

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 10 OCTOBER 2004

VARIATION OF PARKING CHARGES – KILMARNOCK TOWN CENTRE

Report By The Executive Director of Development & Property Services

1. PURPOSE OF REPORT

- 1.1 The purpose of the report is to seek the Committee's approval for the variation of on-street and off-street parking charges in Kilmarnock town centre from April 2006 onwards.

2. BACKGROUND

- 2.1 In Kilmarnock town centre, charges for parking in the Council run off-road car parks have been in place for many years. The current off-street parking tariff was introduced in 2004. On-street charges were introduced in April 2005.
- 2.2 Charging for parking in towns of similar size to Kilmarnock is not unusual and in comparison with towns in neighbouring authorities both the on-street and off-street charges in Kilmarnock are relatively low. Annex A details the on-street and off-street parking charges imposed by South Ayrshire Council, South Lanarkshire Council and Renfrewshire Council in Ayr, Hamilton and Paisley respectively.
- 2.3 In recent years, East Ayrshire Council has invested more than £7Million, in implementing schemes to—
- Improve town centre parking;
 - Enhance safety for all road users;
 - Encourage the use of public transport;
 - Reduce speeds on busy through routes, in residential areas and near schools; and
 - To encourage walking and cycling where appropriate

The improvements all comply with and support the Government's transportation objectives to provide a safe, sustainable transport network which supports economic regeneration and helps to address social inclusion issues for the most disadvantaged members of the community. The measures accord with the transportation objectives of the Ayrshire Joint Structure Plan, the East Ayrshire Council Local Plan and the approved Local Transport Strategy. The works have been implemented largely with capital grants from the Scottish Executive through a number of successful bids to the former Public Transport Fund and ring-fenced allocations for 20mph schemes and cycling walking and safer streets projects.

These initiatives have contributed to significant improvements in road safety, with all casualty levels down by 21% since 1996 when East Ayrshire Council came into being and pedestrian injuries down by 24%. The new on-street parking controls in Kilmarnock have increased short stay parking opportunities in the town centre and appear to have been generally well received. Stagecoach Western has indicated that the bus infrastructure measures provided by East Ayrshire Council in conjunction with new low-floor buses, provided by the operator, and the Scottish executive's concessionary travel scheme, have contributed to a substantial increase in patronage of the local bus services in Kilmarnock.

Whilst capital grants have been provided to fulfil the national transportation objectives there has not been a corresponding increase in funding to meet the day to day running costs, future maintenance and the ongoing development of safety and sustainable transport measures. Without such maintenance, many of the safety and public transport benefits that have been achieved will be lost over time.

2.4 It is a statutory requirement that moneys collected from parking charges are kept in a separate account and used for the provision and maintenance of the parking system and other transportation measures. Any increased revenue raised from increasing the parking charges shall be used for the maintenance, and where necessary, provide for the extension of the parking service including the possible introduction of decriminalised on-street parking, subject to the preparation of a business case and future Committee approval. If any surplus is generated it is proposed that it shall be used to meet the additional maintenance costs arising from the recently implemented road safety and sustainable transport initiatives, as set out below—

- a) maintain traffic calming and speed reduction measures;
- b) maintain public transport infrastructure, bus priority measures and walking and cycling facilities;
- c) develop future parking, safety and sustainable transport improvements; and
- d) provide future support for Hopper bus services.

3. PROPOSED TARIFFS

3.1 It is proposed to increase the current on and off street parking tariffs as set out below—

Off-Street Parking (except Multi-Storey)

SHORT STAY OFF-STREET CAR PARKS			
EXISTING TARIFF		PROPOSED TARIFF	
Up to 1 hour	40p	Up to 1 hour	50p
1 hour to 2 hours	80p	1 hour to 2 hours	£1.00
2 hours to 4 hours	£1.60	2 hours to 4 hours	£2.00

LONG STAY OFF-STREET CAR PARKS (except Multi-Storey)			
EXISTING TARIFF		PROPOSED TARIFF	
Up to 1 hour	40p	Up to 1 hour	50p
1 hour to 2 hours	80p	1 hour to 2 hours	£1.00
2 hours to 4 hours	£1.60	2 hours to 4 hours	£2.00
Over 4 hours	£2.30	Over 4 hours	£2.50
SEASON TICKETS IN LONG STAY CARS PARKS (except Multi-Storey)			
EXISTING CHARGES		PROPOSED CHARGES	
Quarterly	£72.00 + VAT	Quarterly	£85.00 + VAT
Annual	£242.00 + VAT	Annual	£300.00 + VAT
TAXI OPERATORS SEASON TICKET (FOREGATE SOUTH CAR PARK)			
EXISTING CHARGES		PROPOSED CHARGES	
Monthly	£15.00 + VAT	Monthly	£20.00 + VAT
Quarterly	£40.00 + VAT	Quarterly	£50.00 + VAT
Annual	£150.00 + VAT	Annual	£190.00 + VAT

