

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 11 APRIL 2000

ON-STREET PARKING – KILMARNOCK TOWN CENTRE

Report By Director of Development Services

1. PURPOSE OF REPORT

- 1.1 The purpose of the report is to seek the agreement of the Committee on a number of parking policy issues prior to consulting the public on a new on-street parking strategy for Kilmarnock Town Centre.

2. BACKGROUND

- 2.1 At its meetings on 6 March 1997 and 1 February 2000 the Committee considered the need for a new parking strategy for the Town Centre which would include:-

- (a) charges for on-street parking during the working day; and
- (b) a residents parking scheme in appropriate residential areas.

A residents parking scheme is being proposed following concerns that have been expressed by residents and local members of East Ayrshire Council, about the difficulties residents experience parking in some areas where off-street parking is not available.

3. CURRENT PARKING CHARACTERISTICS

- 3.1 A parking survey was carried out in March 1999. The survey established the on-street parking characteristics on Fridays and Saturdays within the survey area; fig 1. A number of streets within the central area are already covered by restrictions which either prohibit waiting at any time or limit the period of stay to 30 minutes or 60 minutes, elsewhere, waiting is not restricted by Order. The findings of the survey are summarised below.

3.2 30 Minutes Limited Waiting

In John Finnie Street, and to the east in Dunlop Street, Strand Street, John Dickie Street, College Wynd, Bank Place, Bank Street, Nelson Street, St Marnock Place and St Marnock Street waiting is limited to 30 minutes.

The parking survey showed:-

- the number of parked vehicles was at or near capacity for extended periods on Fridays and Saturdays.
- 47% of vehicles were illegally parked on Fridays (40% on Saturdays).
- there is little residents parking during the day.

3.3 60 Minutes Limited Waiting

To the west of John Finnie Street, waiting is limited to 60 minutes in Portland Road, Grange Street, the eastern part of Woodstock Street, Grange Place, John Dickie Street, Dunlop Street, and West Langlands Street. Waiting is also restricted to 60 minutes in Titchfield Street, Portland Street, Hill Street and High Glencairn Street.

The parking survey showed:-

- parking levels were at or near capacity for long periods on Friday.
- parking demand was generally lower on Saturdays.
- 42% of vehicles were illegally parked on Fridays (39% on Saturday).
- there was only limited demand for residents parking during the day.

3.4 Unrestricted Parking Areas

The survey showed:-

- a significant influx of parked cars to the residential areas on weekdays and Saturdays.
- parking accumulations were higher on Fridays than Saturdays.
- almost a quarter of vehicles parked for 3 hours or more.
- significant levels of residents parking during the day.
- greater demand for residents parking on Saturdays than Fridays.
- extensive indiscriminate parking at junctions and elsewhere.

4. POLICY ISSUES

4.1 The Controlled Parking Zone

4.1.1 It is recommended that a controlled zone be set up within an area approximately 500 metres from the main shopping area in King Street; fig 2. Within this area, on-street parking would be subject to a charge during the daytime. Following the introduction of the Kilmarnock Town Centre Off-Street Parking Order, in June 1999, charges are already levied for parking in all public off-street car parks controlled by East Ayrshire Council within the proposed controlled zone except the East George Street car park and the Loanhead Street car park. It is proposed that a future revision to the Order will be promoted to introduce daytime charges at these two car parks.

4.1.2 As indicated in the earlier report, the aims of the pricing policy are to:-

- (a) release on-street parking in the town centre for short-stay use,
- (b) enable easier enforcement of parking controls,
- (c) meet the need for residents parking, where there is no off-street alternative,
- (d) cater for essential deliveries to commercial properties in the town centre where off-street loading does not exist.

4.1.3 To achieve these aims, the charging structure would have to discriminate against long-stay parkers in the more central locations. It is therefore proposed that a hierarchical pricing structure should be implemented which would vary with 3 categories of parking, as shown in fig 2.

Category 1 - Short stay, on-street parking

Category 2 - Medium stay, on-street parking

Category 3 - Long stay, on-street parking

The short stay and medium stay zones would incorporate the existing 30 minute and 60 minute waiting areas respectively.

