

PERTH AND KINROSS COUNCIL**Enterprise and Infrastructure Committee****7 September 2016****Proposed Variation to Loading Bay Operational Times and Days, Perth****Report by Director (Environment)**

This report outlines the concerns of local businesses within the city centre of Perth regarding the varying times, and days of use for the city centre's loading bays. As a result of those concerns, they have requested that Perth & Kinross Council examine measures to make all the loading bays within the city centre operational from 8am to 6pm Monday to Saturday only.

1. BACKGROUND**LOADING BAYS**

- 1.1 Several years ago, in an effort to assist local business with deliveries, Perth & Kinross Council introduced a series of loading bays on various streets within Perth City Centre.
- 1.2 The operational times and days of restriction for individual loading bays were varied to take into account the requirements of all road users. In the busiest streets, it was decided to introduce a 24 hour 7 day a week operation, while in other streets, the times were restricted to 8am to 6pm Monday to Saturday.
- 1.3 The reduced restricted times allowed for general parking in the evenings and at weekends.
- 1.4 Local businesses have now requested that in an effort to clarify the operational times, and also create additional evening and weekend parking facilities, all loading bays within the City should be operational from 8am to 6pm Monday to Saturday only.

2. PROPOSALS

- 2.1 As a result of the above requests from local residents and with the support of the local elected members, it is now proposed to amend the operational times of all loading bays within the city centre streets to 8am to 6pm Monday to Saturday only.
- 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 Orders. 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 agrees the promotion of a variation to the relevant TRO to amend the operational times of the loading bays within Perth.

Author

Name	Designation	Contact Details
Charles Haggart	Traffic & Network Manager	01738 475000 TESCommitteeReports@pkc.gov.uk

Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	19 July 2016

If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.

You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.

1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes/No
Community Plan / Single Outcome Agreement	Yes
Corporate Plan	Yes
Resource Implications	
Financial	None
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

Financial

Capital

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

Revenue

- 2.2 There will be costs involved in promoting the variation to the Traffic Regulation Orders and providing the road markings. The indicative cost of £300 for advertising the TRO will be met from the Car Parking Account in 2016/17. The estimated cost of £1000 for the road signs will be funded from the Car Parking Account in 2016/17.

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 sustainable modes of travel.

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 and support the proposals.

5. Communication

- 5.1 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. 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 proposals are as shown on the drawings in Appendix 1.