

REPORT TO: ECONOMIC DEVELOPMENT & INFRASTRUCTURE SERVICES COMMITTEE ON 17 JUNE 2008

SUBJECT: PROPOSED ROAD TRAFFIC ORDER – VARIOUS STREETS, ELGIN

BY: DIRECTOR OF ENVIRONMENTAL SERVICES

1. REASON FOR REPORT

- 1.1 The Committee is asked to approve the promotion of a Traffic Regulation Order which will restrict parking on various streets in Elgin as detailed in **Appendix A** and shown in Plans **Appendix B** to this report.
- 1.2 This report is submitted to Committee in terms of the Council's Administrative Scheme relating to the making of Orders for the regulation and management of traffic.

2. RECOMMENDATION

- 2.1 **Committee is asked to approve the proposal to introduce a Traffic Regulation Order restricting parking around various streets in Elgin and instruct the Director of Environmental Services and the Chief Legal Officer to proceed with the statutory process.**

3. BACKGROUND

- 3.1 Since the last review of waiting restrictions in Elgin, implemented in 2005, requests have been received from members of the public, businesses and Grampian Police regarding a variety of locations where the introduction of waiting restrictions would assist traffic management in providing a safer environment for the movement of vehicles and pedestrians.
- 3.2 The Wards is currently a congested local distributor road with a mix of residential and industrial parking over its length. The level of parking combined with the existing barrier operated level crossing causes considerable congestion on the route particularly at peak times. The proposal will have the effect of removing parking over its length with the exception of a small area of restricted waiting adjacent to the residential properties who do not have off-street parking facilities. It is, however, recognised that this route may still have the potential to become congested if businesses continually load and unload over its length. If this is the case, it may be required to re-assess the restrictions at a future time with a view to introducing "Loading and Unloading" restrictions. However it is felt that the current proposal is an appropriate level of restriction in the first instance.

- 3.3 It is proposed to undertake minor alterations to the existing waiting restrictions on Seafield Street, Pluscarden Road, Rose Avenue and Gordon Street which will assist traffic management and existing accesses near the junctions.
- 3.4 West Park Road is the main access to West Park Court which is a residential home for elderly people. Roads officials have received numerous complaints that emergency vehicles cannot gain access due to indiscriminate parking. The proposals will maintain access at all times.
- 3.5 Moss Street is currently a strategic link to the town centre and is part of the regular town service bus route. The south section of Moss Street can be heavily parked on the west side over a distance of approximately 200 metres. This can cause severe problems when the service bus has committed to pass parked vehicles with no available pull-in area, vehicles regularly have no option but to mount the footway to allow the bus access through. To create pull-in areas within the parking will greatly reduce the current conflicts.
- 3.6 It is proposed to submit a further report at a later date to this Committee addressing parking on the radial routes and main distributor roads throughout Elgin.

4. **SUMMARY OF IMPLICATIONS**

(a) **Corporate Development Plan/Community Plan/Service Improvement Plan**

The report encompasses the main aims of the Economic Development programme by maintaining suitable transport facilities and infrastructure as designated for their intended use.

(b) **Policy and Legal**

This proposal complies with the requirements of the Road Traffic Regulation Act 1984.

(c) **Resources (Financial, Risks, Staffing and Property)**

The cost of promoting the Traffic Regulation Order, providing signing and lining is estimated at £5,000 and will be funded from the **New Signs and Road Markings Capital budget 2008/09**.

(d) **Consultations**

Grampian Police have been involved in discussions with Roads Officers in preparation of this report. However any additional comments they may have will be tabled at the meeting.

Lorraine Paisey, Principal Accountant has been consulted and agrees with the financial implications.

Aileen Scott, Principal Solicitor (Commercial & Conveyancing) has been consulted and agrees with the contents of the report.

The Elected Members for Elgin City North and Elgin City South have been advised of the proposal and any comments they may have will be made at the meeting.

5. CONCLUSION

- 5.1 It is proposed to promote a Traffic Regulation Order which will have the effect of introducing waiting restrictions on various streets within Elgin (see attached schedules in Appendix A and plans Appendix B).**

Author of Report: James Smith, Traffic Engineer
Background Papers:
Ref: GRH/JDS/PA

