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Council Building  
2 High Street  
Perth  
PH1 5PH

Monday, 22 January 2018

A Meeting of the **Environment and Infrastructure Committee** will be held in the **Council Chamber, 2 High Street, Perth, PH1 5PH** on **Wednesday, 31 January 2018** at **10:00**.

If you have any queries please contact Committee Services on (01738) 475000 or email [Committee@pkc.gov.uk](mailto:Committee@pkc.gov.uk).

**BERNADETTE MALONE**  
Chief Executive

***Those attending the meeting are requested to ensure that all electronic equipment is in silent mode.***

***Please note that the meeting will be recorded and will be publicly available on the Council's website following the meeting.***

**Members:**

Councillor Colin Stewart (Convener)  
Councillor Michael Barnacle (Vice-Convener)  
Councillor Callum Purves (Vice-Convener)  
Councillor Alasdair Bailey  
Councillor Stewart Donaldson  
Councillor Dave Doogan  
Councillor Angus Forbes  
Councillor Anne Jarvis  
Councillor Grant Laing  
Councillor Murray Lyle  
Councillor Andrew Parrott  
Councillor Crawford Reid  
Councillor Willie Robertson  
Councillor Richard Watters  
Councillor Mike Williamson



**Environment and Infrastructure Committee**

**Wednesday, 31 January 2018**

**AGENDA**

***MEMBERS ARE REMINDED OF THEIR OBLIGATION TO DECLARE ANY FINANCIAL OR NON-FINANCIAL INTEREST WHICH THEY MAY HAVE IN ANY ITEM ON THIS AGENDA IN ACCORDANCE WITH THE COUNCILLORS' CODE OF CONDUCT.***

- 1 WELCOME AND APOLOGIES**
- 2 DECLARATIONS OF INTEREST**
- 3 MINUTES**
  - (i) MINUTE OF MEETING OF THE ENVIRONMENT, ENTERPRISE AND INFRASTRUCTURE COMMITTEE OF 8 NOVEMBER 2017 FOR APPROVAL AND SIGNATURE 5 - 10**
  - (ii) MINUTE OF MEETING OF THE EXECUTIVE SUB-COMMITTEE OF THE ENVIRONMENT, ENTERPRISE AND INFRASTRUCTURE COMMITTEE OF 25 OCTOBER 2017 FOR NOTING 11 - 12**
- 4 AUCHTERARDER COMMUNITY FACILITIES FUND 13 - 24**

Report by Executive Director (Environment) (copy herewith 18/28)
- 5 PUBLIC SECTOR CLIMATE CHANGE DUTIES - PROGRESS UPDATE 25 - 32**

Report by Executive Director (Environment) (copy herewith 18/29)
- 6 PROPOSED ADDITIONAL GREEN ROUTES 33 - 48**

Report by Executive Director (Environment) (copy herewith 18/30)
- 7 DISABLED PERSON'S PARKING PLACES (VARIATIONS) ORDER 49 - 56**

Report by Executive Director (Environment) (copy herewith 18/31)
- 8 AMENDMENTS TO THE LIST OF PUBLIC ROADS 57 - 72**

Report by Executive Director (Environment) (copy herewith 18/32)
- 9 PROPOSED 30MPH SPEED LIMITS AT CAPUTH (B9099) 73 - 80**

Report by Executive Director (Environment) (copy herewith 18/33)

<b>10</b>	<b>PROPOSED 30MPH SPEED LIMITS AT INCHMAGRANNACHAN (B898)</b>	<b>81 - 88</b>
	Report by Executive Director (Environment) (copy herewith 18/34)	
<b>11</b>	<b>PROPOSED VARIATION TO WAITING RESTRICTIONS, WICKS O' BAIGLIE ROAD, BRIDGE OF EARN</b>	<b>89 - 96</b>
	Report by Executive Director (Environment) (copy herewith 18/35)	
<b>12</b>	<b>PROPOSED VARIATION TO WAITING RESTRICTIONS, TOM-NA-MOAN ROAD, PITLOCHRY</b>	<b>97 - 104</b>
	Report by Executive Director (Environment) (copy herewith 18/36)	
<b>13</b>	<b>PROPOSED VARIATION TO WAITING RESTRICTIONS, ABBOT STREET, PERTH</b>	<b>105 - 112</b>
	Report by Executive Director (Environment) (copy herewith 18/37)	
<b>14</b>	<b>PROPOSED VARIATION TO WAITING RESTRICTIONS, RUTHVENFIELD PLACE, PERTH</b>	<b>113 - 120</b>
	Report by Executive Director (Environment) (copy herewith 18/38)	

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## **ENVIRONMENT, ENTERPRISE AND INFRASTRUCTURE COMMITTEE**

Minute of meeting of the Environment, Enterprise and Infrastructure Committee held in the Council Chamber, 2 High Street, Perth on Wednesday 8 November 2017 at 10.00am.

Present: Councillors C Stewart, M Barnacle, C Purves, A Bailey, B Band (substituting for R Watters), S Donaldson, D Doogan, A Forbes, A Jarvis, G Laing, M Lyle, A Parrott, C Reid, W Robertson, and M Williamson.

In Attendance: B Renton, N Brian, A Clegg, S D'All, C Haggart, J McCrone, N McGill, J Pritchard, B Reekie, C Rowan, D Strang and S Terras (all The Environment Service); C Flynn, S Richards, D Robertson and D Williams (all Corporate and Democratic Services).

Apology for Absence: Councillor R Watters.

Councillor C Stewart, Convener, Presiding.

The Convener led discussion on Arts. 638, 643, 645, 647, 648, 649, 650 and 651, Vice-Convener Barnacle led discussion on Arts. 642, 644, and 652 and Vice-Convener Purves led discussion on Arts. 641 and 646

### **635. WELCOME AND APOLOGIES/SUBSTITUTES**

The Convener welcomed all those present to the meeting and an apology was noted as above.

### **636. DECLARATIONS OF INTEREST**

Councillor Williamson declared 2 non-financial interests on Art. 638.

THE COMMITTEE UNANIMOUSLY AGREED TO VARY THE ORDER OF BUSINESS AT THIS POINT

### **637. DEPUTATION**

In terms of Standing Order 59, the Committee agreed to hear a deputation from Ms D Fuge, in relation to Art. 638.

Ms Fuge addressed the Committee and answered questions from members before returning to the public gallery.

The Convener thanked Ms Fuge for her attendance.

**638. FREE FESTIVE PARKING**

There was submitted a report by the Director (Environment) (17/370) recommending that the Free Festive Parking initiative operates on each Saturday from 2 December 2017 until 30 December 2017 inclusive in all Council operated car parks across the whole Perth and Kinross area.

**Resolved:**

It be agreed to offer free parking on Saturdays from 2 December to 30 December 2017 inclusive in all Council operated car parks across the whole Perth and Kinross area. It was agreed that an update on the trial would be provided to the Committee in early-2018.

COUNCILLOR BAILEY REQUESTED THAT HIS DISSENT TO THE DECISION BE RECORDED.

**639. MINUTE OF PREVIOUS MEETING**

The Minute of the Meeting of the Environment, Enterprise and Infrastructure Committee of 6 September 2017 (Arts. 465-478) was submitted, approved as a correct record and authorised for signature.

**640. PERTH CITY DEVELOPMENT BOARD**

**(i) Minute of Meeting of the Perth City Development Board of 30 May 2017**

The minute of meeting of the Perth City Development Board of 30 May 2017 was submitted and noted.

**(ii) Verbal Update by Executive Lead Officer**

The Director (Environment) provided an update on the last meeting of the Board which had been held on 30 May 2017.

**641. THE ENVIRONMENT SERVICE SIX MONTH PERFORMANCE SUMMARY 2017**

There was submitted a report by the Director (Environment) (17/366) reviewing the performance of the Environment Service against its Business Management and Improvement Plan for the period 1 April to 30 September 2017.

**Resolved:**

The Environment Services six month performance summary as detailed in Appendix 1 to Report 17/366, be approved.

**642. WASTE MANAGEMENT PLAN 2010-2025 – PROGRESS REPORT**

There was submitted a report by the Director (Environment) (17/367) (1) providing an update on progress with the Action Plan of the Perth and Kinross Council Waste Management Plan, and (2) recommending approval of the new actions 89-96 which are in line with recent national regulatory and strategy developments.

A letter from Roseanna Cunningham MSP to Councillor I Campbell, welcoming the support of the Council for the deposit return scheme, was circulated to members for information.

**Resolved:**

- (i) The annual update on progress on the Waste Management Action Plan, be noted.
- (ii) The new actions of the Waste Management Action Plan as set out in Appendix 1B to Report 17/367, be approved.

**643. POLICY ON PROVISION OF FACILITIES FOR OUTDOOR PITCH SPORTS**

There was submitted a report by the Director (Environment) (17/368) (1) outlining a policy to ensure the effective and efficient management of Council facilities for outdoor pitch sports for community use, and (2) ensuring that they are adequate for present and future needs.

**Resolved:**

The Policy on the Provision of Facilities for Outdoor Pitch Sports, attached as Appendix 1 to Report 17/368, be approved, subject to;

- (i) Goalposts not being removed for four 11-a-side football pitches and one 7-a-side football pitch.
- (ii) The Community Greenspace Team be instructed to explore alternative ways of goalpost maintenance.
- (iii) Seek further consultation with communities.

**644. NORTH INCH GOLF COURSE ANNUAL REPORT 2016/17**

There was submitted a report by the Director (Environment) (17/369) bringing forward the North Inch Golf Course Annual Report 2016/17, based on the previously approved Business Plan.

**Resolved:**

- (i) The North Inch Golf Course Annual Report 2016/17, attached as Appendix 1 to Report 17/369, be noted.
- (ii) The Director (Environment) be requested to submit the 2017/18 Annual Report to a future Environment, Enterprise and Infrastructure Committee.

**645. PLACEMAKING: PUBLIC REALM AND LIGHTING INVESTMENT**

There was submitted a report by the Director (Environment) (17/371) outlining proposed expenditure on placemaking projects within Perth and surrounding towns to support commercial and community development, along with economic growth.

**Resolved:**

- (i) Progress in the delivery of the programme of placemaking projects in Perth, Aberfeldy, Alyth and Auchterarder, be noted.
- (ii) It be noted that the specific capital allocations will be agreed through the capital budget monitoring process by the Strategic Policy and Resources Committee.
- (iii) The Director (Environment) be requested to bring forward a further report promoting the management and use of public space to a future Committee for consideration.

**646. ROADS ASSET ANNUAL STATUS REPORT – 2016/17**

There was submitted a report by the Director (Environment) (17/372) (1) presenting a status summary of the Council's Roads assets based upon the latest published Scottish local authority data as at 31 March 2017, and (2) describing the current condition of the asset, the standards achieved and provides performance indicator information to allow benchmarking of results.

**Resolved:**

- (i) The contents of the Roads Asset Status Report, together with the condition and performance of the Council's Roads assets as at 31 March 2017, as set out in Appendix 2, and the Roads Maintenance programme as set out in Appendix 3 to Report 17/372, be noted.
- (ii) The Director (Environment) be requested to continue to submit an annual report on the performance of, and investment in, the Council's Roads assets in accordance with the approved Asset Management Plan, including benchmarking information.

**647. PROPOSED 30MPH SPEED LIMITS AT FORTINGALL (C448)**

There will be submitted a report by the Director (Environment) (17/373) (1) detailing the proposal to extend the 30mph speed limit at Fortingall (C448), and (2) recommending the start of varying the Traffic Regulation Order for the 30mph Speed Limits.

**Resolved:**

The promotion of a variation to the relevant Traffic Regulation Order to allow the extension of the existing of 30mph speed limits, at the locations detailed in Appendices 1 and 2 to Report 17/373, and allow their implementation, be approved.

**648. PROPOSED ONE WAY ROAD AT ANDREW HEITON COURT, PERTH**

There was submitted a report by the Director (Environment) (17/374) (1) detailing the proposal to introduce a one way road restriction ay Andrew Heiton Court at the former Caledonian Road School, Perth, and (2) recommending the start of varying the Traffic Regulation Order for the one way road restriction.

**Resolved:**

The promotion of a variation to the relevant Traffic Regulation Order to allow the introduction of a one way road restriction, at the locations detailed in Appendix 1 to Report 17/374, and allow their implementation, be approved.

**649. PROPOSED VARIATION TO WAITING RESTRICTIONS, GEORGE STREET, UPPER ALLAN STREET, BLAIRGOWRIE**

There was submitted a report by the Director (Environment) (17/375) (1) outlining the problems experienced by local residents of George Street and Upper Allan Street, Blairgowrie due to indiscriminate parking, and (2) recommending a variation to the Blairgowrie Traffic Management Order to vary the waiting restrictions on George Street and Upper Allan Street, Blairgowrie.

**Resolved:**

- (i) The promotion of a variation to the relevant Traffic Regulation Order to reduce No Waiting at Any Time waiting restrictions on George Street, as detailed in Appendix 1 to Report 17/375, be approved.
- (ii) The introduction of additional No Waiting at Any Time restrictions on Upper Allan Street, as detailed in Appendix 2 to Report 17/375, be approved.

**650. RE-DETERMINATION OF FOOTWAYS FOR SHARED USE AT MORAY STREET, BLACKFORD**

There was submitted a report by the Director (Environment) (17/376) seeking approval to commence the legal process to propose to re-determine the footpath at Moray Street, Blackford to shared use for pedestrians and cyclists.

**Resolved:**

The legal process for the promotion of a Redetermination Order under Section 152(2) of the Roads (Scotland) Act 1984 be approved to allow the footway identified in Appendix 1 to Report 17/376 to be converted to shared use for pedestrians and cyclists.

**651. AMENDMENTS TO THE LIST OF PUBLIC ROADS**

There was submitted a report by the Director (Environment) (17/377) recommending that the List of Public Roads be updated to take account of the amendments detailed in this report.

**Resolved:**

The additions to the List of Public Roads, as detailed in Appendix 1 to Report 17/377, be approved.

**IT WAS AGREED THAT THE PUBLIC AND PRESS SHOULD BE EXCLUDED DURING CONSIDERATION OF THE FOLLOWING ITEM IN ORDER TO AVOID THE DISCLOSURE OF INFORMATION WHICH IS EXEMPT IN TERMS OF SCHEDULE 7A TO THE LOCAL GOVERNMENT (SCOTLAND) ACT 1973**

**652. ALMONDBANK FLOOD PROTECTION SCHEME COMPULSORY PURCHASE ORDER**

There was submitted a report by the Director (Environment) (17/378) seeking authority to acquire land, either by negotiation or Compulsory Purchase at Huntingtowerfield Farm, Almondbank, to facilitate the construction of the Almondbank Flood Protection Scheme and secure access for third parties.

**Resolved:**

- (i) The purchase of land required for the Scheme referred to in this report by negotiation with the affected landowner and tenant, be agreed.
- (ii) The Head of Legal and Governance Services be instructed to initiate and, if necessary, complete the statutory procedures to acquire the land by compulsory purchase in parallel with the negotiated process.
- (iii) The promotion of the Perth and Kinross Council (Huntingtowerfield Farm, Almondbank) Compulsory Purchase Order 2017 to acquire the land shown on Appendix 1 to Report 17/378, be authorised.

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## **EXECUTIVE SUB-COMMITTEE OF THE ENVIRONMENT, ENTERPRISE AND INFRASTRUCTURE COMMITTEE**

Minute of meeting of the Executive Sub-Committee of the Environment, Enterprise and Infrastructure Committee held in the Council Chambers, Ground Floor, 2 High Street, Perth on Wednesday 25 October at 1.00pm.

Present: Councillors C Stewart, M Barnacle, D Doogan, A Parrott and C Purves.

In Attendance: Councillors X McDade and M Williamson; B Renton, Director (Environment); A Graham, C Heggie and W Young (all the Environment Service); C Flynn, K Molley, C Vaskevicius and D Williams (all Corporate and Democratic Services).

Councillor C Stewart, Convener, Presiding.

### **1. WELCOME AND APOLOGIES/SUBSTITUTES**

The Convener welcomed all those present to the meeting.

### **2. DECLARATIONS OF INTEREST**

There were no declarations of interest made in terms of the Councillors' Code of Conduct.

### **3. DEPUTATIONS**

In terms of Standing Order 59, the Committee agreed to hear four deputations from Mrs S Gardener, Councillor M Williamson, Councillor X McDade, and Ms A van Blerk and Ms N Hughes of International Management Group, in relation to Art \*\*.

### **4. ETAPE CALEDONIA EVENT**

There was submitted a report by the Director (Environment) (17/352) outlining the position of the Etape Caledonia event and asking the Executive Sub-Committee of the Environment, Enterprise and Infrastructure Committee to consider the request by the event organiser to have a change to the route to allow an optional route extension to be offered to participants.

Deputations were heard as above, and questions from the Committee were answered. The Convener thanked those making deputations for their attendance.

#### **Resolved:**

- (i) Refuse the current application for the route extension proposal as detailed in report 17/352 due to the impact of closing the A827
- (ii) Remit to officers to work with IMG ( the applicant ) on an alternative route based on the proposals outlined by Councillor Williamson to allow for a route extension for the 2018 event, subject to IMG undertaking consultation with local businesses and community councils.

