

PERTH AND KINROSS COUNCIL

Enterprise And Infrastructure Committee

8 March 2017

PROPOSED CHANGES TO TIMES & WAITING RESTRICTIONS, BLAIRGOWRIE**Report by Director (Environment)****PURPOSE OF REPORT**

This report outlines a list of requests from the local community, supported by elected members, to review the existing waiting and parking controls in Blairgowrie. The requests include increasing the times of the limited waiting restriction from 30 minutes to 1 hour. This involves removing a short section of waiting restriction in Reform Street, removing the Loading Bay in Allan Street and installing 1 hour limited waiting at both locations.

1. BACKGROUND

- 1.1 The local members with the support of the Community Council and local traders have requested that, in order to attract visitors and generate an increase in business, the current period of limited waiting be increased from its present 30 minutes to 1 hour.

2. PROPOSALS

- 2.1 As a result of the above request and with the support of the local Elected Members, Community Council, local businesses, and Police Scotland, it is now proposed to increase the limited waiting times from 30 minutes to 1 hour. The locations are: Allan Street; Bank Street; Brown Street; Croft Lone; Erich Lane; High Street, Blairgowrie; High Street, Rattray; Leslie Street; Perth Street; Reform Street; and Wellmeadow.
- 2.2 The proposals are shown on the plans at Appendix 1.

3. CONCLUSION AND RECOMMENDATION

- 3.1 The report details the proposal to increase the limited waiting times from 30 minutes to 1 hour.
- 3.2 If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.3 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Orders (TROs). 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.

- 3.4 It is recommended that the Committee agree s to the promotion of a variation to the relevant TRO to amend the limited waiting times from 30 minutes to 1 hour at the locations detailed in Appendix 1 to the report.

Author

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

Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	10 February 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 involved in promoting the variation to the Traffic Regulation Orders and providing the road signs. The indicative cost of £300 for advertising the TRO will be funded from the Parking Account in 2017/18.
- 2.3 The estimated cost of £1,000 to amend the road signs will be funded from the Parking Account in 2017/18.

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 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 The local Elected Members and the Blairgowrie Community Council have also been consulted and support the proposal.

5. Communication

- 5.1 None.

2. BACKGROUND PAPERS

- 2.1 None.

3. APPENDICES

- 3.1 The proposals are shown at Appendix 1