4.1.4 It is proposed that the precise boundaries of the Controlled Parking Zone and the boundaries of the short stay, medium stay and long stay areas will be the subject of local consultation and will be varied as appropriate to meet local needs. Consultation will take place with individuals and representative groups including SPT, Strathclyde Police, and the Kilmarnock Town Centre Management Initiative.

4.2 Times Of Operation

The existing 30 minute and 60 minute limited waiting restrictions are in force Monday to Saturday 8am to 6pm. It is proposed that the restrictions in the short stay, medium stay and long stay areas should operate during similar times, subject to further consultation. Outwith these times, on-street parking would be free of charge.

4.3 Exemptions From On-Street Charges

It is proposed that the following groups would be exempt from on-street parking charges:-

- (a) disabled drivers displaying a valid orange badge,
- (b) commercial vehicles in designated loading bays,
- (c) taxis in designated stances,
- (d) residents displaying a valid permit.
- (e) motor cyclists in a designated area.

4.4 Residents Parking

To assist those residents who do not have off-street parking spaces, consideration will be given to the introduction of residents parking permits in the long stay and medium stay zones. Under such a system the holders would not have to pay the on-street parking charges in the vicinity of their homes. It is envisaged that a charge would have to be made for the permits, as with the present season ticket system.

It is proposed that the parking spaces in the medium stay area would be dual purpose which could be used by residents displaying a valid permit or members of the public who pay the local tariff. Such residents would be exempt from the time limits. The higher turnover of on-street parking resulting from the introduction of charges will ensure that residents have more opportunities to find parking places.

Where practicable, consideration will be given to the provision of designated residents spaces in the long stay area to meet the demand for daytime residential parking in areas where there is no off-road parking provision. Any surplus space could be devoted to dual purpose parking which would be used by residents with a permit or members of the public who have paid the parking tariff.

4.5 Deliveries to Commercial Premises

Deliveries to commercial premises in the town centre could be made easier by the provision of designated loading bays for commercial vehicles on the carriageway where off-street loading is not available. The location of such bays would be the subject of local consultation with traders and freight operators. The bays would be protected by appropriate traffic regulation orders.

4.6 Waiting and Loading Restrictions

It is proposed to introduce waiting and loading restrictions at junctions and other key locations in the town centre road network, where it is important to prohibit parking at all times. These restrictions are easier to enforce than the existing waiting restrictions where vehicles can stop for a time to pick up and set down passengers and goods. They will also help to enhance safety and the efficient movement of traffic.

4.7 Events Order

Strathclyde Police have requested the promotion of a traffic order to assist in the control of on-street parking around Rugby Park during football matches and other events at the stadium. The area that they have indicated should be covered by the order is shown in fig 3. The area is currently policed and waiting restricted by police cones during major sporting events.

It is proposed that the order would only be in force on those streets, or parts of streets, which are delineated by police cones or signs during individual events. Such an order would help the police to maintain the safe passage of emergency vehicles and other traffic when events are taking place. The coverage of the order and the needs of residents who do not have off-street parking will be considered during local consultations.

4.8 Duration of Waiting

4.8.1 Short Stay Zone

Approximately 85% of drivers wait for one hour or less in the 30 minute limited waiting area. It is therefore proposed that the maximum period of stay in the on-street short stay zone will be raised to one hour during the day. The survey showed that approximately 160 vehicles per day parked for more than one hour. There is sufficient spare capacity in the town centre off-street car parks to accommodate these vehicles. In order to encourage the rapid turnover of parking needed to meet the demand for short-stay access to shops and business premises, it is proposed that the scale of prices will increase with duration of stay.

4.8.2 Medium Stay Zone

Approximately 86% of drivers wait for two hours or less in the existing 60 minute limited waiting area. It is therefore proposed that consideration shall be given to raising the maximum period of stay in the medium stay zone to two hours during the day. The survey showed that up to 147 vehicles per day parked for more than two hours. There is also sufficient spare capacity in the town centre off-street car parks to accommodate these vehicles. As with the short stay zone, it is proposed that charges shall be related to the duration of stay to encourage a higher level of turnover.

