

PERTH AND KINROSS COUNCIL**Environment and Infrastructure Committee****21 March 2018****PROPOSED VARIATION TO WAITING RESTRICTIONS, NORTH WILLIAM STREET, PERTH (WARD 12)****Report by Executive Director (Environment)**

This report outlines the problems experienced by residents in North William Street, Perth due to demands on parking. The report recommends a variation to the Perth Traffic Management Order to vary the waiting restrictions on North William Street, Perth.

1. BACKGROUND

- 1.1 North William Street is located within Perth city centre and is predominately made up of residential properties. There are also commercial premises on the neighbouring roads.
- 1.2 Concerns have been raised from local residents that the No Daytime Waiting restriction outside the former The White Horse Inn is no longer required. As such, they have suggested that there could be better use of the kerb space to reduce the pressures on available parking.
- 1.3 In order to alleviate the problems being experienced at this location, it is proposed to vary the Perth Traffic Management Order to remove the No Daytime Waiting restriction outside the former The White Horse Inn on North William Street, Perth and replace with two additional Pay and Display parking bays. These are shown in Appendix 1.
- 1.4 Consultation was carried out with the local elected members and Police Scotland, who were in agreement with the proposal.

2. PROPOSALS

- 2.1 As a result of the above request from local residents, it is now proposed to remove a section of No Daytime Waiting restrictions on North William Street, Perth and replace with additional Pay and Display parking bays.
- 2.2 The proposals are shown on the plans at Appendix 1.

3. CONCLUSION AND RECOMMENDATION

- 3.1 Approval will allow a start to be made to the formal procedure to vary the 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.

- 3.2 If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.3 It is recommended that the Committee approves the promotion of a variation to the relevant TRO to remove the No Daytime Waiting restrictions on North William Street, Perth and replace with Pay and Display parking, as described.

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Approved

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes/No
Community Plan / Single Outcome Agreement	Yes
Corporate Plan	Yes
Resource Implications	
Financial	Yes
Workforce	None
Asset Management (land, property, IST)	None
Assessments	
Equality Impact Assessment	Yes
Strategic Environmental Assessment	Yes
Sustainability (community, economic, environmental)	Yes
Legal and Governance	Yes
Risk	None
Consultation	
Internal	Yes
External	Yes
Communication	
Communications Plan	Yes

1. Strategic Implications

Community Plan / Single Outcome Agreement

- 1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.

- i) Giving every child the best start in life
- ii) Developing educated, responsible and informed citizens
- iii) Promoting a prosperous, inclusive and sustainable economy
- iv) Supporting people to lead independent, healthy and active lives
- v) Creating a safe and sustainable place for future generations

- 1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

Corporate Plan

- 1.3 The Council's Corporate Plan 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the

report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety.

2. Resource Implications

Capital

- 2.1 There are no capital resource implications arising directly from the recommendations in this report.

Revenue

- 2.2. There will be costs for advertising the necessary Order in the press and providing the road markings. The indicative cost of advertising an Order is £300 and will be met from the Traffic & Road Network Revenue Account in 2018/19.
- 2.3 The estimated cost of £500 for the signs and road markings will be funded from the Traffic & Road Network Revenue Account in 2018/19.

Workforce

- 2.4 There are no workforce implications arising from this report.

Asset Management (land, property, IT)

- 2.5 There are no land and property, or information technology implications arising from the contents of this report.

3. Assessments

Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.
- 3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- (i) Assessed as **not relevant** for the purposes of EqIA.

Strategic Environmental Assessment

- 3.3 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). The proposals

have been considered under the Act and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

Sustainability

- 3.4 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.
- 3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging road safety.

Legal and Governance

- 3.6 The Order will be promoted in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

Risk

- 3.7 There are no significant risks associated with the implementation of this project.

4. Consultation

- 4.1 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland and the local elected members have also been consulted and support the proposal.

5. Communication

- 5.1 Approval will allow a start to be made to the formal procedure to generate 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.

2. BACKGROUND PAPERS

- 2.1 The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report;

3. APPENDICES

- 3.1 The proposal is shown in Appendix 1.