PERTH AND KINROSS COUNCIL

**ROAD TRAFFIC REGULATION ACT 1984**

**PERTH AND KINROSS COUNCIL (PERTH TRAFFIC MANAGEMENT)**

**(VARIATION) (NO 23) ORDER 202X**

Perth and Kinross Council in exercise of the powers conferred on them by Sections 1, 2, 4 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (which Act of 1984 is hereinafter referred to as “the Act”) and of all other powers enabling them in that behalf and after consultation with the Chief Constable in accordance with Part III of Schedule 9 to the Act hereby make the following Order:-

1. This Order may be cited as the “Perth and Kinross Council (Perth Traffic Management) (Variation) (No 23) Order 202X” and shall come into operation on the ……………………… day of ………………… Two thousand and ……………..
2. The Perth and Kinross Council (Perth Traffic Management) Consolidation Order 2015 is hereby varied and shall henceforth have effect subject to the amendments thereto specified and described in the Schedule to this Order.

SIGNED and the COMMON SEAL of the COUNCIL hereto AFFIXED at PERTH on the ………………….. day of ……………… TWO THOUSAND AND …………………..

……………………………………………..

Legal Manager

PERTH AND KINROSS COUNCIL (PERTH TRAFFIC MANAGEMENT)

(VARIATION) (NO 23) ORDER 202X

**SCHEDULE**

The Schedule to the Perth and Kinross Council (Perth Traffic Management) Consolidation Order 2015 requires to be varied as follows:-

1. After **PART V, NO WAITING AT ANY TIME,** at **84. OAKBANK ROAD,**  delete the existing and substitute with:-

“**84. OAKBANK ROAD**

 (a) **North and North east side** thereof

 (i) for a distance of 17 metres or thereby westwards from the intersection of the extended kerbline thereof with the extended west kerbline of Oakbank Road;

 (ii) for a distance of 11 metres or thereby eastwards from the intersection of the extended kerbline thereof with the extended east kerbline of Oakbank Road;

 (iii) for a distance of 18 metres or thereby northwestwards from the intersection of the extended kerbline thereof with the extended north kerbline of Glasgow Road.

 (b) **East side** thereof for a distance of 11 metres or thereby northwards from the intersection of the extended kerbline thereof with the extended north kerbline of Oakbank Road.

(c) **South side and South west side** thereof

1. for a distance of 31 metres or thereby eastwards from the intersection of the extended kerbline thereof with the extended east kerbline of Poplar Crescent;
2. for a distance of 20 metres or thereby northwestwards from the intersection of the extended kerbline there of with the extended northwest kerbline of Glasgow Road;
3. for a distance of 29 metres or thereby southeastwards from a point 10 metres or thereby, northwestwards of the intersection of the extended kerbline with the extended west kerbline of Upper Woodlands.

 (d) **West side** thereof for a distance of 11 metres or thereby northward from the intersection of the extended kerbline thereof with the extended north kerbline of Alder Crescent.”

1. After **PART V, NO WAITING AT ANY TIME,** at **115. UNITY TERRACE EAST LEG,** insert the following:-

“**115A UPPER WOODLANDS**

**Both sides** thereof, from a point 15 metres or thereby westwards of its junction with Oakbank Road, to its junction with Oakbank Road, a distance of 15 metres or thereby.”

1. After **PART VI, NO DAYTIME WAITING (MONDAY TO SATURDAY) (8:00 AM TO 6:00 PM )** at **33 UNION LANE** delete the existing wording and substitute with the following:-

“(a) **North side** thereof

1. from a point 5 metres or thereby east of the east kerbline of North Methven Street, for a distance of 9 metres or thereby eastwards.
2. from a point 20 metres or thereby east of the east kerbline of North Methven Street eastwards, for a distance of 25 metres or thereby eastwards.”
3. After **PART VIIIC, NO WAITING (10:00AM TO 4:00PM) (MONDAY TO FRIDAY),** insert the following:-

 “**4A. UPPER WOODLANDS**

1. **Northwest side** thereof, from a point 15 metres or thereby of its junction with Oakbank Road, for its entire length, a distance of 166 metres or thereby.
2. **South side** thereof, from a point 15 metres or thereby of its junction with Oakbank Road, for its entire length, a distance of 166 metres or thereby.”
3. After **PART XIB, NO LOADING, (11.00AM to 4.00PM, MON TO SUN),** insert the following:-

“**10. ST PAUL’S SQUARE**

**Both sides** thereof over their entire length.”

6. After **PART XIV, B. PROHIBITION OF LEFT TURN**, insert the following in Column 1:-

“Westwards in ST JOHN’S PLACE”

7. After **PART XIV, B. PROHIBITION OF LEFT TURN**, insert the following in Column 2:-

 “Fleshers’ Vennel”

8. After **PART XV A.**, **ONE WAY STREET**, insert the following in Column 1 after **FOUNDRY LANE**:-

“FLESHERS’ VENNEL”

9.After **PART XV A., ONE WAY STREET**, insert the following in Column 2 after “Eastwards, that is to say from North Methven Street towards Kinnoull Street”:-

“Northwards, that is to say from South St John’s Place to St John’s Place.”

10. After **PART XV A., ONE WAY STREET**, in Column 2 delete “Westwards, that is to say from Kirkside towards King Edward Street”,and substitute with:-

“Eastwards, that is to say from King Edward Street towards Kirkside.”

**COUNCIL REASONS**

As part of the City Hall improvement works Perth and Kinross Council wish to amend the One Way system to improve access. Following the renovation works to St Pauls Church, Perth and Kinross Council wish to reinstate the pedestrianisation and loading ban to ensure the safety of all users. Additional Waiting Restrictions are proposed at Upper Woodlands and Union Lane to prevent obstructive parking, to enhance sight lines at the junction and improve safety for pedestrians, cyclists and all road users.