

EAST AYRSHIRE COUNCIL

SPECIAL DEVELOPMENT SERVICES COMMITTEE – 29 JUNE 2004

ON STREET PARKING – KILMARNOCK TOWN CENTRE

Report by Executive Director of Development and Property Services

1. PURPOSE OF REPORT

1.1 The purpose of the report is—

- i) To advise the Committee of those remaining objections to the proposed East Ayrshire Council (Various Roads, Kilmarnock) (Waiting and Loading Restrictions and Designated Parking Places) Order; and
- ii) To seek approval of the proposed Order.

2. BACKGROUND

2.1 At its meeting on 17th December 2002, the Committee approved the promotion of a traffic Order for the introduction of new waiting, loading and parking controls in Kilmarnock Town Centre and the surrounding areas. The main elements of the approved on street parking controls include:

2.2 Central area

- Waiting limited to 1 hour and 2 hours depending on the location;
- The introduction of charges for on street parking at the rate of 40p per hour;
- New waiting restrictions and loading restrictions, as needed to prohibit parking at junctions and other key locations;
- A residents parking scheme (1 person per household, at nil – charge for use in the 2 hour parking area only);
- Commercial vehicle loading bays, to cater for essential deliveries to commercial premises;
- On street parking permits for business users in the proposed 2 hour waiting area where essential to meet operational parking needs. The scale of charges for the business permits to be £242 per year or £72 per quarter or £25 per month.

2.3 Surrounding Areas

- New waiting restrictions and loading restrictions, as needed, to prohibit parking at junctions and at other key locations.

2.4 It is proposed that the on street parking charges will be in force Monday to Saturday 8am to 6pm and that the tariff structure should be set at a rate of 10p per 15 minute period in the 1 hour and 2 hour limited waiting areas 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.

- 2.5 The following groups will be exempt from the on street parking charges.
- (a) disabled drivers displaying a valid blue badge;
 - (b) commercial vehicles in designated loading bays;
 - (c) taxis in designated stances;
 - (d) residents displaying a valid permit; and
 - (e) motorcyclists in designated areas
- 2.6 At its meeting on 7 May 2002, the Committee agreed that the parking charges would be collected by means of Pay and Display machines.
- 2.7 The Committee also approved the introduction of a flat rate tariff of 50p per day in the upper floors of the Multi Storey Car Park to provide an inexpensive, convenient alternative for motorists who are currently parking their vehicles for long periods of the day on the streets within the central area. The 50p per day charge in the upper floors of the Multi Storey Car Park was introduced in January, 2004.
- 2.8 At its meeting on the 21st October, 2003 the Committee agreed to invite objectors to address the members prior to the Committee determining the Order.

3. PROCEDURES

- 3.1 The draft Order has been prepared in accordance with terms of the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (Scotland) Regulations 1999.
- 3.2 Publication of the proposals – Notice of the proposals was advertised in the Edinburgh Gazette and the Kilmarnock Standard. In addition various organisations representing groups and individuals were consulted during the preparation of the Order.
- 3.3 Objections – 38 objections to the draft Order were received. The Head of Roads & Transportation wrote to all of the objectors regarding their concerns. Thereafter 24 objections were withdrawn on the basis of the additional information and clarifications provided by the Head of Roads & Transportation. 10 further objectors withdrew subject to a number of minor amendments which were agreed by the Development Services Committee at its meeting on the 17th March 2004. There are now 4 outstanding objections to the introduction of the Order. These are summarised in Appendix 1, together with the Divisions response to the objections.
- 3.4 Consideration of Objections – The task before the meeting of the Development Services Committee is to consider the case for the proposed Order and the objections (including any written representations received from objectors who may not be in attendance) and then make their decision.

4. IN SUPPORT OF THE PROPOSED ORDER

4.1 The reasons for promoting the Order are as follows:

4.2 **Parking Survey** – carried out in 1999, this identified the following issues:

4.2.1 **Most on street parking places operate at or near capacity through the day.** Experience in car parks has shown that when the parking accumulation exceeds 85% of the capacity, drivers encounter difficulty in locating spaces. The survey showed that the number of parked vehicles in the 30-minute limited waiting area was at or near capacity for most of the working day on both Friday and Saturday. In the 60 minutes limited waiting area, parking levels were at or near capacity for most of the working day on Friday. Parking demand in the 60 minute waiting area was generally lower on Saturdays, nonetheless more than three quarters of the available parking spaces were occupied by the middle of Saturday afternoon.

