

# PERTH AND KINROSS COUNCIL

## Executive Sub-Committee of the Enterprise and Infrastructure Committee

19 August 2016

### PROPOSED VARIATION TO WAITING RESTRICTIONS WITHIN THE CITY CENTRE AREA, PERTH

#### Report by Director (Environment)

This report summarises an objection received on the proposal to increase the parking provision on Tay Street, Perth. It recommends the Executive Sub Committee set aside the objection and that the Order is made as advertised.

#### 1. BACKGROUND

- 1.1 At its meeting on 1 June 2016 the Enterprise and Infrastructure Committee agreed to promote a Traffic Regulation Order (TRO) to increase the parking provision on Tay Street, Perth (Report No.16/249 refers.)
- 1.2 One local resident has formally objected to the proposals.

Name on file	Reason for objection	Response
(1)	The installation of additional pay and display parking will have an adverse impact on the cycle lane facility that currently exists on Tay Street. The proposal would remove part of the key cycle route through the centre of Perth which is part of the Perth Circular Cycle Route and provides a link to the National Cycle Route 77. The proposals would be contrary to national policies that seek to reduce private car use in urban areas. There is sufficient car parking provision in Perth without the need for additional bays.	The local members and the City Traders have requested additional parking provision as they feel there are inadequate parking facilities for visitors to the City.

## 2. PROPOSALS

- 2.1 It is proposed that the Committee set aside the objection received and proceed to make the TRO to increase the parking provision on Tay Street, Perth.
- 2.2 In light of the points made by the objector, it is also proposed that consideration be given to making the riverside footway on Tay Street a shared use foot/cycle way.

## 3. CONCLUSIONS AND RECOMMENDATIONS

- 3.1 It is concluded that the single objection received during the advertising of the proposal is not sufficient to warrant not increasing the parking provision on Tay Street, Perth, given the request from businesses and their customers.
- 3.2 It is recommended that the Committee:
- (i) sets aside the objection received and instructs the Director (Environment) to proceed to make the TRO to increase the parking provision on Tay Street Perth as advertised.
  - (ii) instructs the Director (Environment) to submit a report to a future meeting of the Enterprise and Infrastructure Committee regarding the possible shared use foot/cycle way on the riverside of Tay Street, Perth.

### Author

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### Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	9 August 2016

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

### 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**

### Financial

#### Capital

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

#### Revenue

- 2.2 There are no additional financial implications associated with the recommendations in this report. The financial implications of advertising and implementing the waiting restriction changes were provided in the previous report. (Report No 16/249 refers.)

#### Workforce

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

#### Asset Management (land, property, IT)

- 2.4 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 lower traffic speeds.

### 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 for the area have also been consulted.

## **5. Communication**

- 5.1 None.

## **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:

- ☐ Enterprise and Infrastructure Committee 1 June 2016 proposed increase the parking provision within the City Centre area. (Report No.16/249)

### **3. APPENDICES**

3.1 None.