

PERTH AND KINROSS COUNCIL

Enterprise and Infrastructure Committee – 7 November 2012

PROPOSED WAITING RESTRICTIONS – CAIRNEYHILL ROAD/HIGHFIELD PLACE, BANKFOOT**Report by the Depute Director (Environment)****ABSTRACT**

This report outlines the problems experienced by the residents of Highfield Place in Bankfoot due to inconsiderate parking, and recommends the promotion of a Traffic Regulation Order to introduce 'no waiting at any time' restrictions on Cairneyhill Road and Highfield Place, Bankfoot.

1. RECOMMENDATIONS

1.1 The Committee is asked to agree:

- i) to the commencement of the legal procedure to promote a Traffic Regulation Order to introduce 'no waiting at any time' restrictions on Cairneyhill Road and Highfield Place in Bankfoot.

2. BACKGROUND

- 2.1 Cairneyhill Road is a fairly narrow road which gives access to Highfield Place in Bankfoot. Highfield Place has a steep incline and bends to the left after a short distance from the junction. Complaints, via one of the local Elected Members, have been received from the residents of Highfield Place about indiscriminate parking which takes place in the vicinity of the junction and have reported the access difficulties this presents, particularly for the Council's refuse vehicles.
- 2.2 Highfield Place is a private road and the residents claim that parking at the junction has caused some damage to the road. They fear that if this practice continues repairs works, at their cost, will require to be carried out. The residents have now asked if waiting restrictions, in the form of double yellow lines, can be implemented to prevent parking.
- 2.3 Although Highfield Place is not part of the public road network the Council does have powers to promote a Traffic Regulation Order (TRO) to restrict parking, subject to the approval of the frontages and/or owners.
- 2.4 The residents of Highfield Place have been consulted on two occasions, and of those who responded all were in favour of the proposals. However, given that this is a private road, it is highlighted that should one adjacent frontager formally object it is likely that the proposals will be abandoned.

3. PROPOSALS

- 3.1 Two consultation exercises have been carried out on proposals to introduce waiting restrictions on Cairneyhill Road and Highfield Place. The drawing shown at Appendix 1 details the proposals of the first consultation. In response to this, the owner of the private land which gives access to Highfield Place requested additional restrictions on Highfield Place. Their concern was that by only installing the restrictions over a short section the parking problem would be moved to the lower part of Highfield Place and cause even more problems at the junction.
- 3.2 The proposals were subsequently amended and are shown at Appendix 2. No further comments were received from residents. The details of the two consultations are below:

Name on File	Comment or Objection Proposal 1	Response
Note 1	Supports proposals. Asks if it would be possible to reduce the length on lines on the southwest side of the junction as this is the access to their garage and where they park.	Request can be considered, however although this is a private access drivers should not park across any accesses even if they do own the property.
Note 2	Supports proposals.	
Note 3	Supports proposals.	
Note 4	Supports proposals.	
Note 5	Supports proposals.	
Note 6	Supports proposals.	
Note 7	Supports proposals.	
Note 7	Supports proposals. Owner of the land that gives access to Highfield Place requests restrictions be extended further into Highfield Place. Their claim is that the short section proposed will only make drivers park in Highfield Place, making the problem worse not better.	Second consultation carried out with suggested extended restrictions.
Name on File	Comment or Objection Proposal 2	Response
	No further comments received	

- 3.3 Having considered the responses from both consultations it is proposed to proceed with the introduction of 'no waiting at any time', restrictions in Cairneyhill Road/ Highfield Place in Bankfoot as detailed at Appendix 2.

4. CONSULTATION

- 4.1 The Head of Legal Services, the Head of Democratic Services and the Acting 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. 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 £400 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 problems associated with safety and access problems for residents of Cairneyhill Road/Highfield Place. It is now proposed to promote a Traffic Regulation Order to introduce 'no waiting at any time' restrictions as shown on the plan at Appendix 2.
- 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 Traffic Regulation Order 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.

