

PERTH AND KINROSS COUNCIL**Enterprise and Infrastructure Committee****7 September 2016****Proposed Prohibition on Driving, Florence Place, Perth****Report by Director (Environment)**

This report outlines the problems experienced by Perth and Kinross Council due to the continued misuse of the automatic bollard at this location. This report recommends that a prohibition of driving is introduced to allow the automatic bollard to be removed and prevent vehicles from using Florence Place as a through road.

1. BACKGROUND**FLORENCE PLACE**

- 1.1 Currently Florence Place has an island and automatic bollard arrangement, located approximately half way along it to allow traffic along Florence Place in one direction only. If travelling in the opposite direction, the road becomes a cul-de-sack with no through road access. The bollard was initially installed to reduce through traffic on Florence Place and stop Florence Place being used as a rat run to bypass any congestion on Dunkeld Road.
- 1.2 The bollard is controlled by a number of detector loops in the road that detect any approaching vehicles. The system uses a red and a green light to indicate when the bollard is in the lowered position and safe to drive over.
- 1.3 There has been an ongoing issue due to the bollard and traffic management system being abused on a regular basis. Damage is caused to the bollard and during the intervening period between the bollard being put out of action and being repaired, traffic freely flows in both directions along Florence Place. There are also costs incurred for these regular repairs as most responsible parties are not identified.

2. PROPOSALS

- 2.1 As a result of the above problems and continued damage incurred by the bollard, it is proposed that the bollard is removed and the road be completely closed by a permanent obstruction across the full width of the road. This will prevent through traffic completely and turn Florence Place into two cul-de-sacs being blocked approximately half way along by this obstruction. This will provide a more maintainable solution to the current problem.
- 2.2 Before these proposals can be carried out, full acceptance from elected members and residents will be required. It is proposed to carry out a full consultation and notification process on these proposals.

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 the Committee, with appropriate recommendations.
- 3.3 It is recommended that the Committee agrees to the promotion of a variation to the relevant TRO to introduce a prohibition of driving for a distance of 2 metres or thereby on Florence Place, as shown in Appendix 1.

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Approved

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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 carrying out civil construction works to amend the road layout to suit. The indicative cost of £300 for advertising the TRO will be met from the UTC Revenue budget in 2016/17. The estimated cost of £7500 for the construction works will be funded from the UTC Revenue budget in 2016/17.
- 2.3 It is estimated from previous years spend on bollard repairs and maintenance that there will be an annual cost saving of £4000.

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 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 the 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 None.

3. APPENDICES

- 3.1 The proposals are as shown on the drawings in Appendix 1