not require time consuming monitoring by Traffic Wardens. Short stay tickets are purchased and displayed in the windscreen.

- 7.9 The system provides the best levels of compliance, but involves the significant cost of purchasing and installing pay & display machines and ongoing maintenance costs. Revenue is collected from ticket sales but the usage of the machines in a largely residential area is likely to be lower than in the town centre and meters are unlikely to be viable.

Enforcement

- 7.10 At present, Strathclyde Police employ only three traffic wardens to enforce more than 57km of on-street waiting restrictions across the whole of East Ayrshire, which often results in non-compliance with the restrictions. The traffic wardens also have to undertake other duties, including checking vehicle road fund licences and points duty, when needed, further limiting their ability to enforce existing and proposed waiting restrictions such as Resident Permit Holder Only bays and Disabled Persons' Parking Places.
- 7.11 The Police have indicated that they will not be recruiting further traffic wardens and it is understood that they are considering an early termination of the Traffic Warden Service across Ayrshire, as an efficiency saving. If the Police do terminate the Traffic Warden Service, neither existing nor future on street waiting restrictions will be enforced, unless the Council takes powers to decriminalise parking enforcement.

Summary

- 7.12 The advantages and disadvantages of the parking control measures considered above are summarised in Appendix E.

8 FINANCIAL IMPLICATIONS

- 8.1 The cost of undertaking the consultations and promoting the traffic regulation order can be met from existing budgets. Detailed estimates of the options will be developed for consideration for future budgetary consideration.

9 LEGAL IMPLICATIONS

- 9.1 The promotion of an Order for the introduction of Permit parking in Kilmarnock will be in accordance with the Road Traffic Regulation Act 1984, as amended and the Local Authorities' Traffic Orders (Procedure)(Scotland) Regulations, 1999.

10 PERSONNEL IMPLICATIONS

- 10.1 It is likely that additional enforcement personnel will be needed to achieve compliance of a resident parking scheme. The Police have indicated that limited staff resources would limit their ability to patrol the residential areas regularly. There are no proposals to recruit additional Traffic wardens.
- 10.2 By taking powers to decriminalise parking enforcement, the Council could take over the enforcement of on-street parking regulations to achieve higher levels of compliance in the Kilmarnock town centre and surrounding residential areas.

11 POLICY IMPLICATIONS

- 11.1 Permit parking would contribute towards enhanced road safety and may provide encouragement to private car commuters to choose more sustainable modes of transport.

12 COMMUNITY PLAN IMPLICATIONS

- 12.1 The introduction of Permit parking would contribute to Improving Community Safety by enhancing road safety and making it easier for children, the elderly and disabled people to cross the road unimpeded.
- 12.2 Permit parking would also improve the environment in residential areas, contributing to Delivering Community Regeneration.

13 RISK MANAGEMENT IMPLICATIONS

- 13.1 Not implementing Permit Parking would delay improving access and enhancing the environment in residential areas.
- 13.2 Providing long stay parking provision within the scheme would help avoid the displacement of commuter parkers.
- 13.3 Publicising the consultation procedure on the Council website and in the media will ensure residents are aware of the proposals and enable them to contribute to the development of the scheme.

14 EQUALITY IMPLICATIONS

- 14.1 An assessment of the scheme for relevance to equality has been undertaken and it has been identified that a full Equality Impact Assessment is not required.

15 RECOMMENDATIONS

- 15.1 It is recommended that Cabinet approves the Head of Roads & Transportation to:
- i. Implement the consultations based on Section 5 above;
 - ii. Develop a resident parking scheme;
 - iii. Submit a further report to Cabinet on the recommendations for the final scheme; and
 - iv. Otherwise note the contents of the report.

