

## **Item: 6**

**Development and Infrastructure Committee: 5 February 2019.**

**Proposed Prohibition of Waiting – Great Western Road, Kirkwall.**

**Report by Executive Director of Development and Infrastructure.**

### **1. Purpose of Report**

To consider objections following statutory and public consultation in relation to The Orkney Islands Council (Great Western Road, Kirkwall) (Prohibition of Waiting) Order 2019.

### **2. Recommendations**

The Committee is invited to note:

#### **2.1.**

That, in July 2018, the Council agreed the principle of no waiting being permitted at any time on Great Western Road, Kirkwall, unless parked within a marked space.

#### **2.2.**

That one letter of objection was received during the consultation process in respect of the proposal referred to at paragraph 2.1 above, a summary of which is attached as Appendix 1 to this report.

#### **2.3.**

The proposal that no waiting being permitted at any time on Great Western Road, Kirkwall, unless parked within a marked space, as shown on the drawing attached as Appendix 2 to this report.

**It is recommended:**

#### **2.4.**

That no waiting be permitted at any time on Great Western Road, Kirkwall, unless parked within a marked space.

#### **2.5.**

That the Executive Director of Development and Infrastructure make the appropriate Traffic Regulation Order, incorporating the proposal referred to at paragraph 2.4 above.

## **3. Background**

### **3.1.**

Concerns have previously been raised regarding parking on Great Western Road, Kirkwall, particularly in relation to inconsiderate parking, obstruction of access and visibility, lack of parking provision and the lack of enforcement. These concerns have been echoed by elected members, local businesses and other road users.

### **3.2.**

Accordingly, on 5 June 2018, the Development and Infrastructure Committee considered what action could be taken to address those concerns and subsequently recommended that no waiting be permitted at any time on Great Western Road, Kirkwall, unless parked within a marked space.

## **4. Engagement and Consultation**

### **4.1.**

Consultation on the proposals has taken place with the following:

- Police Scotland.
- Road Haulage Association Limited.
- Freight Transport Association.
- Scottish Fire and Rescue Service.
- Disabled Drivers' Association.
- Orkney Disability Forum.
- Scottish Ambulance Service.
- NHS Orkney.
- HM Coastguard.
- Orkney Tourism Group.
- Kirkwall BID Limited.
- Stromness Community Business Forum.
- Local bus operators.
- Relevant Community Councils.

### **4.2.**

The proposals were advertised publicly in accordance with the statutory requirements to consult.

### **4.3.**

Police Scotland has confirmed its support for the proposals in the interests of road safety.

#### **4.4.**

One letter of objection was received. Many of the points raised in the letter were not deemed to be valid objections relating to the proposed order. These are summarised and attached as Appendix 1 to this report.

#### **4.5.**

There were two valid objections, as noted below.

##### **4.5.1.**

The objector felt that having parking on one side of the road only would make it easier for emergency vehicles. It has been pointed out that the proposed layout accommodates two-way traffic flow and consequently will not impact on emergency vehicles.

##### **4.5.2.**

The second valid objection related to the waiting time and that all-day parking encouraged motor homes therefore this should be restricted to one-hour maximum stay. With provision for motor homes available in the Great Western Road (South) Car Park, and that Great Western Road is outside the central shopping area, it would not benefit from a one-hour parking duration. Having considered this, officers felt that as Great Western Road is outside of the central shopping area that it would not benefit from a 1-hour parking duration. Consequently, a two-hour period was suggested.

#### **4.6.**

The objector was advised that following the consultation and the objections raised, officers would consider the following:

- The parking layout and time limit remain the same as shown in the original plan.
- The parking layout remains the same as the original plan, however parking in a marked space would be limited to two hours instead of all day.

#### **4.7.**

Having considered the objections, it is proposed that the parking layout and time limit remain the same as shown in the original plan, as shown on the drawing attached as Appendix 2 to this report. This will allow the Order to be made and implemented at the earliest opportunity. If the Committee agreed to parking in a marked space being limited to two hours instead of all day, this would be a more stringent amendment and would require the consultation process to start again. With the proposal to review all on-street parking in Kirkwall planned in the next two to three years, it would be possible to revisit these restrictions again.

## **5. Options**

### **5.1.**

The options open to the Council are:

- To proceed with original proposals and make the order,
- To make the order with modifications and start the consultation process again.
- Not to make the order, in which case the status quo is maintained.

## **5.2.**

The Council is permitted to make this order with modifications, provided these do not extend the application of the order or impose more stringent restrictions.

