

## **Item: 5**

**Development and Infrastructure Committee: 5 June 2018.**

**Review of On-Street Parking, Kirkwall.**

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

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

To consider proposed amendments to existing on-street parking provision on various roads in Kirkwall.

### **2. Recommendations**

The Committee is invited to note:

#### **2.1.**

That the Council's Parking Strategy, adopted in May 2014, recommended a long term review of existing traffic regulation orders pertaining to on-street parking.

#### **2.2.**

That officers have focussed on reviewing traffic orders primarily on problem areas within Kirkwall, namely Great Western Road, Palace Road, and on Harbour Street and Shore Street, following completion of the Kirkwall Harbour Flood Prevention Scheme.

#### **2.3.**

That a review of all on-street parking in Kirkwall will be carried out over the next three to five years.

#### **2.4.**

That discussions have taken place with Police Scotland in relation to an interim solution to parking enforcement in Kirkwall and Stromness, as detailed in section 3 of this report.

#### **2.5.**

The proposed amendments to existing on-street parking on Great Western Road, Palace Road, Harbour Street and Shore Street, Kirkwall, as shown on the drawings attached as Appendices 1 to 3 respectively to this report.

**It is recommended:**

## **2.6.**

That no waiting be permitted at any time on Great Western Road, Kirkwall, unless parked within a marked space, as indicated on the plan attached as Appendix 1 to this report.

## **2.7.**

That waiting on the north side of Palace Road, Kirkwall, be restricted to one hour, between 08:00 and 18:00, Mondays to Saturdays, as indicated on the plan attached as Appendix 2 to this report.

## **2.8.**

That waiting on Harbour Street and Shore Street, Kirkwall, be restricted to 30 minutes, between 08:00 and 18:00, Mondays to Saturdays, and loading within the marked loading bays on Harbour Street restricted to 20 minutes, as indicated on the plan attached as Appendix 3 to this report.

# **3. Background**

## **3.1.**

In May 2014, the Council adopted the Parking Strategy for Orkney.

## **3.2.**

Officers from Roads Services met recently with Police Scotland to discuss the on-going parking problems in Kirkwall and Stromness. Police Scotland has agreed to enforce on-street parking for a period of up to five years whilst the Council investigates options to introduce Decriminalised Parking Enforcement.

## **3.3.**

Following these discussions, Roads Services provided Police Scotland with a list of current prohibition of waiting orders. Some maintenance works to refresh existing yellow lines and replace missing or faded parking restriction signs are required to allow the police to enforce any contravention of the orders.

# **4. Review of On-Street Parking in Kirkwall**

## **4.1.**

Two main areas were identified as requiring review, namely Great Western Road and Palace Road. Concerns in these areas relate 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.

## **4.2.**

It is proposed to restrict the parking period on Palace Road to one hour between 08.00 and 18.00 Mondays to Saturdays, allowing a turnover of traffic for visitors to the town. Parking on Great Western Road will be unlimited.

## **4.3.**

Following completion of the Kirkwall Harbour Flood Prevention Scheme and alterations to the parking layout, a review of the current traffic regulation orders relating to parking, loading and waiting times on Harbour Street and Shore Street has been carried out.

## **4.4.**

It is proposed to restrict the parking period on Harbour Street and Shore Street to half an hour between 08.00 and 18.00 on Mondays to Saturdays, allowing a turnover of traffic for visitors to the town.

## **4.5.**

Location plans in respect of the proposals are attached as Appendices 1 to 3 to this report.

## **5. Equalities Impact**

An Equality Impact Assessment has been undertaken and is attached as Appendix 4 to this report.

## **6. Links to Council Plan**

The proposals in this report support and contribute to improved outcomes for communities as outlined in the Council Plan strategic priority of Connected Communities, Thriving Communities and Enterprising Communities.

## **7. Links to Local Outcomes Improvement Plan**

The proposals in this report support and contribute to improved outcomes for communities as outlined in the Local Outcomes Improvement Plan priority of Strong Communities and a Vibrant Economy.

## **8. Financial Implications**

As Roads Authority, the cost of any Traffic Regulation Order, estimated at about £1,500, will be borne by the Council under the relevant section of the roads revenue budget. The new Traffic Regulation Order will require associated signing and lining works, estimated to be in the region of £3,000, which will be borne by the Council under the relevant section of the roads revenue budget.

## **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. Such Traffic Regulation Order would require both statutory consultation and public consultation exercises to be carried out once the Traffic Regulation Order has been approved in principle. Provided that no objections are received, the Traffic Regulation Order will then be made under the Council's scheme of delegation. If objections are received through the consultation exercises, a further report should be brought back to this Committee.

## **10. Contact Officers**

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## **11. Appendices**

Appendix 1: Drawing No. GWRTRO-01 Great Western Road, Kirkwall.

Appendix 2: Drawing No. PRTRO-01 Palace Road, Kirkwall.

Appendix 3: Drawing No. HSTRO-01 Harbour Street and Shore Street, Kirkwall.

Appendix 4: Equality Impact Assessment.