

PERTH AND KINROSS COUNCIL**Enterprise and Infrastructure Committee – 30 January 2013****PROPOSED NO WAITING AT ANY TIME WAITING RESTRICTIONS - MONART ROAD AND VASART COURT, PERTH****Report by the Depute Director (Environment)**

This report summarises the objection received to the proposal to introduce 'no waiting at any time' restrictions on Monart Road and Vasart Court in Perth, and recommends that the objection be set aside and the Order is made as advertised.

1. RECOMMENDATION

1.1 The Committee is asked to agree:

- i) to set aside the objection received to the proposal to introduce 'no waiting at any time' waiting restrictions in Monart Road and Vasart Court in Perth, and proceed to make the Traffic Regulation Order as advertised.

2. BACKGROUND

2.1 At its meeting on 13 June 2012 (Report 12/234) this Committee agreed to promote a Traffic Regulation Order (TRO) to introduce 'no waiting at any time' restrictions in Monart Road and Vasart Court, Perth. The restrictions are proposed due to the access problems experienced by residents and delivery vehicles due to indiscriminate parking.

2.2 One local resident has objected suggesting that the restrictions should only apply during the day so that residents can park in the evenings as there is insufficient car parking provided for the development. It is highlighted that parking on the access road has been a source of complaint since flats were constructed. The Police support the proposal on the grounds of road safety and the requirement to have uninhibited access to the flats.

3. PROPOSALS

3.1 The Committee is asked to set aside the objection received and to proceed to make the TRO to introduce 'no waiting at any time' restrictions on Monart Road and Vasart Court, Perth.

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 local Elected Members have been consulted and support the proposal.

5. RESOURCE IMPLICATIONS

5.1 Capital

5.1.1 None.

5.2 Revenue

5.2.1 There are no additional financial implications associated with the recommendations in this report. The financial implications of advertising and implementing the removal of the speed limit were provided in the Committee report on 13 June 2012

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:

- i) A Safe, Secure and Welcoming Environment
- ii) 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 details the objection received during the advertising on the proposal to introduce 'no waiting at any time' restrictions on Monart Road and Vasart Court in Perth and recommends that the objection be set aside and the TRO be made as advertised.

**BARBARA RENTON
DEPUTE DIRECTOR (ENVIRONMENT)**

The following 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.

Report to Enterprise and Infrastructure Committee – 13 June 2012, Proposed No Waiting at Any Time Restrictions – Monart Road and Vasart Court, Perth (12/234)

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