

East Ayrshire Council

Proposed Amendments to Waiting and Loading Restrictions and Designated Parking Places 2021

Auchinleck

Road / Plan	Restriction	Detailed Location	Reasons
Well Road (leading to nos. 18a-18d) Auchinleck Plan 43	No waiting at anytime	Both sides from its junction with the East-West leg of Well Road, southeast for 10m	Road safety: to enable the free flow of two way traffic on approach to the junction
Well Road (east west leg) Auchinleck Plan 43	No waiting at anytime	Both sides from a point 10m southwest of the extended south-western kerb line of the junction with the Well Road (leading to nos. 18a-18d) northeast for 26m	Road safety: to enable the free flow of two way traffic on approach to the junction

Cumnock

Road	Restriction	Detailed Location	Reasons
Access road to leisure centre Plan 54	No waiting and no loading at any time	Both sides from the junction with Auchinleck Road west for 38m	Restrictions currently provided by temporary TRO to be made permanent
Auchinleck Road, Cumnock Plan 54	No waiting and no loading at any time	Northeast side from 157m north of Holmhead south to 28m south of Holmhead Southwest side from 54m north of Underwood Road, south to 54m south of Terringzean View	Restrictions currently provided by temporary TRO to be made permanent
Holmhead Road, Cumnock Plan 54	No waiting and no loading at any time No waiting at any time and no loading at peak times	North side from Auchinleck Road west to 10m west of Kyle Court South side from Auchinleck Road west to 30m west of Kyle Court	Restrictions currently provided by temporary TRO to be made permanent

Kyle Court, Cumnock Plan 54	No waiting and no loading at any time	Both sides from Holmhead Rd southeast for 27m	Restrictions currently provided by temporary TRO to be made permanent
Lorimer Crescent, Cumnock Plan 54	No waiting and no loading at any time	West side from Holmhead north for 18m East Side from Holmhead north for 24m	Restrictions currently provided by temporary TRO to be made permanent
Terringzean View, Cumnock Plan 54	No waiting and no loading at any time	Both sides from Auchinleck Road southwest for 28m	Restrictions currently provided by temporary TRO to be made permanent
Underwood Road, Cumnock Plan 54	No waiting and no loading at any time	South side from Auchinleck Road west for 225m North side from Auchinleck Road west for 46m and then from 73m west of Auchinleck Rd west for 152m	Restrictions currently provided by temporary TRO to be made permanent

Darvel

Road	Restriction	Detailed Location	Reasons
East Main Street, Darvel Plan 50	No waiting at any time	South side from the junction with Ranoldcoup Road east for 34m	Road safety
Ranoldcoup Road, Darvel Plan 50	No waiting at anytime	East side from the junction with East Main Street Road south for 43m	Road safety

Galston

Road	Restriction	Detailed Location	Reasons
Bridge Street, Galston Plan 31	No waiting and no loading at any time	Existing loading restriction extended westwards by 17m	Road safety: to enable the free flow of two way traffic at the junction
Station Road, Galston Plan 31	No waiting at any time	Existing restrictions at the junction with Wallace Street extended on the north side by 17m	Road safety: to enable the free flow of two way traffic on approach to the junction
Station Road, Galston Plan 31	No waiting and no loading at any time	West side: Existing 8m of day time restriction altered and extended by 22 metres to prevent vehicles from parking at any time East side: Existing 5m of restriction to the northwest of its junction with Duke Street extended by 5m.	Road safety: to enable the free flow of two way traffic at the junction
Titchfield Street, Galston Plan 31A	Waiting limited to 30mins Mon – Sat 9am – 5pm	Time limit placed in existing unlimited parking place	To improve vehicular access to local facilities
Wallace Street, Galston Plan 31	No waiting and no loading at any time Loading and unloading only at all times	Replacing 19m of existing waiting restrictions with a dedicated 10m loading bay and 9m of loading restrictions	Road safety: To regulate the location of stationary vehicles on approach to signal controlled junction

Kilmaurs

Road	Restriction	Detailed Location	Reasons
Catherine Place, Kilmaurs Plan 55	No waiting at any time	East loop Both sides: from the southwest corner of no7 to Townend West loop Internal edge of carriageway from the southeast corner of no 8 to Townend West loop External edge of carriageway from the western boundary of no10 to Townend	To prevent obstructive parking
Catherine Place, Kilmaurs Plan 55	No waiting at anytime	Central area between the twin access points to Townend. From a point 6.6m southeast of the westernmost kerb line of its junction with Townend, southeast for 6.6m, south for 2m, northwest for 6.6m and then north for 2m.	To prevent obstructive parking
Irvine Road, Kilmaurs Plan 45	No waiting at any time	North side From its junction with Main Street west for 15m South side from its junction with Main Street west for 49m	Road safety: to enable the free flow of two way traffic
Irvine Road, Kilmaurs Plan 45	No waiting at any time	Both sides from a point 10m west of the extended western kerb line of Yardside Road eastwards for 42m	Road safety: to enable the free flow of two way traffic
Yardside Road, Kilmaurs Plan 45	No waiting at any time	Both sides at its junction with Irvine Road south for 15 m	Road safety: to enable the free flow of two way traffic