4.8.3 Long Stay Zone

The survey indicated that 530 vehicles parked for more than 4 hours on Fridays in the outer areas (350 on Saturday). It would not be possible to contain these vehicles within the existing town centre off street car parks. It is therefore proposed that consideration shall be given to a parking limit in excess of 4 hours in the on-street long stay zone to accommodate the demand for long stay parking. Notwithstanding this proposal, car parking prices could be on a rising scale to encourage a more rapid turnover of spaces.

4.9 Management Issues

There are a number of management issues that require to be addressed. The issues include: -

(a) Method of Control

At present, on-street parking restrictions are enforced by traffic wardens employed by Strathclyde Police. Under the terms of the Road Traffic Act 1991, local authorities can now seek approval for a decriminalised parking scheme for the enforcement of on-street parking restrictions. This option will be considered in more detail.

(b) Method of Charging

The alternative methods of charging are (a) by use of a parking voucher system, such as that in use in Ayr Town Centre, or (b) by use of pay and display

machines. A detailed assessment of the advantages and disadvantages of each option will be carried out shortly.

(c) Level of Charges

The level of charges will require to complement those in the Council car parks. Specific proposals will be part of the formal TRO and will be the subject of further detailed consultations.

The assessments of these management issues will be the subject of future reports to the Committee.

5 TIMETABLE

- 5.1** It is envisaged that the new on-street car parking strategy will be implemented early in the 2001-2002 financial year, subject to the promotion of a new traffic regulation Order for the introduction of on-street charges and waiting and loading restrictions.
- 5.2** The target dates for the completion of the key activities involved in the promotion of the traffic regulation Order are set out below :-

Initial consultations with representative groups and public consultation	June 2000
Statutory consultations and advertising period	August 2000
Responses to objectors and hearing of objections, if necessary	January 2001
Committee decision on traffic regulation Order and statutory procedure for making the Order	May 2001

6 LEGAL IMPLICATIONS

- 6.1** A new Traffic Regulation Order will be required in accordance with the Road Traffic Regulation Act, 1984 to implement a pricing policy and new waiting restrictions in Kilmarnock Central Area.

7 FINANCIAL IMPLICATIONS

7.1 The cost of consultations and developing the proposed parking strategy will be met by existing budgets. The respective cost implications of pay and display machines and the parking voucher systems will be the subject of a future report.

8 RECOMMENDATIONS

8.1 It is recommended that the Committee agree the various management proposals set out in paragraphs 4.1 to 4.9 above as a basis for consultation.

