

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE – 17 DECEMBER 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 about the outcome of further consultations carried out during June and July 2002 on proposals for on-street parking controls in Kilmarnock;
- (b) seek the agreement of the Committee to promote Traffic Regulation Orders for the town centre on-street parking proposals; and
- (c) seek the approval of the Committee to carry out further consultations on options to assist residents parking in the surrounding areas if requested to do so by the local communities.

2 BACKGROUND

- 2.1** Detailed surveys of on-street parking patterns were carried out in Kilmarnock town centre in March 1999. The surveys showed that there is widespread illegal parking in the town centre which reduces the turnover and availability of short stay parking. It was also evident that long stay commuter parking takes up a significant proportion of the available spaces in the more convenient areas of the town centre. The surveys also identified extensive indiscriminate parking in residential streets and at junctions which obstructs the passage of essential service vehicles and impedes the safe movement of pedestrians.
- 2.2** An on-street parking strategy was developed for Kilmarnock town centre to address the issues identified in the surveys. The strategy was the subject of extensive, initial, public consultations between April and November, 2000. At its meeting on 21 November, 2000, the Development Services Committee considered the results of the initial consultations and agreed that further consultations on detailed parking proposals should be carried out.
- 2.3** On 7 May, 2002, the Development Services Committee agreed to approve detailed parking proposals for Kilmarnock town centre and for possible residents parking schemes in six areas surrounding the town centre, as a basis for further consultations. The main elements of the scheme include:-

Central Area :

- ◆ Waiting limited to 1 hour or 2 hours, subject to location;
- ◆ Introduction of charges for on street parking;
- ◆ New waiting restrictions and loading restrictions, as needed to prohibit parking at junctions and other key locations;
- ◆ A residents parking scheme (1 permit per household where off road parking is not available, nil-charge, for use in 2 hour parking area only); and
- ◆ Designated bays for the disabled, motorcycles and goods vehicles.

Surrounding Areas: *Waiting and Loading Restrictions*

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

Surrounding Areas: *Residents Parking Schemes*

- ◆ Residents parking schemes in six identified residential areas surrounding the town centre (1 permit per household where off road parking is not available, nil-charge), subject to the support of the local community.

Events Order:

- ◆ Part time waiting restrictions in the streets surrounding Rugby Park during matches and other events.

3. PUBLIC CONSULTATIONS

- 3.1** Extensive public consultations on the detailed parking proposals have been carried out. The programme of consultations carried out earlier this year is set out below—

2002

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|--------------------|--|
| June / July | <ul style="list-style-type: none">• 2258 information leaflets and questionnaires hand delivered to homes and businesses within the town centre and surrounding residential areas, sent out on request and made available at the exhibitions• Exhibition advert in Kilmarnock Standard• Letters informing of exhibitions and enclosing copy of leaflet & questionnaire sent to Chairs of Grange Howard, Woodstock and Piersland Bentinck Community Councils• 2 day public exhibition in caravan at Portland Road car park (staffed)• 4 day public exhibition in Burn Mall (staffed)• 2 day public exhibition in Galleon Centre (staffed)• 2 day public exhibition in Dick Institute (staffed) |
| August | <ul style="list-style-type: none">• Report to Kilmarnock Central Local Committee |
| December | Meeting with Access Panel and Disability Forum on siting of designated disabled parking bays |

4. ANALYSIS OF CONSULTATIONS

4.1 A total of 2258 leaflets and questionnaires were distributed. Only 277 questionnaires were returned, ie. 12.3% of those distributed. The comments received are summarised below:

Central Area

4.2 837 leaflets & questionnaires were distributed to homes and businesses within the Central Area (Areas C1 to C4 annexed plan)

4.3 **Residents** – 17 questionnaires have been returned from residents within the Central Area, 15 of whom do not have off-road parking. The comments received from the residents of the Central Area were mostly supportive of the introduction of residents parking. However the sample is too small to generalise, there is no pattern to the responses. Specific issues were raised by only one or two respondents, including:

- ◆ More than one permit required
- ◆ visitors permits required
- ◆ Permits should be available regardless of off-street parking