APPENDIX A**SCHEDULE 1****“NO WAITING AT ANY TIME RESTRICTIONS”****ROADS IN ELGIN**

Glover Street	East Side From the projected north kerbline of Greyfriars Street on to the projected east kerbline of Glover Street in a northerly direction to the projected south kerbline of South College Street, a distance of 95 metres or thereby.
Glover Street	West Side From the projected north kerbline of Greyfriars Street on to the projected west kerbline of Glover Street in a northerly direction for a distance of 8 metres or thereby.
Glover Street	West Side From a point 37 metres or thereby north of the projected north kerbline of Greyfriars Street on to the projected west kerbline of Glover Street in a northerly direction for a distance of 22 metres or thereby.
Glover Street	West Side From a point 88 metres or thereby north of the projected north kerbline of Greyfriars Street on to the projected west kerbline of Glover Street in a northerly direction for a distance of 7 metres or thereby.
Seafield Street	East Side From the projected north kerbline of Maisondieu Road on to the projected east kerbline of Seafield Street in a northerly direction for a distance of 24 metres or thereby.
Seafield Street	East Side From the projected south kerbline of Seafield Crescent on to the projected east kerbline of Seafield Street in a southerly direction for a distance of 22 metres or thereby.
Seafield Street	East Side From the projected north kerbline of Seafield Crescent on to the projected east kerbline of Seafield Street in a northerly direction for a distance of 15 metres or thereby.
Seafield Street	East Side From the projected south kerbline of Institution Road on to the

projected east kerblines of Seafield Street in a southerly direction for a distance of 20 metres or thereby.

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Seafield Street	West Side From the projected north kerblines of Maisondieu Road on to the projected west kerblines of Seafield Street in a northerly direction for a distance of 28 metres or thereby.
Seafield Street	West Side From the projected south kerblines of Institution Road on to the projected west kerblines of Seafield Street in a southerly direction for a distance of 10 metres or thereby.
Moss Street	East Side From the projected north kerblines of Maisondieu Road on to the projected east kerblines of Moss Street in a northerly direction on to the projected south kerblines of Institution Road, a distance of 304 metres or thereby.
Moss Street	East Side From the projected north kerblines of Institution Road on to the projected east kerblines of Moss Street in a northerly direction on to the projected south kerblines of Greyfriars Street, a distance of 226 metres or thereby.
Moss Street	West Side From the projected north kerblines of Maisondieu Road on to the projected west kerblines of Moss Street in a northerly direction for a distance of 48 metres or thereby.
Moss Street	West Side From a point 58 metres or thereby south of the projected south channel of Alma Place on to the projected west kerblines of Moss Street in a southerly direction for a distance of 25 metres or thereby.
Moss Street	West Side From a point 127 metres or thereby south of the projected south channel of Alma Place on to the projected west kerblines of Moss Street in a southerly direction for a distance of 27 metres or thereby.
Moss Street	West Side From the projected south channel line of Alma Place on to the projected west kerblines of Moss Street in a southerly direction for a distance of 15 metres or thereby.

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Moss Street	West Side From the projected north channel line of Alma Place on to the projected west kerbline of Moss Street in a northerly direction to the projected south channel line of Maida Place, a distance of 91 metres or thereby.
Moss Street	West Side From the projected north channel line of Maida Place on to the projected west kerbline of Moss Street in a northerly direction to the projected south kerbline of Moray Street, a distance of 86 metres or thereby.
Moss Street	West Side From the projected north channel line of Moray Street on to the projected west kerbline of Moss Street in a northerly direction to the projected south kerbline of Francis Place, a distance of 41 metres or thereby.
Moss Street	West Side From the projected north kerbline of Francis Place on to the projected west kerbline of Moss Street in a northerly direction to the projected south kerbline of South Street, a distance of 45 metres or thereby.
The Wards	East Side From the projected north kerbline of Edgar Road on to the projected east kerbline of The Wards in a northerly direction to the projected south kerbline of Wards Retail Park access road, a distance of 188 metres or thereby.
The Wards	East Side From the projected north kerbline of Wards Retail Park Access Road on to the projected east kerbline of The Wards in a northerly direction for a distance of 70 metres or thereby.
The Wards	East Side From a point 82 metres or thereby north of the projected north kerbline of Wards Retail Park Access Road on to the projected east kerbline of The Wards in a northerly direction to the projected south kerbline of Wards Roads, a distance of 101 metres or thereby.
The Wards	West Side From the projected north kerbline of Edgar Road on to the projected west kerbline of The Wards in a northerly direction to the projected south kerbline of Wards Road, a distance of 384 metres or thereby.

