

# **PERTH AND KINROSS COUNCIL**

## **Environment and Infrastructure Committee**

**7 November 2018**

### **PROPOSED VARIATION TO WAITING RESTRICTIONS, TAY STREET, PERTH (WARD 12)**

**Report by Depute Director (Housing and Environment) (18/375)**

This report outlines the problems experienced by residents in Tay Street, Perth with poor visibility due to parked vehicles. The report recommends a variation to the Perth Traffic Management Order to start the process of introducing additional waiting restrictions on Tay Street, Perth (Ward 12).

#### **1. BACKGROUND**

- 1.1 Tay Street serves as one of the main routes through Perth city centre with both commercial and residential properties. As a result, it is a busy road with a mixture of passenger vehicles, public service vehicles and commercial vehicles. There is also high demand for parking from both residents and visitors.
- 1.2 6 additional Pay and Display parking bays were installed on Tay Street north of the junction with George Inn Lane in 2016.
- 1.3 Concerns have been raised by a local elected member regarding issues with visibility at the junction of George Inn Lane with Tay Street. Due to the first Pay and Display parking bay only being 5 metres from the junction, any vehicles parking in it block the sightlines of the junction. In addition, with the curve and change in elevation of the Tay Street north of the junction, visibility for vehicles exiting George Inn Lane is compromised causing road safety concerns.
- 1.4 In order to address these concerns at this location, it is proposed to vary the Perth Traffic Management Order to remove a single Pay and Display parking bay and introduce additional No Waiting at Any Time restrictions on Tay Street.
- 1.5 Consultation was carried out with the local elected members and Police Scotland, who were in agreement with the proposal. Local consultation was undertaken to gauge opinion and the results are shown below:

## TAY STREET

Name on file	Comment or objection	Response
	Local hotelier concerned that any loss of parking will harm his business	The restrictions are necessary to allow access/egress and for safety at the junction.
	One business responded supporting the proposal	The restrictions are to protect the access/egress and for safety reasons.
	Fourteen other residents responded supporting the proposal	The restrictions are to protect the access/egress and for safety reasons.
Elected Members	All Supportive	

## 2. PROPOSALS

- 2.1 As a result of the above request from a local elected member, it is now proposed to remove a single Pay and Display parking bay and introduce additional No Waiting at Any Time restrictions on Tay Street, Perth.
- 2.2 The proposals are shown on the plans at Appendix 1.

## 3. CONCLUSION AND RECOMMENDATIONS

- 3.1 This report details the locations where it is proposed to remove a single Pay and Display parking bay and introduce additional No Waiting at Any Time restrictions.
- 3.2 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. If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.3 It is recommended that the Committee approve the promotion of a variation to the relevant TRO to remove a single Pay and Display parking bay and introduce No Waiting at Any Time restrictions on Tay Street, as described.

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**Approved**

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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>Yes</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 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**

### 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 and providing the road markings. The indicative cost of advertising an Order is £150 and will be met from the Traffic & Road Network Revenue Account in 2018/19.
- 2.3 The estimated cost of £500 for the road markings will be funded from the Traffic & Road Network Revenue Account in 2018/19.

### 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 road safety.

### 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 have also been consulted and support the proposal.

## **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;

## **3. APPENDICES**

- 3.1 The proposal is shown in Appendix 1.