

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 7 MAY 2002

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) advise the Committee on the detailed proposals for on-street parking and residents' parking in Kilmarnock town centre; and,
- (b) seek approval to proceed with further public consultation on the Kilmarnock Town Centre on-street parking proposals.

2 BACKGROUND

- 2.1** At its meetings on 6 March 1997 and 11 April 2000, the Committee considered the need for revised parking management for Kilmarnock town centre and approved the preparation of a new parking strategy as basis for consultation.
- 2.2** At its meeting on 21 November 2000 the Committee considered the results of the initial public consultations and agreed that further consultations on detailed parking proposals should be carried out.

3 KEY PRINCIPLES

3.1 The key principles of the Kilmarnock Town Centre parking proposals are:-

- (a) Charges for on-street parking in the Central Area;
- (b) Residents parking permits in Central Area; and,
- (c) Possible extension of charging and residents parking schemes into the residential areas surrounding the town centre.

3.2 The previous consultations resulted in broad consensus and support for the following aspects of the town centre parking strategy:-

- the proposed area and extent of controlled parking areas;
- times of operation of the parking controls;
- provision of residents parking schemes;
- provision of loading bays for commercial vehicles;
- waiting and loading restrictions at junctions and other key locations;

- exemptions from charges for disabled badge holders, motorcycles and licensed taxis in designated bays.

4 ON-STREET PARKING PROPOSALS

4.1 The areas of the town centre affected by the parking proposals are shown in Appendix A and the various elements described below:-

4.1.1 Central Area

- (a) The streets where waiting is currently limited to 30 or 60 minutes should be converted to controlled parking with a permitted stay of 1 hour and 2 hours respectively in areas shown on the plan annexed;
- (b) As part of the consultations on the town centre action plan consideration will be given to streets in the central area where additional on-street parking can be provided. Detailed plans of the parking layout will be subject to consultation;
- (c) To encourage greater turn-over in the use of on-street spaces and to achieve more effective enforcement, charges for on-street parking should be introduced in the 1 and 2 hour areas, collected by means of Pay & Display machines;
- (d) on-street charges should be set at a level to encourage greater use of the town centre car parks;
- (e) New waiting restrictions, and loading restrictions where necessary, should be introduced at junctions and other key locations throughout the town centre to address problems of indiscriminate and illegal parking;
- (f) Designated disabled parking bays (subject to time limit which will be discussed with the Disability Forum), motorcycle bays and goods vehicle loading bays should be provided where needed to promote accessibility, social inclusion, economic activity and facilities for local shops;
- (g) A resident's parking permit scheme should be introduced as described:-
 - Scheme will exempt permit holders from on-street charges and time limits;
 - Permits will be issued free of charge;
 - Permit holders in the Central Area will be able to park free and without time limit in the pay & display bays in named streets in the vicinity of the resident's home in the 2 hour parking areas;
 - Residents parking permits will **not** be valid for use in the 1 hour areas;
 - No designated residents parking spaces will be provided;
 - Permit holders will share use of pay & display bays with the public on a first come, first served basis;
 - Eligibility (see 4.1.3(d) below).

4.1.2 Surrounding Areas: Waiting and Loading Restrictions

- (a) New waiting restrictions, and loading restrictions, should be introduced at junctions and other key locations throughout the areas surrounding the town centre shown on the attached plan to address problems of indiscriminate and illegal parking.

4.1.3 Surrounding Areas: Residential Parking Schemes

- (a) Six distinct residential areas have been identified around the perimeter of the town centre where, to meet the demand for residents parking where there is no off-street alternative, it is proposed that residents parking schemes could be introduced in conjunction with charges for public on-street parking. The 6 areas are shown in Appendix A.

It is intended to consult with the appropriate Local Committee, Community Council and local householders on the details of the residents parking schemes for each of the 6 residential areas and to move to promoting the necessary traffic Orders only where there is clear support from the local community.