Stephen Chorley
Director of Development Services

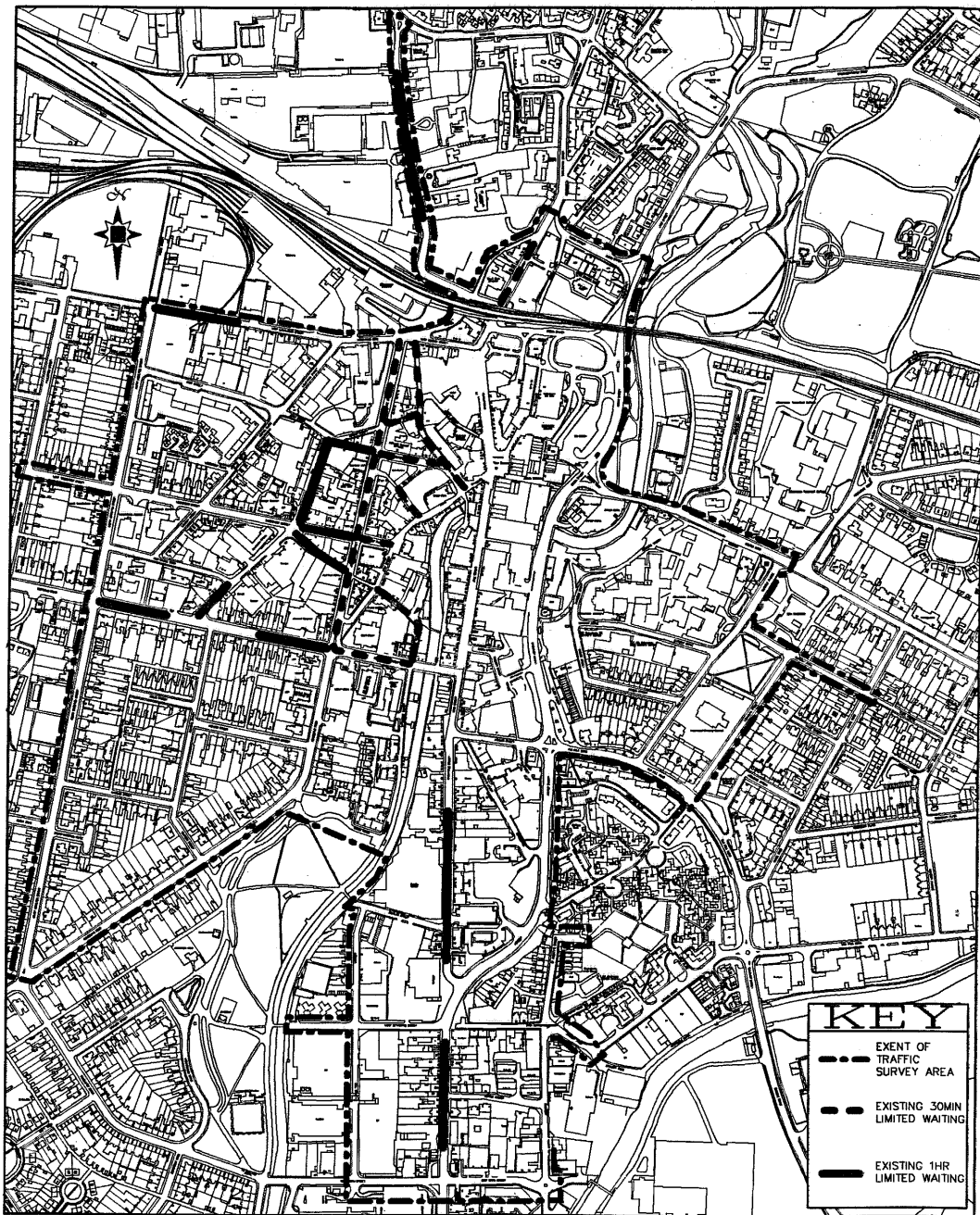
KC
4 April 2000

LIST OF BACKGROUND PAPERS

NIL

For further information please contact Keith Orton on 01563 555714

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KEY	
	EXTENT OF TRAFFIC SURVEY AREA
	EXISTING 30MIN LIMITED WAITING
	EXISTING 1HR LIMITED WAITING