## **5.3.**

It is recommended to proceed with the original proposals for the reasons outlined in section 4.7 above.

## **6. Equalities Impact**

An Equality Impact Assessment has been undertaken and is attached as Appendix 3 to this report.

## **7. Corporate Governance**

The report relates to governance and procedural issues and therefore does not directly support and contribute to improved outcomes for communities as outlined in the Council Plan and the Local Outcomes Improvement Plan.

## **8. Financial Implications**

As Roads Authority, the cost of any Traffic Regulation Order, estimated at about £1,000, will be borne by the Council under the relevant section of the roads revenue budget. In this instance given the complexity of the review there have been additional costs due to the increased amount of time Roads officers have spent on the project.

## **9. Legal Aspects**

If the Council wishes to introduce new parking restrictions, it must obtain a traffic regulation order under the Road Traffic Regulation Act 1984. The requirements of The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 have been observed as regards the form of the order and the procedure to date.

## **10. Contact Officers**

Gavin Barr, Executive Director of Development and Infrastructure, extension 2301,  
Email [gavin.barr@orkney.gov.uk](mailto:gavin.barr@orkney.gov.uk)

Darren Richardson, Head of Infrastructure and Strategic Projects, extension 2310,  
Email [darren.richardson@orkney.gov.uk](mailto:darren.richardson@orkney.gov.uk)

John Wrigley, Roads and Environmental Services Manager, extension 2725  
Email [john.wrigley@orkney.gov.uk](mailto:john.wrigley@orkney.gov.uk)

Kenneth Roy, Roads Support Manager, extension 2326,  
Email [kenny.roy@orkney.gov.uk](mailto:kenny.roy@orkney.gov.uk)

## **11. Appendices**

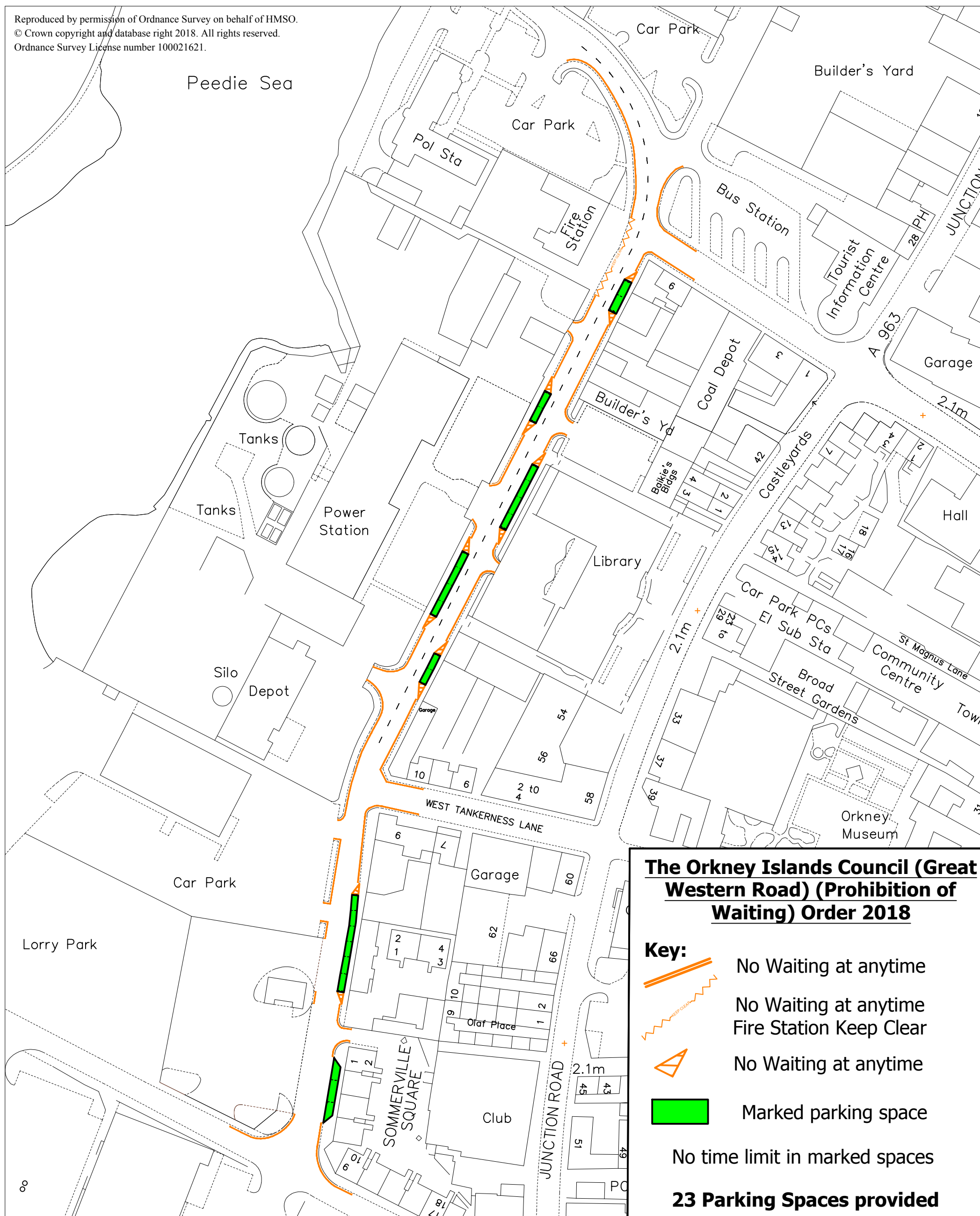
Appendix 1: Summary of objections to the proposals.