- (iii) Request the Director of Environment to bring back a further report to Committee by mid-December 2017

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## PERTH AND KINROSS COUNCIL

## Environment and Infrastructure Committee

31 January 2018

## AUCHTERARDER COMMUNITY FACILITIES FUND

## Report by Executive Director (Environment)

**PURPOSE OF REPORT**

This report provides details of funding received and allocated in respect of the Auchterarder Community Facilities Fund from its inception to present date. The fund was created in line with the Auchterarder Development Framework to support projects that will mitigate the impact of new housing developments on community facilities in the town and improve the amenity of the public realm.

**1. BACKGROUND / MAIN ISSUES**

- 1.1 The Auchterarder Expansion Development Framework was published in February 2008 and adopted by the Enterprise and Infrastructure Committee (**Report 14/370 refers**) as Supplementary Guidance in September 2014.
- 1.2 This document set the framework for subsequent planning applications and defined the infrastructure requirements associated with this major expansion to the settlement. It has been acknowledged that the identified scale of development will have an impact on the level of existing services provision provided by community facilities. To mitigate this impact as the development progresses, one of the measures included in the Framework is a contribution of £1,000 per open market housing unit to be made to the Council by the developers up to a total of £600,000 towards an Auchterarder Community Facilities Fund. The procedure for the distribution of these funds was considered and agreed by the Enterprise and Infrastructure Committee (**Report 16/375 refers**) on 7 September 2016, and a summary of these procedures is described in section 2 of this report.
- 1.3 In line with the section 75 Legal Agreements that are attached to the consented developments, the fund will be used for the sole purpose of providing 'Community Facilities', the meaning of which is set out in the agreements as *'such public facilities within the settlement boundary of Auchterarder, the provision of which the Council, at their sole discretion, believe would improve the amenity of the public realm, including without prejudice to the foregoing generality, car parking facilities, a public hall, adaption of existing school changing room facilities to permit access to the pitches forming part of the Sports Facilities, a public library, new or enhanced public transport services, improvements to the core path network and recycling facilities.'*

- 1.4 It is intended that the Fund will be spent over the lifetime of the development as the demand on the settlement's community facilities increases. It is also intended that the Fund be used to support a range of projects that will benefit the community in Auchterarder.
- 1.5 Procedures for recording contributions received; distributing contributions towards the provision of community facilities; and reporting these details in an open and accountable way have been agreed by the Enterprise and Infrastructure Committee (**Report 16/375 refers**).
- 1.6 These procedures include reports on funding received and allocated each year, which is the subject of this first annual report; and on requests for funding where the amount sought exceeds £50,000. The procedures also include provision where future contributions to the fund may be ringfenced towards projects that require additional funding to that already received.

## 2. PROPOSALS

- 2.1 In respect of funding received and allocated, contributions totalling £155,000 have been received from the respective developers in the first year of the fund's operation. This relates to the first 73 open market housing units at Castlemains, the first 48 open market housing units at Kirkton and the first 34 open market housing units at Townhead.
- 2.2 Looking to the future operation of the fund, further contributions are expected as construction progresses across the Framework sites.

The procedures for the operation and distribution of the fund have previously been agreed as noted in paragraph 1.2. The views of the Community Council, Local Members and the Convener of the Environment and Infrastructure Committee will be sought as to whether each valid funding request meets defined criteria. Where there is general support that the funding request be supported and the amount sought is up to £50,000, the decision is delegated to the Executive Director (Environment).

- 2.3 The Executive Director (Environment) has used delegated powers to assess and approve one application for funding to the value of £50,000. This was for a contribution towards a major project to upgrade the cross town path known as Provost's Walk on the southern boundary of the town parallel to the A9 trunk road (Core Path AUCH/2) to make it a multi-user path suitable for both walkers and cyclists. The sum was transferred to Perth and Kinross Countryside Trust as a contribution towards the £600,000 total cost of the first phase of this project. In reaching this decision, the views of the Community Council, local elected members and the then Convener of the Enterprise and Infrastructure Committee were sought, in line with the fund's operating procedures.
- 2.4 The outstanding balance of the fund is £105,000 and Appendix 1 provides full details of the contributions received and spent.

### 3. CONCLUSION AND RECOMMENDATION

- 3.1 The report provides details of the funding received and allocated in the first year of the Fund.
- 3.2 In respect of funding received and allocated, contributions totalling £155,000 have been transferred in to the Fund and the sum of £50,000 has been transferred out towards one project. The balance of the fund is therefore £105,000 and further contributions are expected as construction progresses across the Framework sites.
- 3.3 It is recommended that the Committee requests the Executive Director (Environment) to:-
- (i) publish the annual report providing details of funding received and allocated.
  - (ii) bring forward any application for funding of more than £50,000 for consideration.
  - (iii) Bring forward a second annual report on the operation of the fund in 12 months time.

#### Authors

Name	Designation	Contact Details
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#### Approved

Name	Designation	Date
Barbara Renton	Executive Director (Environment)	28 November 2017

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

<b>Strategic Implications</b>	<b>Yes / None</b>
Community Plan / Single Outcome Agreement	Yes
Corporate Plan	Yes
<b>Resource Implications</b>	
Financial	None
Workforce	None
Asset Management (land, property, IST)	None
<b>Assessments</b>	
Equality Impact Assessment	None
Strategic Environmental Assessment	None
Sustainability (community, economic, environmental)	None
Legal and Governance	None
Risk	None
<b>Consultation</b>	
Internal	Yes
External	Yes
<b>Communication</b>	
Communications Plan	None

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

- 1.1 The Perth and Kinross Community Planning Partnership 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 this periodic report and funding application report will contribute to the following objectives:
- (ii) developing educated, responsible and informed citizens;
  - (iii) promoting a prosperous, inclusive and sustainable economy; and
  - (v) creating a safe and sustainable place for future generations.

## Corporate Plan

- 1.3 The Council's corporate plan sets out objectives that provide clear strategic direction, inform decisions at a corporate and service level, and shape resources allocation. This report impacts on the following *Corporate Plan Priorities*:

- (ii) developing educated, responsible and informed citizens;
- (iii) promoting a prosperous, inclusive and sustainable economy; and
- (v) creating a safe and sustainable place for future generations.

## **2. Resource Implications**

### Financial

- 2.1 There are no financial implications beyond noting the content of the monitoring report. The Auchterarder Community Facilities Fund is an earmarked Reserve administered by the Council in accordance with the approved Financial Regulations and in line with the legal agreements upon which it is founded.

### Workforce

- 2.2 There are no workforce implications.

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

- 2.3 There are no land, property or information technology implications.

## **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. The Equality Impact Assessment undertaken in relation to this report can be viewed clicking [here](#).
- 3.2 The report and proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- 3.3 Assessed as **not relevant** for the purposes of EqIA

### Strategic Environmental Assessment

- 3.4 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals.

- 3.5 The matters presented in this report have been considered under the Act and **no further action is required** as it does not qualify as a Policy Proposal or Strategy, as defined by the Act and is therefore exempt. The report provides details of funding received and allocated in respect of the Auchterarder Community Facilities Fund.

#### Sustainability

- 3.6 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. Under the Climate Change (Scotland) Act 2009 the Council also has a duty relating to climate change and, in exercising its functions must act:

- in the way best calculated to delivery of the Act's emissions reduction targets;
- in the way best calculated to deliver any statutory adaptation programmes; and
- in a way that it considers most sustainable.

- 3.7 The report does not have a direct impact on sustainability or climate change as it simply provides detail of funding received and allocated.

#### Legal and Governance

- 3.8 No legal implications are identified.

#### Risk

- 3.9 This report provides details of funding received and allocated in respect of the Auchterarder Community Facilities Fund. There is no significant risk to the Council. The source of funding has been agreed through a section 75 legal agreement and the Council decides how it is distributed to identified projects. There are minor risks that the lack of fund collection does not allow suitable projects to be supported, or that the funds are not used within five years and are returned.

### **4. Consultation**

#### Internal

- 4.1 The views of the Local Elected Members; the Convener of the Environment & Infrastructure Committee; and the Council's Community Greenspace officers were sought, in line with the Fund's operating procedures.

#### External

- 4.2 The views of the Auchterarder and District Community Council were sought, in line with the Fund's operating procedures.

## **5. Communication**

- 5.1 This report firstly provides details of funding received and allocated in respect of the Auchterarder Community Facilities Fund. The target audience for this report is therefore the fund contributors (the developers of the Auchterarder Framework Sites) in respect of reporting their financial contributions. While no specific communications are required to target the key audiences of this report, the report may be of interest to other community groups in Auchterarder that may be considering funding applications of their own. It may also have wider public interest in terms of how the fund is collected and used. The Council's website includes an information page to raise awareness of the fund and how to make an application to the fund.

## **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 this report:
- Auchterarder Development Framework Supplementary Guidance
  - Planning application 14/02038/FLL
  - Planning application 08/01131/IPM
  - Planning application 08/01133/IPM

## **3. APPENDICES**

- 3.1 Appendix 1 - Auchterarder Community Fund Annual Monitoring Report







## Auchterarder Community Fund Annual Monitoring Report 2016/2017

January 2017

Received from	Site	Planning application ref	Development	Contribution amount	Total no of OM units	Date received	Expiry date	Transfer date	Spend amount
Muir Homes Ltd	Land At Castlemains And Kirkton	08/01133/IPM	Proposed Residential and Class 4 (Business), Class 5 (General Industry) & Class 6 (storage and distribution) development (in principle)	£50,000	50 of 468	16-Nov-16	16-Nov-21	02-May-17	£50,000 - Perth & Kinross Countryside Trust, Contribution towards path network
Robertson Homes Limited	Land South East Of Townhead	12/00431/FLM	Residential development comprising 143 dwellinghouses/flats, roads, footpath, open space and associated works	£34,000	34 of 69	22-Jun-17	22-Jun-22		
Stewart Milne Homes	Land At Castlemains And Kirkton	08/01133/IPM	Proposed Residential and Class 4 (Business), Class 5 (General Industry) & Class 6 (storage and distribution) development (in principle)	£48,000	48 of 468	14-Jul-17	14-Jul-22		

Received from	Site	Planning application ref	Development	Contribution amount	Total no of OM units	Date received	Expiry date	Transfer date	Spend amount
Muir Homes Ltd	Land At Castle mains And Kirkton	08/01133/IPM	Proposed Residential and Class 4 (Business), Class 5 (General Industry) & Class 6 (storage and distribution) development (in principle)	£23,000	23 of 468	3-Nov-17	3-Nov-22		

#### Auchterarder Community Fund Developer Contributions Summary

<b>Total Contributions Received</b>	£155,000
<b>Total Contributions to be Received</b>	£445,000
<b>Total Contributions Used</b>	£50,000
<b>Outstanding Balance</b>	£105,000



## PERTH AND KINROSS COUNCIL

## Environment and Infrastructure Committee

31 January 2018

## PUBLIC SECTOR CLIMATE CHANGE DUTIES – PROGRESS UPDATE

## Report by Executive Director (Environment)

**PURPOSE OF REPORT**

This report highlights progress made by the Council in accordance with the Scottish Government's public sector climate change reporting process, and makes recommendations for further action following submission of the second mandatory report in November 2017.

**1. BACKGROUND / MAIN ISSUES**

- 1.1 The Climate Change (Scotland) Act 2009 <http://www.legislation.gov.uk/asp/2009/12/contents> set ambitious targets to reduce emissions by at least 80% by 2050. Following the UN Paris Agreement 2015, which has strengthened global climate change ambition and aims to keep global temperature rises this century well below 2.5°C, the Scottish Government has taken the opportunity to review the targets set out in the 2009 Act.
- 1.2 A report outlining a draft Climate Change Bill and associated legislation and emerging duties was submitted to the Environment, Enterprise and Infrastructure Committee on 6 September 2017 (Report 17/275 refers).
- 1.3 Under the Climate Change (Scotland) Act 2009, the Council has a duty relating to climate change and, in exercising its functions must act:
  - in the way best calculated to the delivery of the Act's emissions reduction targets;
  - in the way best calculated to deliver any statutory adaptation programmes; and
  - in a way that it considers most sustainable.
- 1.4 Reporting progress under the Act became mandatory in 2016. As a result, Perth & Kinross Council submitted its first Public Sector Climate Change Duties Report (covering the period 2015/16) to the Scottish Government in November 2016, following submission of a report to the Environment Committee on 9 November 2016 (Report 16/489 refers).
- 1.5 This report summarises the key findings from the second mandatory report submitted by Perth and Kinross Council to the Scottish Government, for the period covering 2016/17.

## 2. PROPOSALS

- 2.1 The mandatory reporting template has been completed online via the Scottish Government ScotXed portal, in accordance with the Public Sector Climate Change Duties Reporting Guidance.
- 2.2 With specific reference to the questions and requirements of the mandatory reporting template, the Council continues to make good progress in its climate change duties. However, together with other Scottish Local Authorities, there is still some way to go.

### Current position

- 2.3 The Climate Change Assessment Tool (CCAT) was developed by Resource Efficient Scotland in 2015 to assist public sector organisations in Scotland self-evaluate their capability and performance under the public sector duties of the Climate Change (Scotland) Act 2009. Based on a matrix system, a score is given for five different categories of work, along with a traffic light rating of red, amber or green for progress. Section 2g of the Scottish Government reporting template relates specifically to CCAT findings.

### CCAT Assessment Findings

- 2.4 In 2016/17, Perth & Kinross Council reported an overall CCAT score of 47%, with all five sections rated as amber for progress. This shows a slight improvement from the 2015/16 total of 46%.

	Perth & Kinross Council 2016/17 (%)	Perth & Kinross Council 2015/16 (%)
1. Governance	57	57
2. Emissions	50	47
3. Adaptation	50	50
4. Behaviour	35	30
5. Procurement	44	44
<b>Overall Score</b>	<b>47</b>	<b>46</b>

- 2.5 The current Perth & Kinross Council (2016/17) overall CCAT score of 47% compares favourably against the latest available Scottish Local Authorities (2015/16) average overall score of 32%. This shows the Council continues to make good progress in 4 out of the 5 CCAT sections.
- 2.6 The current Perth & Kinross Council (2016/17) CCAT score for 'Section 2 – Emissions' is 50%, improving from 47% in 2015/16. . This remains just below the latest available corresponding Scottish Local Authorities (2015/16) average of 54%. This is largely due to the lack of a carbon management plan or targeted process for carbon reduction within the Council. However, the recommendations in this report set out the positive steps being taken to address this issue.

	Perth & Kinross Council <b>2016/17</b>	Scottish Local Authorities Average <b>2015/16</b>
1. Governance	57	41
2. Emissions	50	54
3. Adaptation	50	31
4. Behaviour	35	31
5. Procurement	44	30
<b>Overall Score</b>	<b>47</b>	<b>32</b>

### **Key issues and proposed action**

- 2.7 The following key issues have been highlighted for action by both the mandatory reporting process and CCAT evaluation:
1. Develop corporate carbon management plan.
  2. Improve climate change communication throughout the Council.
  3. Raise awareness of climate change in the communities of Perth and Kinross.
  4. Develop a strategic process for assessing future climate change risk and opportunity.
  5. Develop a climate change risk assessment process for all projects subject to financial appraisal.
- 2.8 A report highlighting the low carbon and energy planning issues and opportunities within Perth and Kinross was submitted to the Environment, Enterprise and Infrastructure Committee on 6 September 2017 (Report 17/275 refers), with the following recommendations being approved:
- (i) the Director (Environment) to establish and chair a cross Council Project Board, with a view to overseeing, developing and co-ordinating a sustainability framework to ensure the alignment of all relevant plans, programmes and policies in the climate change, low carbon, energy planning, air quality, transport planning and land use planning fields.
  - (ii) the Director (Environment) to engage with elected members during the development of the sustainability framework.
  - (iii) the Director (Environment) to bring back a report outlining proposals to deal with new legislation and duties to support the Scottish Government's Climate Change agenda.
- 2.9 In addition to the above recommendations, the report also highlighted the following key issues for Perth & Kinross Council in preparing for the future climate change agenda:
- Maximising the potential contribution of current work by ensuring that activity across all the Council's functions is aligned;
  - Creating a corporate group to drive forward the emerging climate change agenda;
  - Assessing the full resource implications of the emerging legislation and duties along with the funding opportunities available; and

- Preparing and implementing a plan to deliver the new duties and address skill shortages and gaps.

In view of the above, it is proposed to further investigate the need for a cross-service resource to help deliver the low carbon and energy planning agenda.

- 2.10 On 6 September 2017, the Scottish Cities Alliance (SCA) Leadership Group approved a proposal to join the Under2 MOU (Memorandum of Understanding) in support of the Paris Agreement on Climate Change. As a signatory, each local authority commits to limit emissions to below 80 to 95 percent of 1990 levels, or below two annual metric tons per capita, by 2050. They also agree to collaborate on actions to promote adaptation and resilience, in order to maximise the benefits for both Greenhouse Gas (GHG) emission reduction and climate adaptation.
- 2.11 There is close alignment between the Under2 MoU and the 'Covenant of Mayors for Climate and Energy' initiative where there is already some Scottish engagement, including amongst some SCA members. Under2MOU, signatories must submit an 'appendix' detailing the area profile and a summary of key emission reduction policies and measures that form the basis of the contribution. Covenant of Mayors signatories must submit a Sustainable Energy and Climate Action Plan (SECAP) within two years following the formal signing. A proposal was made by COSLA at a SECAP workshop on 10 August 2017 for interested local authorities to work together to prepare SECAPs. This would be through an EU LIFE European funding bid to secure resources for a programme manager and possibly regional staff to work directly on SECAPs. Perth and Kinross Council expressed an interest along with Aberdeenshire, Dundee, Fife, Inverclyde, Western Isles, Highland and Stirling. It is hoped that this can be progressed in time for the the next European deadline of April 2018.
- 2.12 In terms of climate change risk and assessment, action is planned through the Planning and Development Division's work programme to develop a climate change adaptation strategy and risk assessment. This will also address the need for a process to review, monitor, evaluate and report the impact of climate change adaptation actions. In the event that the Council decide to progress with developing a SECAP, future climate change risks and opportunities will be addressed as part of this process through an integrated action plan.
- 2.13 On the basis of actioning the key issues highlighted in section 2.7 above, it is anticipated that the Council will continue to make progress in its climate change duties in accordance with the Climate Change (Scotland) Act 2009.