**BARBARA RENTON
DEPUTE DIRECTOR (ENVIRONMENT)**

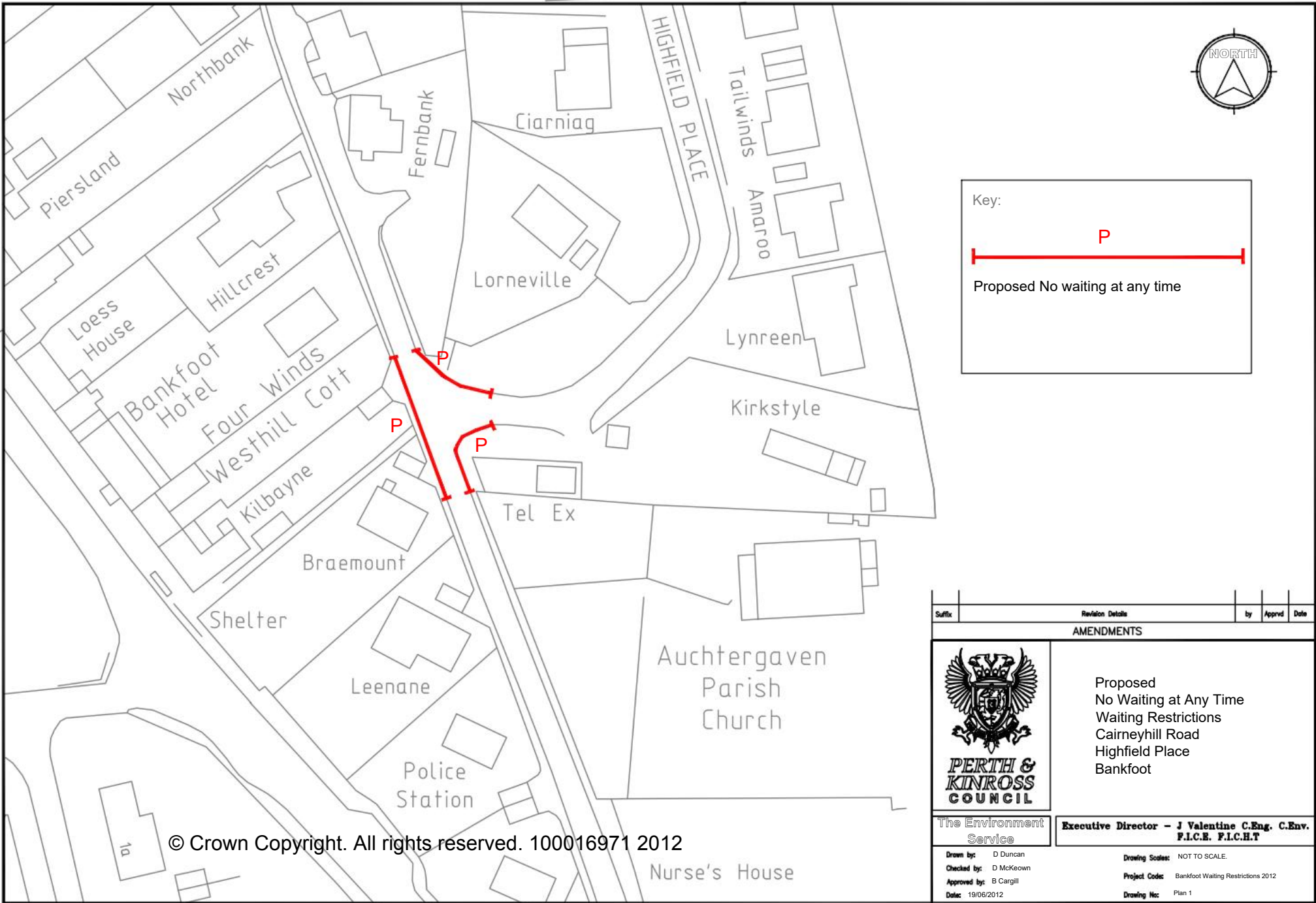
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Date of Report	26 October 2012


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.