Appendix 2: Drawing No GWRTR0-01 Great Western Road, Kirkwall.

Appendix 3: Equality Impact Assessment.


Order	Name of objector	Brief Description of objection	Response
Great Western Road	Objector 1	Having moved here from our previous location on Broad Street nearly 20 years ago, because of the implementation of yellow lines, which had a severe financial detriment to my business, I am now facing a repeated action which is not of my making.	This is not a valid objection, more a statement of opinion.
		Customers need time to come in and select paint colours or wallpaper or seek advice and to this end I consider that a parking permit system be considered for my area as designated in other parts of Kirkwall.	Great Western Road (South) car park is nearby and can be used by customers.
		The parking should be only on the side of the road that the shops or business premises are as it is only fair in the first instance to have parity with other shops in Kirkwall i.e. Broad Street. In the second place it is a dangerous to have parking on the west side of the road for mothers and children crossing over to the library for their book club activities. With the car park at the back of the library very much underutilised with parking available for 14 or more cars and very seldom more than 6 or 8 cars using them by staff, surely it makes sense to allow parking for this group of users be made available and for their safety.	The parking layout has been designed to achieve the maximum number of spaces along this road. Parking on only one side of the road will reduce the number of spaces due to accesses and have a detrimental impact on road safety by encouraging increased vehicle speeds.
		Presently vehicles and motor homes park all day with no restriction proposed. This should be limited to 1 hour to increase the turnover of visitors for short stay.	Provision for motor homes has been made in the Great Western Road (South) Car Park. It is felt that as Great Western Road is outside of the central shopping area that it would not benefit from a 1-hour parking duration.
		I have need of transport for delivery of goods, often at very short notice, either to the pier or the Hatston haulage depot and to deliver locally.	The proposals would not impact on short term loading and unloading and there is adequate space for delivery vehicles to unload in nearby car parks.
		With no parking on the west side of the road this would leave clear road space for emergency services i.e. police and fire as this is the main road to the East Mainland, the airport and hospital. In the event of goods being delivered to me by large vehicles (JBT and Northwards) and an emergency was to happen, the traffic could hold up these services if parking is allowed on both sides. With the proposed plan does the Council want to be held responsible for what might be an accident waiting to happen?	The parking layout has been designed to accommodate two-way traffic on Great Western Road and therefore will not restrict emergency vehicles.
		With only four retail/ trade establishments on Great Western Road I consider that this proposed plan be put in abeyance short term, as the implementation of it would have serious implications for all of us and that a full and longer term plan be looked at, such as a proper one- way system be thoroughly considered for Junction Road, West Castle Street, West Tankemess Lane, Great Western Road and Pickaquoy Road and long overdue consideration be given to improving the junction of Great Western Rd. and Pickaquoy Rd. and the exit points from all the three supermarkets and the safety of pupils at Glaitness School.	This is not a valid objection, however please note that there are no current or long-term plans to review traffic management in the Kirkwall Central West area.
		The car/lorry park at the end of Great Western Road has more than sufficient space to accommodate the loss of spaces on Great Western Road and if part of it was to be made a pay and display area the revenue obtained thereby would be of benefit to everyone. (Grass cutting?) I might add here, that there was a parking meter installed here at a cost of many thousands of pounds in 2009/2010 and removed very soon afterwards, which raises the question -'Why' and where is that machine now?	This car park will remain available to road users. Grass cutting, and ticket machines do not form part of this consultation process and therefore this comment is not deemed to be a valid objection.
		As far as speeding is concerned more often than not the fastest traffic are buses. A speed camera would be a very effective deterrent.	This is not a valid objection as the consultation relates to on-street parking and not the speed of traffic.