- (b) Where possible, consideration will be given to providing spaces solely for the use of permit holders to meet the demand for daytime residents parking. Other on-street bays would be shared between residents and the public on a first come, first served basis.
- (c) Where introduced the residents parking permit scheme would exempt holders from on-street charges and time limits. In response to concerns raised in previous public consultations it is proposed that permits should be free of charge, with administration and other associated costs being funded from the public on-street parking charges.
- (d) It is proposed that residents within the defined areas will be eligible for 1 permit per house or residential unit so long as:
 - (i) the permit holder normally resides at a qualifying address;
 - (ii) the permit holder is the owner of, or have permanent use of, a vehicle; and
 - (iii) there is no off-road parking.
- (e) Permits would be valid for use in named streets in the vicinity of the applicant's home. The permit will exempt the holder's vehicle from charges and time limit but will not reserve or guarantee the holder a parking space.

4.1.4 Matches and Events at Rugby Park

- (a) It is proposed to introduce part-time waiting restrictions to assist in controlling parking in the streets around Rugby Park during matches and

other events at the stadium to help the Police to maintain the safe passage of emergency vehicles and other traffic when events are taking place.

- (b) These restrictions, which will apply in those streets in which waiting is restricted by the police on match days at present, will only be in force when cones or signs are displayed.

5. CONSULTATION ON DETAILED PROPOSALS

5.1 It is proposed that the consultations will include:-

- Plans showing details of proposed parking layouts which will be displayed at various locations in the town centre. It is proposed that manned exhibitions will be provided at key locations;
- Community Councils will be consulted on the residential parking schemes in the surrounding areas;
- Information leaflets will be distributed to all premises within the central area providing a contact name and details of where the exhibitions will be held;
- Information leaflets and questionnaires will be distributed to all households within the surrounding residential areas;
- The results of these consultations will be reported initially to the Central Local Committee seeking additional comment

6. TIMETABLE

6.1 It is envisaged that the on-street parking strategy could be ready for implementation in approximately 18 months time. The measures will be implemented in the 2003/04 financial year, in conjunction with the pedestrian access and safety measures which form a part of last year's successful Public Transport Fund bid.

6.2 The target dates for the completion of the key activities involved in the promotion of the parking strategy and associated traffic Orders are set out below:-

| ACTIVITY | TARGET DATE |
|---|--------------------|
| Non-statutory public consultation, including exhibition, leaflet & questionnaire | May 2002 |
| Consultations with community councils and house holders | June 2002 |
| Consult Kilmarnock Central Local Committee | Autumn 2002 |
| Report back to Development Services Committee on consultations and finalised proposals | Late Autumn 2002 |
| Statutory consultations and advertising period for Orders | Winter 2002 |
| Responses to objectors and Hearing of objections, if necessary ¹ | Spring 2003 |
| Committee decision on traffic Orders | Summer 2003 |
| Implementation | Autumn/Winter 2003 |
| ¹ Where there are unresolved objections leading to a Public Hearing, the timescale for this element may be extended, affecting the remainder of the programme. | |

7 FINANCIAL IMPLICATIONS

7.1 The cost of implementing the proposals will be met from existing budgets. Pay & Display machines will be procured by a leasing agreement, with the costs met from the on-street parking revenue.

8. LEGAL IMPLICATIONS

8.1 The promotion of this Order will be in accordance with the requirements of the Road Traffic Regulation Act 1984, as amended and the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

9. RECOMMENDATIONS

9.1 It is recommended that the Committee:-

- (a) notes the details of the on-street parking strategy; and,
- (b) approve the proposals for the central area and for residents parking schemes in the areas surrounding the town centre, as the basis for further consultations.

Stephen Chorley
Director of Development Services

19 April 2001
 AJD

BACKGROUND PAPERS

- 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”.**

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


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APPENDIX A

KEY

 PROPOSED 1 HOUR PARKING ZONE

 PROPOSED 2 HOUR PARKING ZONE

 SURROUNDING AREAS:
RESIDENTS PARKING
SCHEMES

 SURROUNDING AREAS:
WAITING & LOADING
RESTRICTIONS ONLY

NORTH

**PROPOSED 1 & 2 HOUR PARKING ZONES
AND SURROUNDING RESIDENTIAL AREAS**

