

**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**21 August 2019**

**PROPOSED ONE WAY ROAD AND VARIATION TO WAITING RESTRICTIONS,  
LOWER MILL STREET, BLAIRGOWRIE  
(WARD 3)**

**Report by Depute Director (Housing & Environment) (Report No. 19/219)**

This report highlights an objection received on the proposal to introduce a one way road restriction and waiting restrictions on Lower Mill Street, Blairgowrie (Ward 3). It recommends Committee set aside the objection and that the Order is made as advertised.

**1. BACKGROUND**

- 1.1 At its meeting on 23 January 2019, the Committee agreed to promote a Traffic Regulation Order (TRO) to introduce a one way road restriction and waiting restrictions on Lower Mill Street, Blairgowrie (Report No 19/20 refers).
- 1.2 Concerns have been raised from a local elected member, business owners and residents regarding parked vehicles causing obstruction, preventing larger vehicles being able to access properties and hindering the free flow of traffic. Due to these concerns, the local community have requested the introduction of a one way road restriction and waiting restrictions to alleviate indiscriminate parking.
- 1.3 In order to alleviate the problems being experienced at these locations, it was proposed to vary the Blairgowrie Traffic Management Order to introduce a one way road restriction and No Waiting at Any Time waiting restrictions on Lower Mill Street.
- 1.4 One individual has formally objected to the proposal.

<b>Name on file</b>	<b>Reason for objection</b>	<b>Response</b>
(1)	Whilst agreeing with the proposal to introduce the one way road restriction, objects to the removal of on street parking, which would make it more difficult to visit local businesses.	<p>The one way restriction and additional parking restrictions are to ensure the flow of traffic on Lower Mill Street.</p> <p>Currently vehicles are parking on Lower Mill Street, which are impeding the flow of traffic.</p>

## 2. PROPOSALS

- 2.1 As a result of a request from local elected members, business owners and residents, it is now proposed to continue the process to introduce a one way road restriction and No Waiting at Any Time restrictions on Lower Mill Street, Blairgowrie.
- 2.2 The proposals are shown on the plans at Appendix 1.

## 3. CONCLUSION AND RECOMMENDATION

- 3.1 This report outlines the objection received during the advertising of the proposal to introduce a one way road restriction and No Waiting at Any Time restrictions.
- 3.2 It is recommended that the Committee sets aside the objection received and proceeds to make the TRO to introduce the one way road restriction and No Waiting at Any Time restrictions as advertised.

### Author

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### Approved

Name	Designation	Date
Keith McNamara	Depute Director (Housing & Environment)	15 July 2019

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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 are no additional financial implications associated with the recommendations in this report. The financial implications of advertising and implementing the proposals were provided in the previous report (Report No 19/20 refers).

### 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 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 Housing 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 the Traffic Regulation Order to be made and the introduction of the restrictions.

## **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:
- Environment & Infrastructure Committee January 2019 (Report 19/20 refers.)

## **3. APPENDICES**

- 3.1 The proposal is shown in Appendix 1.