- 2.14 A climate change week was held in 2017 which was a national initiative to raise awareness and promote action and behaviour change on climate change across Scotland. As part of this, Perth and Kinross Council supported the Whole Earth exhibition at Perth College and the Dunkeld climate café, both events being for a week. There will be a week of events in Scotland again from 10 – 20 September 2018 and it is intended the Council takes part once again.

### 3. CONCLUSION AND RECOMMENDATIONS

- 3.1 With specific reference to the mandatory reporting template, the Council is making good progress in its climate change duties, in particular towards adaptation. However, in line with other local authorities, there is still some way to go. To continue to improve this performance, it is recommended that specific actions outlined in sections 2.7 to 2.9 of this report are addressed. This will also ensure the Council is better placed to complete the third mandatory climate change report due in November 2018.
- 3.2 It is recommended that the Environment and Infrastructure Committee:
- (i) notes the key findings from the second Public Sector Climate Change Duties mandatory report
  - (ii) notes the current position outlined in sections 2.3 to 2.6 of this report.
  - (iii) remits the Executive Director (Environment) to take forward the specific actions outlined in sections 2.7 to 2.9, and:
    - instruct the Head of Planning to participate in developing a regional SECAP with adjoining authorities, Sustainable Scotland Network and CoSLA as appropriate; and,
    - instruct the Head of Planning to develop an activity for Climate Action Week from 10 - 20 September 2018, to raise climate change awareness and promote the actions taken by the Council.
  - (iv) requests the Executive Director (Environment) to submit a further report to this Committee, following the mandatory climate change reporting deadline in November 2018.

#### Authors

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Nick Brian	Head of Planning	01738 475000 <a href="mailto:TESCommitteeReports@pkc.gov.uk">TESCommitteeReports@pkc.gov.uk</a>
Angela Harris	Sustainable Development Officer	

#### Approved

Name	Designation	Date
Barbara Renton	Executive Director (Environment)	24 November 2017

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

<b>Strategic Implications</b>	<b>Yes / None</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>None</b>
Strategic Environmental Assessment	<b>None</b>
Sustainability (community, economic, environmental)	<b>Yes</b>
Legal and Governance	<b>Yes</b>
Risk	
<b>Consultation</b>	
Internal	<b>Yes</b>
External	<b>None</b>
<b>Communication</b>	
Communications Plan	<b>None</b>

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

- 1.1 The proposals relate to the delivery of the Perth and Kinross Community Plan/Single Outcome Agreement by:

(v) *Creating a safe and sustainable place for future generations*

#### Corporate Plan

- 1.2 The proposals relate to the delivery of the Perth and Kinross Community Plan/Single Outcome Agreement by:

(v) *Creating a safe and sustainable place for future generations*

### 2. Resource Implications

#### Financial

- 2.1 There are no implications arising from this report.

#### Workforce

- 2.2 There are no implications arising from this report.

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

- 2.3 There are no implications arising from this report.

## **3. Assessments**

### Equality Impact Assessment

- 3.1 Following an assessment using the Integrated Appraisal Toolkit, it has been determined that the proposal is **not relevant** for the purposes of EqIA.

### Strategic Environmental Assessment

- 3.2 The report has been considered under the Environmental Assessment (Scotland) Act 2005 and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.
- 3.3 Any future work undertaken in line with the proposed actions within this report will undergo screening for SEA.

### Sustainability

- 3.4 Following an assessment using the Integrated Appraisal Toolkit, it has been determined that the report may have future implications regarding the following corporate sustainable development principles:
- Efficient use of resources now and in the future in the built environment and service provision (e.g. energy efficiency, land, water resources, flood defence, waste minimisation) (*Principle 2*)
  - Mitigation and adaptation to manage the impact of climate change & reduce the production of greenhouse gases (*Principle 3*)
  - Living in a way that minimises the negative environmental impact and enhances the positive impact act (e.g. recycling, walking, cycling) (*Principle 4*).
- 3.5 The report also has implications under the Climate Change (Scotland) Act 2009, in that the Council has a duty relating to climate change and, in exercising its functions must act:
- in the way best calculated to delivery of the Act's emissions reduction targets;
  - in the way best calculated to deliver any statutory adaptation programmes; and
  - in a way that it considers most sustainable.

### Legal and Governance

- 3.6 There are no implications arising from this report

### Risk

- 3.7 There are no further risks associated with the report which are not already addressed in the report.

## **4. Consultation**

### Internal

- 4.1 The Council's strategy and policy, energy, waste and fleet teams have all been consulted in the compilation of this report.

## **5. Communication**

- 5.1 There are no implications arising from this report.

## **2. BACKGROUND PAPERS**

- 2.1 No additional background papers have been relied on in preparing the report.

## **3. APPENDICES**

- 3.1 None.

31 January 2018

**PROPOSED ADDITIONAL GREEN ROUTES****Report by Executive Director (Environment)****PURPOSE OF REPORT**

This report summarises an objection received on the proposal to introduce an additional four routes (Bridge of Earn/Glenfarg, Glenfarg/Milnathort, Rattray/Alyth and Kirkton Road/Old Mill Road to Ashgrove Road to West Mill Farm, Rattray) to be promoted as Green Routes. It recommends Committee set aside the objection and that the Order is made as advertised.

**1. BACKGROUND**

- 1.1 At its meeting on 14 June 2017, the Committee agreed to promote a Traffic Regulation Order (TRO) to introduce an additional four Green Routes (Report 17/210 refers).
- 1.2 The report detailed the proposal to introduce both 40mph and 30mph speed limits across the routes.
- 1.3 One local resident in the Milnathort area has formally objected to the proposals for Glenfarg/Milnathort Green Route (Appendix 3).

Name on file	Reason for objection	Response
(1)	Not aware of any road traffic accidents in the past 27 years.	The purpose of the proposal is to reduce the risk for an anticipated increase of vulnerable road users on these routes.
	Suggestion that there is no restriction planned for Blairnathort.	At Blairnathort, a reduced speed limit of 40mph is proposed.
	The proposed speed restrictions are an unnecessary expense and would be ineffective.	The cost of the signage for the "Green Routes" is minimal, with the majority of the cost of the signing now being met by external funding sources. In addition, the cost benefits of reducing the risk of an accident as well as the increased health benefits to the users of the routes makes the proposed signing installation justified. Previously introducing "Green Routes" has been well received, with vulnerable users advising that they felt safer because of the reduced speed limits and associated signing being in place.

1.4 Previously introduced Green Routes are listed in Appendix 1 to this report.

## 2. PROPOSALS

2.1 The proposed Green Routes are shown in Appendices 2, 3, 4 and 5 to this report.

## 3. CONCLUSION AND RECOMMENDATIONS

3.1 This report outlines the objection received during the advertising of the proposal to introduce the new Green Routes.

3.2 It is recommended that the Committee sets aside the objection received and proceed to make the TRO to introduce the new Green Routes as advertised, and shown in Appendices 2 -5.

### Author

Name	Designation	Contact Details
Charles Haggart	Traffic and Network Manager	01738 475000 <a href="mailto:TESCommitteeReports@pkc.gov.uk">TESCommitteeReports@pkc.gov.uk</a>

### Approved

Name	Designation	Date
Barbara Renton	Executive Director (Environment)	28 November 2017

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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 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 are no additional financial implications associated with the recommendations in this report. The financial implications of advertising and implementing the new Green Routes were provided in the previous report (Report No 17/210 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 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 Community Councils have also been consulted and support the proposals.

## **5. Communication**

- 5.1 None

## **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, Enterprise & Infrastructure Committee June 2017 (Report 17/210 refers.)

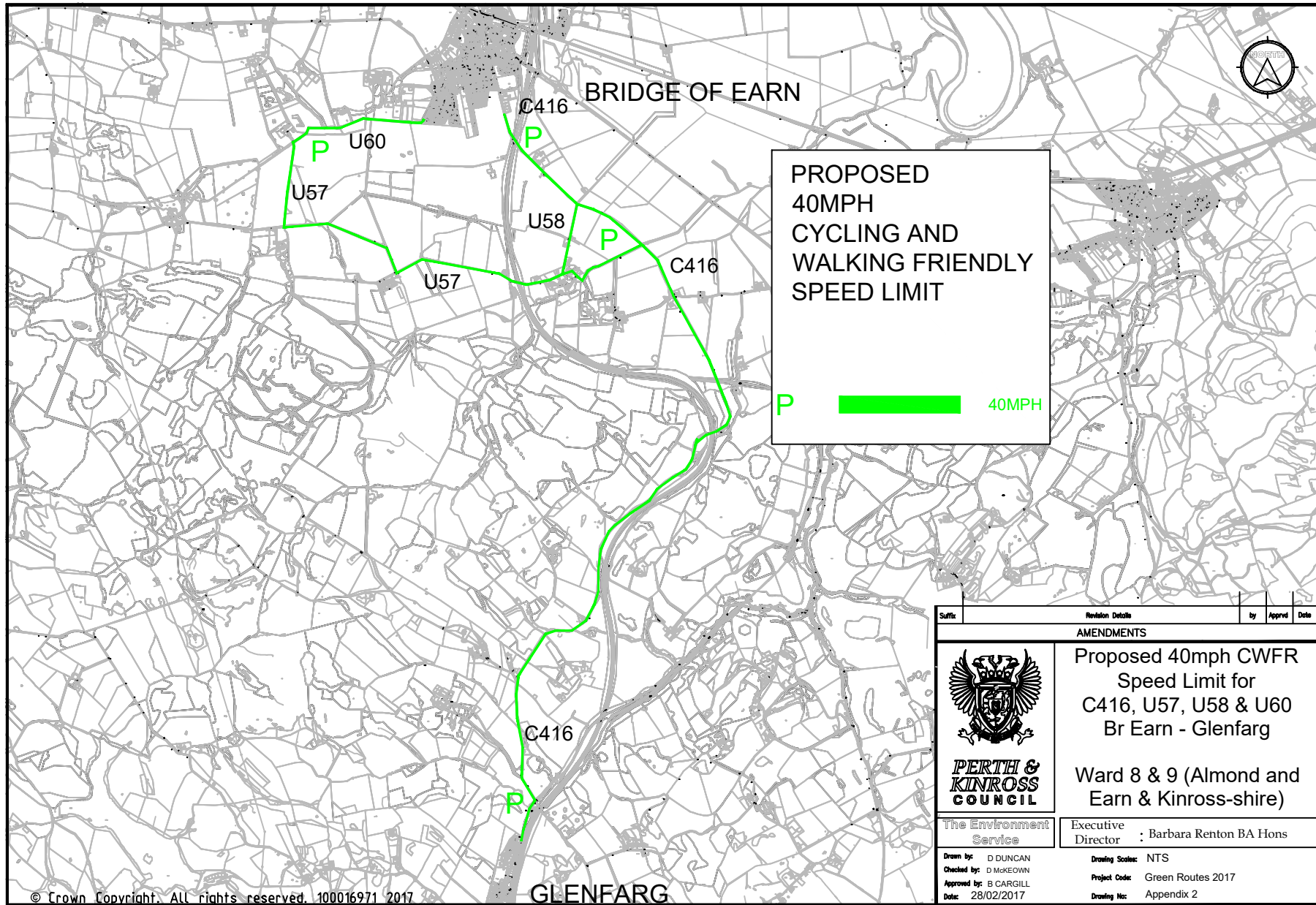
### **3. APPENDICES**

Appendix 1– Green Routes – list of routes

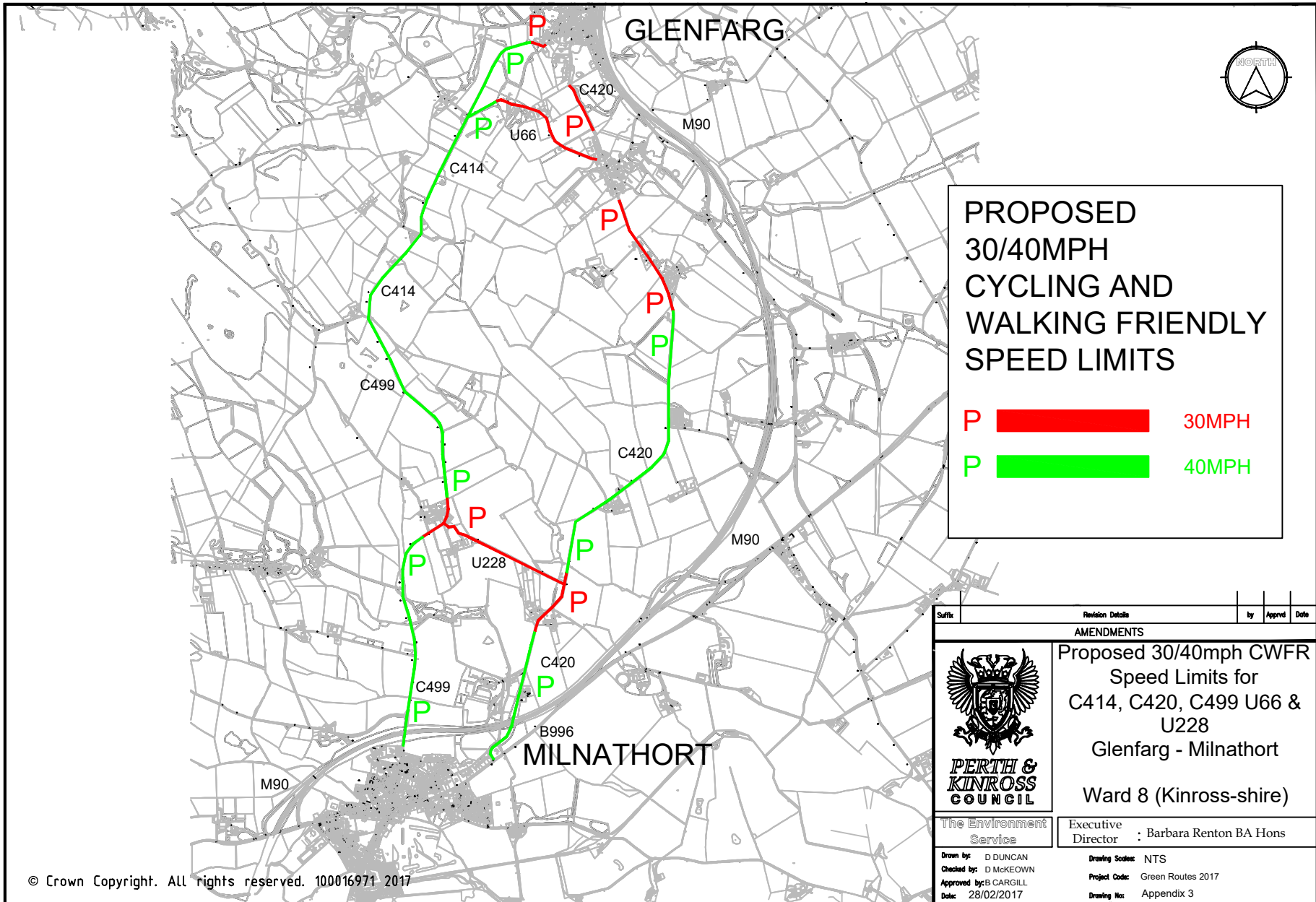
Appendix 2, 3, 4 and 5 – proposals for new Green Routes

Ref. No.	Route/Location	Approved by E&I Committee
1	U246 Middle Balado (old A977)	30 January 2013
2	C494 between B9097 and A977 Balado	30 January 2013
3	C494 between Powmill and B9097	30 January 2013
4	U241 between A977 Drum and B9097	30 January 2013
5	U222 between U238 and A977 at Drum	30 January 2013
6	U238 between Crook of Devon and U222	30 January 2013
7	U237 between A823 and Crook of Devon	30 January 2013
8	A823 spur between A823 and A977	30 January 2013
9	U215/U216 between Blairingone, Vicar's Bridge and A977	30 January 2013
10	U213 between Blairingone and Easter Muirhead	30 January 2013
11	U213 between Easter Muirhead and Tethyknowe	30 January 2013
12	C470 South Lochearnhead Road	30 January 2013
13	C484 Templehall to Kingoodie	30 January 2013
14	C401 Glendoick to Inchtute	3 September 2014
15	Kinnaird Village	3 September 2014
16	C403 Invergowrie towards Tullybaccart	3 September 2014
17	U142 Kinnaird to Abernyte, U142 Abernyte to the C405	3 September 2014
18	C405 from its junction with the U142 to its junction with the U344	3 September 2014
19	U344 to Coupar Angus including the U137 and the C433. C16 through Kettins	3 September 2014
20	C19 from its junction with the A94 at Coupar Angus to the Angus Council boundary via Keillor. C18 from its junction with the C16 to Meigle via Ardler	3 September 2014
21	C423 from its junction with the A94 towards New Alyth	3 September 2014
22	C451/C107 at Kenmore along the South Loch Tay Road	11 November 2015
23	C484 from Kingoodie to the level crossing at Templehall.	11 November 2015
24	U143 between Longforgan and the C484.	11 November 2015
25	U145 between Longforgan and the C484.	11 November 2015
26	U243 Dryside Road	11 November 2015
27	U11/U13 at Muthill	9 November 2016
28	C493/U212 at Cleish	9 November 2016



