

PERTH AND KINROSS COUNCIL**Enterprise and Infrastructure Committee****1 June 2016****Proposed Variation To Waiting Restrictions On Almondgrove Place, Auld Bond Road, Duncansby Way, Muirton Area, Perth****Report by Director (Environment)**

This report outlines the problems experienced by the local residents & businesses of Almondgrove Place, Auld Bond Road, Duncansby Way, and Muirton Area, Perth, due to indiscriminate parking. It recommends a variation to the Perth Traffic Management Order to introduce waiting restrictions on the above streets in Perth.

1. BACKGROUND**ALMONDGROVE PLACE, AULD BOND ROAD, PERTH**

- 1.1 Almondgrove Place and Auld Bond Road in Perth are two streets on the western periphery of the city.
- 1.2 Both streets are heavily used for parking by staff working at various businesses within the Inveralmond Industrial Estate.
- 1.3 A number of residents from the nearby residential areas, and local businesses, with the support of a local member, have raised concerns that the numbers of vehicles parking on both streets has increased to a point where they are now causing concerns. Due to these concerns, the local community have requested the introduction of waiting restrictions to alleviate indiscriminate parking.
- 1.4 In order to alleviate these problems, it is proposed to vary the Traffic Management Order to introduce No Waiting at Any Time waiting restrictions on Almondgrove Place and Auld Bond Road into the Perth Traffic Management Order. These are shown in Appendices 1 and 2. It was agreed to carry out local consultations to gauge opinion and the results are shown below:

ALMONDGROVE PLACE

Name on file	Comment or objection	Response
2 Businesses replied	Supporting proposals	

AULD BOND ROAD

Name on file	Comment or objection	Response
7 Residents have replied	General support but with various concerns e.g. residents should have been involved in meetings between PKC and SSE. Restrictions do not go far enough to protect their interests. Pleased that the Council is taking some action albeit not enough. SSE should be able to provide parking facilities for all their staff. Proposals do not resolve the issue of SSE staff parking in private car parks.	Additional restrictions recommended by Police Scotland to allow Council staff to enforce indiscriminate parking. The provision of additional parking by SSE will help with indiscriminate parking.
4 Residents replied	Supporting the proposals	

DUNCANSBY WAY, PERTH

- 1.5 Duncansby Way in Perth is a residential street which is very close to businesses which have a large number of employees.
- 1.6 Due to the lack of off street parking facilities, this street is heavily used for parking by staff working at the nearby car sales businesses on Dunkeld Road.
- 1.7 In 2006, short sections of No Waiting at any Time waiting restrictions were installed on the entrance road of Duncansby Way. However, due to the indiscriminate parking by staff attending work at the nearby garages, the situation has progressively deteriorated.
- 1.8 The residents from Duncansby Way, with the support of a local member, have raised concerns that the numbers of vehicles parking in the street has increased to a point where they are now causing concerns. As a result, the local community have requested the introduction of waiting restrictions to alleviate indiscriminate parking.

- 1.9 In order to alleviate the problems of indiscriminate parking, it is proposed to vary the Traffic Management Order to introduce No Waiting at Any Time waiting restrictions on Duncansby Way into the Perth Traffic Management Order. This is shown in Appendix 3. It was agreed to carry out local consultations to gauge opinion. The results are shown below:

DUNCANSBY WAY

Name on file	Comment or objection	Response
12 residents responded	supporting the proposals	
3 residents responded	supporting the proposals with various concerns that additional lines will cause more problems	Proposals are designed to keep accesses clear.
2 residents responded	Reservations that the problem will simply move elsewhere into the estate	As above
3 residents objected	Additional lines will not solve the problem. The staff working at the nearby garages are causing the problem. The Council should install residents only parking to prevent this.	Duncansby Way is an adopted road which allows parking. PKC do not operate residential parking schemes.

