

PERTH AND KINROSS COUNCIL

Enterprise and Infrastructure Committee

8 March 2017

**PROPOSED VARIATION TO WAITING RESTRICTIONS, BALHOUSIE STREET
AND JEANFIELD ROAD PERTH****Report by Director (Environment)****PURPOSE OF REPORT**

This report outlines the problems experienced by local residents of Balhousie Street and Jeanfield Road, Perth due to indiscriminate parking. The report recommends a variation to the Perth Traffic Management Order to introduce waiting restrictions on Balhousie Street and Jeanfield Road, Perth.

1. BACKGROUND**BALHOUSIE STREET**

- 1.1 Balhousie Street in Perth serves as the main arterial route in and out of the city centre from the Muirton and North Muirton housing estates. It is an extremely busy road and is a regularly serviced bus route. Due to the volume of traffic using Dunkeld Road, many motorists opt to use Balhousie Street, as it is perceived to be a quicker route. As a result, the road has become a popular alternative to Dunkeld Road. The local residents have serious concerns that, due to the increase in the volume of traffic, coupled with indiscriminate parking by commuters, there are increased potential dangers on this busy road.
- 1.2 A large section of the east side of Balhousie Street between Balhousie Avenue and Florence Place has no parking restrictions at present. This offers an area of unrestricted parking in an area relatively close to the city centre. As a result, all of the available parking space is filled each day by commuters.
- 1.3 In the past few months, the parking has become more problematic, due to the drivers of large commercial vehicles parking very close to driveways, making it extremely difficult for residents to access or egress their properties safely.
- 1.4 As a result of indiscriminate parking, a number of residents, with the support of local members, have raised concerns that these parking issues are creating road safety problems. Due to these concerns, the local community have requested the introduction of waiting restrictions to alleviate indiscriminate parking, and allow clear sight lines for vehicles exiting their drives.

JEANFIELD ROAD, PERTH

- 1.5 Jeanfield Road in Perth serves as the main through route between the city centre and the Hillend, Burghmuir, Letham and Western Edge areas of Perth.
- 1.6 In an effort to reduce traffic congestion, the junction of Jeanfield Road/Riggs Road has recently had new dual lane markings installed, providing two lanes for waiting traffic heading towards the city centre. These measures have been welcomed by the local members. However, parked vehicles on Jeanfield Road in close proximity to the traffic lights have been raised as a new concern.
- 1.7 Parked vehicles at this location may result in access safety problems for drivers attempting to move into the inside lane as they approach the lights. Due to these concerns, the local members have requested the introduction of waiting restrictions to alleviate indiscriminate parking, and allow clear sight lines for vehicles approaching the lights.
- 1.8 In order to alleviate the problems of indiscriminate parking, it is proposed to vary the Perth Traffic Management Order to introduce additional No Waiting at Any Time waiting restrictions on Balhousie Street and Jeanfield Road. These are shown in Appendices 1 & 2. It was agreed to carry out local consultations to gauge opinion, the results of which are shown in the tables below:

BALHOUSIE STREET

Name on file	Comment or objection	Response
	All responses were in favour.	

JEANFIELD ROAD

Name on file	Comment or objection	Response
	One response received in favour.	

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 Balhousie Street and Jeanfield Road, Perth.
- 2.2 The proposals are shown on the plans at Appendices 1 & 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 approves the promotion of a variation to the relevant TRO to introduce additional No Waiting at Any Time waiting restrictions on Balhousie Street and Jeanfield Road, as described.

Author

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Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	20 January 2017

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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 £150 for advertising the TRO will be met from the Car Parking Account in 2017/18. The estimated cost of £400 for the road markings will be funded from the Car Parking Account in 2017/18.

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 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 Appendices 1 & 2.