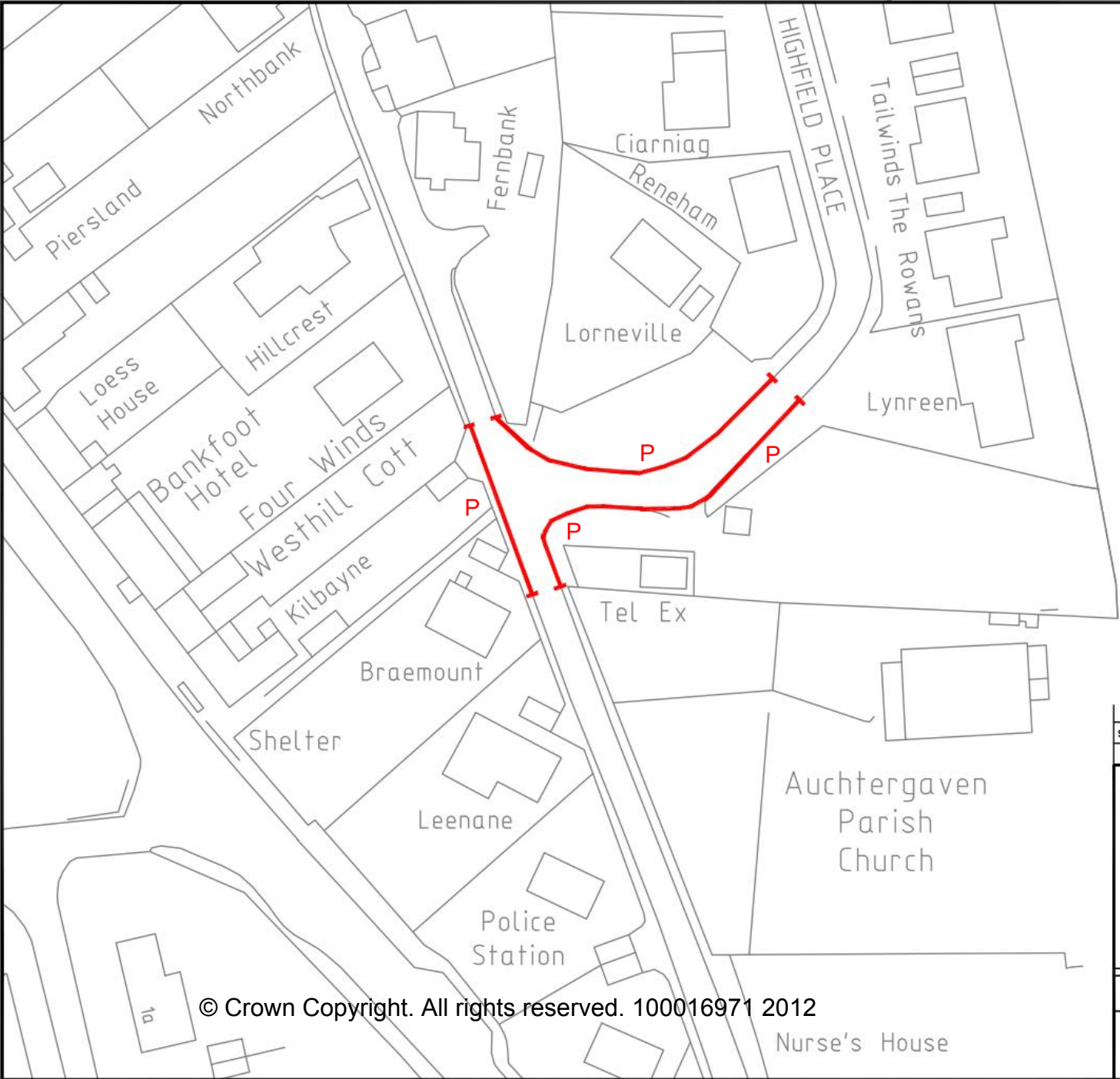
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Suffix	Revision Details	by	Apprvd	Date
AMENDMENTS				
 PERTH & KINROSS COUNCIL		Proposed No Waiting at Any Time Waiting Restrictions Cairneyhill Road Highfield Place Bankfoot		
The Environment Service		Executive Director - J Valentine C.Eng. C.Env. P.I.C.E. P.I.C.H.T		
Drawn by: D Duncan		Drawing Scales: NOT TO SCALE.		
Checked by: D McKeown		Project Codes: Bankfoot Waiting Restrictions 2012		
Approved by: B Cargill		Drawing No: Plan 1		
Date: 19/06/2012				




Key:



Proposed No waiting at any time

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Drawn by: D Duncan Checked by: D McKeown Approved by: B Cargill Date: 29/08/2012		Drawing Scale: NOT TO SCALE. Project Code: Bankfoot Waiting Restrictions 2012 Drawing No: Plan 1a		

