

**PERTH AND KINROSS COUNCIL****Environment and Infrastructure Committee****21 March 2018****PROPOSED VARIATION TO WAITING RESTRICTIONS, MILL ROAD, STANLEY MILLS, STANLEY (WARD 5)****Report by Executive Director (Environment)**

This report outlines the problems experienced by Historic Environment Scotland at Stanley Mills, Stanley due to a lack of certain parking facilities. The report recommends the creation of the Stanley Traffic Management Order to introduce disabled parking bays on Mill Road, Stanley Mills, Stanley.

**1. BACKGROUND**

- 1.1 Mill Road, Stanley Mills, Stanley is located on the outskirts of Stanley. It is made up of former mill buildings converted into residential flats and a tourist centre operated by Historic Environment Scotland. The parking for the tourist centre is located to the north east of the complex which is a short walk away.
- 1.2 Concerns have been raised by Historic Environment Scotland that there are no parking facilities for disabled badge holders near the Stanley Mill visitor centre. In addition, the car park is too far away for some disabled visitors.
- 1.3 In order to alleviate the problems being experienced at this location, it is proposed to create the Stanley Traffic Management Order to introduce Disabled Parking Bays in the layby on Mill Road, Stanley. These are shown in Appendix 1.
- 1.4 Consultation was carried out with the local elected members, the Community Council and Police Scotland, who were in agreement with the proposal.

**2. PROPOSALS**

- 2.1 As a result of the above request from Historic Environment Scotland, it is now proposed to introduce Disabled Parking Bays on Mill Road, Stanley.
- 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 create 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 the TRO to introduce Disabled Parking Bays on Mill Road, Stanley, as described.

#### Author

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#### Approved

Name	Designation	Date
Barbara Renton	Executive Director (Environment)	12 March 2018

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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**

### 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 £400 for the 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, the local elected members and Community Council 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.