

PERTH AND KINROSS COUNCIL**Enterprise and Infrastructure Committee****1 June 2016****Proposed Variation to One Way – Wellmeadow, Blairgowrie****Report by Director (Environment)**

This report outlines the concerns of the local community regarding the short section of One Way Traffic on the Wellmeadow Service Road in Blairgowrie. The report recommends a variation to the Blairgowrie Traffic Management Order to rescind the short section of one way traffic on the Wellmeadow Service Road in Blairgowrie and return it to two-way traffic.

1. BACKGROUND**Wellmeadow Service Road**

- 1.1 At its meeting on 20 March 2013, the Committee agreed to promote a Traffic Regulation Order (TRO) to introduce one-way traffic on a short section of Wellmeadow Service Road in Blairgowrie. (Report No 13/123 refers).
- 1.2 The report detailed the proposal to introduce one-way traffic on a short section of the Wellmeadow Service Road adjacent to the bus terminus.
- 1.3 Due to recent changes in traffic management in the centre of Blairgowrie, the business community, with the support of the local elected members and the Community Council, have requested that the short section of one way on Wellmeadow Service Road be rescinded and returned to two-way traffic.
- 1.4 As a result of alterations to the road layout at this location, the request from elected members, the Community Council and the business community can now be accommodated.

2. PROPOSALS

- 2.1 It is now proposed to rescind the short section of one-way traffic on the Wellmeadow Service Road in Blairgowrie and return it to two-way traffic.
- 2.2 The proposals are shown on the plans at Appendix 1.

3. CONCLUSION AND RECOMMENDATIONS

- 3.1 The Committee is asked to agree to the promotion of a variation to the relevant TRO to rescind the short section of one-way traffic on the Wellmeadow Service Road, Blairgowrie and return it to two-way traffic.

- 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.
- 3.3 If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.4 It is recommended that the Committee approves proposals for a variation to the existing TROs for Blairgowrie to rescind the short section of one-way traffic on the Wellmeadow Service Road, Blairgowrie and return it to two-way traffic.

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Approved

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Barbara Renton	Director (Environment)	27 April 2016

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	
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 markings. The indicative cost of £300 for advertising the TRO will be met from the Road Safety and Design budget in 2016/17.
- 2.3 The estimated cost of £500 to amend the road markings will be funded from the Road Safety and Design budget in 2016/17.

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 Police Scotland, Elected Members and the Community Council have also been consulted and support the proposal.

5. Communication

5.1 None.

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.
- 2.2 Enterprise and Infrastructure Committee 20th March 2013. Proposed introduction of a dedicated Bus Lane, One Way and occasional No Waiting at Any Time waiting restrictions– Wellmeadow, Blairgowrie (16/15/135) were relied on to any material extent in preparing the above report.

3. APPENDICES

- 3.1 The proposals are shown at Appendix 1.