

PERTH AND KINROSS COUNCIL

Environment, Enterprise and Infrastructure Committee

8 November 2017

**PROPOSED VARIATION TO WAITING RESTRICTIONS, GEORGE STREET,
UPPER ALLAN STREET, BLAIRGOWRIE****Report by Director (Environment)****PURPOSE OF REPORT**

This report outlines the problems experienced by local residents of George Street and Upper Allan Street, Blairgowrie due to indiscriminate parking. The report recommends a variation to the Blairgowrie Traffic Management Order to vary the waiting restrictions on George Street and Upper Allan Street, Blairgowrie.

1. BACKGROUND**GEORGE STREET**

- 1.1 The section of George Street is located between the junctions with James Street and Brown Street, Blairgowrie.
- 1.2 A number of residents, with the support of the local elected members, have raised concerns regarding the lack of parking within the area and the extensive No Waiting at Any Time restrictions on George Street between Brown Street and James Street.
- 1.3 With the closure of the primary school on Upper Allan Street and with pedestrian access from James Street, George Street is no longer a service bus route. The reduction in the number of larger vehicles now using George Street means that a large section of No Waiting at Any Time waiting restrictions are no longer justified in order to allow the free flow of traffic.
- 1.4 In order to alleviate the pressure for parking in the area, it is proposed to vary the Blairgowrie Traffic Management Order to remove approximately 25 metres of No Waiting at Any Time waiting restrictions on George Street. These are shown in Appendix 1.

UPPER ALLAN STREET

- 1.5 The section of Upper Allan Street is located between the junctions with James Street and Newton Terrace, Blairgowrie.
- 1.6 Following the closure of the primary school, the School Keep Clear markings were removed, which left the narrow section of Upper Allan Street with no parking restrictions. However, vehicles parking at this locus on Upper Allan Street are now obstructing the movement of other vehicles which has been raised as a concern.

- 1.7 In order to alleviate the problems being experienced at this location, it is proposed to vary the Blairgowrie Traffic Management Order to introduce additional No Waiting at Any Time waiting restrictions on Upper Allan Street. These are shown in Appendix 2.
- 1.8 It was agreed to carry out local consultations to gauge opinion, the results of which are shown in the tables below:

GEORGE STREET

Name on file	Comment or objection	Response
Elected Members	All supportive	

UPPER ALLAN STREET

Name on file	Comment or objection	Response
Resident	Supportive	The restrictions are considered necessary to maintain the flow of traffic and for the safety of all road users.
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 reduce the No Waiting at Any Time waiting restrictions on George Street, Blairgowrie. It is also proposed to introduce additional No Waiting at Any Time restrictions on Upper Allan Street, Blairgowrie.
- 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:-
- (i) the promotion of a variation to the relevant TRO to reduce No Waiting at Any Time waiting restrictions on George Street; and
 - (ii) the introduction of additional No Waiting at Any Time restrictions on Upper Allan Street, as described.

Author

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Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	21 September 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	Yes
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 for advertising the necessary Order in the press and providing the road markings. The indicative cost of advertising an Order is £150 and 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 lower traffic speeds.

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 the Community Council for the area have been consulted and support the proposals.

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;

- Report to Enterprise and Infrastructure Committee 14 June 2017, Cycling, Walking and Safer Streets (CWSS) Projects 2017/18

3. APPENDICES

3.1 The proposal is shown in Appendix 1 & 2.