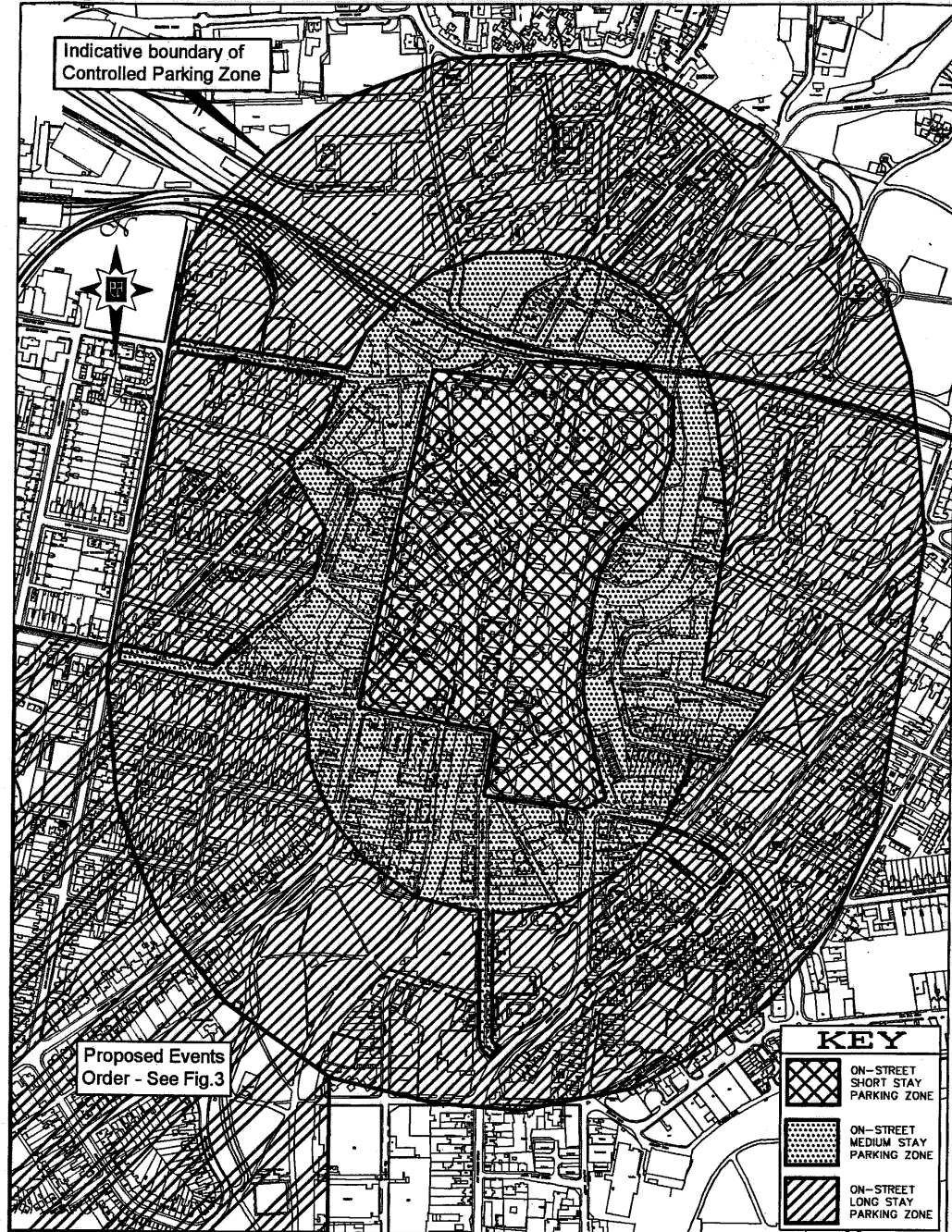
KILMARNOCK TOWN CENTRE ACTION PLAN
 KILMARNOCK TOWN CENTRE
 EXTENT OF TRAFFIC SURVEY AREA
 & EXISTING LIMITED WAITING

DATE
 MARCH 2000
 DRAWN BY
 A. J. D
 CHECKED BY
 K. O

SCALE
 n/a
 DRAWING REFERENCE
 FIG. 1

DEPARTMENT OF DEVELOPMENT SERVICES – ROADS AND TRANSPORTATION DIVISION, TRAFFIC, SAFETY AND TRANSPORTATION

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KEY	
	ON-STREET SHORT STAY PARKING ZONE
	ON-STREET MEDIUM STAY PARKING ZONE
	ON-STREET LONG STAY PARKING ZONE



