

PERTH AND KINROSS COUNCIL

Environment, Enterprise and Infrastructure Committee

14 June 2017

**EXTENSION OF 15 MINUTES FREE PARKING FOR ALL COUNCIL
OPERATED PAY-AND-DISPLAY PARKING BAYS****Report by Director (Environment)**

This report recommends changes to the relevant Traffic Regulation Orders to support the budget decision that 15 minutes free parking be enabled across the whole of the Council area in all Council operated Pay-and-Display parking bays.

1. BACKGROUND

- 1.1 Car parking within Perth and Kinross provides an important resource that supports business and leisure activities for both visitors and residents.
- 1.2 It is also important that business activities are promoted and supported with a turnover of vehicles being encouraged via the use of pay-and-display parking control.
- 1.3 Concerns were raised by some Perth city centre businesses regarding the lack of very short term parking within the inner core that could support new patterns of retailing such as click-and-collect. As a result, a trial providing 15 minutes of free parking was introduced within the on-street and Council owned car parks within Perth City Centre (Committee Report 15/227 refers).
- 1.4 As a result of very positive feedback from customers and businesses in Perth City Centre, several requests were received for the initiative to be extended across the whole of Perth and Kinross. As a result, Council agreed, as part of the budget process undertaken in February 2017, that 15 minutes free parking be enabled across the whole of the Council area in all Council operated Pay-and-Display parking bays.
- 1.5 As the 15 minutes free parking in Perth City Centre was only undertaken as a trial with no guarantee of continuation, the relevant Traffic Regulation Order (TRO) was not amended, with the administration of the trial based solely on the Committee decision.
- 1.6 However, as the trial will be made permanent and apply across the whole of Perth and Kinross Council area, it is appropriate that the TROs are changed to reflect the new arrangements.

2. PROPOSALS

- 2.1 It is proposed that the necessary TROs are amended to support the 15 minutes free parking across the whole of the Council area in all Council operated Pay-and-Display parking bays.
- 2.2 This will include all Council operated Pay-and-Display parking bays, both on-street and off-street in the following towns:
- Blairgowrie
 - Crieff
 - Dunkeld
 - Pitlochry

3. CONCLUSION AND RECOMMENDATION

- 3.1 It is recommended that Committee:
- (i) instructs the Director (Environment) to arrange the necessary changes to the relevant TROs to support the introduction of 15 minutes free parking across the whole of the Council area in all Council operated Pay-and-Display parking bays.

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)	1 May 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. It is proposed that an Order be promoted to cover the listed location. The estimated cost of advertising an Order is £300. These costs will be met from the Road Safety and Design budget in 2017/18.
- 2.3 There will also be costs for changes to signage and Ticket Issuing Machines. This is estimated at £4000 and have been met from the Car Park Trading Account.

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 All elected members were consulted as part of the budget process.

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:
- 2.2 Enterprise & Infrastructure Committee 3 June 2015 (Report 15/227 refers).

3. APPENDICES

- 3.1 None.