

**PERTH AND KINROSS COUNCIL****Enterprise and Infrastructure Committee****1 June 2016****Proposed Variation to Waiting Restrictions at High Street, Perth****Report by Director (Environment)**

This report outlines proposed variations to the waiting restrictions and parking provision in the High Street, Perth. The changes are required due to the realignment of the footways and carriageway, which are necessary to accommodate the proposed ramp and steps in the footway. The realignment is designed to improve the streetscape environment linking the pedestrianised section of the High Street and Tay Street.

**1. BACKGROUND**

- 1.1 The works on 2 High Street have been undertaken to address safety and DDA compliance issues. As such, to allow better access to the building, a ramp needs to be formed in the footway to provide access to the main entrance.
- 1.2 The footprint of the ramp and steps require the southern footway to be widened by approximately 4.7m.
- 1.3 The northern footway currently provides access with steps only into the 3 High Street building. To remove the steps and re-level the footway requires it to be widened by approximately 1.5m.
- 1.4 There is an opportunity to tie in the carriageway and footway levels to create a crossing for pedestrians between 2 High Street and 3 High Street buildings.
- 1.5 Within the section of the High Street between Tay Street and George Street, there are currently 5 pay and display bays and 5 disabled bays.

**2. PROPOSALS**

- 2.1 As a result of the building alterations and in an attempt to improve the streetscape, a design proposal has been prepared which requires variations to the existing waiting restrictions as a result of the reduced carriageway widths. This is to prevent parking to enable vehicles to make the turning manoeuvres from Tay Street into the High Street and to keep the area between 2 and 3 High Street buildings clear to create an improved pedestrian environment.

- 2.2 It is proposed to reduce the parking capacity from 5 disabled bays to 2 disabled bays and from 5 pay and display bays to 3 pay and display bays.

The proposals are shown in Appendix 1.

### 3. CONCLUSION AND RECOMMENDATION

- 3.1 A new ramp is to be installed to allow improved access to 2 High Street. This will require adjustments to the parking layout on the High Street between Tay Street and George Street.

- 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. 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 the parking capacity from 5 disabled bays to 2 disabled bays and from 5 pay and display bays to 3 pay and display bays; and
- (ii) the amendment of the waiting restrictions to suit the new arrangements. This involves extending the no waiting at any time from Tay Street to enable vehicles to turn from Tay Street into High Street and to keep the area between the 2 and 3 High Street building entrances clear to create an improved pedestrian environment.

#### Author

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#### Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	9 May 2016

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

<b>Strategic Implications</b>	<b>Yes/No</b>
Community Plan / Single Outcome Agreement	<b>Yes</b>
Corporate Plan	<b>Yes</b>
<b>Resource Implications</b>	
Financial	<b>None</b>
Workforce	<b>None</b>
Asset Management (land, property, IST)	<b>None</b>
<b>Assessments</b>	
Equality Impact Assessment	<b>Yes</b>
Strategic Environmental Assessment	<b>Yes</b>
Sustainability (community, economic, environmental)	<b>Yes</b>
Legal and Governance	<b>Yes</b>
Risk	<b>None</b>
<b>Consultation</b>	
Internal	<b>Yes</b>
External	<b>Yes</b>
<b>Communication</b>	
Communications Plan	<b>Yes</b>

### 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. Costs for promoting the TRO, carrying out renewed signing and road markings are budgeted for within the Streetscape capital budget under POP.

#### Revenue

- 2.2 There are no revenue cost implications arising from this report.

#### 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 CILPK have been consulted. They have presented them to their members and confirmed that they are in positive favour of the proposals.
- 4.2 Police Scotland and the local Elected Members for the area will be consulted on 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 Appendix 1.