

PERTH AND KINROSS COUNCIL

Enterprise and Infrastructure Committee

7 September 2016

Proposed Variation to Waiting Restrictions, Douglas Crescent, Emslie Drive and The Muirs, Kinross**Report by Director (Environment)**

This report outlines the problems experienced by the local residents of Douglas Crescent, Emslie Drive and the Muirs, Kinross due to indiscriminate parking. The report recommends a variation to the Kinross Traffic Management Order to introduce No Waiting at Any Time waiting restrictions, on Douglas Crescent, Emslie Drive and the Muirs/ Muirpark Grove/Muirgrove/Muirpark Road, Kinross.

1. BACKGROUND**DOUGLAS CRESCENT/EMSLIE DRIVE**

- 1.1 Douglas Crescent and Emslie Drive are situated within walking distance of Kinross Primary School. The entry points to both streets are regularly used by parents to park up when collecting the children at the end of the school day.
- 1.2 A number of residents, with the support of the local members, have raised concerns that the numbers of vehicles being parked close to the junctions of both streets with Station Road are causing serious problems. Due to these concerns, the residents have requested the introduction of No Waiting at Any Time waiting restrictions to alleviate indiscriminate parking.
- 1.3 As a result, it is proposed to vary the Traffic Management Order to introduce additional No Waiting at Any Time waiting restrictions on Douglas Crescent, and Emslie Drive into the Kinross Traffic Management Order. These are shown in Appendix 1. Local consultation was undertaken to gauge opinion and the results are shown below:

DOUGALS CRESCENT/EMSLIE DRIVE

<u>Name on file</u>	<u>Comment or objection</u>	<u>Response</u>
	All the residents that responded have supported the proposals, with a few suggesting extending the restrictions.	The restrictions are to protect the access/egress only during school pick up and drop times.
Elected Members	All supportive	

MUIRS, KINROSS

- 1.4 The Muirs is a busy route through Kinross and is used by a large volume of traffic.
- 1.5 Over the past few years, the nearby Masonic Hall and Church have seen an increase in the number of people attending various meetings and functions. This has also resulted in an increase in the volume of vehicles being parked close to the junctions, generating problems for the local community in gaining access or when attempting to leave.
- 1.6 A number of residents in the surrounding streets adjacent to the main road, with the support of a local member, have raised concerns regarding the volume of vehicles being parked in close proximity to the junctions of the Muirs/Muirpark Grove/Muirgrove/Muirpark Road. Due to these concerns, the local community have requested the introduction of No Waiting at Any Time waiting restrictions at these junctions to alleviate indiscriminate parking.
- 1.7 As a result, it is proposed to vary the Traffic Management Order to introduce additional No Waiting at Any Time waiting restrictions on Muirs/Muirpark Grove/Muirgrove/Muirpark Road into the Kinross Traffic Management Order, and these are shown in Appendix 2. Local consultation was undertaken to gauge opinion and the results are shown below:

MUIRS/MUIRPARK GROVE/MUIRGROVE/MUIRPARK ROAD

<u>Name on file</u>	<u>Comment or objection</u>	<u>Response</u>
	Local hotelier concerned that parking restrictions will harm his business	The restrictions are necessary to allow access/egress and for safety.
	Three residents have objected, claiming that restrictions will only move the problem elsewhere and this may lead to a loss of parking in front of their home	Residents do not have any right to park in front of the home. Restrictions are necessary to maintain clear sight lines at junctions.
	Eleven other residents responded supporting the proposals. One resident has requested further restrictions	The restrictions are to protect the access/egress for safety reasons.
Elected Members	All supportive	

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 introduce No Waiting at Any Time waiting restrictions on Douglas Crescent, Emslie Drive and the Muirs/ Muirpark Grove/Muirgrove/Muirpark Road in Kinross.
- 2.2 The proposals are shown on the plans at Appendices 1 and 2.

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 to the promotion of a variation to the relevant TRO to introduce additional No Waiting at Any Time waiting restrictions on Douglas Crescent, Emslie Drive and the Muirs/Muirpark Grove/Muirgrove/Muirpark Road, as described.

Author

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

Approved

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

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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 £500 for the road markings 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 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 None

3. APPENDICES

3.1 The proposals are as shown on the drawings in Appendices 1-2

