

Item: 7

Development and Infrastructure Committee: 10 November 2020.

Review of On-Street Parking in Kirkwall Town Centre.

Report by Executive Director of Development and Infrastructure.

1. Purpose of Report

To consider proposed amendments to existing on-street parking on various streets in Kirkwall Town Centre.

2. Recommendations

The Committee is invited to note:

2.1.

That changes have been made to the on-street parking layout on Broad Street, Kirkwall, following completion of the Kirkwall Places and Spaces project.

2.2.

That, following changes to the on-street parking provision on various streets in Kirkwall Town Centre, as detailed in section 4.5 of this report, the current traffic regulation orders require to be reviewed.

2.3.

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.

2.4.

That a review of current signage and lining associated with on-street parking in Kirkwall was carried out in 2016 to establish where these were not representative of the current orders.

2.5.

The proposal to review and amend existing on-street parking orders for the following streets in Kirkwall, and to consolidate these into a single order:

- Bridge Street.
- Albert Street.
- St Olaf's Wynd.
- Laing Street.
- Castle Street.

- Broad Street.
- Palace Road.
- Tankerness Lane.
- Watergate.
- Victoria Street.
- Victoria Road.
- Main Street.

2.6.

That, in January 2020, a three-day public engagement event was undertaken, attended by the public as well as representatives from Kirkwall and St Ola Community Council and Kirkwall BID, the feedback from which is attached as Appendix 1 to this report.

2.7.

That the Council has received a petition requesting that the taxi rank be reinstated on Broad Street, Kirkwall.

It is recommended:

2.8.

That the existing prohibition of waiting orders covering on-street parking on the streets referred to at paragraph 2.5 above be consolidated into one single order.

2.9.

That powers be delegated to the Executive Director of Development and Infrastructure to make the new order, referred to at paragraph 2.8 above, should no adverse comments be received during the consultation process in respect of the proposals.

3. Background

3.1.

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

3.2.

In 2015/16, Roads Services carried out a review of the current signage and lining associated with traffic regulation orders relating to on-street parking throughout Orkney to establish where these were not representative of the current orders.

3.3.

The Kirkwall Places and Spaces project is now complete, and the new road layout has resulted in amendments to the existing on-street parking layout on Broad Street and at Spence's Corner.

4. Review of On-Street Parking in Kirkwall Town Centre

4.1.

Further to completion of the Kirkwall Places and Spaces project, a review of the existing on-street parking provision was carried out on Bridge Street, Albert Street, St Olaf's Wynd, Laing Street, Castle Street, Broad Street, Palace Road, Watergate, Tankerness Lane, Victoria Street, Victoria Road and Main Street, Kirkwall. The review noted changes as a result of the Places and Spaces project, namely:

- Changes to traffic on Victoria Street.
- The taxi rank on Broad Street.
- Parking at Spence's Corner and Watergate.

4.2.

Various reports over the years from members of the public, Kirkwall and St Ola Community Council and elected members have raised concerns in relation to on-street parking on Bridge Street, Albert Street, Broad Street and Victoria Street. These include the location of the taxi rank, permit holder bays, disabled on-street parking, obstructions and time limits.

4.3.

There have been requests from businesses to have the taxi rank removed from Broad Street. The changes to Broad Street as part of the Places and Spaces project took this into consideration and relocated the rank, in the first instance on a temporary basis, onto Castle Street. The taxi companies were involved in an engagement process and agreed to the relocation at the time, however, opinions have changed.

4.4.

The Chief Executive has recently received a letter and a petition from Craigie's Taxis Limited, signed by 115 residents, requesting that the taxi rank be reinstated on Broad Street, Kirkwall.

4.5.

The proposed new traffic regulation order attempts to address the concerns that have been raised and includes the following changes:

- The provision of three parking bays, maximum stay 20 minutes, on Bridge Street.
- Relocation of the taxi rank from Broad Street to Castle Street. This has been in place for some time now as a temporary measure.
- Provision of a disabled parking bay on Broad Street.
- Removal of the permit bays on Broad Street at Spence's Corner.
- Provision of a disabled parking bay on Broad Street at Spence's Corner.
- Removal of disabled parking bay on Watergate. Access to Kirkwall Sheriff Court for disabled people is no longer available at this location.