Elizabeth Morton
Depute Chief Executive/Executive Director of Neighbourhood Services
12 January 2011
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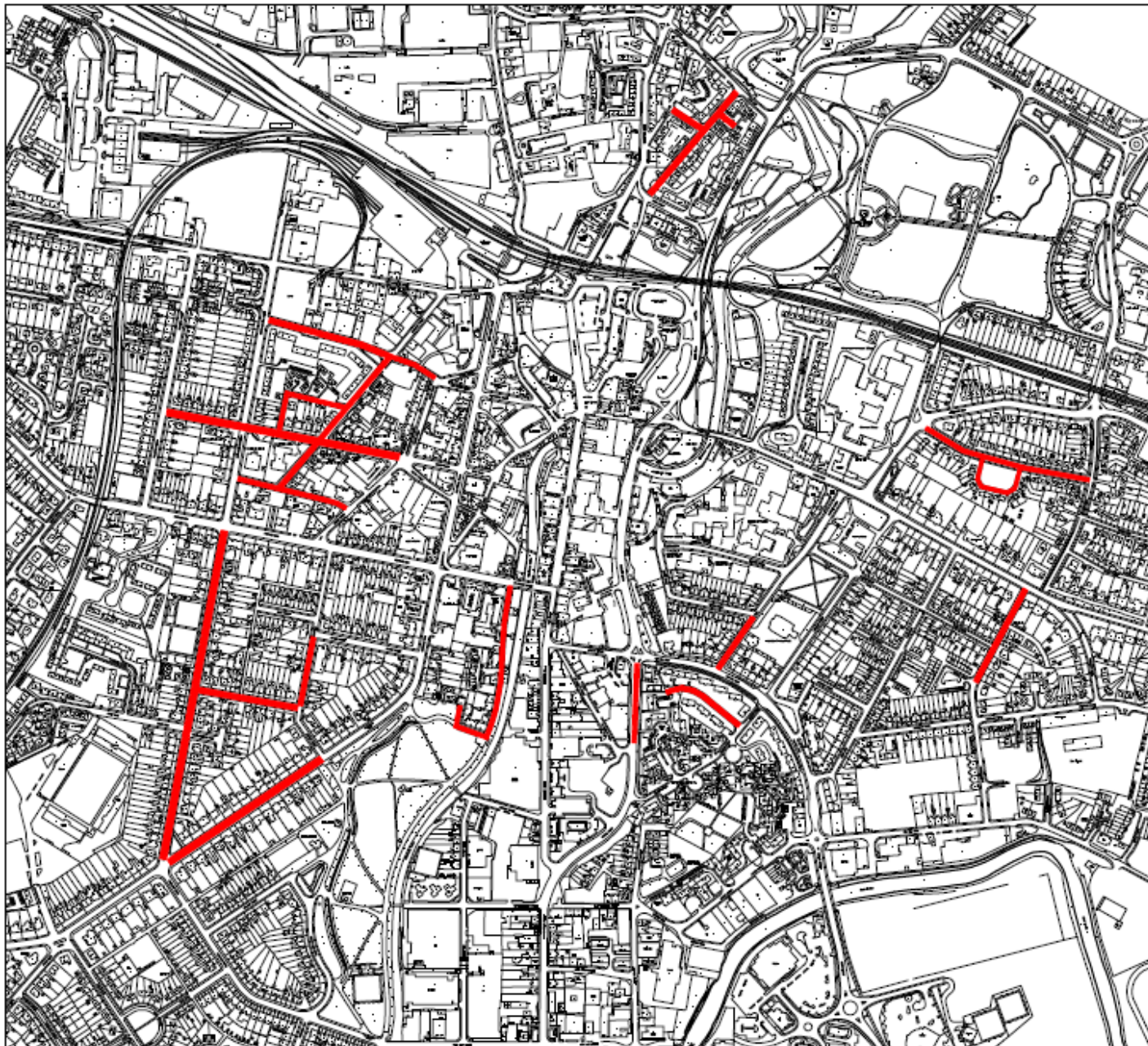
BACKGROUND PAPERS

Nil

LIST OF APPENDICES

Appendix A – Streets Where Residents' Parking Requests Have Originated
Appendix B – Proposed Consultation Area
Appendix C – Proposed Questionnaire
Appendix D – Scheme Option Summary Table
Appendix E – Parking Control Measure Summary Table

For further information on the contents of this report please contact Keith Orton on
01563 576310.
Implementing Officer: Kerr Chalmers, 01563 555713