On-Street Parking

ON-STREET CHARGES – ZONE A			
EXISTING TARIFF		PROPOSED TARIFF	
15 minutes	10p	15 minutes	15p
30 minutes	20p	30 minutes	30p
45 minutes	30p	45 minutes	45p
1 hour	40p	1 hour	60p
ON-STREET CHARGES – ZONES B & C			
EXISTING TARIFF		PROPOSED TARIFF	
15 minutes	10p	15 minutes	15p
30 minutes	20p	30 minutes	30p
45 minutes	30p	45 minutes	45p
1 hour	40p	1 hour	60p
1 hour 15 minutes	50p	1 hour 15 minutes	75p
1 hour 30 minutes	60p	1 hour 30 minutes	90p
1 hour 45 minutes	70p	1 hour 45 minutes	£1.05
2 hours	80p	2 hours	£1.20
RESIDENTS PARKING PERMITS			
EXISTING CHARGE		PROPOSED CHARGE	
Monthly	Nil	Monthly	Nil
Quarterly	Nil	Quarterly	Nil
Annually	Nil	Annually	Nil

BUSINESS PARKING PERMITS			
EXISTING CHARGE		PROPOSED CHARGE	
Monthly	£242.00	Monthly	£300.00
Quarterly	£72.00	Quarterly	£85.00
Annually	£25.00	Annually	£30.00

3.2 The proposed tariffs will bring parking charges in Kilmarnock into line with those in neighbouring local authority areas. The proposal for a higher hourly charge on-street will encourage the use of the convenient town centre off-street car parks and maintain a turnover of on-street parking spaces.

3.3 It is proposed that there shall be no change in the charges for parking in the multi-storey car park. The low cost price structure, as set out below, will be maintained to encourage the continued use of the multi-storey car park and for the convenience of shoppers and town centre workers.

MULTI-STOREY CAR PARK			
TARIFF IN ZONE A		TARIFF IN ZONE B	
Up to 1 hour	30p	All day	50p
1 hour to 2 hours	70p		
2 hours to 4 hours	£1.40		
Over 4 hours	£2.00		
SEASON TICKETS – ZONE A		SEASON TICKETS – ZONE B	
Quarterly	£66.00 + VAT	Annual	£150.00 + VAT
Annual	£220.00 + VAT		

3.4 It is proposed that the new charging structure set out above will be introduced in April 2006.

4. FINANCIAL IMPLICATIONS

4.1 Section 55 of the Road Traffic Regulation Act 1984 requires that revenue from on-street and off-street parking is paid into a parking account and used primarily for the provision and operation of the Council's parking service. The use of any surplus in the parking account is restricted by Section 55 accordingly and it is intended that surplus revenue would be used as set out in paragraph 2.4 above.

5. LEGAL AUTHORITY

5.1 Section 46A of the Road Traffic Regulation Act 1984 gives the Council the power to vary parking charges by Notice. In accordance with the Local Authorities' Variation of Charges at Off-street and Designated Parking Places (Notice Procedures) (Scotland) Regulations 1997 the Notice must be published no less than 21 days before the new charges take effect and displayed at each affected parking place.

6. RECOMMENDATIONS

- 6.1** It is recommended that the Committee approves the proposed charges for on-street and off-street parking as set out above.

James Lavery
Executive Director of Development and Property Services

20 September 2005

LIST OF BACKGROUND PAPERS

None

For further information please contact Keith Orton on 01563 555714

Implementation Officer: Andrew Davidson

ANNEX A

PARKING CHARGES IN AYR, HAMILTON AND PAISLEY

AYR

On-Street Parking

ZONE 1

50p	-	1 hour	(60p from 1 st November 2005)
£1.00	-	2 hours	(£1.20 from 1 st November 2005)

ZONE 2

50p	-	1.5 hours	(60p from 1 st November 2005)
£1.00	-	3 hours	(£1.20 from 1 st November 2005)

Off-Street Car Parks

60p	-	Up to 1 hour
£1.10	-	Up to 2 hours
£1.50	-	Up to 3 hours
£2.00	-	Up to 4 hours
£2.50	-	Up to 6 hours
£3.00	-	Over 6 hours

Quarterly Permit	£100 + VAT
Annual Permit	£320 + VAT

HAMILTON

On-Street Parking

ZONE 1

20p	-	15 mins
30p	-	30 mins
60p	-	45 mins
80p	-	1hour (max)

ZONE 2

20p	-	15 mins
30p	-	30 mins
60p	-	45 mins
80p	-	1hour
£1.40	-	2hours
£2.00	-	3 hours (max)

Off-Street Car Parks

First hour	-	60p
Next 2 hours	-	10p per 15 mins
Next 3 hours	-	10p per 10 mins
Over 6 hours	-	10p per 5 mins

Maximum charge £5.60 for full day

PAISLEY

On-Street Parking

ZONE 1

20p	-	15 mins
40p	-	30 mins
60p	-	45 mins
80p	-	1 hour
£1.00	-	1 hr 15 mins
£1.20	-	1 hr 30 mins
£1.40	-	1 hr 45 mins
£1.60	-	2 hours (max)

ZONE 2

20p	-	30 mins
40p	-	1 hour
60p	-	1 hr 30 mins
80p	-	2 hours
£1.00	-	2 hr 30 mins
£1.20	-	3 hours
£1.40	-	3 hr 30 mins
£1.60	-	4 hours (max)

Off-Street Car Parks

SHORT STAY

20p	-	45 mins
50p	-	1 hr 30 mins
£1.50	-	3 hrs (max)

LONG STAY

20p	-	45 mins
50p	-	1 hr 30 mins
£1.00	-	All Day