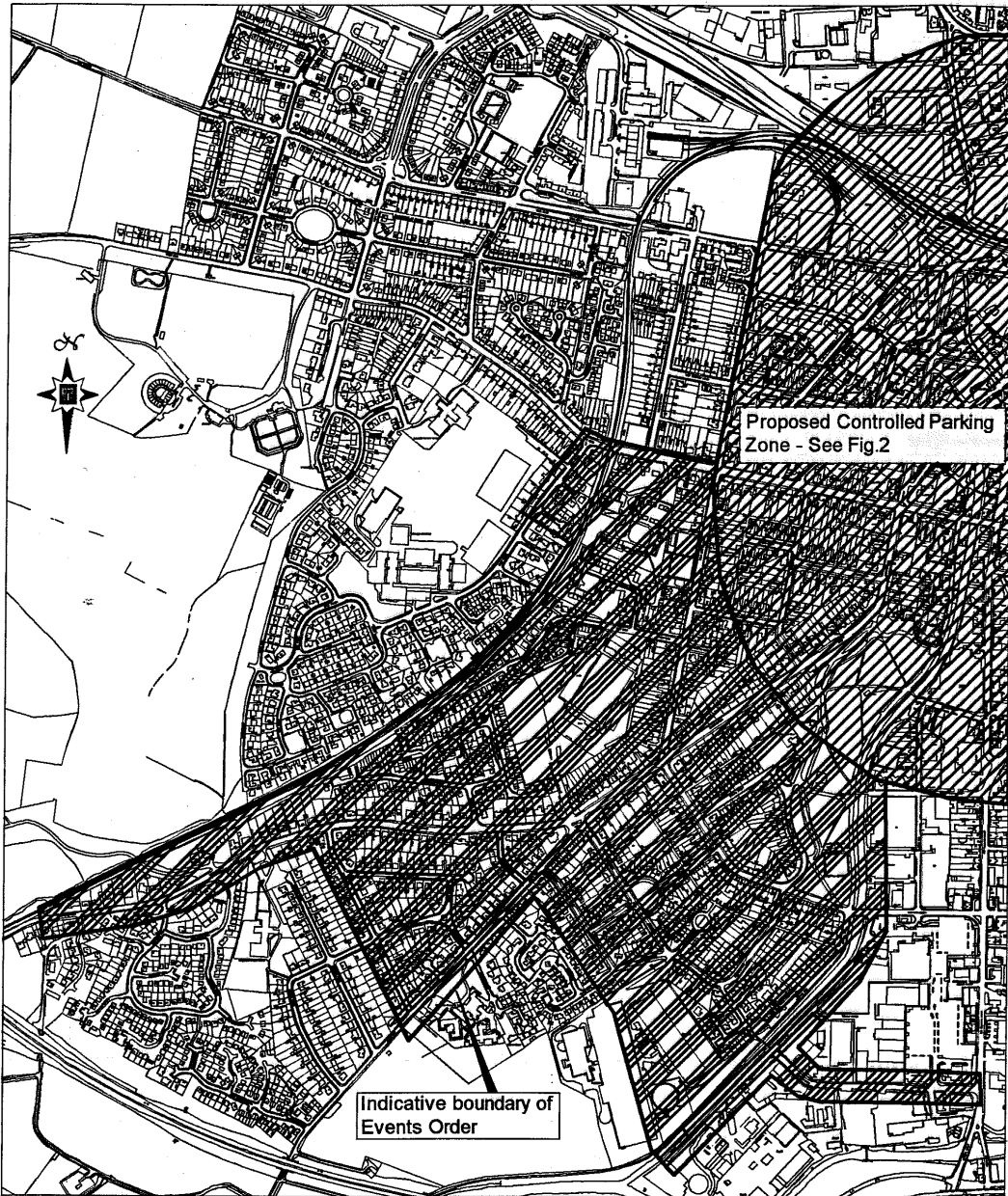
KILMARNOCK TOWN CENTRE ACTION PLAN
 KILMARNOCK TOWN CENTRE
 PROPOSED ON-STREET PARKING ZONES

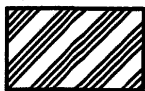
DATE
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 A.J.D
 CHECKED BY
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SCALE
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 FIG.2

DEPARTMENT OF DEVELOPMENT SERVICES - ROADS AND TRANSPORTATION DIVISION, TRAFFIC, SAFETY AND TRANSPORTATION

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 PROPOSED EXTENT OF EVENTS ORDER



KILMARNOCK TOWN CENTRE ACTION PLAN

KILMARNOCK TOWN CENTRE
RUGBY PARK EVENTS ORDER

DATE
MARCH 2000

SCALE
n/a

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K.O

FIG 3

DEPARTMENT OF DEVELOPMENT SERVICES – ROADS AND TRANSPORTATION DIVISION, TRAFFIC, SAFETY AND TRANSPORTATION

AGENDA