- Allowance for exemption to time limit for two bays on Watergate for vehicles being used in relation to Sheriff Court business.
- Removal of two parking spaces on Victoria Street outside the Orkney Hotel, to ensure free flow for larger vehicles, including refuse and recycling lorries.

4.6.

Given the changes referred to at section 4.5 above, and recognising that the needs of road users, pedestrian, wheeled and vehicular, have changed over the years, the existing on-street parking orders no longer represent the needs of road users in relation to parking on these streets. A new consolidated order, together with improved signage and lining, will allow for clearer parking restrictions and lead to better enforcement.

4.7.

In January 2020, officers carried out a public engagement process, the feedback from which is attached as Appendix 1 to this report. Representatives from Kirkwall and St Ola Community Council and Kirkwall BID also attended this event.

4.8.

Location plans in respect of the proposals referred to at section 4.5 above are attached as Appendix 2 to this report.

5. Corporate Governance

This 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.

6. Equalities Impact

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

7. Financial Implications

As Roads Authority, the cost of any Traffic Regulation Order, estimated at about £2,500, 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 officers have spent on the project.

8. 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 statutory procedure which must be followed includes consultation and public advertisement.

9. Contact Officers

Gavin Barr, Executive Director of Development and Infrastructure, Email gavin.barr@orkney.gov.uk.

Darren Richardson, Head of Infrastructure and Strategic Projects, Email darren.richardson@orkney.gov.uk.

John Wrigley, Roads and Environmental Services Manager, Email john.wrigley@orkney.gov.uk

Kenneth Roy, Roads Support Manager, Email kenny.roy@orkney.gov.uk

10. Appendices

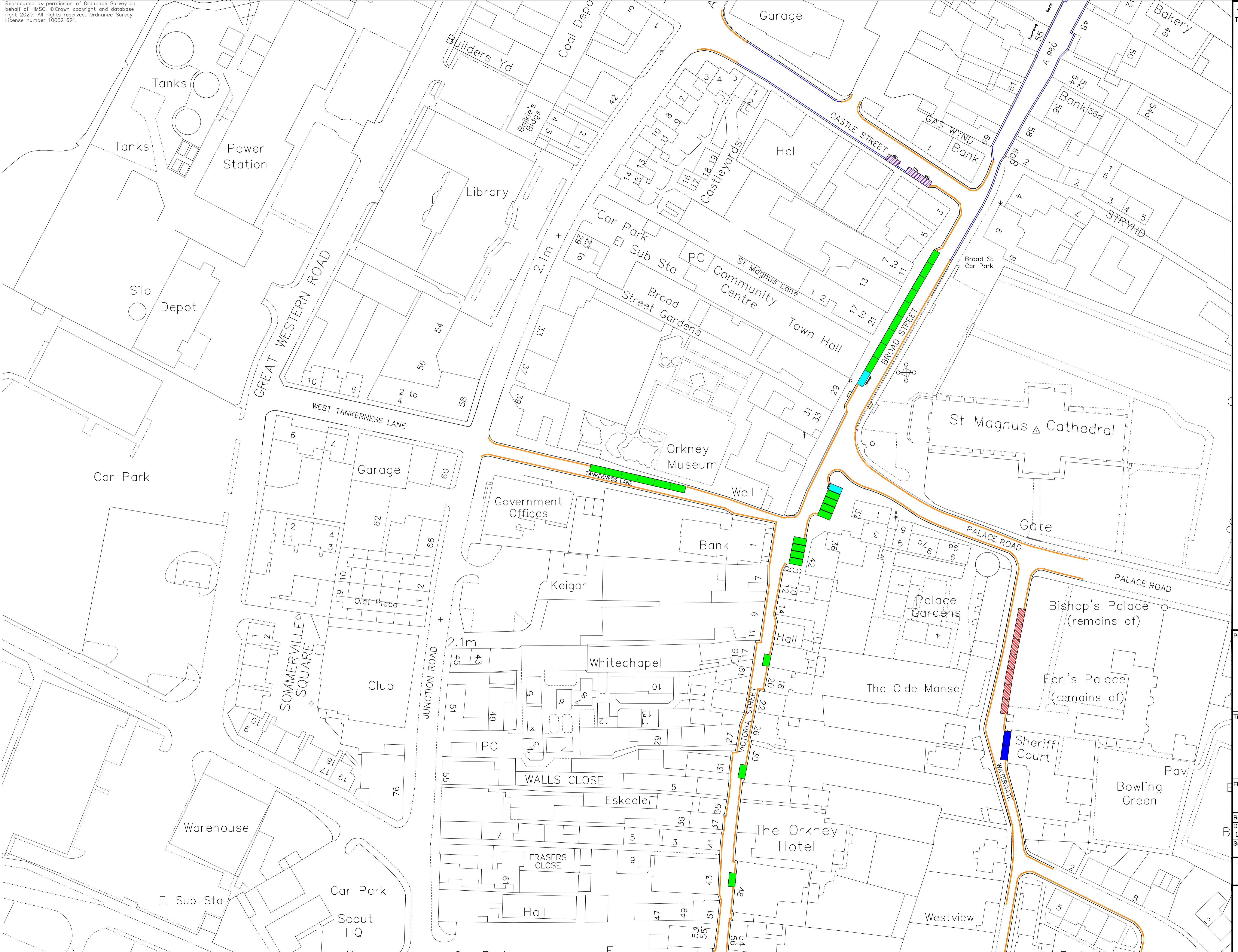
Appendix 1: Feedback Responses on Kirkwall Town Centre Parking.

