

**REPORT TO: ECONOMIC DEVELOPMENT & INFRASTRUCTURE SERVICES
COMMITTEE ON 23 FEBRUARY 2010**

**SUBJECT: PROPOSED ROAD TRAFFIC REGULATION ORDER – VARIOUS
STREETS, ELGIN**

BY: DIRECTOR OF ENVIRONMENTAL SERVICES

1. REASON FOR REPORT

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 That the Committee agree:-

(a) to approve the proposed Traffic Regulation Order to introduce waiting restrictions on Various Streets in Elgin and instruct the Director of Environmental Services and Chief Legal Officer to proceed with the statutory process and;

(b) to instruct the Director of Environmental Services and the Chief Legal Officer to make and implement the order if, following the consultation period, there are no outstanding objections.

3. BACKGROUND

3.1 Since the last review of waiting restrictions in Elgin, 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 Ashgrove Road is currently a congested route with a mix of residential and industrial parking over its length. The level of parking can cause considerable congestion on the route at all times of the day. The proposal will have the effect of removing inappropriate parking over its length.

3.3 It is proposed to undertake minor alterations to the existing waiting restrictions on Alma Place and Bruceland Road which will assist traffic management and access.

4. SUMMARY OF IMPLICATIONS

(a) Single Outcome Agreement/Service Improvement Plan

The proposal adheres to National and Local Outcomes with reference to Outcome 1, making movement in and out of Moray as easy, convenient and cost effective as possible for business, residents and tourists.

(a) Policy and legal

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

(b) Resources (Financial, Risks, Staffing and Property)

The cost of promoting the Traffic Regulation Order, providing signing and lining is estimated at £3500 and will be funded from the New Signs and Road Markings Capital budget 2010/11.

(c) Consultations

Scott Mann, Traffic Inspector for Grampian Police has been consulted on this report and is in agreement.

Lorraine Paisey, Principal Accountant has been consulted and is in agreement with the financial implications.

Alistair McEachan, Principal Solicitor (Commercial & Conveyancing) has been consulted and is in agreement.

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

5. CONCLUSIONS

- 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, Engineer (Traffic)

Background Papers: None

Ref: ARD/JS

THE MORAY COUNCIL (VARIOUS STREETS, ELGIN – PROHIBITION OF WAITING) ORDER 2010

SCHEDULE 1

“NO WAITING AT ANY TIME” RESTRICTIONS

ROADS IN ELGIN

Alma Place	North Side From the projected east kerblines of South Guildry Street on to the projected north channel line of Alma Place in an easterly direction for a distance of 15 metres or thereby.
Alma Place	North Side From the projected west kerblines of Reidhaven Street on to the projected north channel line of Alma Place in a westerly direction for a distance of 6 metres or thereby.
Alma Place	North Side From the projected east kerblines of Reidhaven Street on to the projected north channel line of Alma Place in an easterly direction for a distance of 13 metres or thereby.
Alma Place	North Side From the projected west kerblines of Academy Street on to the projected north channel line of Alma Place in a westerly direction for a distance of 10 metres or thereby.
Alma Place	North Side From the projected east kerblines of Academy Street on to the projected north channel line of Alma Place in an easterly direction to the projected west kerblines of Moss Street, a distance of 66 metres or thereby.
Alma Place	South Side From the projected east kerblines of South Guildry Street onto the projected south channel line of Alma Place in an easterly direction for a distance of 15 metres or thereby.
Alma Place	South Side From the projected west kerblines of Reidhaven Street on to the projected south channel line of Alma Place in a westerly direction for a distance of 10 metres or thereby.