4.2.2 **Long stay parking limits access to convenient on street parking places for short stay shopping and business use.** There were 26 vehicles parked in the 30 minute limited waiting areas for more than 4 hours on Friday. This was equivalent to 27% of the 96 available spaces (16% on Saturday). In the 60-minute limited waiting area 38% of spaces were occupied by vehicles that were parked for 4 hours or more on Friday. (22% on Saturday). The presence of these long stay vehicles limits the turn over in the parking spaces adjacent to the town centre which are required to meet the need for short stay business and shopping parking. The redistribution of these illegally parked vehicles to the long stay off street car parks will create more short stay parking opportunities in convenient locations adjacent to the shops and businesses.

4.2.3 **Extensive indiscriminate parking at junctions and other key locations in the road network.** Parking at junctions and other key locations in the central area and in the predominately residential streets that surround the town centre impedes the safe and efficient flow of traffic and the movement of pedestrians.

4.2.4 **Access for business premises.** A recent survey has shown that 83% of business premises in Kilmarnock Town Centre do not have off road loading facilities and essential deliveries have to be made from the street. The intense use of the 30 minute and 60 minute parking spaces and indiscriminate parking elsewhere frequently prevents essential delivery vehicles parking near to the premises they are servicing and sometimes results in double parking that creates traffic difficulties.

4.2.5 **Extensive Illegal Parking.** The existing limited waiting restrictions and double yellow waiting restrictions are difficult to enforce. At present 47% of vehicles are illegally parked on Fridays in the 30-minute limited waiting area (40% on Saturdays). In the 60 minute limited waiting area 42% of vehicles were illegally parked on Fridays (39% on Saturdays). During the surveys, over 800 vehicles were parked on double yellow lines on Friday, (almost 700 on Saturday). Some of these vehicles may have stopped legally for a short time to pick up and set down people or goods. However, in excess of 120 vehicles were observed to park on double yellow lines for more than 30 minutes on both Friday and Saturday.

4.3 **Development Plan Status**

4.3.1 **The Ayrshire Joint Structure Plan (1999) states that:**

The 3 Ayrshire Councils shall ensure that demand for public parking space will be managed by ... giving priority in town centres to short stay parking.

The proposed on street parking Order for Kilmarnock Town Centre is consistent with this Structure Plan policy objective.

4.3.2 **The East Ayrshire Local Plan**

The East Ayrshire Local Plan (2003) identifies that parking provision in Kilmarnock is a major issue. Increased use of the car for shopping, business and recreational journeys is placing pressure on the existing available parking spaces within the central areas, with long term parking often taking up valuable parking spaces which are best suited for short stay use. Short stay users are often, therefore, required to find alternative parking in less convenient locations. This can be a significant disadvantage to certain groups such as the elderly, families with children and people with disabilities and special needs. The local plan also notes that the under use of existing off street parking facilities is an issue. To address the situation, local plan Proposal 35 states that the Council shall prepare an Action Plan for Kilmarnock Town Centre which will incorporate a review of the provision of off street and on street parking.

In accordance with Proposal 35, an off street parking strategy was implemented in Kilmarnock Town Centre in 1999. The traffic Order now under consideration is the second stage in the preparation of a parking Action Plan for Kilmarnock Town Centre.

4.3.3 **East Ayrshire Local Transport Strategy**

It is an aim of the approved East Ayrshire Local Transport Strategy to promote a new traffic Order to extend the town centre parking controls and introduce charges for on street parking. The objectives are to: -

- Release on street parking in the central core for short stay shopping and business use;
- Enable easier enforcement of parking controls;
- Meet the needs for residents parking during the daytime where there is no off street alternative;
- Increase the use of under utilised long stay car parks;
- Cater for essential deliveries to commercial premises in the town centre where off street loading is not available; and
- Keep junctions and pedestrian crossing points clear of parked cars to accommodate the safe and efficient movement of traffic and pedestrians.

The traffic Order under consideration is in accordance with the local transport strategy and will fulfil the above objectives.

4.3.4 **Travel choices for Scotland**

The Scottish Executive's White Paper "Travel Choices for Scotland" set out the framework for achieving sustainable and integrated transport policies.