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Wards Retail Park Access Road	South Side From the projected east kerbline of The Wards on to the projected south kerbline of the Wards Retail Park Access Road in an easterly direction to its termination, including the turning hammerhead, a distance of 177 metres or thereby.
Wards Retail Park Access Road	North Side From the projected east kerbline of The Wards on to the projected north kerbline of the Wards Retail Park Access Road in an easterly direction to its termination, including the turning hammerhead, a distance of 177 metres or thereby.
Gordon Street	East Side From the projected north kerbline of Moray Street on to the projected east kerbline of Gordon Street in a northerly direction to the projected south kerbline of South Street, a distance of 140 metres or thereby.
Gordon Street	West Side From the projected north kerbline of Moray Street on to the projected west kerbline of Gordon Street in a northerly direction for a distance of 15 metres or thereby.
Gordon Street	West Side From the projected south kerbline of South Street on to the projected west kerbline of Gordon Street in a southerly direction for a distance of 32 metres or thereby.
Rose Avenue	East Side From the projected north kerbline of Wards Road on to the projected east kerbline of Rose Avenue in a northerly direction for a distance of 15 metres or thereby.
Rose Avenue	East Side From the projected south kerbline of Moray Street on to the projected east kerbline of Rose Avenue in a southerly direction for a distance of 10 metres or thereby.
Rose Avenue	East Side From the projected north kerbline of Moray Street on to the projected east kerbline of Rose Avenue in a northerly direction for a distance of 13 metres or thereby.
Rose Avenue	East Side From the projected south kerbline of Mayne Road on to the projected east kerbline of Rose Avenue in a southerly direction for a distance of 15 metres or thereby.

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Rose Avenue	West Side From the projected north kerbline of Wards Road on to the projected west kerbline of Rose Avenue in a northerly direction for a distance of 15 metres or thereby.
Rose Avenue	West Side From the projected south kerbline of Forteath Avenue on to the projected west kerbline of Rose Avenue in a southerly direction for a distance of 10 metres or thereby.
Rose Avenue	West Side From the projected north kerbline of Forteath Avenue on to the projected west kerbline of Rose Avenue in a northerly direction for a distance of 14 metres or thereby.
Rose Avenue	West Side From the projected south kerbline of Mayne Road on to the projected west kerbline of Rose Avenue in a southerly direction for a distance of 12 metres or thereby.
West Park Road	East Side From the projected north kerbline of South Street on to the projected east kerbline of West Park Road in a northerly direction to its termination as public road, restriction to include the turning hammerhead, a distance of 61 metres or thereby.
West Park Road	West Side From the projected north kerbline of South Street on to the projected west kerbline of West Park Road in a northerly direction for a distance of 15 metres or thereby.
West Park Road	West Side From a point 38 metres or thereby north of the projected north kerbline of South Street on to the projected west kerbline of West Park Road in a northerly direction for a distance of 24 metres or thereby, to include the turning hammerhead.
Pluscarden Road	South Side From the projected west kerbline of South Street on to the projected south kerbline of Pluscarden Road in a westerly direction to the projected east kerbline of Forteath Street, a distance of 27 metres or thereby.
Pluscarden Road	South Side From the projected west kerbline of Forteath Street on to the projected south kerbline of Pluscarden Road in a westerly direction for a distance of 10 metres or thereby.

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Pluscarden Road	South Side From the projected east kerbline of Pluscarden Place on to the projected south kerbline of Pluscarden Road in an easterly direction for a distance of 10 metres or thereby.
Pluscarden Road	South Side From the projected west kerbline of Pluscarden Place on to the projected south kerbline of Pluscarden Road in a westerly direction for a distance of 10 metres or thereby.
Pluscarden Road	South Side From the projected east kerbline of Grant Street on to the projected south kerbline of Pluscarden Road in an easterly direction for a distance of 22 metres or thereby.
Pluscarden Road	South Side From the projected west kerbline of Grant Street on to the projected south kerbline of Pluscarden Road in a westerly direction to the projected east kerbline of Wittet Drive, a distance of 264 metres or thereby.
Pluscarden Road	North Side From the projected east channel line of Double Dykes Road on to the projected north kerbline of Pluscarden Road in an easterly direction to its junction with West Road, a distance of 324 metres or thereby.
Pluscarden Road	North Side From the projected west channel line of Double Dykes Road on to the projected north kerbline of Pluscarden Road in a westerly direction to the projected east kerbline of Wittet Drive, a distance of 88 metres or thereby.

SCHEDULE 3**“NO WAITING MON-SAT 8 A.M. – 6 P.M.”****ROADS IN ELGIN**

The Wards	East Side From a point 70 metres or thereby north of the projected north kerbline of Wards Retail Park Access Road on to the projected east kerbline of The Wards in a northerly direction for a distance of 12 metres or thereby.
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ORDERS TO BE REVOKED

The Moray Council Waiting Restrictions Elgin Order 2001 in sofaras it relates to Seafield Street, Moss Street, The Wards, Rose Avenue, West Park Road, Pluscarden Road.

The Grampian Regional Council (Various Streets, Elgin) (Prohibition of Waiting) Order 1982 insofar as it relates to Glover Street, Moss Street, The Wards, Rose Avenue, Gordon Street, West Park Road, Pluscarden Road.

STATEMENT OF REASONS

The Moray Council propose to introduce the above mentioned Waiting Restrictions to improve traffic management and road safety promoting a safer environment for the movement of vehicles and pedestrians.