Appendix 2: Kirkwall Town Centre Parking Location Plans.

Appendix 3: Equality Impact Assessment.

Feedback Response - Name	Brief Description	Valid / Not Valid	Response Evaluation
Response 1	Makes sense to keep existing short term parking and no all day parking on the top streets.	Valid	Happy with the changes proposed.
Response 2	Broad Street spaces should be drop off. Broad street should be closed on busy liner days of 500+ people.	Not Valid	Not practical to remove parking spaces for drop off only.
Response 3	Consider making Broad Street one way, opening option for wider footways and more parking. Could be introduced at certain times ie during summer when a lot of tourists about.	Not Valid	Does not relate to the issues being discussed at the engagement event.
Response 4	I would like to see pedestrian only zones in Bridge St / Harbour Street and Victoria Street 9 - 5	Not Valid	Does not relate to the issues being discussed at the engagement event.
Response 5	All sensible changes in my view.	Valid	Happy with the changes proposed.
Response 6	The taxi rank on Castle Street is a problem. Taxis sit with engines running filling Radio Orkney with exhaust fumes. I have spoken to taxi drivers who are also not happy with this new location and their takings are down. I suggest a compromise needs to be investigated rather than impose a 'solution' that suits nobody.	Valid	Relates to existing taxi rank, however vehicles should not be sitting idle with the engine running.
Response 7	The amendments suggested are entirely reasonable and workable, and could even have gone further to restrict parking. Since there are orders in place to restrict traffic at certain times on Bridge Street and Albert St, why is there any need to mark out parking spaces on those streets. The only problem with the proposals is the lack of enforcement. I'd be happy to see bollards at Bridge Street and Victoria Street. I would also like to see traffic on Broad Street severely restricted to encourage pedestrianised activity.	Valid	Agrees with the parking layout. Proposed marked bays on Albert Street are removed from the plan. Not valid comments about bollards and pedestrianisation on Broad St which were not discussed at the engagement event.
Response 8	Should proposed spaces on Albert Street be limited to when road is open to traffic?	Valid	Proposed spaces on Albert Street removed as there was little support for them.
Response 9	Agree with marked spaces on Bridge st, the new taxi spaces, removal of spaces at the Orkney Hotel. Albert Street would be better with no marked spaces so only blue badge parking and deliveries allowed. Too many cars in a row on Broad Street, install a build out at OTE to provide an alternative crossing point. Permit spaces on Broad Street should be removed. An RPZ scheme should be introduced to avoid the need for yellow lines down the street. Selective pedestrianisation of the street should be looked at between May to August where no vehicles at all are allowed.	Valid	Agrees with majority of proposed changes. Proposed spaces on Albert Street removed as they there was little support for them. Constructing build outs and pedestrianisation are outwith the scope of the engagement. Permit spaces on Broad Street removed from updated plan. Supports an RPZ scheme to remove the need for Yellow lines on the street.
Response 10	Bridge St, Albert St and Victoria St are too narrow for vehicles and should be pedestrianised. Existing restrictions are unenforced.	Not Valid	Pedestrianisation is outwith the scope of the engagement. Enforcement is currently an issue for Police Scotland.
Response 11	Bridge St spaces sounds good. No to Albert Street spaces as too many pedestrians. Taxi spaces new location is fine. No opinion on the Broad Street spaces. Should not be permit spaces on Broad street. Approve of the removal of spaces at Orkney Hotel. Introduce a map of the car parks for newcomers and tourists to see where alternative off street parking is.	Valid	Support for Bridge Street spaces, but against Albert Street spaces due to high levels of pedestrians. Supports removal of permit spaces on Broad Street and removal of spaces at Orkney Hotel. Information on car park locations can be found on the Council's website.
Response 12	There are not enough dedicated blue badge parking spaces. Some of the existing spaces should be allocated to blue badge holders. Concerns over enforcement and people continuing to ignore the time restrictions.	Valid	Blue badge holders are permitted to park in most locations provided they are not causing an obstruction, however feedback has been taken on board and 2 new disabled spaces are proposed on Broad Street, 1 opposite the cathedral and 1 outside of the Daily Scoop.
Response 13	I live at 80 Victoria Street and my doorway is continuously blocked by vehicles parking in the spaces either side. Could you please extend the yellow lines to number 86? Think about pedestrianising Victoria Street or enforcing the 20 minute waiting limit.	Valid	This issue has been looked at previously and space size amended to increase doorway gap at number 80 to 1.9m. Insufficient space to make any further amendments.
