

# PERTH AND KINROSS COUNCIL

## Environment and Infrastructure Committee

22 January 2020

### PROPOSED VARIATION TO WAITING RESTRICTIONS, MAIN STREET, ABERNETHY

Report by Head of Environment and Consumer Services (Report No. 20/13)

The purpose of the report is to create a Traffic Management Order to introduce waiting restrictions on Main Street and School Wynd, Abernethy (Ward 9) to address the problems experienced by residents due to indiscriminate parking.

#### 1. BACKGROUND

- 1.1 Main Street, Abernethy is the main road through the centre of Abernethy. It is a narrow street with both residential and commercial properties. As a result, it is a road used by a mixture of passenger vehicles and large commercial vehicles. Due to limited-off street parking, the demand for on street parking is high, resulting in particular difficulties at junctions.
- 1.2 Concerns have been raised by a local elected member and representatives of the Community Council regarding vehicles parking on, or in close proximity to, the junction of School Wynd with Main Street. Parked vehicles at this location are creating road safety issues for both drivers and pedestrians. Due to these concerns, the local elected members and Community Council have requested the introduction of waiting restrictions to alleviate indiscriminate parking.
- 1.3 In order to alleviate the problems being experienced at this location, it is proposed to create an Abernethy Traffic Management Order to introduce No Waiting at Any Time waiting restrictions on School Wynd and Main Street.
- 1.4 Consultation was carried out with the local elected members, Community Council and Police Scotland, who were supportive of this proposal.

#### 2. PROPOSALS

- 2.1 As a result of the above request from a local elected member and the Community Council, it is now proposed to introduce No Waiting at Any Time restrictions on School Wynd and Main Street, Abernethy. The proposal is shown on the plan at Appendix 1.

#### 3. CONCLUSION AND RECOMMENDATION

- 3.1 This report details the location where it is proposed to introduce No Waiting at Any Time restrictions.

- 3.2 Approval will allow a start to be made to the formal procedure to create a Traffic Regulation Order. This procedure will involve statutory consultation, the 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 the creation of the TRO to introduce No Waiting at Any Time waiting restrictions on School Wynd and Main 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 1.1 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 2020/21.
- 2.3 The estimated cost of £500 for the road markings will be funded from the Traffic & Road Network Revenue Account in 2020/21.

### 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:

### 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 Head of Legal and Governance, and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, the local elected members and Community Council 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. If objections are raised, these will be reported back to Committee, with appropriate recommendations.

## **2. BACKGROUND PAPERS**

- 2.1 None.

## **3. APPENDICES**

- 3.1 The proposal is shown in Appendix 1.