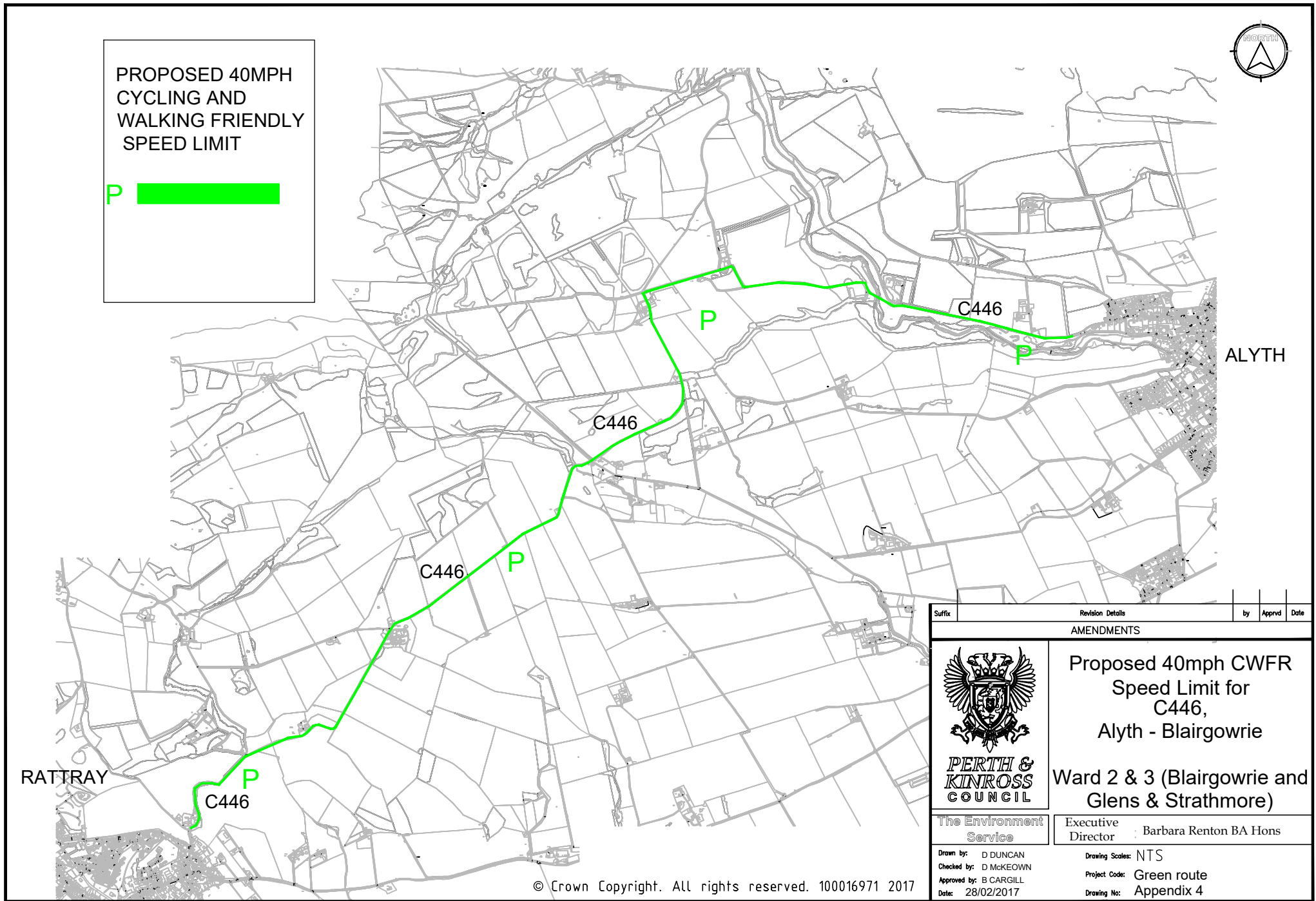




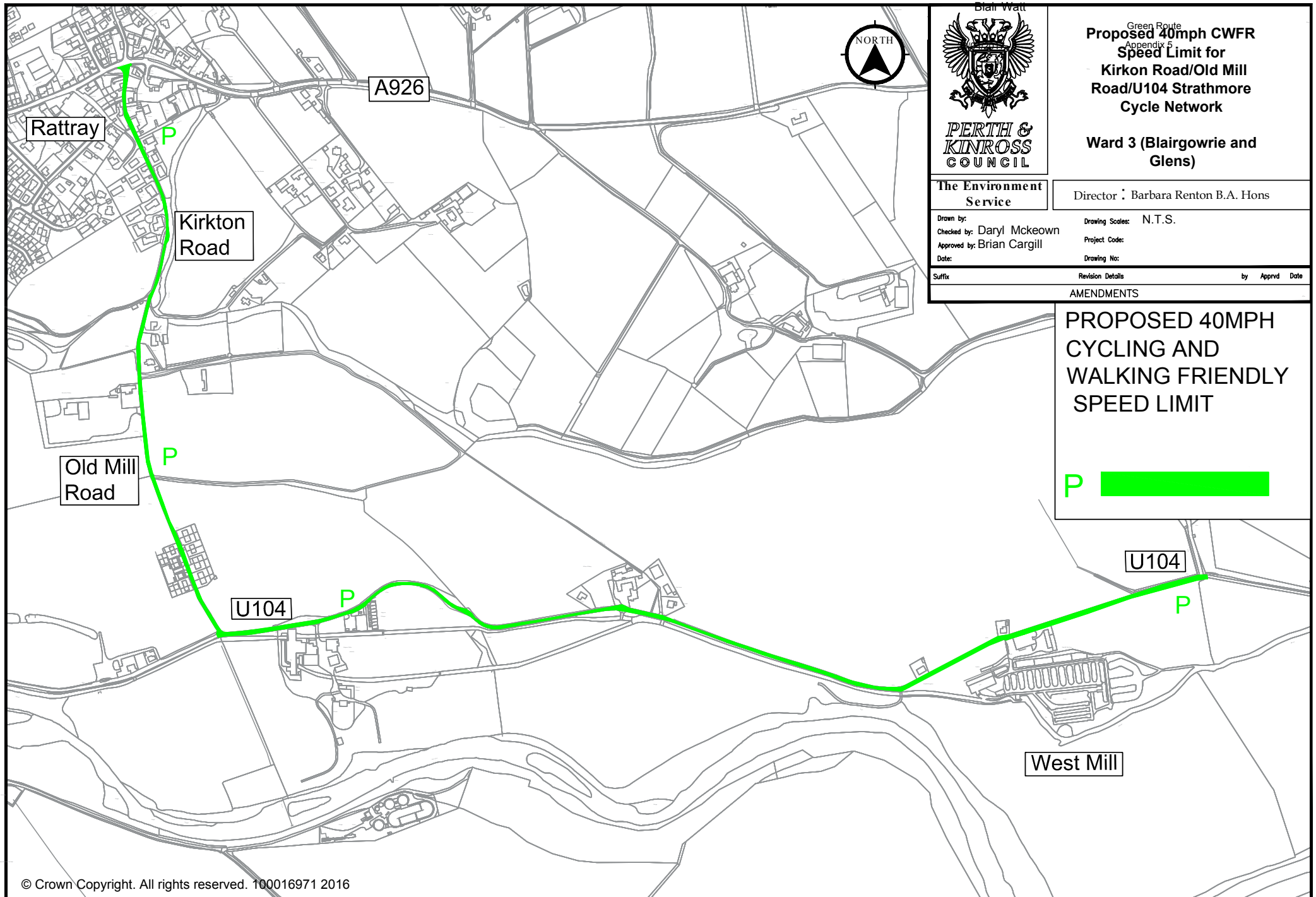














## PERTH AND KINROSS COUNCIL

## Environment and Infrastructure Committee

31 January 2018

**DISABLED PERSONS' PARKING PLACES (VARIATIONS) ORDER****Report by Executive Director (Environment)****PURPOSE OF REPORT**

This report considers all the requests during the last year for disabled parking bays which require to be added or removed from the Perth and Kinross Council (Disabled Persons' Parking Places) Order 2011.

**1. BACKGROUND**

- 1.1 The Perth and Kinross Council (Disabled Persons' Parking Places) Order 2011 was introduced following the implementation of the Disabled Persons' Parking Places (Scotland) Act 2009.
- 1.2 Under the Disabled Persons' Parking Places (Scotland) Act 2009, Perth and Kinross Council has a statutory duty to keep the relevant Traffic Regulation Order under review.

**2. PROPOSALS**

- 2.1 It is proposed to vary the relevant Traffic Regulation Order. The additions are due to new applicants who meet the qualifying criteria for a Blue Badge who have requested a disabled space to aid them, close to their property. The removals are due to varying circumstances where the bay is no longer required to assist a Blue Badge holder. For example, the blue badge holder may have moved.
- 2.2 The proposals are made up of the following:
  - Bay additions – 37
  - Bay removals – 24

**3. CONCLUSION AND RECOMMENDATION**

- 3.1 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.
- 3.2 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 Perth and Kinross Council (Disabled Persons' Parking Places) Order, as described.

#### Author

Name	Designation	Contact Details
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#### Approved

Name	Designation	Date
Barbara Renton	Executive Director (Environment)	28 November 2017

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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 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**

### 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 Budget in 2017/18. The cost for the road markings are funded from the Occupational Therapy service budget.

### 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 lower traffic speeds.

### 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, the interim Head of Housing and the Head of Finance have been consulted in the preparation of this report.

## **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 Appendix 1 – Disabled Bay additions & removals locations**

## Disabled Bay Additions and Removals Locations

<b>Additions:</b>	<b>Removals:</b>
Ballantine Place, Perth Bute Drive, Perth Colonsay Street, Perth Drummond Crescent, Perth Gillespie Place, Perth Gillespie Place, Perth Gilsay Place, Perth Glenearn Community Campus, Perth Grange Terrace, Perth Kingswell Terrace, Perth (x2) North Inch Community Campus, Perth Queen Street, Perth Staffa Court, Perth Toll House Gardens, Perth Wilson Street, Perth Taybridge Road, Aberfeldy Den Park, Abernethy Cambridge Street, Alyth High Street, Auchterarder Perth Road, Birnam Ashgrove Terrace, Blairgowrie Ashgrove Terrace, Blairgowrie George Street, Blairgowrie North Street, Burrelton Hill Place, Coupar Angus Laing Crescent, Coupar Angus (x2) Alligan Road, Crieff Duchlage Court, Crieff Linlithgow Place, Kingoodie Green Park, Kinross Skelton Place, Methven Back Loan, Milnathort Crawford Place, Milnathort Crawford Place, Milnathort South Street, Milnathort	Brahan Terrace, Perth Cumbræ Place, Perth Gray Street, Perth Inchview Community Campus, Perth Kingswell Terrace, Perth Murray Crescent, Perth Neave Court, Perth North Inch Community Campus, Perth Primrose Crescent, Perth Strathtay Road, Perth Struan Road, Perth High Street, Auchterarder Laing Crescent, Coupar Angus (x2) Newton of Pitcairn, Dunning Green Park, Kinross (x2) Ochil View, Kinross Isla Crescent, Luncarty (x2) Planton Square, Luncarty Skelton Place, Methven Stirling Road, Milnathort Whyte Place, Milnathort



31 January 2018

**AMENDMENTS TO THE LIST OF PUBLIC ROADS**

**Report by Executive Director (Environment)**

**PURPOSE OF REPORT**

This report recommends that the List of Public Roads be updated to take account of the amendments detailed in this report.

**1. BACKGROUND / MAIN ISSUES**

- 1.1 The Roads (Scotland) Act, 1984 requires the Council to keep a List of Public Roads, which it has a duty to manage and maintain. The Act makes provision for new or upgraded sections of road to be added to the List from time to time.
- 1.2 The roads listed on the attached schedule were constructed to the required standard. They have been completed in accordance with the Council's Road standards and a satisfactory twelve-month maintenance period has expired. The developer has requested that they be added to the List of Public Roads. Consequently, in accordance with Section 16 of the Roads (Scotland) Act 1984, the Council, as Roads Authority, is obliged to add such roads to its List of Public Roads.
- 1.3 Exceptions to the above are Camp Road, Comrie which is as a result of flood prevention works and Mill Street, Bridge Lane and Burts Close, which are part of the Mill Street, Perth public realm improvements. All were constructed by the Council.

**2. PROPOSALS**

- 2.1 It is proposed to amend the List of Public Roads as detailed in the attached schedule.

**3. CONCLUSION AND RECOMMENDATION**

- 3.1 The roads detailed in the attached schedule have been completed to the required standards and should now be added to the List of Public Roads.
- 3.2 It is recommended that the Committee approves the additions to the List of Public Roads as detailed in Appendix 1.

**Author**

<b>Name</b>	<b>Designation</b>	<b>Contact Details</b>
Sarah Perfett	Technician	Tel: 01738 475000 <a href="mailto:TESCommitteeReports@pkc.gov.uk">TESCommitteeReports@pkc.gov.uk</a>

**Approved**

<b>Name</b>	<b>Designation</b>	<b>Date</b>
Barbara Renton	Executive Director (Environment)	28 November 2017

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

<b>Strategic Implications</b>	<b>Yes / None</b>
Community Plan / Single Outcome Agreement	<b>None</b>
Corporate Plan	<b>Yes</b>
<b>Resource Implications</b>	
Financial	<b>Yes</b>
Workforce	<b>None</b>
Asset Management (land, property, IST)	<b>Yes</b>
<b>Assessments</b>	
Equality Impact Assessment	<b>Yes</b>
Strategic Environmental Assessment	<b>Yes</b>
Sustainability (community, economic, environmental)	<b>None</b>
Legal and Governance	<b>None</b>
Risk	<b>None</b>
<b>Consultation</b>	
Internal	<b>Yes</b>
External	<b>Yes</b>
<b>Communication</b>	
Communications Plan	<b>None</b>

### 1. Strategic Implications

#### Corporate Plan

1.1 The Council's Corporate Plan 2013 – 2018 lays out five outcome focussed strategic objectives which provide clear strategic direction, inform decisions at a corporate and service level and shape resources allocation. They are as follows:

- (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; and
- (v) Creating a safe and sustainable place for future generations.

1.2 This report relates to (iv) and (v) above.

### 2. Resource Implications

#### Financial

2.1 There are no Capital resource implications arising directly from the recommendations in this report.

- 2.2 The revenue commitments arising from the routine maintenance of the new roads are detailed in the schedule. The amount of £22,470 for Routine and Cyclic Maintenance, and additional expenditure on Street Cleaning, will require to be prioritised within the existing Environment Service Revenue Budget in future years.

### **3. Assessments**

- 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 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals.
- 3.4 This section should reflect that the proposals have been considered under the Act and no further action is required as it does not qualify as a Plan, Programme or Strategy (PPS) as defined by the Act and is therefore exempt.

### **4. Consultation**

#### Internal

- 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.

#### External

- 4.2 The owners of properties adjacent to Council or resident constructed roads were consulted on the proposals, and a notice was placed in the local newspaper. No objections were received.

## **2. BACKGROUND PAPERS**

- 2.1 No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information), were relied on to any material extent in preparing the above report.