Response 14	I represent Craigies taxis but have spoken to other taxi firms about the new taxi rank on Castle Street. We are extremely unhappy with this location. In general, taxi takings are down since the rank has been moved from Broad Street. We would like to return to Broad Street as people cannot see us on Castle Street.	Valid	Castle Street is not far out of the way and taxi's are visible to anyone moving between Broad Street and Albert Street, 2 of the busiest streets for pedestrians in Kirkwall. Signage could be placed on Broad Street at the old rank to direct potential customers to Castle St. Alternative locations have been suggested down by the travel centre but not deemed acceptable by the taxi firms.
Response 15	Could one of the parking spaces on Broad Street be made a blue badge space? This would make the town centre more accessible to the increasing number of blue badge holders.	Valid	This comment has been taken on board and the end space outside of the cathedral is now a proposed disabled space.
Response 16	I am a resident on Albert Street and would prefer that vehicular access be discouraged on this street and Victoria Street. Adding additional parking on these streets would just encourage more vehicles. I have previously witnessed a pedestrian being struck by a vehicle on Albert Street. I would like to discuss signage for the Sheriff court parking space to deter members of the public from parking here. The GEOArney security vehicle should be exempt from the 40 minute time limit on parking at Watergate. This vehicle is necessary to transport prisoners, act as an addition cell when required and is the only secure location to evacuate a prisoner if required.	Valid	Another response against the spaces on Albert Street which have now been removed from the updated plan. Proposal for 2 spaces next to the sheriff court to be made into 40 minute maximum stay for all to use, with signage in place that the time limit does not apply to vehicles used for sheriff court business.
Response 17	Delighted to hear that Main Street will not be subjected to a 20 minutes maximum stay as was incorrectly reported in the Orcadian. I have concerns that whatever restrictions are in place will be ignored due to lack of enforcement. I would welcome further investigation into resident parking schemes. Overall grateful for the consultation and pleased to support the removal of the spaces outside the Orkney Hotel.	Valid	Supports the removal of the 2 spaces at the Orkney Hotel. Enforcement and residents parking schemes are both issues for outwith the engagement event.
Response 18	I am delighted that the spaces at the Orkney Hotel are being removed. On castle street it looks like there are 4 taxi spaces. Could the access to the back of Low's be boxed off? Parking front on at Queen street near storehouse leaves the back of vehicles hanging out into carriageway and forces drivers onto other side of carriageway.	Valid	Supports the removal of the 2 spaces at the Orkney Hotel. There are only 3 taxi spaces on Castle Street and double yellow lines are in place to prevent parking at the back of Low's. Box markings are not appropriate for this. Queen street parking is outwith the scope of this engagement and may be included in future on street parking proposals.
Response 19	The simplifying of regulations to aid enforcement seems like a good idea, provided enforcement occurs. Garden Street should have its spaces marked out and enforced. I am there regularly and there is always a car on the double yellows at the junction with East road. The same happens at the spaces on Queen street near the storehouse. I dont think there should be permit holders spaces on Broad Street. If permits cannot be bought by others then it is unfair that 2 properties are given unlimited parking while there rest are 20 minute maximum stay.	Broad St comment valid. Rest Not Valid.	Supports the removal of permit spaces on Broad Street. Comments about Queen Street and Garden Street parking are outwith the scope of this engagement event and may be included in future on street parking proposals.
Response 20	Bring back the traffic warden. Signs for 20 minutes parking are ignored, it is a free for all.	Not valid	
Response 21	I see no reason why an able bodied person needs to drive on Bridge Street, Albert Street or Victoria Street. There are numerous car parks within a short walking distance. I would like to see these streets pedestrianised apart from blue badge holders and service vehicles. Orkney has the most cars per head of population in scotland which undermines our green credentials and Kirkwalls title as the most beautiful town centre in the UK. I dont see much enforcement of the parking restrictions, such as pavement parking which is now illegal.	Not Valid	Comments on pedestrianisation and restricting vehicle movements are not pertinent to this.
Response 22	Broad Street and Palace Road should be one way. Bridge Street and Victoria Street should be closed to traffic except for emergency vehicles. There are plenty of car parks to people to park in nearby. Deliveries and waste collections should be limited to early morning down the street.	Not Valid	Same as Response 21.