Kilmarnock

Road	Restriction	Detailed Location	Reasons
Bank Place, Kilmarnock Plan 15	Existing motorcycle bay replaced with Designated zone A parking places	Creation of 7m of parking place	To make better use of limited road space
Bank Street, Kilmarnock Plan 15B	Designated parking place replaced with no waiting at anytime	11m of parking place removed.	To enable loading/unloading by adjacent business
Dunlop Street, Kilmarnock	Existing Zone B Parking Places transferred to Zone A	Existing parking place between John Finnie Street and Park Street	To prevent all day parking by permit holders freeing up space for visitors to the town
Elmbank Drive, Kilmarnock Plan 12A	No waiting at any time	Southside from a point 35m west of its junction with Dick Road, west to its junction with Rennie Street	Restrictions currently provided by temporary TRO to be made permanent with a minor amendment
Grange Place, Kilmarnock Plan 15B	Existing Zone B Parking Places transferred to Zone A	Both existing parking places between John Finnie Street and Grange Street	To prevent all day parking by permit holders freeing up space for visitors to the town
Grange Street, Kilmarnock Plan 15B	Existing Zone B Parking Places transferred to Zone A	Both existing parking places between Grange Place and Park Street	To prevent all day parking by permit holders freeing up space for visitors to the town
Harriet Road, Kilmarnock Plan 23	No waiting at anytime	Both sides from its junction with Townholm east for 15m	To prevent obstructive parking
High Glencairn Street, Kilmarnock Plan 1	Replacement of no waiting at any time with Zone C parking places	Additional parking places provided	to improve vehicular access to local businesses
John Dickie Street, Kilmarnock Plan 15B	Existing Zone B Parking Places transferred to Zone A	Existing parking place between John Finnie Street and Grange Street	To prevent all day parking by permit holders freeing up space for visitors to the town
Morton Place, Kilmarnock Plan 15B	No waiting and no loading at any time	Existing restriction extended by 13m to cover car park entrance	To prevent obstructive parking

Nelson Street, Kilmarnock Plan 15B	Existing Zone B Parking Places transferred to Zone A	Both existing parking places between John Finnie Street and Grange Street	To prevent all day parking by permit holders freeing up space for visitors to the town
Old Irvine Road, Kilmarnock Plan 10	Creation of additional Zone B parking place	Existing unrestricted areas on the north side between Grange Street and Lindsay Street	To provide additional parking for permit holders and town centre visitors
Old Kirk Place, Kilmarnock Plan 20	No waiting and no loading at any time	Existing restriction extended by 31m to include the cul-de-sac	To prevent obstructive parking
Park Street, Kilmarnock Plan 15B	Creation of additional Zone B parking place	Existing unrestricted areas on the north side between Dunlop Street and Langlands Street	To provide additional parking for Zone A/B permit holders and town centre visitors
Portland Road, Kilmarnock Plan 10	No waiting at anytime	Existing restriction of the north side to the west of North Hamilton Street extended by 8m	To prevent obstructive parking
Queen Street, Kilmarnock Plan 12	No waiting and no loading at any time	Current no waiting restrictions enhanced to prevent loading	To prevent obstructive parking
Seaford Street, Kilmarnock Plan 10	No waiting at anytime	New length of 12m on west side	To prevent obstructive parking
Seaford Street, Kilmarnock Plan 09	No waiting and no loading at any time	Length reduced from 13m to 5m	To permit parking in front of private garage
Seaford Street, Kilmarnock Plan 10	Creation of additional Zone B parking place	Existing unrestricted areas on both sides between Portland Road and Ellis Street	To provide additional parking for Zone A/B permit holders and town centre visitors
Stevenson Street, Kilmarnock Plan 25C	Waiting Restrictions	New restrictions on west side for 5m either side of access lane to rears of properties 69- 95 Irvine Road	To prevent obstruction of visibility at the junction
Strand Street, Kilmarnock Plan 20	Provision of Zone A Designated parking places	Creation of 25m of new Zone A parking places o/s no 14 Strand Street	To make better use of limited road space
Strand Street, Kilmarnock Plan 20	Designated parking place replaced with goods vehicle loading/unloading only at all times	Creation of 15m loading bay	Loading bay provided by temporary order during COVID-19. Bay to be made permanent