### **3. APPENDICES**

#### **3.1 Appendix 1 - Schedule for Additions to the List of Public Roads.**



## Schedule for Additions to the List of Public Roads

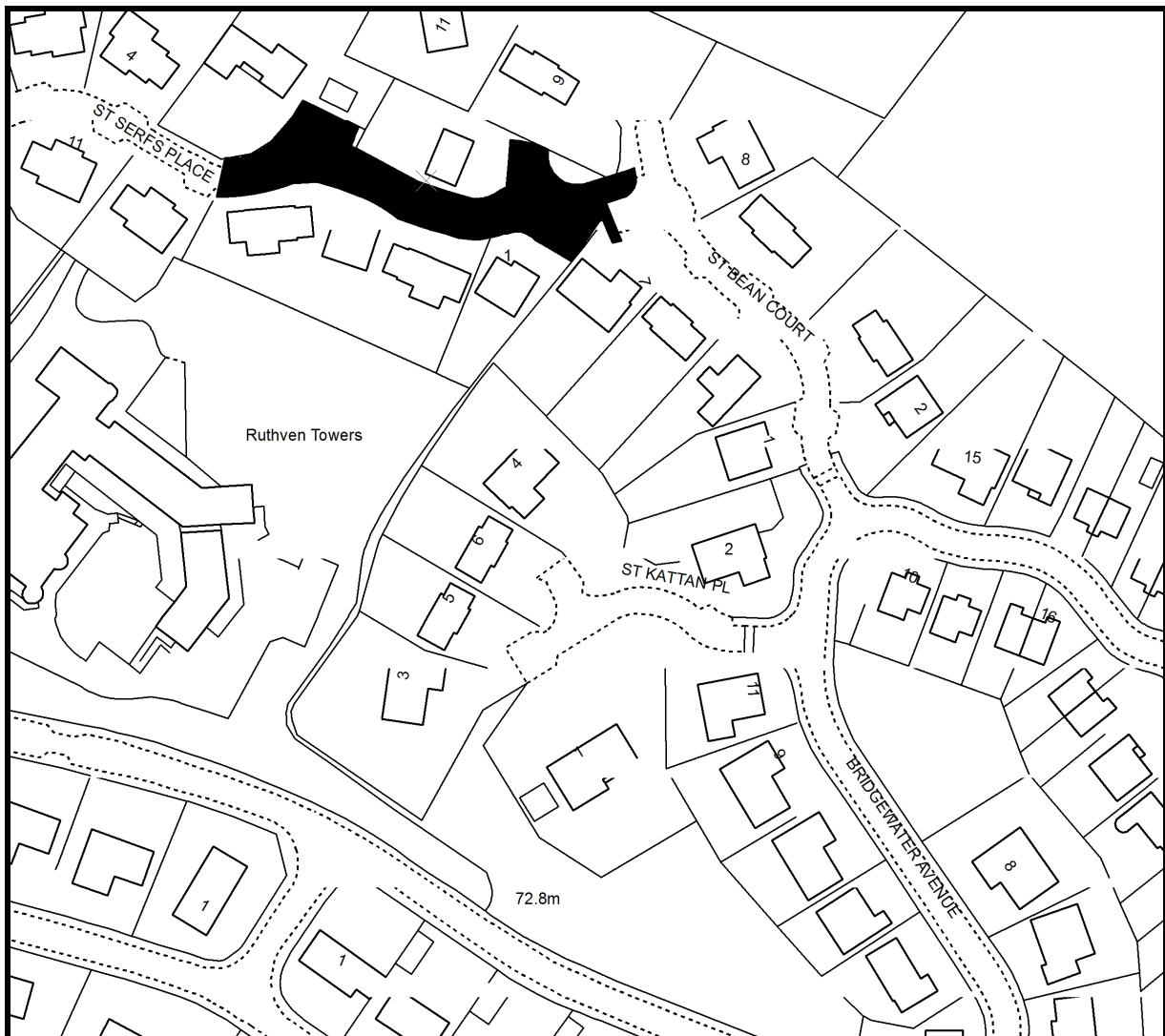
Town	Street Name	Construction Consent No.	Developer	Length	Ward	Street Lighting Columns	Remarks	Financial Implications	
								Roads	Street Lighting
Alyth	Isla Road	CC/PK/06/20	Cullochgold Services	30m	2	0		£674	£0
Auchterarder	St Serf's Place	CC/PK/08/08	DCT Civil Engineering	100m	7	5	Works completed by PKC having called in the bond	£2245	£325
Comrie	Camp Road	N/A	Perth and Kinross Council	173m	6	0	Part of the 2013 Flood Protection Works	£3884	£0
Dunning	Access Road leading to Rossie Steading	CC/PK/07/24	Countryside Steading Conversions	416m	7	0		£9339	£0
Greenloaning	Sheriffmuir Close	CC/PK/08/11	WHP Developments	115m	7	6		£2582	£390
Kinnesswood	Whitecraigs	CC/PKC/10/11	A & J Stephen	90m	8	3		£2021	£195
Perth	Bridge Lane	N/A	Perth and Kinross Council	N/A	12	0	Mill St Public Realm Improvements (Widening of footway 8m)	£30	£0
Perth	Burts Close	N/A	Perth and Kinross Council	80m	12	0	Mill St Public Realm Improvements	£299	£0
Perth	Mill Street including East and West Car Parks	N/A	Perth and Kinross Council	N/A	12	0	Mill St Public Realm Improvements (Widening of footway 130m)	£486	£0
<b>TOTALS</b>				<b>1004m</b>		<b>14</b>		<b>£21,560</b>	<b>£910</b>

Isla Road,  
Alyth



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St Serf's Place  
Auchterarder



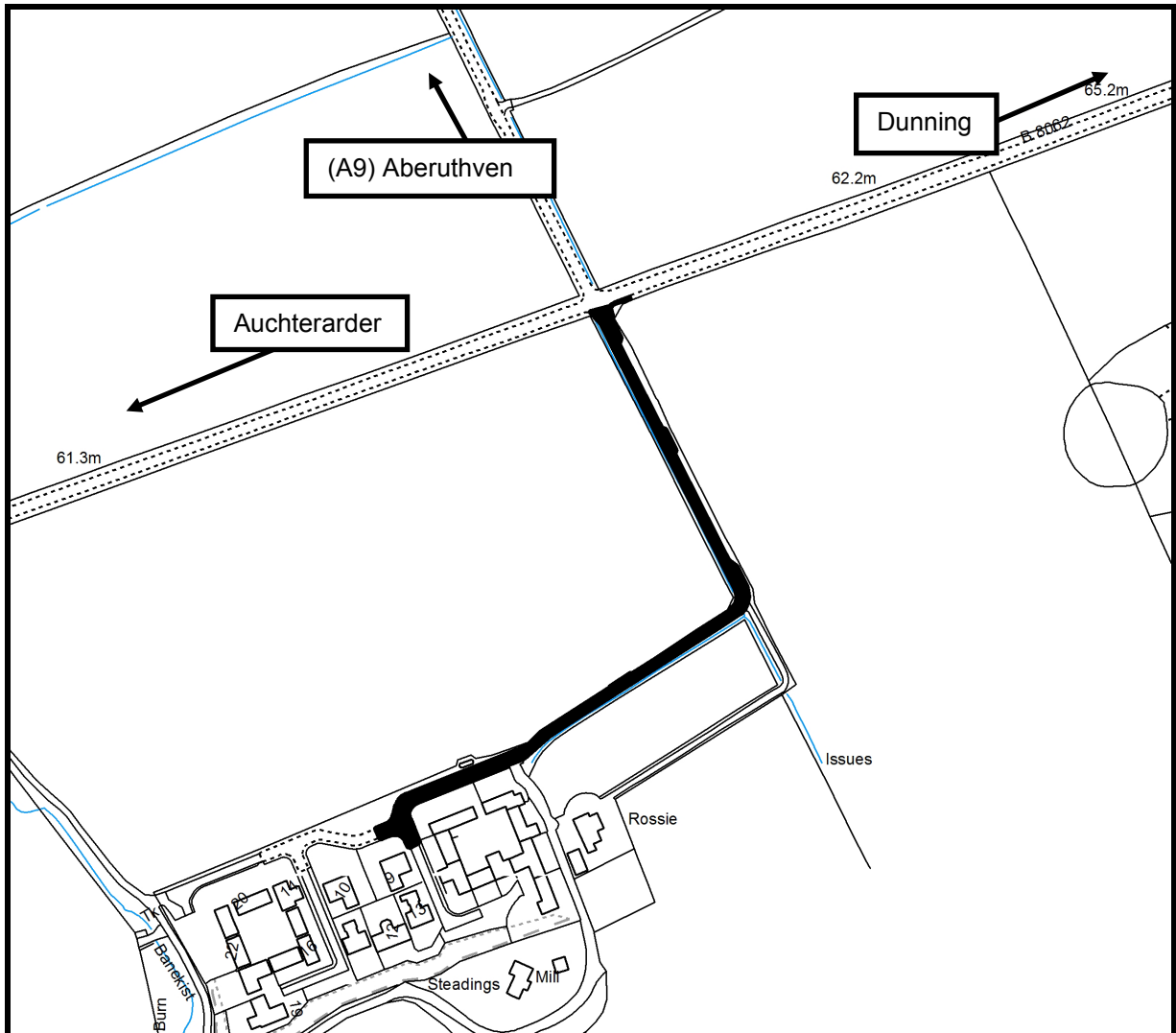
© Crown copyright [and database rights] 2017. OS 100016971. Use of this data is subject to terms and conditions.

Camp Road,  
Comrie



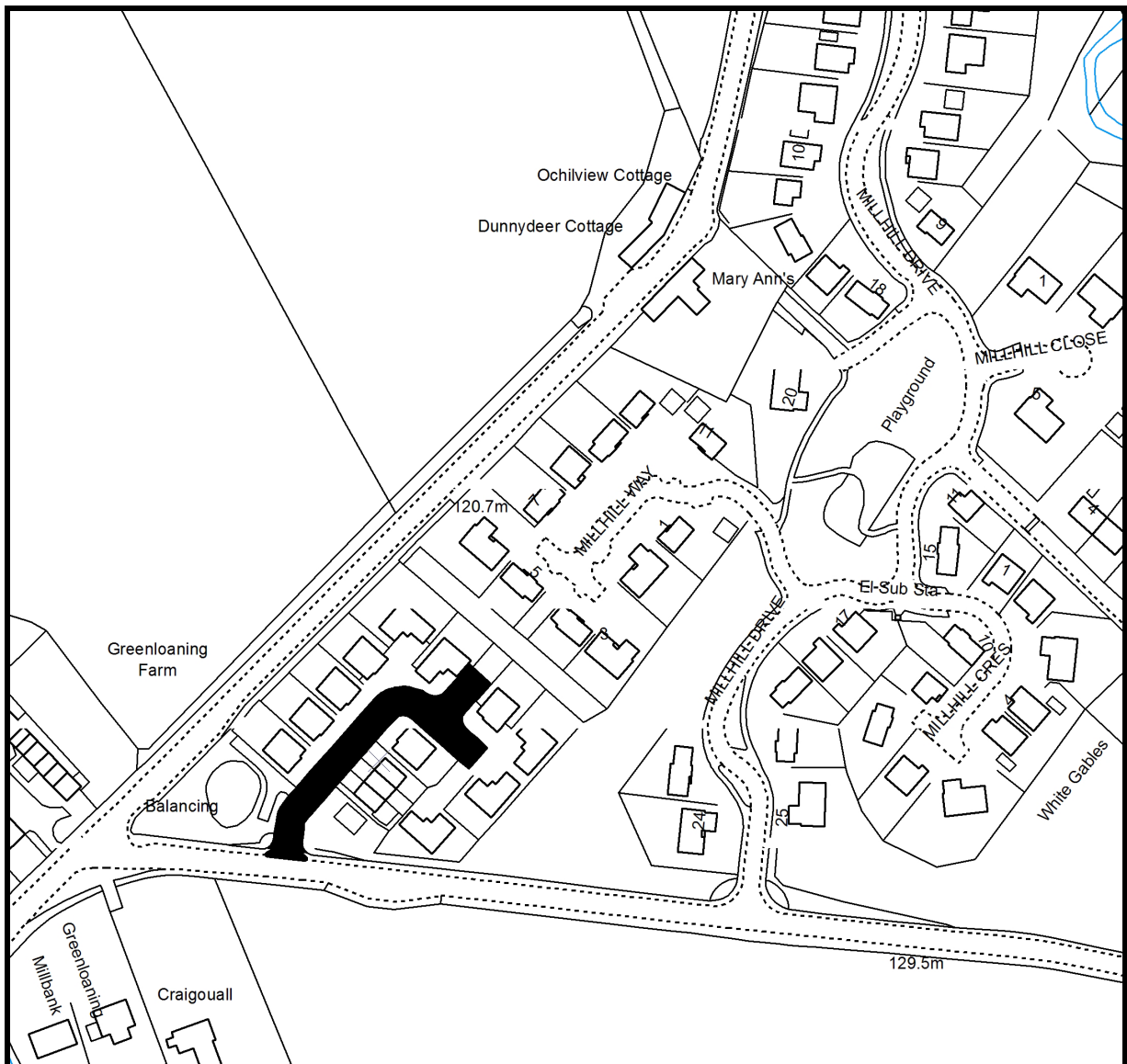
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Access Road leading to Rossie Steading,  
Dunning



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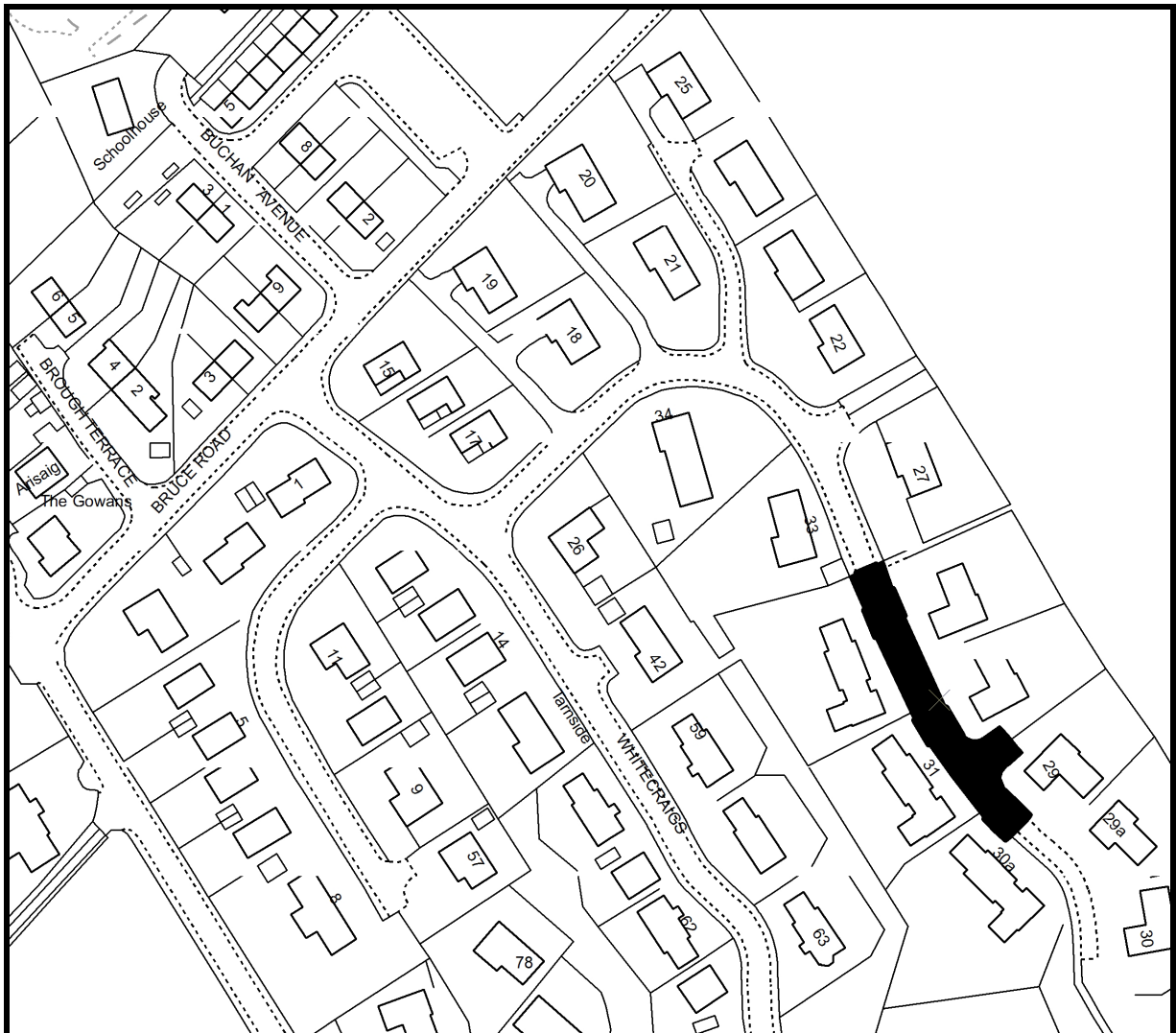
Sheriffmuir Close,  
Greenloaning