Response 23	I support the proposals but they are pointless without enforcement. The parking space on Victoria Street near Stephen Omand office makes it difficult to get down the street in my 8 seater VW Transporter so I doubt larger emergency vehicles would be able to get through. Is motor bike parking permitted in the spaces on Broad Street? I have noticed them parking here.	Valid	This is the only response highlighting this space as an issue. OIC refuse vehicles are larger than a VW Transporter and get through. Provided vehicles park within the space then there is adequate width for larger vehicles to pass.
Response 24	Kirkwall centre would be more appealing to pedestrians if vehicles were not permitted between 10am and 4pm. In Winter months you are sprayed by cars going through puddles. In summer months it is too busy to allow vehicles.	Not Valid	Comments do not relate to the items proposed at the engagement.
Response 25	(Irrelevant comments about Great western road TRO.) The whole traffic system in Kirkwall should be looked at, not just piece meal, for the benefit of all not just a few.	Not Valid	Same as response 24
Response 26 (Taxi Operator)	Having spoken to all the Kirkwall taxi firms the unanimous agreement is that takings are down for all, particularly the smaller firms with 1 or 2 vehicles. Taxis are not visible on Castle street and many potential customers are unaware that the rank has moved. We would like to be moved back to Broad St, even if it is only 2 spaces.	Valid	Same as response 14. Plus taxi driving behaviour such as 3 point turns on Broad Street make a move back there unviable.
Response 27 (Taxi Operator)	The move from Broad St to Castle St has affected my business. My takings are down and as a result have had to close down my business and move back to working for a local firm.	Valid	Same as response 26.
Response 28 (Taxi Operator)	As an owner of a taxi business I am writing to inform you that since the rank moved from Broad St to Castle St I have suffered a severe loss of income and have accounts which can back up this statement. I have no customer phone base and rely on people needing a taxi home after shopping on the main street. I will have to consider giving up my only means of income if my income does not increase.	Valid	Same as response 26.
Response 29 (Taxi Operator)	I am writing this letter to give you the figures for the weekly amount we bring in (£1,500) and how much we have dropped weekly (£900).	Valid	Only mentions their takings being down but was included in response from all taxi firms so can conclude these are before and after figures for the taxi rank move. Therefore, same response as 26.



The Orkney Islands Council (Kirkwall Town Centre) (Prohibition of Waiting) Order 2020

Key:

- No waiting at any time.
- No waiting 8am – 6pm Mon – Sat
- Taxi parking only.
- Time limited parking space, 20 minutes max stay 8am – 6pm Mon – Sat.
- Time limited parking space – 40 minutes max stay, 8am – 6pm Mon – Sat
- Disabled badge holders only.
- Time limited parking space – 40 minutes maximum stay 8am – 6pm Mon – Sat. Except for vehicles used for Sheriff Court business.

