

PERTH AND KINROSS COUNCIL**Enterprise and Infrastructure Committee****9 November 2016****Proposed Changes to King Street/Galvelmore Street
Car Park, Crieff Off-Street Car Park Order****Report by Director (Environment)**

This report recommends a variation to the Off Street Car Park Traffic Regulation Order (TRO) to enable the time limits and ticketing systems to be amended for King Street/Galvelmore Street Car Park in Crieff.

1. BACKGROUND

- 1.1 At its meeting on 30 January 2013, the Committee agreed to introduce On Street Parking charges in Crieff (Report No.13/37 refers).
- 1.2 Prior to the introduction of On Street Parking Charges, several consultations with all interested parties had taken place over a period of many years. This was to discuss and agree the best options on the times and charges that should be adopted in the car parks in Crieff. Those agreements formed the basis of the report presented to Committee in January 2013.
- 1.3 As part of that report, the charges in King Street/Galvelmore Street were removed making it a free car park with a maximum stay of 2 hours. The period of 2 hours was introduced to encourage a turnover of vehicles using the car park.
- 1.4 Once in operation, it was noted that several vehicles were parking for longer than the 2 hour maximum period. In an effort to prevent vehicles parking longer than the permitted time, the Parking Operations Manager made a decision to install two ticket issuing machines. The machines were calibrated to issue free tickets for the public to obtain and display on their vehicle, indicating the registration number and their time of arrival/expiry time.
- 1.5 However, two businesses have raised concerns regarding the 2 hour limit that has been applied and have suggested that this be increased by 1 hour to a 3 hour maximum stay.
- 1.6 In addition, although the ticket machines have been installed in the car park for some time, the issuing and enforcement of the free ticket process has never been included into the Off Street Order. This report rectifies this.

2. PROPOSALS

- 2.1 It is now proposed to vary the Off Street Car Park Order to amend the time limit and to formalise the ticketing system, allowing enforcement by adding in a reference to the Off Street Order.
- 2.2 The proposals are shown on the drawing at Appendix 1.

3. CONCLUSION AND RECOMMENDATION

- 3.1 This report details the request to vary the times and formalise the free ticket issue for the King Street/Galvelmore Street Car Park into the Off Street Car Park TRO.
- 3.2 It is recommended that the Committee :
- (i) approves the promotion of a variation to the relevant TRO to amend the times and formalise the free ticket issue for the King Street/Galvelmore Street Car Park into the Off Street Car Park TRO.

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Approved

| Name | Designation | Date |
|----------------|------------------------|-------------------|
| Barbara Renton | Director (Environment) | 23 September 2016 |

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

| Strategic Implications | Yes/No |
|---|---------------|
| Community Plan / Single Outcome Agreement | Yes |
| Corporate Plan | Yes |
| Resource Implications | |
| Financial | Yes |
| Workforce | None |
| Asset Management (land, property, IST) | None |
| Assessments | |
| Equality Impact Assessment | Yes |
| Strategic Environmental Assessment | Yes |
| Sustainability (community, economic, environmental) | Yes |
| Legal and Governance | Yes |
| Risk | None |
| Consultation | |
| Internal | Yes |
| External | Yes |
| Communication | |
| Communications Plan | Yes |

1. Strategic Implications

Community Plan / Single Outcome Agreement

- 1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.
- i) Giving every child the best start in life
 - ii) Developing educated, responsible and informed citizens
 - iii) Promoting a prosperous, inclusive and sustainable economy
 - iv) Supporting people to lead independent, healthy and active lives
 - v) Creating a safe and sustainable place for future generations
- 1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

Corporate Plan

- 1.3 The Council's Corporate Plan 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety.

2. Resource Implications

Financial

Capital

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

Revenue

- 2.2 There will be costs involved in advertising the variation to the Traffic Regulation Order. The indicative cost of £300 for this will be met from the Parking Services Budget in 2016/17.
- 2.3 The estimated costs of £100 for the new signs will be met from the Parking Services Budget in 2016/17.

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 and the local elected members 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

- 2.1 None.

3. APPENDICES

3.1 The proposals are shown at Appendix 1