

## PERTH AND KINROSS COUNCIL

Enterprise and Infrastructure Committee – 22 August 2012

**PROPOSED WAITING RESTRICTIONS – SCARTH ROAD, LUNCARTY****Report by the Depute Director (Environment)****ABSTRACT**

This report outlines the problems experienced by the local community and the residents of Scarth Road, due to inconsiderate parking and recommends that a Traffic Regulation Order be promoted for 'no waiting at any time' and 'no waiting 8:30am to 5pm' restrictions on Scarth Road, Luncarty.

**1. RECOMMENDATIONS**

- 1.1 The Committee is asked to agree to the commencement of the legal procedure to promote a Traffic Regulation Order (TRO) to introduce 'no waiting at any time' and 'no waiting 8.30am to 5pm' restrictions on Scarth Road in Luncarty.

**2. BACKGROUND**

- 2.1 Scarth Road is a narrow road which is widely used by the local farming community; several motorists use this road as a short cut to the private residential care home and nearby housing estate to avoid a longer drive around the village. It is also used by school children going to and from the local primary school.
- 2.2 Parts of the road have little or no footway and there have been concerns raised about the school children being forced to walk along the middle of the road to pass vehicles which have been parked indiscriminately.
- 2.3 Some local residents have complained via one Elected Member that the indiscriminate parking is also causing problems for drivers of large agricultural and delivery vehicles as they are forced to drive over the kerb to pass parked vehicles. Residents claim that this practice is causing severe damage to the embankment in front of their properties and they fear that the retaining wall may collapse should this be allowed to continue.

**3. PROPOSALS**

- 3.1 As a result of the continuing problems, some of the residents, with the support of the local Elected Members, have requested that more stringent measures be put in place to control parking. In response a local consultation exercise has been carried out on proposals to introduce waiting restrictions on the narrowest section of Scarth Road.

- 3.2 It is proposed to introduce a short section of a 'no waiting at any time' restriction on the south side of Scarth Road, with a 'no waiting 8.30am to 5pm' restriction on the north side. Details are shown on the drawing at Appendix 1.
- 3.3 Residents within the vicinity of the proposals were consulted on the proposals and their responses are summarised below.

<b>Name on File</b>	<b>Comment or Objection</b>	<b>Response</b>
Note 1	Agrees there are problems but suggests far too many drivers use this road to make an illegal approach to the care home through a Private Road with a "No Entry" sign. This should be stopped. Also suggests the road is not suitable for the large farm vehicles and this is causing the problem.	The road to the care home is private and there is little the Council can do to prevent its use. The road is used by large farm vehicles as there is no other suitable access available.
Note 2	Objects the proposals as prohibiting parking will mean faster cars making it unsafe for pedestrians.	This section of Scarth Road is fairly narrow and it is unlikely that vehicle speeds would increase over such a short distance. The current situation creates problems for pedestrians.
Note 3	Generally agrees with proposals but also feels removing parking provision will cause increased vehicle speeds.	As above
Note 4	Objects. The removal of parked cars will cause increased vehicle speeds.	As above
Note 5	Supports proposals.	
Note 6	Supports proposals.	
Note 7	Supports proposals.	

- 3.4 Having considered the responses from the initial consultation it is proposed to proceed with the introduction of 'no waiting at any time', and 'no waiting 8.30am to 5pm' restrictions in Scarth Road in Luncarty.

#### **4. CONSULTATION**

- 4.1 The Head of Legal Services, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report. The Police and the local Elected Members have also been consulted and support the proposals.

## **5. RESOURCE IMPLICATIONS**

### **5.1 Capital**

- 5.1.1 There are no Capital resource implications arising directly from the recommendations in this report.

### **5.2 Revenue**

- 5.2.1 There will be costs involved in promoting the Traffic Regulation Order and providing the road markings and associated time limit plates. The indicative cost of £500 for advertising the Order will be met from the Road Safety and Design Budget in 2012/13. The estimated cost of £600 for the road markings and plates will be funded from the Parking Account in 2012/13.

## **6. COUNCIL CORPORATE PLAN OBJECTIVES 2009-2012**

- 6.1 The Council's Corporate Plan 2009-2012 lays out five Objectives which provide clear strategic direction, inform decisions at a corporate and service level and shape resources allocation. This report impacts on the following:
- a. A Safe, Secure and Welcoming Environment
  - b. Healthy, Caring Communities

## **7. EQUALITIES IMPACT ASSESSMENT (EqIA)**

- 7.1 An equality impact assessment needs to be carried out for functions, policies, procedures or strategies in relation to race, gender and disability and other relevant protected characteristics. This supports the Council's legal requirement to comply with the duty to assess and consult on relevant new and existing policies.
- 7.2 The function, policy, procedure or strategy presented in this report was considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- i) Assessed as relevant but no further actions are required as the proposals summarised in the committee report do not require further assessment as they do not have an impact on people's wellbeing or equality protected characteristics, other than improving the general safety of the road network and all the benefits this brings to everyone.

## **8. STRATEGIC ENVIRONMENTAL ASSESSMENT**

- 8.1 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS).
- 8.2 However, no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

## 9. CONCLUSION

- 9.1 This report outlines the issues associated with road safety, access problems for residents as well as the local farming community using Scarth Road. It is now proposed to promote a Traffic Regulation Order to introduce 'no waiting at any time' and 'no waiting 8.30am to 5pm' restrictions.
- 9.2 Approval will allow a start to be made to the formal procedure to promote a Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a Draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. Should objections be raised, these will be reported back to Committee, with appropriate recommendations.

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DEPUTE DIRECTOR (ENVIRONMENT)**

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No background papers as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

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