

**PERTH AND KINROSS COUNCIL****Enterprise and Infrastructure Committee****9 November 2016****Proposed Variation to Waiting Restrictions, Lawgrove Place, Ruthvenfield Place, Perth****Report by Director (Environment)**

This report outlines the problems experienced by walkers, cyclists and businesses of Lawgrove Place and Ruthvenfield Place, Perth due to indiscriminate parking. The report recommends a variation to the Perth Traffic Management Order to introduce waiting restrictions on Lawgrove Place and Ruthvenfield Place, Perth.

**1. BACKGROUND****LAWGROVE PLACE/RUTHVENFIELD PLACE**

- 1.1 Both of these streets are culs-de-sac and are situated on the western periphery of the city, within the Inveralmond Industrial Estate. Both are heavily used for parking by staff working at various businesses within the estate.
- 1.2 Both streets have a connection link to the round Perth cycle route at their turning circles at the end of each cul-de-sac. These turning heads regularly have vehicles parked within them.
- 1.3 In addition, local businesses have raised concerns regarding the volume of vehicles parking across their accesses. The indiscriminate parking has increased to a point where they are now causing concerns. Due to these concerns, the local business community have requested the introduction of waiting restrictions to alleviate indiscriminate parking.
- 1.4 In order to alleviate the problems of indiscriminate parking, it is proposed to vary the Traffic Management Order to introduce No Waiting at Any Time waiting restrictions on Lawgrove Place and Ruthvenfield Place into the Perth Traffic Management Order. These are shown in Appendices 1 and 2.
- 1.5 It was agreed to carry out a consultation with the local businesses to gauge opinion, the results of which are shown below:

## LAWGROVE PLACE

Name on file	Comment or objection	Response
	All responses received were supportive.	
Elected Members	All supportive	

## RUTHVENFIELD PLACE

Name on file	Comment or objection	Response
	Suggests entire length of Ruthvenfield Place should have No Waiting at Any Time introduced.	The proposed restrictions are considered adequate.
Elected Members	All supportive	

## 2. PROPOSALS

- 2.1 As a result of the above requests from local businesses and with the support of the local elected members, it is now proposed to introduce No Waiting at Any Time waiting restrictions on Lawgrove Place and Ruthvenfield Place, Perth.
- 2.2 The proposals are shown on the plans at Appendices 1 and 2.

## 3. CONCLUSION AND RECOMMENDATION

- 3.1 This report details the difficulties local businesses are experiencing within the Inveralmond Industrial Estate.
- 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. If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.3 It is recommended that the Committee:
- (i) approves the promotion of a variation to the relevant TRO to introduce additional No Waiting at Any Time waiting restrictions on Lawgrove Place and Ruthvenfield Place, Perth, as shown in Appendices 1 and 2.

**Author**

<b>Name</b>	<b>Designation</b>	<b>Contact Details</b>
Charles Haggart	Traffic & Network Manager	01738 475000 TESCommitteeReports@pkc.gov.uk

**Approved**

<b>Name</b>	<b>Designation</b>	<b>Date</b>
Barbara Renton	Director (Environment)	23 September 2016

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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>None</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 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 Car Parking Account in 2016/17. The estimated cost of £400 for the road markings will be funded from the Car Parking Account in 2016/17.

#### Workforce

- 2.3 There are no workforce implications arising from this report.

#### Asset Management (land, property, IT)

- 2.4 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 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 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 proposals are as shown on the drawings in Appendices 1-2.

