

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 10th MARCH 2004

ON-STREET PARKING – KILMARNOCK TOWN CENTRE

Report by Director of Development Services

1 PURPOSE OF REPORT

1.1 The purpose of this report is to—

- (a) Update the Committee about the objections to the draft town centre on-street parking Order;
- (b) Seek the approval of the Committee for a number of minor amendments to the Order;

2 BACKGROUND

2.1 In December 2002 the Development Services Committee approved the promotion of a traffic Order for the Kilmarnock Town Centre On-Street Parking proposals.

2.2 The draft traffic Order for the introduction of waiting and loading restrictions and parking controls in Kilmarnock town centre was advertised in the Kilmarnock Standard and Edinburgh Gazette on 23rd May 2003, with objections to the proposals to be lodged with the Director of Development Services not later than 16th June 2003.

2.3 Copies of the draft Order, plans and associated documentation were made available for public inspection at London Road Headquarters, the council offices at Greenholm Street and Holmquarry Road, and the Dick Institute, as a result of which a total of 38 letters of objection were received.

3. OBJECTIONS

3.1 After consideration of the issues raised in the letters of objections a number of objectors were contacted to—

- a) clarify the nature of the objection;
- b) explain the proposals in more detail; and,
- c) attempt to identify local needs more fully as a basis for resolving issues.

3.2 Thereafter, formal written replies were sent to all objectors, giving reasons for promoting the Order and responding to the issues raised in each letter of objection. Objectors were given 14 days to indicate whether or not they wished to maintain their objection.

- 3.3** Having received detailed responses from the Head of Roads and Transportation, 24 objections were withdrawn; 10 objections were withdrawn subject to the Committee's agreement to minor amendments to the Order; and 4 objections have not been withdrawn. The objections that have been withdrawn subject to the Order being amended are summarised in a background paper to this report.
- 3.4** Section 4 below sets out the details of the minor amendments to the Order which are proposed. The Committee's approval for these amendments is sought to allow the proposed parking restrictions to meet the local needs of the community. The 10 objectors have indicated that they will withdraw their objections if these minor changes are made. None of the proposed amendments will make the terms of the Order more stringent than originally proposed. Relaxations are only proposed at those locations where there will be no adverse effect on road safety.
- 3.5** It is proposed that a Special Meeting of the Development Services Committee will be convened as soon as possible to consider the four objections that have not been withdrawn prior to determining the Order. The four objectors will be invited to attend to put their case if they so wish.

If members are minded not to agree to any of the minor changes set out below, then the associated objections will also require to be determined at the Special Meeting.

4. PROPOSED AMENDMENTS TO THE ORDER

- 4.1** The objectors who have indicated that their objections will be withdrawn if the minor amendments are agreed are listed A to J in the table below. A summary of each objection is contained in the background paper.

<u>OBJECTOR</u>	<u>LOCATION</u>	<u>EXTENT OF PROPOSED AMENDMENT</u>	<u>REASON</u>
A	The south side of West Woodstock Street, in the vicinity of its junction with North Hamilton Street.	<ul style="list-style-type: none"> The proposed 12 metres of 'No Waiting At Any Time; No Loading At Any Time' restrictions should be relaxed to 12 metres of 'No Waiting At Any Time' restrictions. 	<ul style="list-style-type: none"> To allow deliveries to Woodstock Stores to continue as at present and allow picking up and setting down near the shop.
B, C	The west side of North Hamilton Street, in the vicinity of its junction with North Hamilton Place.	<ul style="list-style-type: none"> The proposed 'No Waiting At Any Time; No Loading At Any Time' restriction north of the North Hamilton Place junction should be relaxed to a 'No Waiting At Any Time' restriction. The proposed 'No Waiting At Any Time; No Loading At Any Time' restriction south of the North Hamilton Place junction 	<ul style="list-style-type: none"> To allow disabled badge holders to stop near the junction if required. To allow disabled badge holders to park near the junction if required and provide an additional three parking spaces

	The east side of North Hamilton Street, opposite the junction of North Hamilton Place	<p>should be relaxed to a 'No Waiting At Any Time' restriction and reduced in length from 36 metres to 18 metres.</p> <ul style="list-style-type: none"> The proposed 28 metres of 'No Waiting At Any Time; No Loading At Any Time' restriction north of the Park Street junction should be reduced to 12 metres and the remaining 16 metres relaxed to a 'No Waiting At Any Time' restriction. 	<p>in North Hamilton Street.</p> <ul style="list-style-type: none"> To allow disabled badge holders to park if required.
D	<p>Both sides of East Netherton Street at its junction with Bentinck Street</p> <p>The south side of East Netherton Street.</p>	<ul style="list-style-type: none"> The proposed 12 metres of 'No Waiting At Any Time; No Loading At Any Time' restriction should be reduced to 6 metres. The proposed 'No Waiting At Any Time' restrictions should be reduced to 6 metres. 	<ul style="list-style-type: none"> To provide additional parking opportunities adjacent to commercial premises.
E	The west side of Seaford Street, at its junction with the lane to the rear of Ellis Street.	<ul style="list-style-type: none"> The proposed 18 metres of 'No Waiting At Any Time; No Loading At Any Time' restriction north of the Lane should be reduced in length to 6 metres. 	<ul style="list-style-type: none"> To allow parking outside the objectors garage.
F	Both sides of Glebe Avenue at its junction with Nursery Avenue.	<ul style="list-style-type: none"> The proposed 12 metres of 'No Waiting At Any Time; No Loading At Any Time' restrictions should be reduced in length to 6 metres. 	<ul style="list-style-type: none"> To provide additional parking opportunities adjacent to residential frontages.
G	The Southeast side of Nursery Avenue, opposite the junction of Glebe Avenue.	<ul style="list-style-type: none"> The proposed 12 metres of 'No Waiting At Any Time; No Loading At Any Time' restriction extending northeast from the extended northeast kerbline of Glebe Avenue should be reduced in length to 6 metres. 	<ul style="list-style-type: none"> To provide additional parking opportunities adjacent to residential frontages.
H	<p>Both sides of James Little Street at its junction with Bentinck Street</p> <p>Both sides of the eastern half of James Little Street.</p>	<ul style="list-style-type: none"> The proposed 12 metres of 'No Waiting At Any Time; No Loading At Any Time' restriction should be reduced to 6 metres. The proposed 'No Waiting At Any Time' restrictions should be reduced. 	<ul style="list-style-type: none"> To provide additional parking opportunities for residential and commercial premises.