The Kilmarnock town centre on street parking Order is consistent with the White Paper in discouraging long stay parking in the town centre, thereby reducing peak hour congestion and pollution and encouraging the use of alternative modes of transport.

5. FINANCIAL IMPLICATIONS

- 5.1 The cost of introducing the proposed on-street parking controls will be met from existing budgets.

6. LEGAL AUTHORITY

- 6.1 The promotion of the Order has been in accordance with the procedures contained within the Road Traffic Regulation Act 1984, as amended and the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

7. CONCLUSIONS

- 7.1 The department is firmly of the view that to achieve appropriate parking provision in Kilmarnock Town Centre, an Order in the terms promoted must be adopted. The departments approach in promoting the Order has been to consult and advertise as widely as possible and then to carefully consider all representations and objections received. Of the 32 objections lodged only 4 remain unresolved.

8. RECOMMENDATIONS

- 8.1 It is recommended that the Committee:
- a) approves the amendment of the draft parking Order by reducing the length of the 'no waiting at any time' restriction on Portland Road as set out in Appendix 1 paragraph 3; and
 - b) approves the Draft Order

James Lavery
Executive Director of Development and Property Services
8 June 2004

1. Report to Development Services Committee – 6 March 1997: “Kilmarnock Town Centre Car Parking”.
2. Report to Development Services Committee – 11 April 2000: “On-Street Parking - Kilmarnock Town Centre”.
3. Report to Development Services Committee – 21 November 2000: “On-Street Parking - Kilmarnock Town Centre”.
4. Report to Development Services Committee – 7 May 2002: “On-Street Parking - Kilmarnock Town Centre”.
5. Report to Development Services Committee – 17 December 2002: “On-Street Parking - Kilmarnock Town Centre”.
6. Report to Development Services Committee – 21 October 2003: “On-Street Parking - Kilmarnock Town Centre”.
7. Report to Development Services Committee – 10 March 2004: “On-Street Parking - Kilmarnock Town Centre”.

For further information please contact Keith Orton on 01563 555714

Implementation Officer: Andrew Davidson

APPENDIX 1

The remaining objections and the Division's responses thereto are summarised below—

- | | | |
|--|--|---|
| 1. Ms W. Lamont
5 Burgh Road
PRESTWICK
KA9 1QU | Ms Lamont works in Kilmarnock and objects on the grounds that the proposals will turn people away from the town centre and that suitable free parking should be made available to all workers in the town. | <ul style="list-style-type: none">● The proposed parking controls are designed to aid shoppers and people on business trips by encouraging turnover and improving the availability of parking spaces through the day.● At present a charge is levied in the main car parks controlled by East Ayrshire Council in Kilmarnock town centre. Within the town centre it is proposed to introduce on-street charges where parking is currently limited to 30 minutes or 60 minutes. The introduction of charges in these areas will aid enforcement and encourage commuters to use the multi-storey car park and other long stay car parks. It is illegal to park all-day in the limited waiting areas at the moment.● The unrestricted parking areas surrounding the town centre, where extensive commuter parking currently occurs, will remain free of charges. However, waiting restrictions will be introduced at junctions and other key locations within these areas to improve road safety and keep pedestrian crossing points clear of parked cars.● A 50p per day flat rate charge has been introduced in the upper floors of multi-storey car park to help town centre workers by providing cheap, safe and convenient all day parking.● The Kilmarnock Town Centre Hopper Bus service stops adjacent to the multi-storey car park and provides an inexpensive and frequent service around the town centre. This service provides a convenient transport link for those workers who park in the multi-storey and work elsewhere around the town centre. |
| 2. Mr W. McAlpine
1 South Hamilton Street
KILMARNOCK | Mr McAlpine objects on the grounds that the proposed changes will compound, not | <ul style="list-style-type: none">● The Joint Ayrshire Structure Plan and the East Ayrshire Local Plan identify the need for short stay |

improve traffic flow or alleviate traffic congestion. He further states his belief that the proposals will contribute to the retail decline of Kilmarnock. Mr McAlpine suggests that improvements could be achieved by enforcement of the current restrictions, the use of a 'card clock' system and not permitting developments at the viaduct unless adequate parking is provided.

parking to maintain the economic viability in town centres. The proposed parking controls are designed to aid shoppers and people on short business trips by encouraging turnover and improving the availability of parking spaces adjacent to shops and businesses through the day.