Project
Proposed On Street Parking Kirkwall

Title
Kirkwall Town Centre Central







File Ref. R3.25.04	Drawing No. Central-01
Revision B	Drawn J.Coyle
Date 15 September 2020	Checked K.D.Roy
Scale	

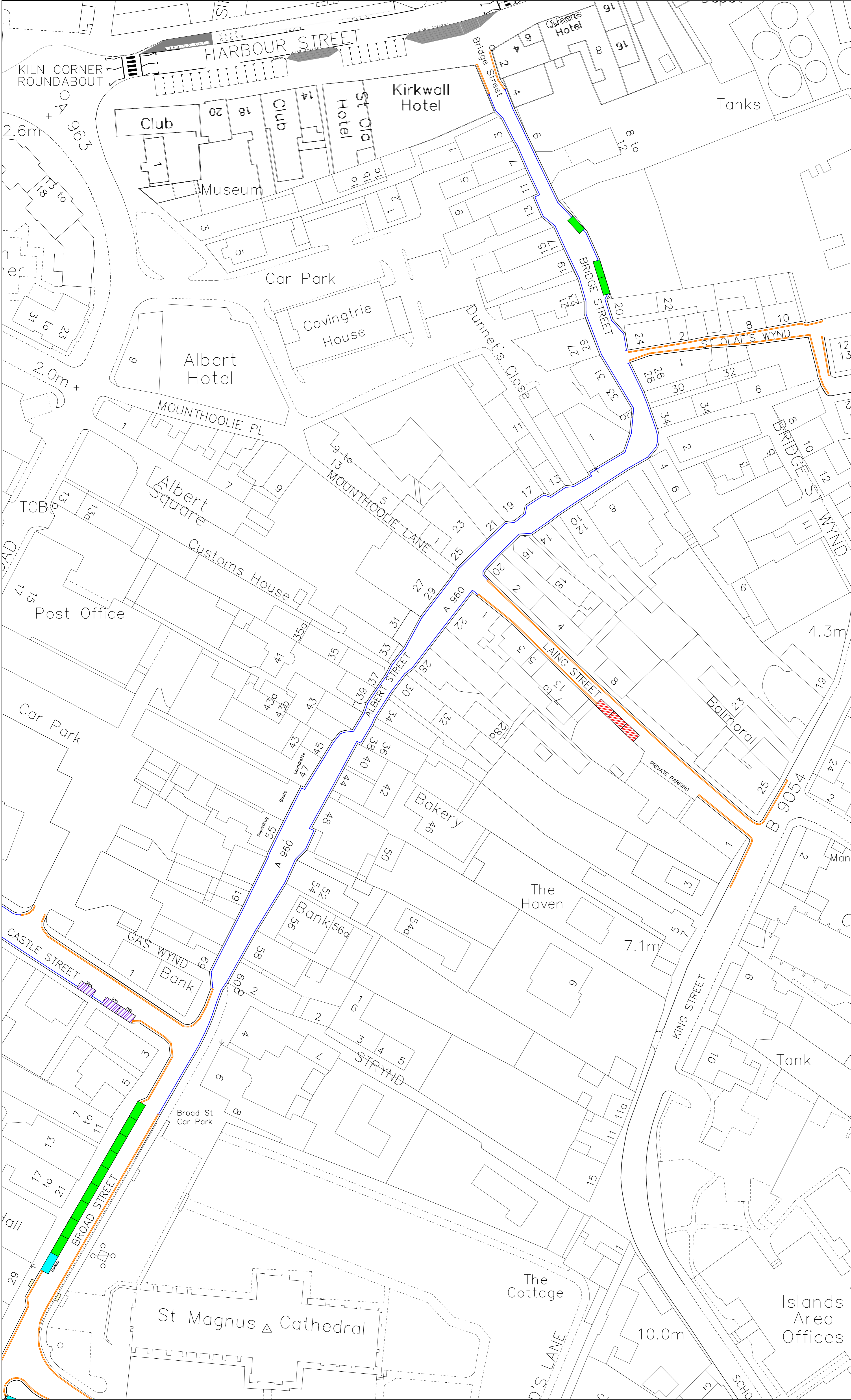
Roads Services

DEVELOPMENT AND INFRASTRUCTURE

Council Offices, Kirkwall
Orkney, KW15 1NY
tel (01856) 873535
fax (01856) 876094

Executive Director -
Gavin Barr
BSc Hons MSc URP MRTPI

- Key:**
-  No waiting at any time.
