

**PERTH AND KINROSS COUNCIL**

**Enterprise and Infrastructure Committee**

**23 May 2018**

**PROPOSED ONE WAY ROAD AT MARKET SQUARE, ALYTH (WARD 2)**

**Report by Executive Director (Housing & Environment) (Report No. 18/181)**

This report details a proposal to introduce a one way road restriction at Market Square, Alyth (Ward 2). The report recommends the start of varying the Traffic Regulation Order for the one way road restriction.

**1. BACKGROUND**

**One Way Road Restriction at Market Square, Alyth.**

- 1.1 Consultation on refurbishment and environmental improvements have been undertaken on Market Square, Alyth. In order to maximise the use of the square and kerb space, it is proposed to relocate the bus stop closer to the former bank building and reposition the buildouts to protect the available parking, which in turn reduces road width. Introducing a one way road restriction will lead to improvements to the accessibility for buses, by removing possible two way flow of traffic.
- 1.2 As a result, it is now proposed to implement a one way road restriction running west to east between Airlie Street and Pitnacree Street on the existing road to the north of the square. It is also proposed to implement a one way road restriction running west to east between Airlie Street and Pitnacree Street on the new road to be constructed through the middle of the square.
- 1.3 Consultation was carried out with the local elected members, Community Council and Police Scotland, who were in agreement with the proposal.

**2. PROPOSALS**

- 2.1 It is proposed to introduce a one way road restriction at Market Square. The route has been identified and shown in Appendix 1.

**3. CONCLUSION AND RECOMMENDATIONS**

- 3.1 This report details the location where it is proposed to introduce a one way road restriction, along with the reason behind the requirements to change this.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Orders (TROs). This procedure will involve statutory consultation, preparation of draft TROs and advertising in the press.

It 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 promotion of a variation to the relevant TRO to allow the start of the process towards the introduction of a one way road restriction in Market Square, Alyth.

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#### **Approved**

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Barbara Renton	Executive Director (Housing & Environment)	10 April 2018

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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 and encourage healthy sustainable travel.

## **2. Resource Implications**

### Capital

- 2.1 There will be costs involved in advertising the variations to the Traffic Regulation Orders. The indicative cost of £300 for this will be met by the Community Greenspace capital budget.
- 2.2 The costs to sign and implement the restriction will be contained within the overall Community Greenspace capital budget.

### Revenue

- 2.3 There are no revenue resource implications arising directly from the recommendations in this report.

### 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 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, the local elected members and the Community Council for the area have been consulted and support the proposal.

## **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. If objections are raised, these will be reported back to Committee, with appropriate recommendations.

## **2. BACKGROUND PAPERS**

No 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 in Appendix 1.