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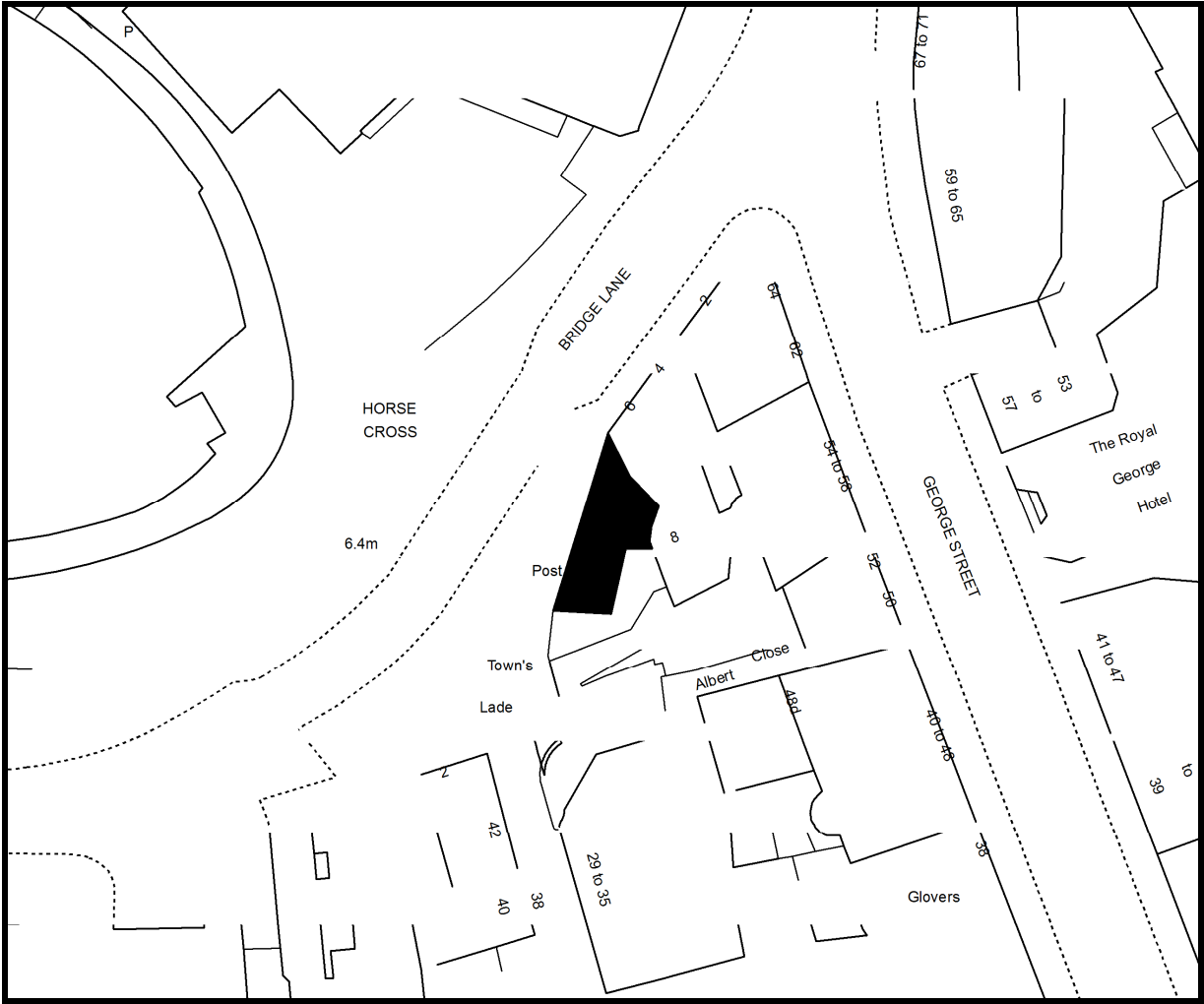


Whitecraigs,  
Kinnesswood



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Bridge Lane,  
Perth



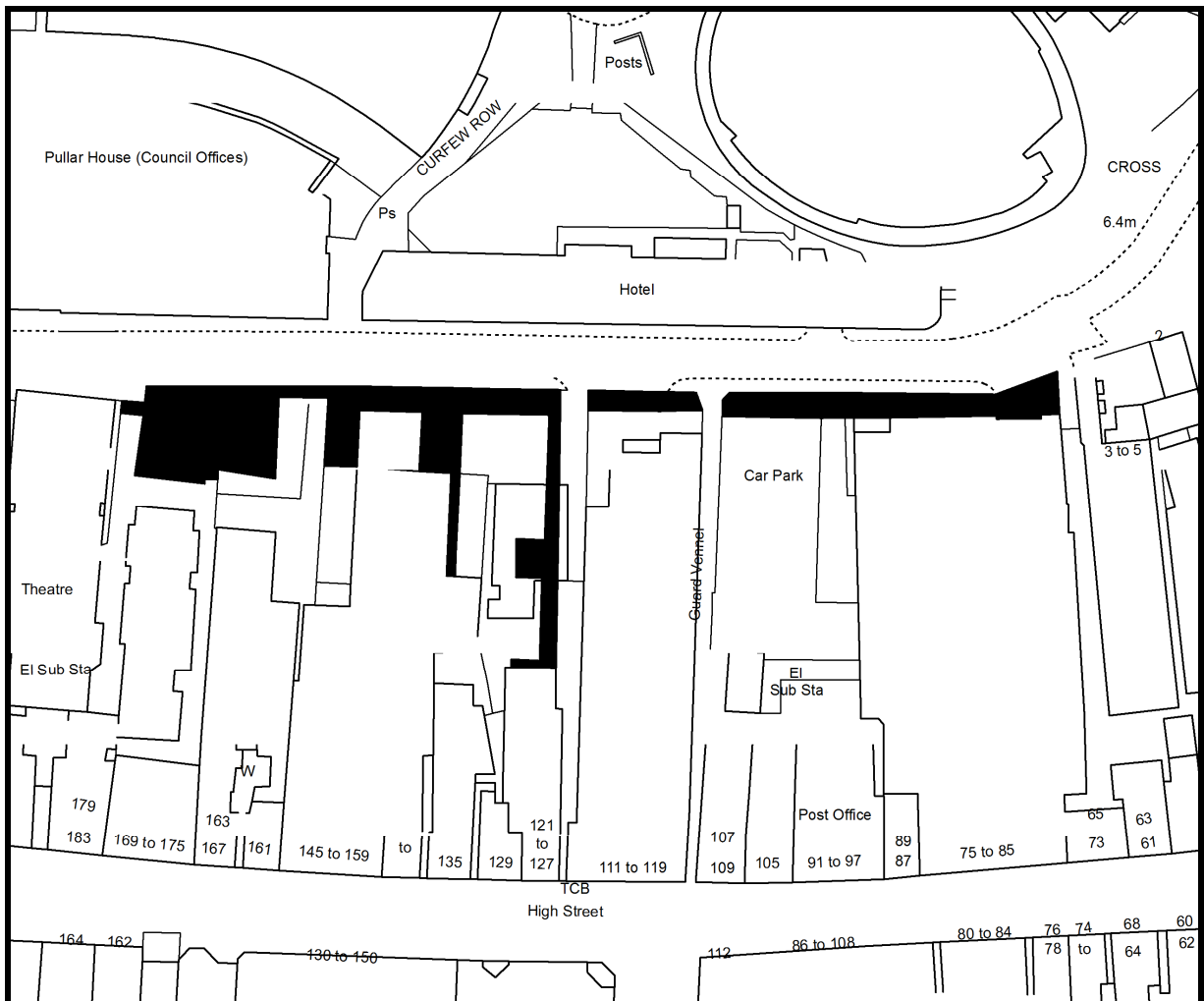
© Crown copyright [and database rights] 2017. OS 100016971. Use of this data is subject to terms and conditions.

# Burts Close, Perth



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# Mill Street, Perth



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## PERTH AND KINROSS COUNCIL

## Environment and Infrastructure Committee

31 January 2018

**PROPOSED 30MPH SPEED LIMITS AT CAPUTH (B9099)****Report by Executive Director (Environment)****PURPOSE OF REPORT**

This report details a proposal to extend the 30mph speed limit at Caputh (B9099). The report recommends the start of varying the Traffic Regulation Order for the 30mph Speed Limits.

**1. BACKGROUND****1.1 30mph at Caputh (B9099)**

- 1.2 Road safety concerns have been raised by the local residents and a local elected member.
- 1.3 As a result of these concerns, it is now proposed to extend the 30mph speed limit at Caputh (B9099) westwards to the junction with the A984.
- 1.4 Consultation was carried out with the residents, local elected members and Community Council who were in agreement with the proposal.

**2. PROPOSALS**

- 2.1 It is proposed to extend the 30mph speed limit at Caputh (B9099) westwards to the junction with the A984. The route has been identified and shown in Appendix 1.

**3. CONCLUSION AND RECOMMENDATION**

- 3.1 This report details the location where it is proposed to extend a 30mph speed limit.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the relevant Traffic Regulation Order (TRO). This procedure will involve statutory consultation, preparation of 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 allow the introduction of a 30mph speed limit and allow its implementation, as shown in Appendix 1.

**Author**

<b>Name</b>	<b>Designation</b>	<b>Contact Details</b>
Charles Haggart	Traffic and Network Manager	01738 475000 <a href="mailto:TESCommitteeReports@pkc.gov.uk">TESCommitteeReports@pkc.gov.uk</a>

**Approved**

<b>Name</b>	<b>Designation</b>	<b>Date</b>
Barbara Renton	Executive Director (Environment)	28 November 2017

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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 lower traffic speeds.

## **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 involved in advertising the variations to the Traffic Regulation Orders. The indicative cost of £300 for this will be met from the Traffic & Road Network Revenue Budget in 2017/18.
- 2.3 The estimated costs of £1,000 for the new posts and signs will be met from the Traffic & Road Network Revenue Budget 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 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 proposals.

## **5. Communication**

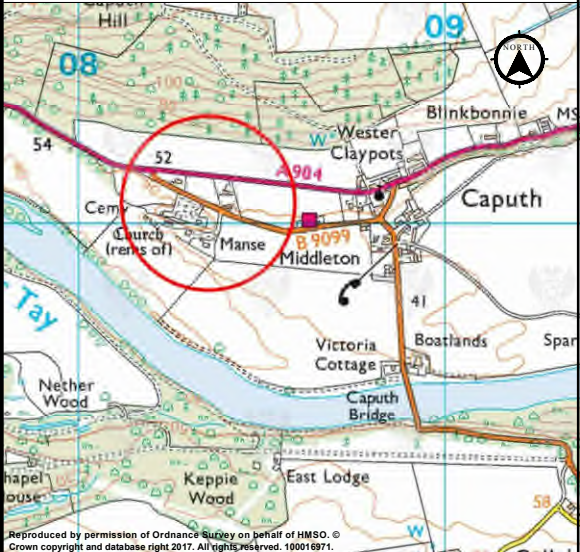
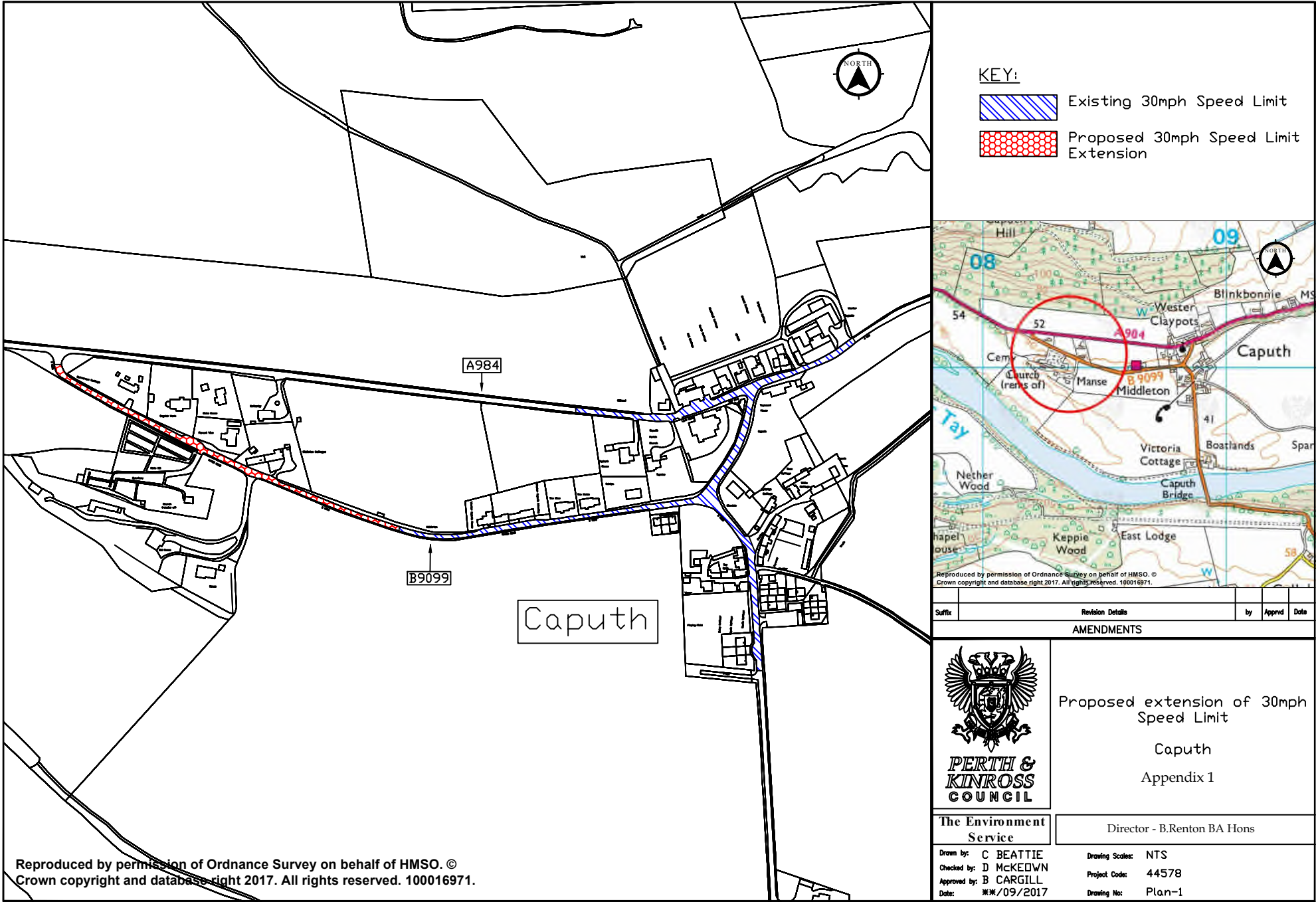
- 5.1 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. Should objections be raised, these will be reported back to Committee, with appropriate recommendations


## **2. BACKGROUND PAPERS**

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.



Suffix	Revision Details		by	Appr'd	Date
AMENDMENTS					
 <b>PERTH &amp; KINROSS COUNCIL</b>		Proposed extension of 30mph Speed Limit			
		Caputh			
		Appendix 1			
The Environment Service		Director - B.Renton BA Hons			
Drawn by:	C BEATTIE	Drawing Scales:	NTS		
Checked by:	D MCKEDOWN	Project Code:	44578		
Approved by:	B CARGILL	Drawing No:	Plan-1		
Date:	***/09/2017				



31 January 2018

**PROPOSED 30MPH SPEED LIMITS AT INCHMAGRANNACHAN (B898)**

**Report by Executive Director (Environment)**

**PURPOSE OF REPORT**

This report details proposal to introduce a 30mph speed limit at Inchmagrannachan (B898). The report recommends the start of varying the Traffic Regulation Order for the 30mph Speed Limits.

**1. BACKGROUND**

**30mph at Inchmagrannachan (B898)**

- 1.1 Road safety concerns have been raised by the residents of Inchmagrannachan and a local elected member.
- 1.2 As a result of these concerns, it is now proposed to introduce a 30mph speed limit at Inchmagrannachan (B898) through the settlement.
- 1.3 Consultation was carried out with the residents, local elected members and Community Council, who were in agreement with the proposal.

**2. PROPOSALS**

- 2.1 It is proposed to introduce a 30mph speed limit at Inchmagrannachan (B898) through the settlement. The route has been identified and shown in Appendix 1.

**3. CONCLUSION AND RECOMMENDATION**

- 3.1 This report details the location where it is proposed to introduce a 30mph speed limit.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the relevant Traffic Regulation Order (TRO). This procedure will involve statutory consultation, preparation of the 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 allow the introduction of a 30mph speed limit, and its implementation, as shown in Appendix 1.

**Author**

<b>Name</b>	<b>Designation</b>	<b>Contact Details</b>
Charles Haggart	Traffic and Network Manager	01738 475000 <a href="mailto:TESCommitteeReports@pkc.gov.uk">TESCommitteeReports@pkc.gov.uk</a>

**Approved**

<b>Name</b>	<b>Designation</b>	<b>Date</b>
Barbara Renton	Executive Director (Environment)	28 November 2017

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

<b>Strategic Implications</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 are no Capital resource implications arising directly from the recommendations in this report.

### Revenue

- 2.2 There will be costs involved in advertising the variations to the Traffic Regulation Order. The indicative cost of £300 for this will be met from the Traffic & Road Network Revenue Account Budget in 2017/18.
- 2.2 The estimated costs of £1,000 for the new posts and signs will be met from the Traffic & Road Network Revenue Account Budget 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 lower traffic speeds.