 -  No waiting 8am - 6pm Mon - Sat
 -  Time limited parking space. 20 minutes max stay. 8am - 6pm Mon - Sat.
 -  Time limited parking space - 40 minutes max stay. 8am - 6pm Mon - Sat.
 -  Taxi parking only
 -  Disabled badge holders only



Project
Proposed On-Street Parking Kirkwall

Title
Kirkwall Town Centre North

File Ref. R3.25.04
 Drawing No. North-01

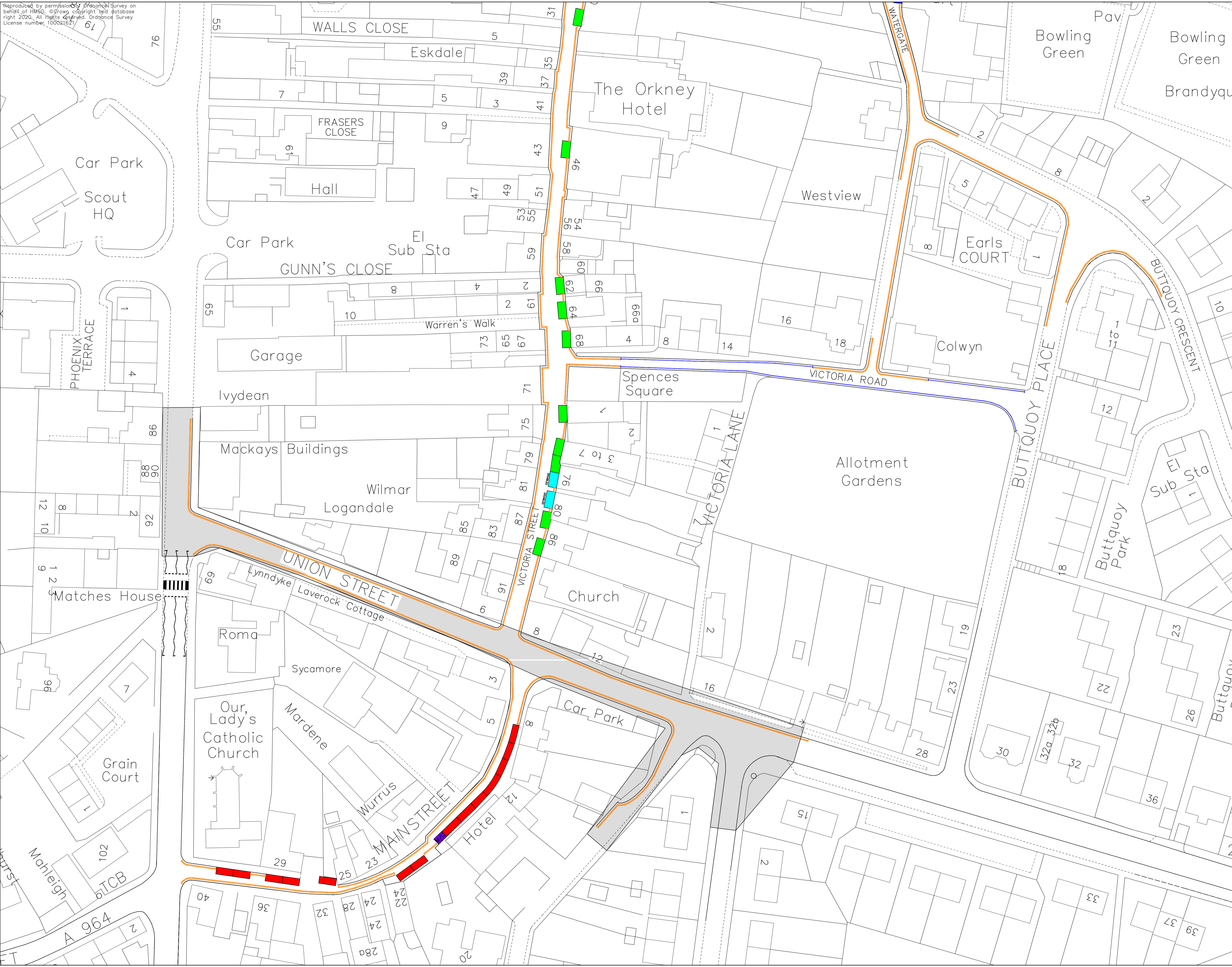
Revision
 Drawn *J.Coyle* Checked *K.D.Roy*
 Date 15 September 2020 Scale