MUIRTON AREA, PERTH

- 1.10 Harley Place & Terrace, Muirton Bank & Place, and Florence Place in Perth are residential streets which are very close to the North Inch and in close proximity to the city centre.
- 1.11 Several residents have raised concerns regarding the volume of commuter parking filling the above streets on a daily basis. The main concerns of the residents are the indiscriminate parking on, or close to, the junctions, making it dangerous when exiting these junctions.
- 1.12 Throughout 2015, the Council carried out three separate consultations on various proposals to install restrictions. The original proposal was to prohibit indiscriminate parking on and around the junctions, as per the guidelines in the Highway Code. A plan showing the proposals was distributed to the residents within a 30 metres radius of the proposed restrictions.
- 1.13 As part of the initial consultation, some of the residents were concerned that introducing waiting restrictions on the junctions would only serve to move the problem into the surrounding streets. Their main concern was, in order to prevent further intrusion into surrounding streets, additional measures to install "No Daytime" waiting restrictions were requested.

- 1.14 It became apparent during the consultation that several adjoining residents had views that they wanted to put forward. Following representation by the Community Council, a second consultation was carried out with proposals for far wider restrictions.
- 1.15 During the two subsequent consultations, however, there were several conflicting views on the extent or times of operation that the restriction should encompass. It was apparent that there was little chance of installing restrictions that were suitable to a majority of the residents. Indeed, many of the residents indicated that they did not wish to see the entire area covered with wholesale parking restrictions, as this would impact on visitors to their homes.
- 1.16 In order to alleviate the problems of indiscriminate parking, and with the support of a local member, who has been involved in discussions with the residents and the Community Council, it is now proposed to return to the original proposals. These are to introduce “No Waiting at Any Time” waiting restrictions on the junctions of the various streets described above, into the Perth Traffic Management Order, as shown in Appendix 4.
- 1.17 The results of the various consultations carried out during 2015 are shown below. It should be noted that the results have been condensed due to the volume of correspondence received;

MUIRTON AREA

Name on file	Comment or objection	Response
Consultation 1 Feb 2015 Excluding Harley Place and Terrace		Proposals are designed to keep junctions clear.
9 responded supporting the proposals		
5 responded objecting		Proposals are designed to keep junctions clear.
3 responded supporting the proposals	Concerned that the problem would move to other areas.	As above
Consultation 2 June 2015 Including Harley Place and Terrace		Proposals to introduce a greater range of restrictions as per residents requests
9 responded supporting the proposals		
8 responded objecting	Additional restrictions are unnecessary and are not required.	Proposals are designed to keep junctions clear.

18 responded with various concerns and suggestions	Most residents had varying views, but were generally only to suit personal needs not to deal with greater parking issues.	As above
Consultation 3 Dec 2015 Original proposals with the inclusion of Harley Place and Terrace		Proposals are designed to keep junctions clear.
4 responded supporting		
2 responded objecting	Continued concerns that the original proposals do not deal with the overall parking issues	Proposals are designed to keep junctions clear.

2. PROPOSALS

- 2.1 As a result of the above requests and with the support of the local elected members, local residents, and businesses, it is now proposed to introduce No Waiting at Any Time waiting restrictions on Almondgrove Place, Auld Bond Road and Duncansby Way, along with the various junctions in the Muirton area as described in Perth.
- 2.2 The proposals are shown on the plans at Appendices 1 – 4.

3. CONCLUSION AND RECOMMENDATIONS

- 3.1 The report recommends a number of TROs to introduce No Waiting at Any Time waiting restrictions in a number of streets in Perth.
- 3.2 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.
- 3.3 If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.4 It is recommended that the Committee agrees to the promotion of a variation to the relevant TRO to introduce No Waiting at Any Time waiting restrictions on the following streets in Perth –
- (i) Almondgrove Place,
 - (ii) Auld Bond Road,
 - (iii) Duncansby Way, and
 - (iv) the various junctions in the Muirton area as described in paragraph 1.10 – 1.17.

Author

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Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	2 May 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 £2000 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 Services, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, local Elected Members for the areas 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 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.”

3 APPENDICES

- 3.1 The proposals are as shown on the drawings in Appendices 1-4.