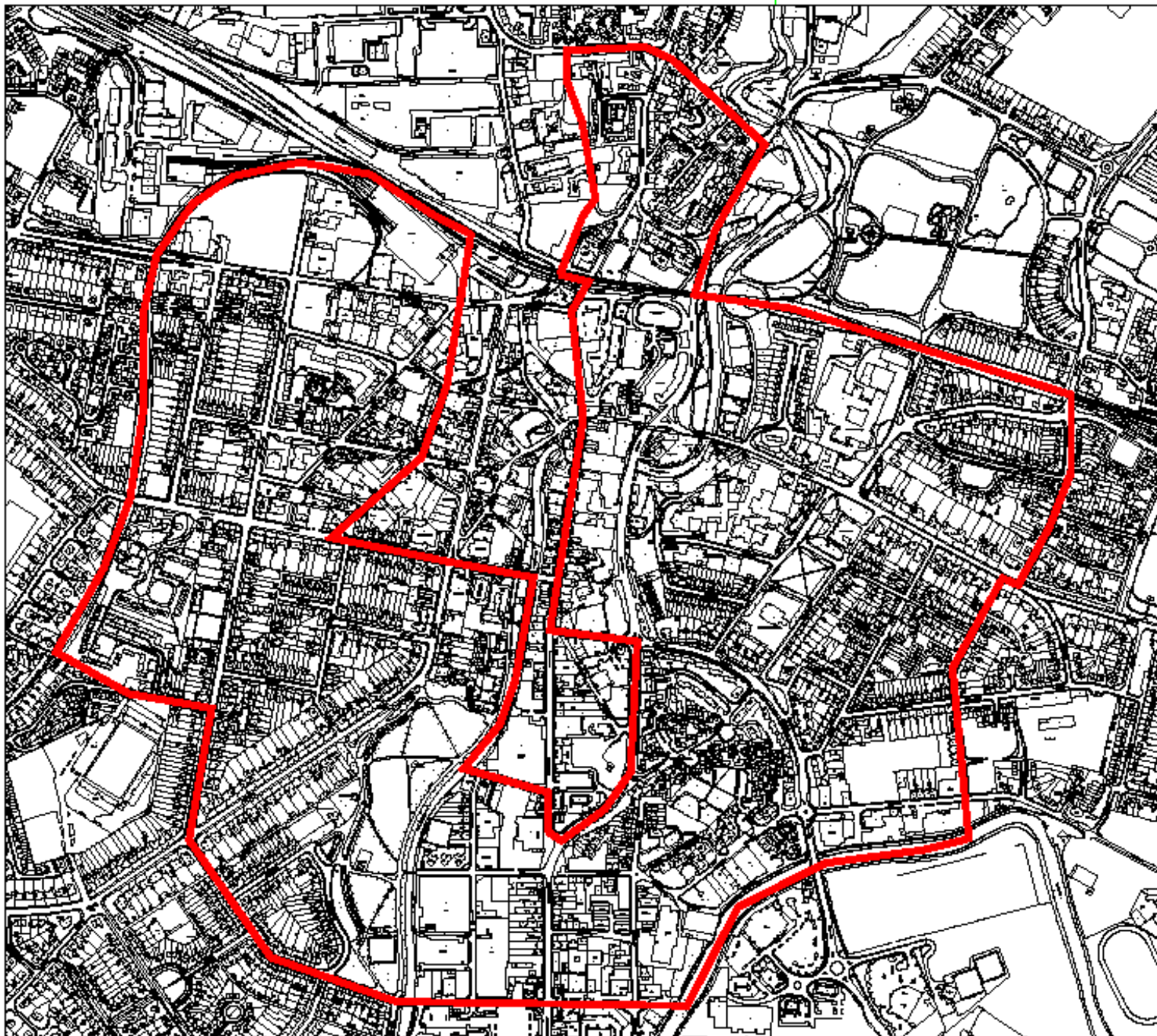


East Ayrshire
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Key 

**Streets where requests for Permit
Parking have originated**

**Appendix A
Permit Parking Requests**



East Ayrshire
council

Key



Draft area for consultation leaflet drop

Appendix B
Consultation Boundary

APPENDIX C

PROPOSED QUESTIONNAIRE

RESIDENTS

Do you have a problem parking close to your home?	Yes	No
If so when? <ul style="list-style-type: none"> ○ Weekdays <ul style="list-style-type: none"> <input type="checkbox"/> During the day <input type="checkbox"/> During the evening ○ Saturdays <ul style="list-style-type: none"> <input type="checkbox"/> During the day <input type="checkbox"/> During the evening <input type="checkbox"/> 		
Do your visitors have a problem parking close to your home?	Yes	No
If so when? <ul style="list-style-type: none"> ○ Weekdays <ul style="list-style-type: none"> <input type="checkbox"/> During the day <input type="checkbox"/> During the evening ○ Saturdays <ul style="list-style-type: none"> <input type="checkbox"/> During the day <input type="checkbox"/> During the evening 		
Do you have off-street parking of your own?	Yes	No
How many cars are kept at your house?		
How many of these are parked on the street?		
Would you like a Resident Permit Parking Scheme on your street?	Yes	No
Would you like regulated short-stay parking in part of your street to allow visitors to park for shorter periods more easily?	Yes	No
Would you like all the parking in your street to be regulated or would you prefer some unregulated parking where visitors can park without controls?	Yes	No
Such a scheme would have to be self-financing; Would you be prepared to pay a reasonable administration fee for your Resident Parking Permit?	Yes	No

BUSINESSES

Do you run a business?	Yes	No
If so;	Yes	No
Do have an off-street loading area?		
Do you have off-street parking for your staff?	Yes	No
If you do not have an off-street service yard for your premises would you want an on-street loading bay for goods vehicles only next to your premises (at no charge)?	Yes	No

Appendix D

Scheme Option Summary Table

	Option 1		Option 2		Option 3	
	Resident Permit Holder Only		Resident Permit Holder with Short Stay Waiting		Controlled Parking Zone	
	Pros	Cons	Pros	Cons	Pros	Cons
Economy	Cheap to install signs and lines	Little income	Possibility of greater income	Increased expense of more signs, lines and possibly P&D machines	Possibility of greater income	Major expense of covering all roads in zone completely with restrictions and possibly P&D machines
	Permits inexpensive to print		Permits inexpensive to print		Permits inexpensive to print	