### 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 proposals.

## **5. Communication**

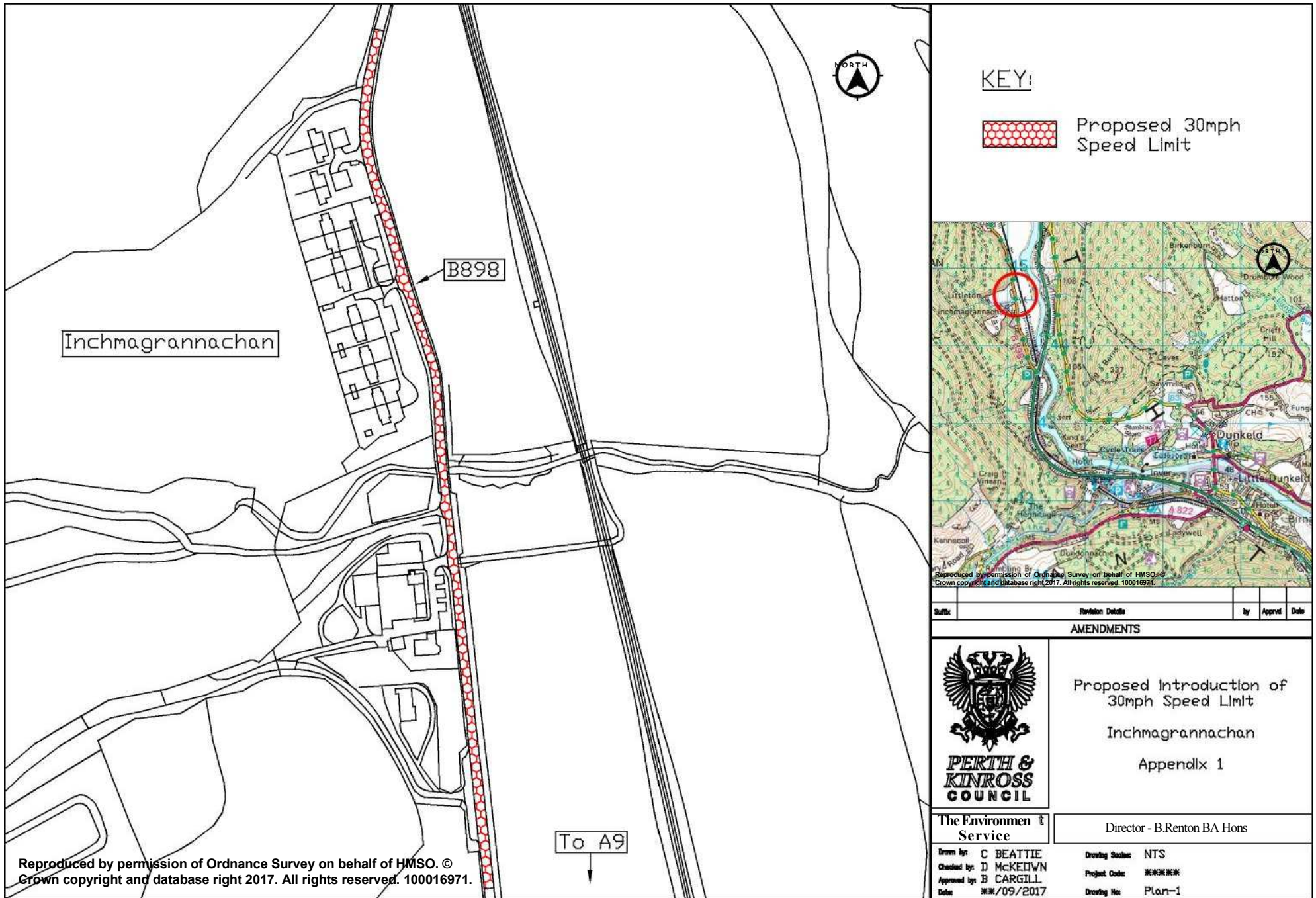
- 5.1 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. If objections are raised, these will be reported back to Committee, with appropriate recommendations.

## **2. BACKGROUND PAPERS**

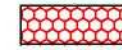
No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:

## **3 APPENDICES**

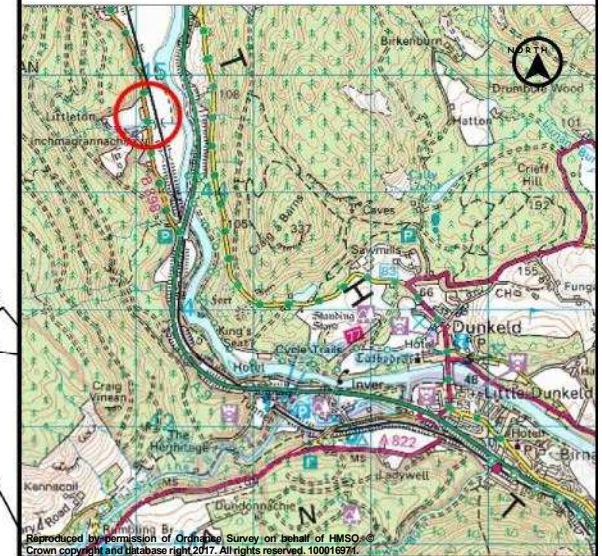
3.1 The proposals are as shown in Appendix 1.



KEY:



Proposed 30mph  
Speed Limit



Suffix	Revision Details	By	Approved	Date
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AMENDMENTS



**PERTH &  
KINROSS  
COUNCIL**

Proposed Introduction of  
30mph Speed Limit

Inchmagrannachan

Appendix 1

The Environment  
Service

Director - B.Renton BA Hons

Drawn by: C BEATTIE  
Checked by: D MCKEOWN  
Approved by: B CARGILL  
Date: 09/09/2017

Drawing Scale: NTS  
Project Code: 100016971  
Drawing No: Plan-1



31 January 2018

**PROPOSED VARIATION TO WAITING RESTRICTIONS, WICKS O' BAIGLIE ROAD, BRIDGE OF EARN**

**Report by Executive Director (Environment)**

**PURPOSE OF REPORT**

This report outlines the problems experienced by local residents of Wicks O' Baiglie Road, Bridge of Earn due to indiscriminate parking. The report recommends a variation to the Bridge of Earn Traffic Management Order to vary the waiting restrictions on Wicks O' Baiglie Road and Kintillo Road, Bridge of Earn.

**1. BACKGROUND**

- 1.1 The section of Wicks O' Baiglie Road is located at the junction with Kintillo Road, Bridge of Earn. Currently, there are no parking restrictions on Wicks O' Baiglie Road or Kintillo Road at their junction.
- 1.2 Concerns have been raised from a local elected member that vehicles parking on the junction are blocking sight lines and obstructing the movement of vehicles negotiating the junction.
- 1.3 In order to alleviate the problems being experienced at this location, it is proposed to vary the Bridge of Earn Traffic Management Order to introduce additional No Waiting at Any Time waiting restrictions on Wicks O' Baiglie Road and Kintillo Road. These are shown in Appendix 1.
- 1.4 Consultation was carried out with the local residents, local elected members and Community Council, who were in agreement with the proposal.

**2. PROPOSALS**

- 2.1 It is now proposed to introduce No Waiting at Any Time restrictions on Wicks O' Baiglie Road and Kintillo Road, Bridge of Earn.
- 2.2 The proposals are shown on the plans at Appendix 1.

**3. CONCLUSION AND RECOMMENDATION**

- 3.1 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.

- 3.2 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 introduce No Waiting at Any Time waiting restrictions on Wicks O' Baiglie Road and Kintillo Road, as shown in Appendix 1.

#### Author

Name	Designation	Contact Details
Charles Haggart	Traffic and Network Manager	01738 475000 <a href="mailto:TESCommitteeReports@pkc.gov.uk">TESCommitteeReports@pkc.gov.uk</a>

#### Approved

Name	Designation	Date
Barbara Renton	Executive Director (Environment)	28 November 2017

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You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.

## 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 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**

### 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 Budget in 2017/18. The estimated cost of £400 for the road markings will be funded from the Traffic & Road Network Revenue Account Budget in 2018/19.

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

## **5. Communication**

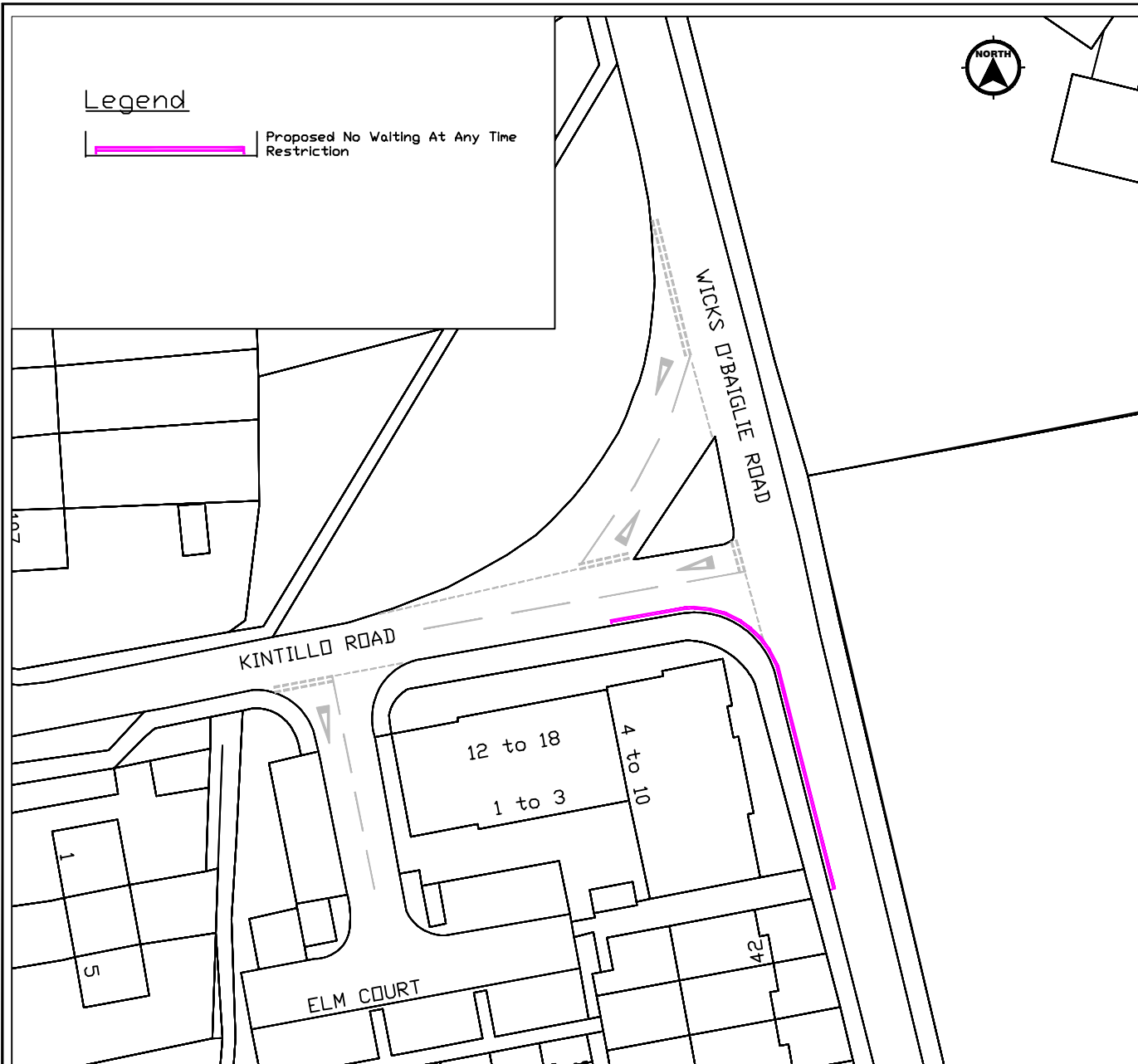
- 5.1 Approval will allow a start to be made to the formal procedure to generate a Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. 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;

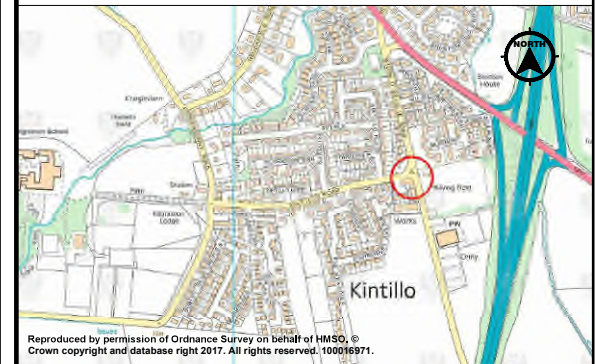
## **3. APPENDICES**

- 3.1 The proposal is shown in Appendix 1.



**NOTES:**

1. All works shall be set out on site with the Engineer's representative.
2. All dimensions in millimetres unless otherwise stated.
3. Road markings shall be thermoplastic screed with applied glass beads laid to standard diagrams as detailed in The Traffic Signs Regulations and General Directions 2016 and the Traffic Signs Manual chapter 5.
4. Traffic Signs shall be manufactured and erected in accordance with The Traffic Signs Regulations and General Directions 2016 and the Traffic Signs Manual chapter 7.



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Suffix	Revision Details	by	Appr'd	Date

**AMENDMENTS**



PERTH & KINROSS COUNCIL  
(BRIDGE OF EARN TRAFFIC  
MANAGEMENT) (VARIATION)  
(NO 2) ORDER 201X

Appendix 1

The Environment  
Service

Director - B.Renton BA Hons

Drawn by: C BEATTIE  
Checked by: D MCKEDOWN  
Approved by: B CARGILL  
Date: \*\*/09/2017

Drawing Scales: NTS  
Project Code: BoETM Vo No 2 201X  
Drawing No: Plan-1

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**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**31 January 2018**

**PROPOSED VARIATION TO WAITING RESTRICTIONS, TOM-NA-MOAN ROAD,  
PITLOCHRY**

**Report by Executive Director (Environment)**

**PURPOSE OF REPORT**

This report outlines concerns raised by local residents of Tom-Na-Moan Road, Pitlochry due to indiscriminate parking. The report recommends a variation to the Pitlochry Traffic Management Order to vary the waiting restrictions on Tom-Na-Moan Road, Pitlochry.

**1. BACKGROUND**

- 1.1 The section of Tom-Na-Moan Road is located at the junction with Toberargan Road and Higher Oakfield, Pitlochry. Currently, there are No Waiting At Any Time restrictions on both sides of Toberargan Road but the parking restrictions terminate at the junction with Tom-Na-Moan Road. There are no parking restrictions on Tom-Na-Moan Road.
- 1.2 Concerns have been raised from a local elected member that vehicles parking on the west side of the junction are blocking sight lines and obstructing the movement of vehicles negotiating the junction from Toberargan Road north onto Tom-Na-Moan Road.
- 1.3 In order to alleviate the problems being experienced at this location, it is proposed to vary the Pitlochry Traffic Management Order to introduce additional No Waiting at Any Time waiting restrictions on Tom-Na-Moan Road. These are shown in Appendix 1.
- 1.4 Consultation was carried out with the local residents, local elected members and Community Council, who were in agreement with the proposal.

**2. PROPOSALS**

- 2.1 As a result of this request, it is now proposed to introduce No Waiting at Any Time restrictions on Tom-Na-Moan Road, Pitlochry.
- 2.2 The proposals are shown on the plans in Appendix 1.

### 3. CONCLUSION AND RECOMMENDATION

- 3.1 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.
- 3.2 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 introduce No Waiting at Any Time waiting restrictions on Tom-No-Moan Road, Pitlochry, as shown in Appendix 1.

#### Author

Name	Designation	Contact Details
Charles Haggart	Traffic and Network Manager	01738 475000 <a href="mailto:TESCommitteeReports@pkc.gov.uk">TESCommitteeReports@pkc.gov.uk</a>

#### Approved

Name	Designation	Date
Barbara Renton	Executive Director (Environment)	28 November 2017

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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 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**

### 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 Budget in 2017/18. The estimated cost of £400 for the road markings will be funded from the Traffic & Road Network Revenue Account Budget in 2018/19.

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

## **5. Communication**

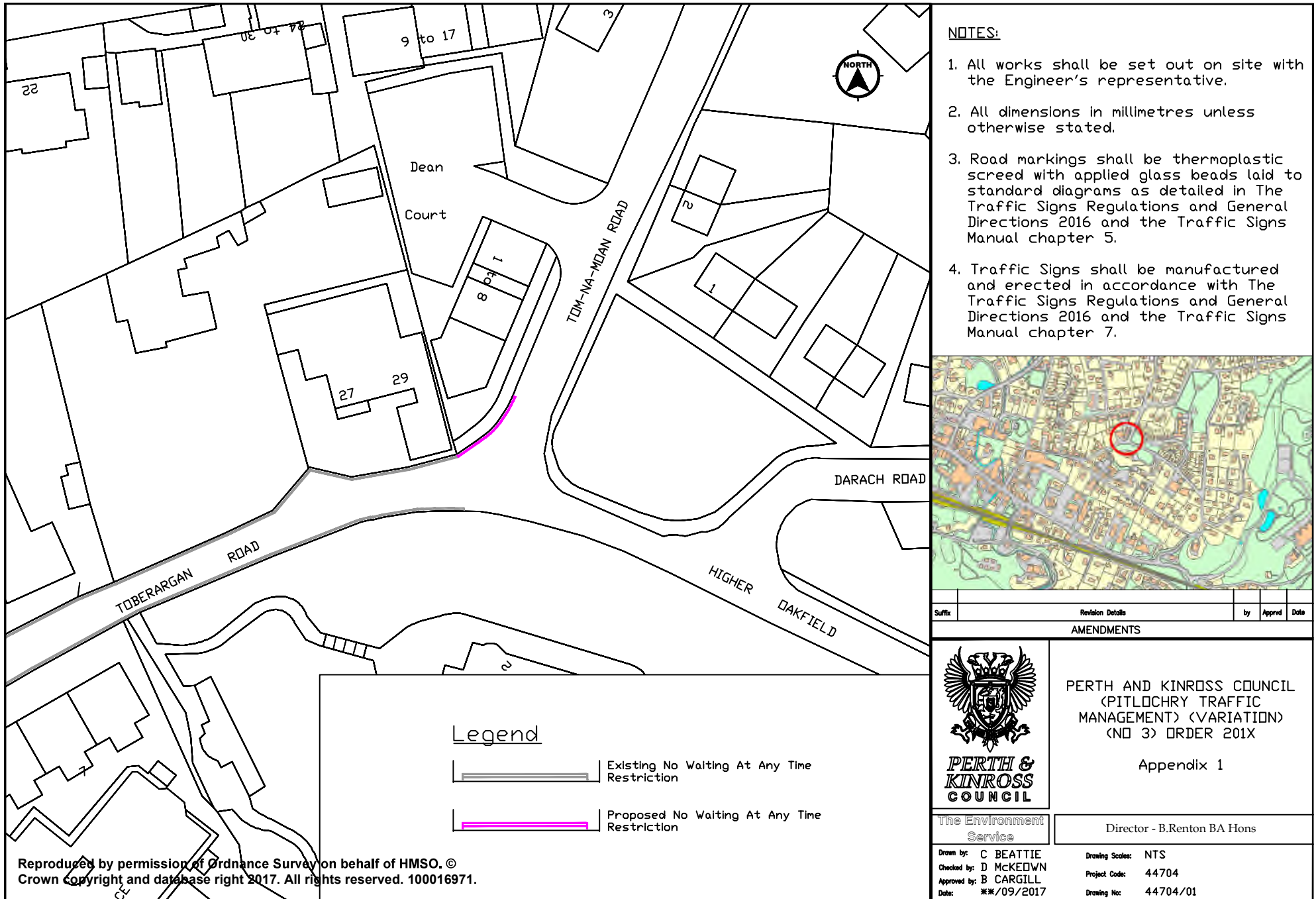
- 5.1 Approval will allow a start to be made to the formal procedure to generate a Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. If objections are raised, these will be reported back to Committee, with appropriate recommendations.