Sutherland Drive, Kilmarnock Plan 24B	No waiting and no loading at any time	Formalisation of 142m of restrictions marked on the West side of Sutherland Drive at the entrance to the William McIlvanney Campus	Road safety: Restrictions provided by temporary order to be made permanent
Tannock Street, Kilmarnock Plan 02	Double yellow lines	Extended on the south side from 15m to 81m to cover the full length of road	Replacing existing H bars to better prevent obstructive parking
Titchfield Street, Kilmarnock Plan 12	No waiting and no loading at any time, loading only at all times and Zone C parking places	Existing waiting restrictions altered to also prohibit loading at all times but a dedicated loading bay provided together with additional Zone C parking places. Remove existing motorcycle parking place. An area of no waiting at any time to be retained to allow some ad hoc loading and parking by blue badge holders	Road Safety: to enable to the free flow of two way traffic at all times
Titchfield Street, Kilmarnock Plan 12	Existing 24 loading bay converted to a loading bay for goods vehicles only	Loading bay o/s 25-29 Titchfield Street converted to a goods vehicle only loading bay	To deter indiscriminate parking and better serve the needs of local businesses
Townholm, Kilmarnock Plan 23	Replacement of single yellow line with areas of no waiting and anytime and areas of unrestricted parking	Creation of parking places available at all times of the day and restriction of parking at all times of the day to prevent obstruction	To improve vehicular access to local business and prevent obstructive parking
West Netherton Street, Kilmarnock Plan 1	Replacement of no waiting at any time with a loading and unloading only bay	20m loading only bay provided to assist nearby businesses	Road Safety: to regulate the location that vehicles load and unload
Woodstock Street Kilmarnock Plan 15B	Creation of additional Zone B parking place	North side from 24m west of Grange Street west for 36m South side from 13m west of Grange Street west for 66m	To provide additional parking for Zone A/B permit holders and town centre visitors

Kilmarnock Town Centre

Extending the on street charging period from 9am – 5pm Monday to Saturday to 9am to **6pm** Monday to Saturday.

Relaxing the current restrictions that precludes moving to different parking places elsewhere in the zone during a purchased period of time.

Newmilns

Road	Restriction	Detailed Location	Reasons
Bridgend, Newmilns Plan 37	No waiting at any time	Existing Restrictions on the west side extended by to the junction with Brown Street	Road safety: to enable the free flow of two way traffic at the junction and to prevent obstruction of free passage to larger vehicles
Brown Street, Newmilns Plan 37	Part time waiting restriction replaced by No waiting at any time	West side from Bridgend to the junction with Nelson Street.	Road safety: to enable the free flow of two way traffic at the junction and to prevent obstruction of free passage to larger vehicles
Darvel Road, Newmilns Plan 38	No waiting at anytime	New restrictions on the south side of Darvel Road from a point 10west of the extended western kerb line of Mill Road eastwards for 30m	To prevent obstruction of visibility at the junction
High Street, Newmilns Plan 37	No waiting at any time	New restrictions on the North west side from its junction with Main Street north-eastwards for 23m	Road safety: to enable the free flow of two way traffic at the junction
Main Street, Newmilns Plan 37	No waiting at any time	New restrictions on the north side at its junction with High Street West for 5m	Road safety: to enable the free flow of two way traffic at the junction
Mill Road, Newmilns Plan 38	No waiting at anytime	New restrictions on Both sides of Mill Road for 15m at the junction with Darvel Road	Road safety: to enable the free flow of two way traffic

Stewarton

Road	Restriction	Detailed Location	Reasons
Avenue Square, Stewarton Plan 39	Length of stay in limited waiting bays increased from 1hr to 2hrs	All existing limited waiting bays	To enable vehicular access to local facilities
Dean Street, Stewarton Plan 40	No waiting at any time	Southeast side New 10m restriction either side of junction with Wylie Place	Road safety: to enable the free flow of two way traffic
High Street, Stewarton Plan 39	Length of stay in limited waiting bays increased from 1hr to 2hrs	All existing limited waiting bays	To enable vehicular access to local facilities
Kilwinning Road, Stewarton Plan 39A	No waiting and no loading at any time	Both sides from its junction with Standalane west for 185m	Road safety: to prevent parking near the school entrance. Restrictions currently provided by temporary TRO to be made permanent
Lainshaw Street, Stewarton Plan 39	Length of stay in limited waiting bays increased from 1hr to 2hrs	All existing limited waiting bays	To enable vehicular access to local facilities
Main Street, Stewarton Plan 39	Length of stay in limited waiting bays increased from 1hr to 2hrs	All existing limited waiting bays	To enable vehicular access to local facilities
New Street, Stewarton Plan 39A	No waiting and no loading at any time	Northwest side: existing restrictions extended by 13 m Southeast side existing restrictions extended by 12m	To prevent obstructive parking
Oslie View, Stewarton Plan 40A	No waiting and no loading at any time		Road safety: to prevent parking near the school entrance. Restrictions currently provided by temporary TRO to be made permanent
Springwell Place, Stewarton Plan 40	No waiting no loading at any time	Existing restrictions on both sides extended to a total length of 18m	Road safety: to enable the free flow of two way traffic

Standalane, Stewarton Plan 39A	No waiting and no loading at any time	New restrictions on the south side from the extended western kerb line of Kilwinning Road east for 72m north side from a point 21m west of the extended western kerb line of Kilwinning Road east to a point 72m east of that kerb line	Road safety: to enable the free flow of two way traffic
Wylie Place, Stewarton Plan 40	No waiting at any time	New 10m restriction from junction with Dean Street	Road safety: to enable the free flow of two way traffic