4.4 **Businesses** – 40 completed questionnaires have been received from businesses, two thirds of whom have expressed interest in having a loading bay provided near their premises. 70% of questionnaires returned from businesses within the Central Area of the town centre made specific comments on the proposals. Again the number of responses was small, making it difficult to generalise. However, the main comments received from businesses in the Central Area are summarised below:

- ◆ Concern about getting deliveries to local shops by private car
- ◆ Adverse effect on trade will cause businesses to relocate outside Kilmarnock
- ◆ Permits or season tickets should be available for business use
- ◆ Access to business premises for staff and clients is essential throughout the day
- ◆ Opposition to the introduction of charges
- ◆ Need for more effective enforcement

Surrounding Residential Areas

4.5 1036 leaflets & questionnaires were distributed to homes and businesses within the Surrounding Residential Areas (Areas R1 to R6);

4.6 20% of the questionnaires to residents were returned. The largest response came from R4, the Holehouse Road, Wilson Avenue area where residents are increasingly concerned about the effect of on street parking associated with the College. Only 6 questionnaires have been returned from businesses within the Surround Residential Areas, mainly from area R2.

4.7 The responses of the residents in the six areas surrounding the town centre on whether or not Residents Parking Schemes should be introduced in their area are summarised below.

Area Summary of Questionnaire Return

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|-----------|---|
| R1 | 42 questionnaires returned (23% of leaflets distributed in the area). 21 residents (11%) expressed support for a residents permit scheme. 21 were opposed. |
| R2 | 30 questionnaires returned (13.4% of leaflets distributed in the area). 26 residents (12%) expressed support for a residents permit scheme. 4 were opposed. |
| R3 | 3 questionnaires returned (2.4% of leaflets distributed in the area). All 3 support the introduction of a residents parking scheme. |
| R4 | 58 questionnaires returned (40% of leaflets distributed in the area). 38 residents (26%) expressed support for a residents parking scheme. 20 were opposed. |
| R5 | 39 questionnaires returned (30% of leaflets distributed in the area). 25 residents (19%) expressed support for a residents parking scheme. 14 were opposed. |
| R6 | 31 questionnaires returned (13% of leaflets distributed in the area). 25 residents (11%) expressed support for a residents parking scheme. 6 were opposed. |

4.8 Petitions have been received from the residents of Charles Street (within Residential Area 1) and Braehead Court (within Residential Area 4) setting out their opposition to the introduction of parking charges and residents permits in those streets.

4.9 Overall, two thirds of the residents who returned questionnaires thought that a residents parking scheme should be introduced in their area, however in most cases their support was qualified with requests for a more liberal permit scheme, e.g. more than one permit, regardless of off-road parking, permits for visitors and carers, etc. The main points raised in the responses are set out below—

- ◆ Eligibility for Residents Parking Permits (many people felt it unfair to limit permits to those with no off-road parking)
- ◆ Number of Residents Parking Permits available (many residents said they would require more than a single permit)
- ◆ Visitors Permits (many residents said they would require permits for frequent visits by visitors)
- ◆ Permits for carers (a number of residents and carers said Carer Permits should be available)
- ◆ Permits for tradesmen and builders when carrying out work in controlled residential areas
- ◆ Obstructive parking by students in the vicinity of Kilmarnock College

- ◆ Opposition to the introduction of charges
- ◆ Need for more effective enforcement
- ◆ Proposals will displace parking into streets surrounding the controlled parking zone
- ◆ High level of all day business/commuter parking in residential areas

5. Whilst the majority of residents who replied supported the introduction of such a scheme, almost one third rejected the proposal. Given the low response rate it is concluded that the demand for a residents' parking scheme has not yet been robustly established. It is, however, proposed that further consultation will be undertaken on the possible introduction of residents parking permits following the promotion of the traffic regulation Orders set out in Section 5 above.

5.1 PROPOSED TRAFFIC REGULATION ORDERS

Following the recent consultations, it is proposed to promote the following Traffic Regulation Orders—

5.2 **Central area** – A new Traffic Regulation Order to—

- a) Introduce charges in all spaces currently designated for 30 minute or 60 minute limited waiting between 8am and 6pm, Monday to Saturday. The proposed tariff to be 40p per hour.
- b) Increase the current permitted periods of stay from 30 minutes and 60 minutes to 1 hour and 2 hours, respectively.
- c) Introduce new waiting and loading restrictions at junctions and other key locations where it is necessary to prohibit parking to maintain the safe and efficient operation of the road network and movement of pedestrians.
- d) Introduce or retain waiting restrictions elsewhere in the town centre where it is necessary to restrict parking.
- e) Provide designated spaces for disabled badge holders (subject to a waiting limit) at convenient on-street locations in the proposed 1 hour parking area.
- f) Provide designated motorcycle bays as appropriate.
- g) Provide designated loading bays for goods vehicles, as required, where the roadspace permits, adjacent to business premises that do not have off-road servicing.