			Clock discs inexpensive to supply		Clock discs inexpensive to supply	
Operation	Easy to understand and administer					New permit types to administer
						Complex signing required
				Dual system may be open to abuse		Dual system may be open to abuse
Enforcement	Simplifies enforcement	Extra lengths of road to enforce with limited Wardens. Unlikely that additional restrictions can be regularly enforced by Traffic Wardens	Greater degree of compliance	More restrictions to enforce with limited Wardens. Increased risk of non-compliance with new restrictions	Best compliance	Whole zone to enforce with limited Wardens. Would increase the length of on-street restrictions in Kilmarnock significantly. High risk of non-compliance with new restrictions
Residents	Daytime spaces available	Bays may not be in preferred location	Daytime spaces available	Bays may not be in preferred location	Daytime spaces available	Competition for spaces from short stay parking
					Bays more likely to be in preferred location	
Visitors and Business Users		No benefit in unrestricted areas	Short stay parking available		Short stay parking available	
Commuters	Long stay parking available. Minimises risk of displacement of commuter parking	Amount of long stay parking reduced	Some long stay parking available	Long stay parking limited. Increased risk of displacement of commuter parking		No long stay parking available. Displaces all long stay parking to other streets
Service Vehicles	Loading bays protected from parked cars	No benefit in unrestricted areas	Loading bays protected from parked cars		Loading bays protected from parked cars	

Appendix E

Parking Control Measure Summary Table

	Limited Waiting		Clock disc		Pay & Display	
	Pros	Cons	Pros	Cons	Pros	Cons
Economy	Cheap to install signs and lines	Need to maintain signs and lines	Cheap to install signs and lines	Need to maintain signs and lines	Cheap to install signs and lines	Need to maintain signs and lines
		No income to enhance enforcement	Clock discs inexpensive to supply	No income to enhance enforcement	Provides a revenue stream contributing to enforcement and other costs	P&D machines £3000 each
						Need to maintain P&D machines
						Need to collect cash from machines. Costs of supplying and maintaining machines and cash collection likely to exceed income in residential areas
Enforcement		Compliance likely to be poor. Enforcement takes up significant Warden time	Better compliance	Observation takes up less Warden time	Simplest option to enforce. Best compliance	
				Possible abuse from setting untrue arrival time		Meter feeding can occur
User	No charge, familiar		No charge. Residents can provide visitors with clock discs	Pre-planning required, unfamiliar	Familiar	Parking Charges