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



Islands Area Offices



The Orkney Islands Council (Kirkwall Town Centre) (Prohibition of Waiting) Order 2020

Key:

- No waiting at any time.
- No waiting 8am – 6pm Mon – Sat
- Marked parking space – No time limit.
- Motorcycle parking.
- Time limited parking space. 20 minutes max stay. 8am – 6pm Mon – Sat.
- Disabled badge holders parking.
- Covered by The Orkney Islands Council (Clay Loan Etc, Kirkwall) (Prohibition of Waiting) Order 1995.

Project	
Proposed On-Street Parking Kirkwall	
Title	
Kirkwall Town Centre South	
File Ref.	Drawing No.
R3.25.04	South-01
Revision	Drawn
Date	Checked
15 September 2020	J. Coyle
Scale	Checked
	K.D. Roy

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





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.

1. Identification of Function, Policy or Plan	
Name of function / policy / plan to be assessed.	Review of On-street Parking in Kirkwall
Service / service area responsible.	Development and Infrastructure.
Name of person carrying out the assessment and contact details.	Kenneth Roy, Team Leader Roads Support, extension 2326, Email: kenny.roy@orkney.gov.uk .
Date of assessment.	09 October 2020.
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 following completion of the Kirkwall Places and Spaces project to replace the existing on-street parking provision on various streets in Kirkwall Town Centre.

2. Initial Screening	
What are the intended outcomes of the function / policy / plan?	To allow for on-street parking restrictions to be clearly defined and enforced.
Is the function / policy / plan strategically important?	Yes
State who is, or may be affected by this function / policy / plan, and how.	Road users wishing to park on any of the affected roads.
How have stakeholders been involved in the development of this function / policy / plan?	A public engagement event was held in January 2020 and the statutory and public consultation will be carried out.

<p>Is there any existing data and / or research relating to equalities issues in this policy area? Please summarise.</p> <p>E.g. consultations, national surveys, performance data, complaints, service user feedback, academic / consultants' reports, benchmarking (see equalities resources on OIC information portal).</p>	No
<p>Is there any existing evidence relating to socio-economic disadvantage and inequalities of outcome in this policy area? Please summarise.</p> <p>E.g. For people living in poverty or for people of low income. See The Fairer Scotland Duty Interim Guidance for Public Bodies for further information.</p>	No
<p>Could the function / policy have a differential impact on any of the following equality areas?</p>	(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.	No
7. Religion or beliefs or none (atheists).	No.
8. Caring responsibilities.	No.
9. Care experienced.	No.

10. Marriage and Civil Partnerships.	No.
11. Disability: people with disabilities (whether registered or not).	Yes. The proposals will introduce additional on-street parking bays for blue badge holders
12. Socio-economic disadvantage.	No
13. Isles-proofing.	No

3. Impact Assessment

Does the analysis above identify any differential impacts which need to be addressed?	No
How could you minimise or remove any potential negative impacts?	N/A
Do you have enough information to make a judgement? If no, what information do you require?	Yes

4. Conclusions and Planned Action

Is further work required?	Yes.
What action is to be taken?	Dependant on the decision of the Development and Infrastructure Committee on 10th November 2020.
Who will undertake it?	Executive Director of Development and Infrastructure.
When will it be done?	Following approval by Development and Infrastructure Committee.
How will it be monitored? (e.g. through service plans).	Yes.

Signature: 

Date: 09 October 2020

Name: KENNETH D ROY

(BLOCK CAPITALS).

Please sign and date this form, keep one copy and send a copy to HR and Performance. A Word version should also be emailed to HR and Performance at hrsupport@orkney.gov.uk