## **2. BACKGROUND PAPERS**

- 2.1 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.





**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**31 January 2018**

**PROPOSED VARIATION TO WAITING RESTRICTIONS, ABBOT STREET,  
PERTH**

**Report by Executive Director (Environment)**

**PURPOSE OF REPORT**

This report outlines concerns raised by residents of Abbot Street, Perth due to indiscriminate parking. The report recommends a variation to the Perth Traffic Management Order to vary the waiting restrictions on Abbot Street, Wilson Street and Young Street, Perth.

**1. BACKGROUND**

- 1.1 Abbot Street is predominately a residential street with Craigie Primary School located half way along its length. As a result, it is a busy road with high volumes of pedestrians at school times.
- 1.2 Concerns have been raised from Craigie Primary School that vehicles are parking in a manner that is blocking dropped kerbs. They are also preventing the School Crossing Patrollers from safely assisting school children to cross both Wilson Street and Young Street.
- 1.3 In order to alleviate the problems being experienced at this location, it is proposed to vary the Perth Traffic Management Order to introduce additional No Waiting at Any Time waiting restrictions on Abbot Street, Wilson Street and Young Street. These are shown in Appendix 1.
- 1.4 Consultation was carried out with the local residents, local elected members and Community Council, who were in agreement with the proposal.

**2. PROPOSALS**

- 2.1 As a result of the above request from Craigie Primary School, it is now proposed to introduce additional No Waiting at Any Time restrictions on Abbot Street, Wilson Street and Young Street, Perth.
- 2.2 The proposals are shown on the plans at Appendix 1.

**3. CONCLUSION AND RECOMMENDATION**

- 3.1 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.

- 3.2 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 introduce No Waiting at Any Time waiting restrictions on Abbot Street, Wilson Street and Young Street, as shown in Appendix 1.

#### Author

Name	Designation	Contact Details
Charles Haggart	Traffic and Network Manager	01738 475000 <a href="mailto:TESCommitteeReports@pkc.gov.uk">TESCommitteeReports@pkc.gov.uk</a>

#### Approved

Name	Designation	Date
Barbara Renton	Executive Director (Environment)	28 November 2017

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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 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**

### 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 2017/18. The estimated cost of £400 for the road markings will be funded from the Traffic & Road Network Revenue Account in 2018/19.

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

## **5. Communication**

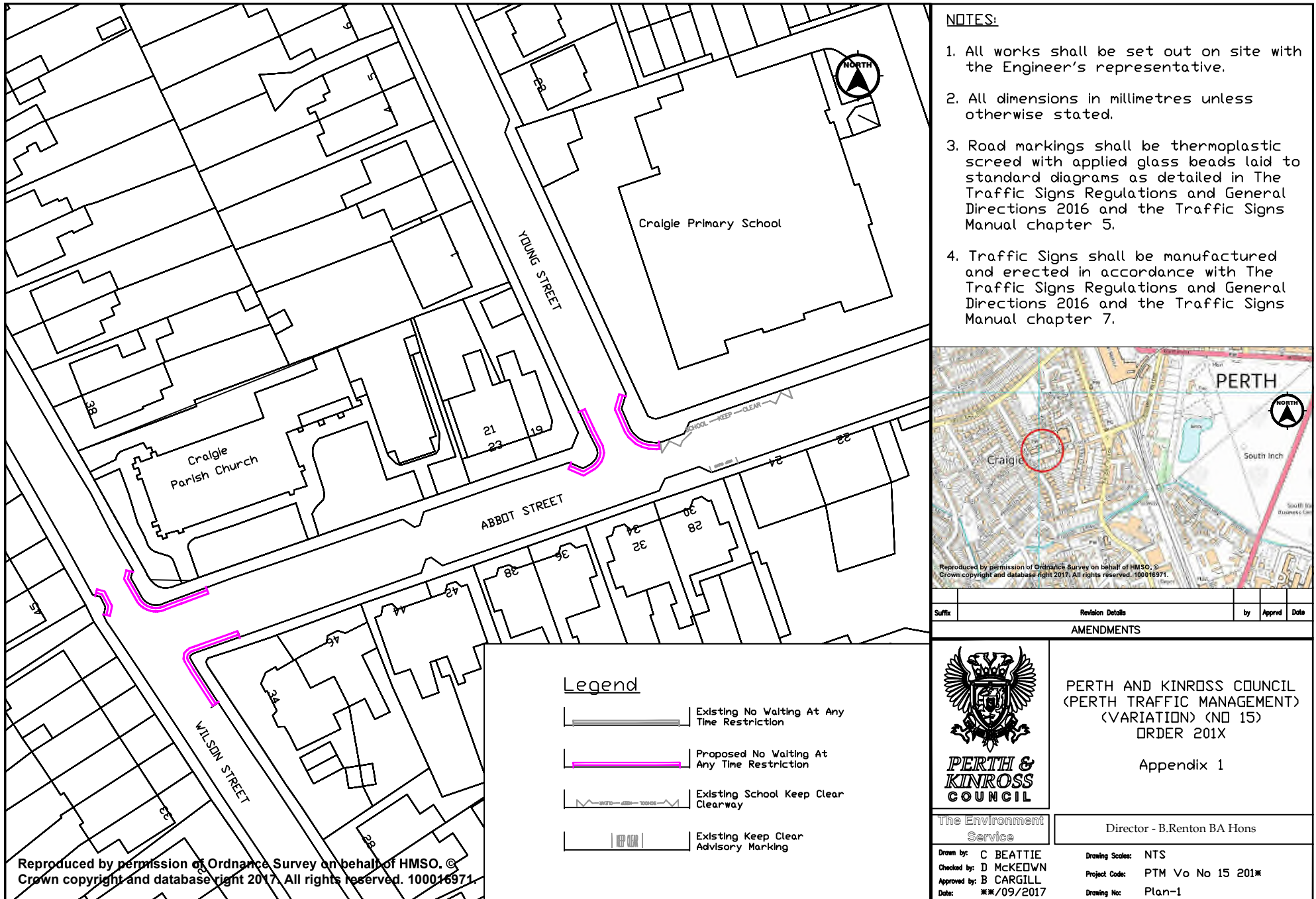
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## **2. BACKGROUND PAPERS**

- 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;

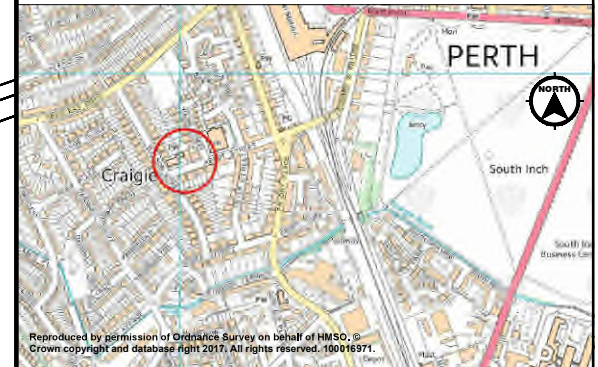
## **3. APPENDICES**

- 3.1 The proposal is shown in Appendix 1.



**NOTES:**

1. All works shall be set out on site with the Engineer's representative.
2. All dimensions in millimetres unless otherwise stated.
3. Road markings shall be thermoplastic screed with applied glass beads laid to standard diagrams as detailed in The Traffic Signs Regulations and General Directions 2016 and the Traffic Signs Manual chapter 5.
4. Traffic Signs shall be manufactured and erected in accordance with The Traffic Signs Regulations and General Directions 2016 and the Traffic Signs Manual chapter 7.



Suffix	Revision Details	by	Appr'd	Date
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**AMENDMENTS**



PERTH AND KINROSS COUNCIL  
(PERTH TRAFFIC MANAGEMENT)  
(VARIATION) (NO 15)  
ORDER 201X

Appendix 1

The Environment  
Service

Director - B.Renton BA Hons

Drawn by: C BEATTIE  
Checked by: D MCKEDOWN  
Approved by: B CARGILL  
Date: \*\*/09/2017

Drawing Scales: NTS  
Project Code: PTM Vo No 15 201X  
Drawing No: Plan-1



## PERTH AND KINROSS COUNCIL

## Environment and Infrastructure Committee

31 January 2018

**PROPOSED VARIATION TO WAITING RESTRICTIONS, RUTHVENFIELD PLACE, PERTH****Report by Executive Director (Environment)****PURPOSE OF REPORT**

This report outlines the problems experienced by businesses in Ruthvenfield Place, Perth due to indiscriminate parking. The report recommends a variation to the Perth Traffic Management Order to vary the waiting restrictions on Ruthvenfield Place, Perth.

**1. BACKGROUND**

- 1.1 Ruthvenfield Place is located within the Inveralmond Industrial Estate with various commercial premises located on it. As a result, it is a busy road with a mixture of passenger vehicles and large commercial vehicles. There is currently No Waiting at Any Time waiting restrictions at the turning head only.
- 1.2 Concerns have been raised from local businesses and elected members that vehicles are parking in a manner that is blocking the carriageway and preventing vehicles gaining access to businesses premises.
- 1.3 In order to alleviate the problems being experienced at this location, it is proposed to vary the Perth Traffic Management Order to introduce additional No Waiting at Any Time waiting restrictions on Ruthvenfield Place. These are shown in Appendix 1.
- 1.4 Consultation was carried out with the local elected members and Police Scotland who were in agreement with the proposal.

**2. PROPOSALS**

- 2.1 As a result of the above request from local businesses and local elected members, it is now proposed to introduce additional No Waiting at Any Time restrictions on Ruthvenfield Place, Perth.
- 2.2 The proposals are shown on the plans at Appendix 1.

**3. CONCLUSION AND RECOMMENDATION**

- 3.1 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.

- 3.2 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 introduce No Waiting at Any Time waiting restrictions on Ruthvenfield Place, as described.

#### Author

Name	Designation	Contact Details
Charles Haggart	Traffic and Network Manager	01738 475000 <a href="mailto:TESCommitteeReports@pkc.gov.uk">TESCommitteeReports@pkc.gov.uk</a>

#### Approved

Name	Designation	Date
Barbara Renton	Executive Director (Environment)	28 November 2017

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You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.

## 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 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**

### 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 2017/18. The estimated cost of £400 for the road markings will be funded from the Traffic & Road Network Revenue Account in 2018/19.

### 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 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**

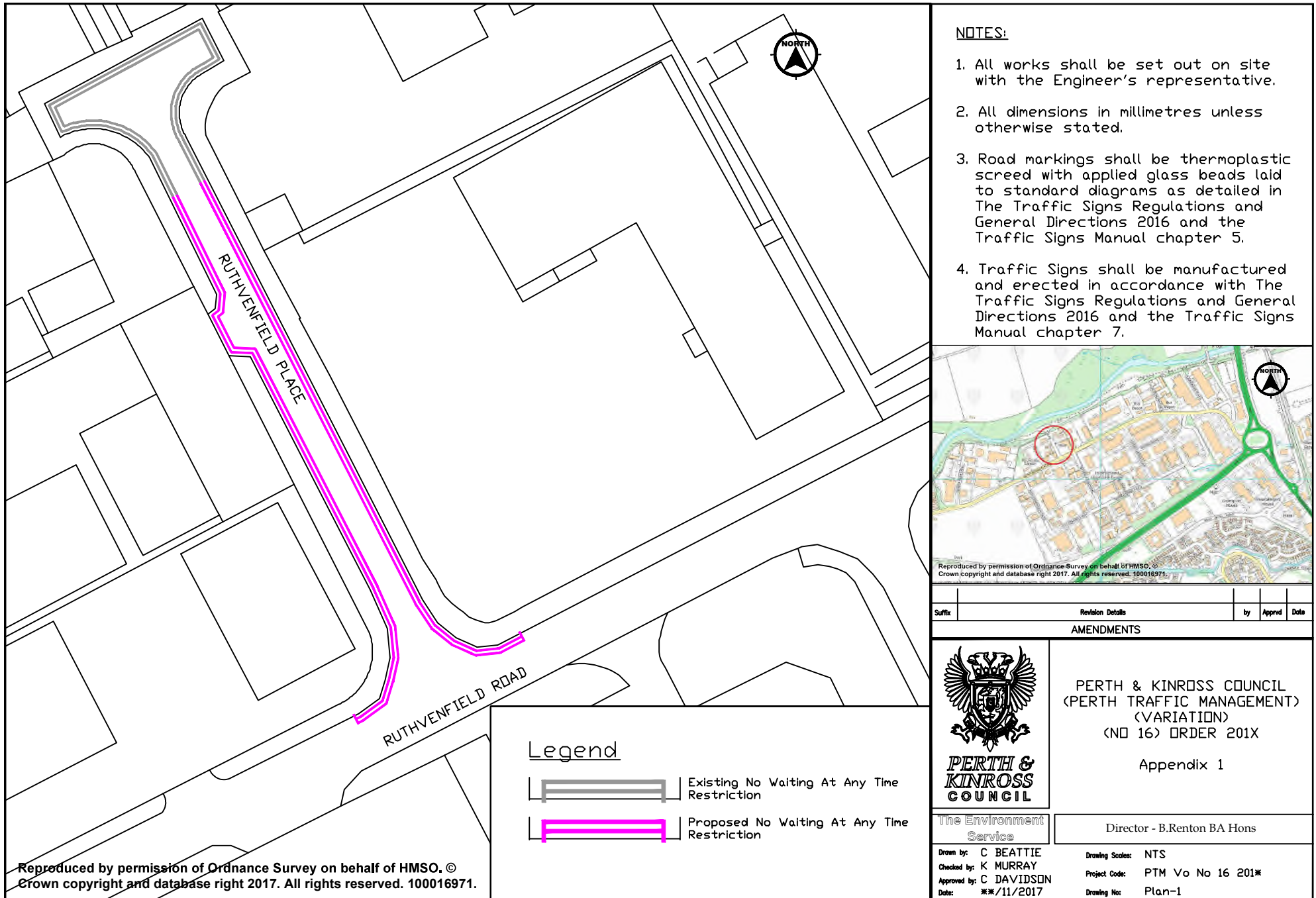
- 5.1 Approval will allow a start to be made to the formal procedure to generate a Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. If objections are 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;

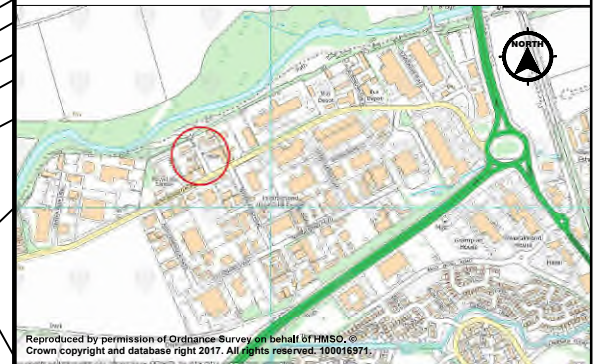
## **3. APPENDICES**

- 3.1 The proposal is shown in Appendix 1.



**NOTES:**

1. All works shall be set out on site with the Engineer's representative.
2. All dimensions in millimetres unless otherwise stated.
3. Road markings shall be thermoplastic screed with applied glass beads laid to standard diagrams as detailed in The Traffic Signs Regulations and General Directions 2016 and the Traffic Signs Manual chapter 5.
4. Traffic Signs shall be manufactured and erected in accordance with The Traffic Signs Regulations and General Directions 2016 and the Traffic Signs Manual chapter 7.



Suffix	Revision Details	by	Appr'd	Date

**AMENDMENTS**



PERTH & KINROSS COUNCIL  
(PERTH TRAFFIC MANAGEMENT)  
(VARIATION)  
(NO 16) ORDER 201X

Appendix 1

The Environment  
Service

Director - B.Renton BA Hons

Drawn by: C BEATTIE  
Checked by: K MURRAY  
Approved by: C DAVIDSON  
Date: \*\*/11/2017

Drawing Scales: NTS  
Project Code: PTM Vo No 16 201X  
Drawing No: Plan-1