I	<p>Both sides of Charles Street at its junction with Seaford Street.</p> <p>Seaford Street, opposite the junction of Charles Street</p>	<ul style="list-style-type: none"> The proposed 10 metres of 'No Waiting At Any Time; No Loading At Any Time' restrictions should be reduced in length to 6 metres. The proposed 'No Waiting At Any Time; No Loading At Any Time' restrictions between the two trees directly opposite the junction of Charles Street should be deleted. 	<ul style="list-style-type: none"> To provide additional parking opportunities adjacent to residential frontages.
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J	<p>Tariff structure throughout the proposed Controlled Parking Zone</p>	<ul style="list-style-type: none"> The tariffs set out in the draft Order should be changed from: <p>Zone A:</p> <table data-bbox="794 831 1042 898"> <tr> <td>30 minutes</td> <td>20p</td> </tr> <tr> <td>1 hour</td> <td>40p</td> </tr> </table> <p>Zones B and C:</p> <table data-bbox="794 954 1042 1021"> <tr> <td>1 hour</td> <td>40p</td> </tr> <tr> <td>2 hours</td> <td>80p</td> </tr> </table> <p>to:</p> <p>Zone A:</p> <table data-bbox="794 1137 935 1384"> <tr> <td>15 minutes</td> <td>10p</td> </tr> <tr> <td>30 minutes</td> <td>20p</td> </tr> <tr> <td>45 minutes</td> <td>30p</td> </tr> <tr> <td>1 hour</td> <td>40p</td> </tr> </table> <p>Zones B and C:</p> <table data-bbox="738 1440 1018 1933"> <tr> <td>15 minutes</td> <td></td> </tr> <tr> <td>10p</td> <td></td> </tr> <tr> <td>30 minutes</td> <td></td> </tr> <tr> <td>20p</td> <td></td> </tr> <tr> <td>45 minutes</td> <td></td> </tr> <tr> <td>30p</td> <td></td> </tr> <tr> <td>1 hour</td> <td></td> </tr> <tr> <td>40p</td> <td></td> </tr> <tr> <td>1 hour 15 minutes</td> <td></td> </tr> <tr> <td>50p</td> <td></td> </tr> <tr> <td>1 hour 30 minutes</td> <td></td> </tr> <tr> <td>60p</td> <td></td> </tr> <tr> <td>1 hour 45 minutes</td> <td></td> </tr> <tr> <td>70p</td> <td></td> </tr> <tr> <td>2 hours</td> <td></td> </tr> <tr> <td>80p</td> <td></td> </tr> </table> 	30 minutes	20p	1 hour	40p	1 hour	40p	2 hours	80p	15 minutes	10p	30 minutes	20p	45 minutes	30p	1 hour	40p	15 minutes		10p		30 minutes		20p		45 minutes		30p		1 hour		40p		1 hour 15 minutes		50p		1 hour 30 minutes		60p		1 hour 45 minutes		70p		2 hours		80p		<ul style="list-style-type: none"> The tariff structure should be amended to meet the needs of drivers who require to park for a short time to use the local shops and businesses and to encourage a turnover in parking.
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5 FINANCIAL IMPLICATIONS

5.1 None.

6. LEGAL IMPLICATIONS

6.1 The procedures which have been followed in dealing with objections to the draft Order are in accordance with the requirements of the Road Traffic Regulation Act 1984, as amended and the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

7. RECOMMENDATIONS

7.1 It is recommended that the Committee—

- a) approves the amendments to the draft parking Order as set out in Section 4.1 of this report, and
- b) agrees to convene a Special Meeting of the Committee to hear the objections that have not been withdrawn and determine the Kilmarnock Town Centre On-Street Parking Order.

Stephen Chorley
Director of Development Services
20 February 2004
AJD

LIST OF APPENDICES

none

BACKGROUND PAPERS

Report to Development Services Committee – 6 March 1997: “Kilmarnock Town Centre Car Parking”.

Report to Development Services Committee – 11 April 2000: “On-Street Parking - Kilmarnock Town Centre”.

Report to Development Services Committee – 21 November 2000: “On-Street Parking - Kilmarnock Town Centre”.

Report to Development Services Committee – 7 May 2002: “On-Street Parking - Kilmarnock Town Centre”.

Report to Development Services Committee – 17 December 2002: “On-Street Parking - Kilmarnock Town Centre”.

Report to Development Services Committee – 21 October 2003: “On-Street Parking - Kilmarnock Town Centre”.

Summary of Objections Withdrawn on Agreement of Minor Amendments

For further information on the contents of this report please contact Keith Orton on 01563 576310.

Implementation Officer: Andrew Davidson