- h) Introduce a residents parking scheme for residents in the Central Area, for use in the proposed 2 hour parking area only. One permit per dwelling at nil charge. The proposed eligibility criteria are set out in paragraph 5.2.1 below.
- i) Provide on street business permits for business premises in the proposed 2 hour parking area, where essential to meet operational requirements. Charges to be at the current rates for off-street car park season tickets, i.e. £242 for annual permit, £72 for quarterly permit or £15 for monthly permit (NB these prices are exclusive of VAT). The proposed eligibility criteria are set out in paragraph 5.2 below.

5.3 It is proposed that residents and businesses within the Central Area should be eligible for a permit which will exempt them from the local parking tariff and time limit in the pay & display bays in the proposed 2 hour zone.

- ◆ **Residents** will be eligible for a permit (at nil charge) to allow free, unlimited parking in pay & display bays within the 2 hour zone. Permits will be restricted to one per household. To ensure the maximum turnover and availability of parking spaces in the core shopping area of the town centre, the permit will not be valid for use in the 1 hour spaces.
- ◆ **Businesses** within the Central Area will be eligible for a business permit where necessary for operational purposes, so long that they can show that the permits are for the use of staff. The issue of these permits will be at the discretion of the Head of roads and Transportation. Charges as set out in paragraph 5.1 i) will apply to each permit issued.

5.4 **Surrounding Areas** – A new Traffic Regulation Order to—

- a) Introduce new waiting and loading restrictions at junctions and other key locations where it is necessary to prohibit parking for the safe and efficient operation of the road network and to enhance pedestrian safety.
- b) Introduce waiting restrictions at other locations where required.

5.5 **Matches and Events At Rugby Park** – A new Traffic Regulation Order—

Requested by Strathclyde Police to assist them in the control of parking in the residential streets around Rugby Park on match days and during other public events at the stadium. Such restrictions will help the Police to maintain the safe passage of emergency vehicle and other traffic when events are taking place. The proposed Order will only be in force in those streets and at those times, when cones or signs are displayed by the Police.

5.6 *Kilmarnock Town Centre Off Street Parking Order* – An Amended Order—

It is proposed to amend the Kilmarnock town centre off-street parking Order to introduce differential charges for the upper floors in the multi-storey car park, where a flat rate tariff of 50p per day will apply. This measure will provide an inexpensive, convenient alternate for motorists who are currently parking their vehicles for long periods of the day on the streets within the central area.

6. TRAFFIC MANAGEMENT AT ST COLUMBA AND LOANHEAD PRIMARY SCHOOLS

- a) Review the existing waiting restrictions in the streets around St Columba and Loanhead primary schools to address the existing problems of parking and traffic congestion associated with the schools.
- b) Review the traffic circulation in the area to improve access for school transport, enhance the safety of pedestrians and facilitate the safe movement of traffic.

The reviews described above will proceed simultaneously with the promotion of the traffic regulation Orders in the town centre and will be subject to consultation prior to the promotion of any Orders.

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) note the details of the on-street parking strategy;
 - b) note the results of the public consultation as set out in Section 3 of the report;
 - c) approve the promotion of traffic regulation Orders as set out in Section 5 of the report; and

- d) agree to further consultations on options for residential parking schemes in the outer areas where there is a significant level of support following the introduction of the Traffic Order proposed for the Central Area.

Stephen Chorley
Director of Development Services
10 December 2002
SC/AJD/JR

LIST OF APPENDICES

Appendix A – Plan showing the areas of Kilmarnock town centre used in the analysis of consultation responses.

Appendix B – Summary of Residents Permit Schemes in 17 towns in the UK

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”.

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

Implementation Officer: Andrew Davidson

APPENDIX A