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**The Orkney Islands Council (Great Western Road) (Prohibition of Waiting) Order 2018**

**Key:**

-  No Waiting at anytime
-  No Waiting at anytime  
Fire Station Keep Clear
-  No Waiting at anytime
-  Marked parking space

No time limit in marked spaces

**23 Parking Spaces provided**

File Ref. R3.27.03. ?????	Drawing No. GWRTR0-01
Revision	
Date 5th July 2018	Drawn <i>J.Coyle</i>
Scale <b>NTS</b>	Checked <i>K.D.Roy</i>

**Great Western Road,  
Kirkwall  
Proposed TRO Layout**

**Roads  
Services**

**DEVELOPMENT AND INFRASTRUCTURE**  
 Council Offices, Kirkwall  
 Orkney, KW15 1NY  
 tel (01856) 873535  
 fax (01856) 876094

Executive Director :-  
 Gavin Barr  
 BSc Hons MSc URP MRTPI



**ORKNEY ISLANDS COUNCIL**

# Equality Impact Assessment

The purpose of an Equality Impact Assessment (EqIA) is to improve the work of Orkney Islands Council by making sure it promotes equality and does not discriminate. This assessment records the likely impact of any changes to a function, policy or plan by anticipating the consequences, and making sure that any negative impacts are eliminated or minimised and positive impacts are maximised.

<b>1. IDENTIFICATION OF FUNCTION, POLICY OR PLAN</b>	
<b>Name of function/policy/plan to be assessed</b>	Review of On-Street Parking, Kirkwall.
Service/service area responsible	Development and Infrastructure
Name of person carrying out the assessment and contact details	Kenneth Roy, Roads Support Manager Ext 2326 Email: <a href="mailto:kenny.roy@orkney.gov.uk">kenny.roy@orkney.gov.uk</a>
Date of assessment	04 January 2019
Is the function/policy/plan new or existing? (Please indicate also if the service is to be deleted, reduced or changed significantly)	New Traffic Regulation Order to control on-street parking.

<b>2. INITIAL SCREENING</b>	
What are the intended outcomes of the function/policy/plan?	On-street parking restrictions that will control waiting on Great Western Road Kirkwall
State <b>who</b> is, or may be affected by this function/policy/plan, and <b>how</b>	All road users
How have stakeholders been involved in the development of this function/policy/plan?	Formal statutory and public consultation will be carried out
Is there any existing data and/or research relating to equalities issues in this policy area? Please summarise.  e.g. consultations, national surveys, performance data, complaints, service user feedback, academic/consultants'	N/A



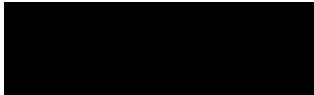
reports, benchmarking (see equalities resources on OIC information portal)	
Could the function/policy have a differential impact on any of the following equality strands?	(Please provide any evidence – positive impacts/benefits, negative impacts and reasons)
1. Race: this includes ethnic or national groups, colour and nationality	No
2. Sex: a man or a woman	No
3. Sexual Orientation: whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes	No
4. Gender Reassignment: the process of transitioning from one gender to another	No
5. Pregnancy and maternity	No
6. Age: people of different ages	Yes
7. Religion or beliefs or none (atheists)	No
8. Caring responsibilities	No
9. Marriage and Civil Partnership	No
10. Disability: people with disabilities (whether registered or not)	Yes

<b>3. IMPACT ASSESSMENT</b>	
Does the analysis above identify any differential impacts which need to be addressed?	No
How could you minimise or remove any potential negative impacts?	Ensure adequate parking provision where possible
Do you have enough information to make a judgement? If no, what information do you require?	Yes

<b>4. CONCLUSIONS AND PLANNED ACTION</b>
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Is further work required?	yes
What action is to be taken?	A report will be presented to a future meeting of the Development and Infrastructure Committee
Who will undertake it?	Executive Director of Development and Infrastructure
When will it be done?	05 February 2019
How will it be monitored? (e.g. through service plans)	Through traffic order progress report

Signature



Date 04 January 2019

Name KENNETH ROY  
(BLOCK CAPITALS)

**Please sign and date this form, keep one copy and send a copy to Corporate and Community Strategy. It should also be emailed to Corporate and Community Strategy.**