- The measures have the potential to lessen the traffic demand in the town centre by reducing the need to drive around the town searching for a parking space.
- The Road Traffic Regulation Act 1984 requires any surplus revenue from parking charges to be used to improve transportation and parking provisions. Charges will allow the parking scheme to be self-financing, fund the proposed 'nil charge' residents' permit scheme and maintain the parking infrastructure. A free disc system will not provide a revenue stream to finance the operation of the scheme.
- Disc parking schemes can be inconvenient for people from outwith the local area who are unsure how the system works or where to obtain a disc. Pay & Display, on the other hand, is a commonplace and familiar system of controlling parking which is already in use in the town centre off street car parks.
- The disc system provides no incentive to park for less than the maximum permitted period. The introduction of Pay & Display will meet the needs of people who need to park on-street for shopping and businesses. However, the well graduated tariff structure that is proposed will also provide an incentive to drivers to park for only as long as they need to, thereafter freeing the space for use by other shoppers and people with business in the town centre.
- The parking requirements to meet

3. Mr R. Powell
Computer Doctor Services
20a Portland Road
KILMARNOCK
KA1 2BS

Mr Powell objects to the proposals for the town centre, and in particular in Seaford Street, Portland Road, and surrounding streets on the grounds that they will be detrimental to his customers, business and employees, who will no longer be able to park near his premises.

In January 2004, Mr Powell indicated that he would withdraw his objection only if the cost of on street business parking permits was reduced to a nominal charge of £25 per year.

the needs of any new development at the top of the town centre will be considered in the course of determining the planning application.

- The proposed parking controls are designed to aid shoppers and people on business trips by encouraging turnover and improving the availability of parking spaces through the day.
- Parking in Portland Road, adjacent to Mr Powell's premises is restricted by a 1 hour limited waiting restriction. It is therefore illegal to park for more than one hour at present.
- The parking surveys carried out in 1999 showed that there is extensive illegal parking in Portland Road which limits the turn over in the use of the available parking spaces. The surveys have also shown that parking is at or near capacity for long periods of the day, which means that there are often no spaces available.
- The proposed 'No Waiting At Any Time; No Loading At Any Time' restrictions on the southern side of Portland Road extending east from the junction of Seaford Street and west from the junction of Dundonald Road should be reduced by 12 metres in length and relaxed to a 'No Waiting At Any Time' restriction. This will allow the loading and unloading of equipment in closer proximity to Mr Powell's premises than is currently possible.
- Controlled parking is not proposed for Seaford Street and the existing 1 hour limited waiting restriction in Portland Road will be replaced by 2 hour controlled parking.
- The proposed cost of on street business parking permits is the same as that already charged in the off street car parks. Adopting a lower rate for on street parking

would encourage commuters and other long stay users to park on street rather than in the long stay off street car parks undermining the benefits of the current proposals to manage on street parking. A lower cost could also attract excessive demand from motorists who do not need to stop adjacent to the business premises for operational purposes.

- A 50p per day flat rate charge has been introduced in the upper floors of multi-storey car park to aid town centre workers by providing cheap, safe and convenient all day parking.
- The 'Hopper Bus' service stops near to the multi-storey car park and provides an inexpensive and frequent service around the town centre. This service is provides a convenient transport link for those workers who park in the multi-storey car park but work elsewhere around the town centre.

4. Mrs R. Quinn
9 North Hamilton Place
KILMARNOCK
KA1 2QN

Mrs Quinn objects to the proposed waiting/loading restrictions at the junction of North Hamilton Street and North Hamilton Place on the grounds that she and her husband are both blue badge holders and her husband has extreme difficulty getting to the car.

8. At its meeting on 17 March 2004, the Development Services Committee agreed that the proposed 'no waiting at any time; no loading at any time' restrictions at the junction of North Hamilton Street and North Hamilton Place would be relaxed to 'No Waiting At Any Time' restrictions. This will provide restrictions that can be enforced to maintain sightlines at the junction in the interests of road safety but will allow disabled badge holders to park near the junction if required.

9. To the south of North Hamilton Place the original proposal for waiting restrictions has been reduced in length to provide parking space for an additional three cars on North Hamilton Street.

10. The proposed waiting restrictions extend 12 metres north and 18 metres south of the junction of North Hamilton Place. There is no proposal to extend the restrictions into North Hamilton Place.