Alma Place	South Side From the projected east kerblines of Reidhaven Street on to the projected south channel line of Alma Place in an easterly direction to the projected west kerblines of Academy Street, a distance of 48 metres or thereby.
Alma Place	South Side From the projected east kerblines of Academy Street on to the projected south channel line of Alma Place in an easterly direction to the projected west kerblines of Moss Street, a distance of 66 metres or thereby.
Ashgrove Road	West Side From the projected north kerblines of Linkwood Road on to the projected west kerblines of Ashgrove Road in a northerly direction to its intersection with service road 1, a distance of 115 metres or thereby.
Ashgrove Road	North Side From the projected east kerblines of service road 1 on to the projected north kerblines of Ashgrove Road in an easterly direction for a distance of 20 metres or thereby.
Ashgrove Road	North Side From a point 38 metres or thereby east of the projected east kerblines of service road 1 on to the projected north kerblines of Ashgrove Road in an easterly direction for a distance of 96 metres or thereby.
Ashgrove Road	North Side From a point 171 metres or thereby east of the projected east kerblines of service road 1 on to the projected north kerblines of Ashgrove Road in an easterly direction for a distance of 26 metres or thereby.
Ashgrove Road	North/West Side From a point 240 metres or thereby east of the projected east kerblines of service road 1 on to the projected north kerblines of Ashgrove Road in an easterly, then northerly direction for a distance of 154 metres or thereby.
Ashgrove Road	West Side From the projected south kerblines of East Road (A96) on to the projected west channel line of Ashgrove Road in a southerly direction for a distance of 30 metres or thereby.
Ashgrove Road	East Side From the projected south kerblines of East Road (A96) on to the projected east channel line of Ashgrove Road in a southerly direction for a distance of 31 metres or thereby.
Ashgrove Road	East Side From the projected northeast kerblines of Shaw Place on to the projected east channel line of Ashgrove Road in a northerly

direction for a distance of 74 metres or thereby.

Ashgrove Road	<p>South Side</p> <p>From the projected southwest kerbline of Shaw Place on to the projected south kerbline of Ashgrove Road in a westerly direction to the projected east kerbline of Ashgrove Place, a distance of 134 metres or thereby.</p>
Ashgrove Road	<p>South/East Side</p> <p>From the projected west kerbline of Ashgrove Place on to the projected south kerbline of Ashgrove Road in a westerly then southerly direction to its intersection with Linkwood Road, a distance of 303 metres or thereby.</p>
Ashgrove Place	<p>West Side</p> <p>From the projected south kerbline of Ashgrove Road on to the projected west kerbline of Ashgrove Place in a southerly direction for a distance of 10 metres or thereby.</p>
Ashgrove Place	<p>East Side</p> <p>From the projected south kerbline of Ashgrove Road on to the projected east kerbline of Ashgrove Place in a southerly direction for a distance of 10 metres or thereby.</p>
Shaw Place	<p>South/West Side</p> <p>From the projected south kerbline of Ashgrove Road on to the projected south west kerbline of Shaw Place in a southerly direction for a distance of 10 metres or thereby.</p>
Shaw Place	<p>North/East Side</p> <p>From the projected east kerbline of Ashgrove Road on to the projected north east kerbline of Shaw Place in a southerly direction for a distance of 10 metres or thereby.</p>
Service Road 1 off Ashgrove Road	<p>West Side</p> <p>From a point 115 metres or thereby north of the projected north kerbline of Linkwood Road on to the projected west kerbline of Ashgrove Road in a northerly direction for a distance of 29 metres or thereby.</p>
Service Road 1 off Ashgrove Road	<p>East Side</p> <p>From the projected north kerbline of Ashgrove Road onto the projected east kerbline of Service Road 1 in a northerly direction for a distance of 38 metres or thereby.</p>
Bruceland Road	<p>West Side</p> <p>From the projected south kerbline of West Road (A96) on to the projected west channel line of Bruceland Road in a southerly direction for a distance of 42 metres or thereby.</p>

Bruceland Road	<p>West/North Side</p> <p>From a point 63 metres or thereby south of the projected south kerbline of West Road (A96) on to the projected west channel line of Bruceland Road in a southerly and westerly direction to the projected north-east channel line of Bruceland Road (cul-de-sac) on to the projected north channel line of Bruceland Road, a distance of 111 metres or thereby.</p>
Bruceland Road	<p>North Side</p> <p>From the projected east kerbline of Wittet Drive on to the north channel line of Bruceland Road in an easterly direction to the projected south-west kerbline of Bruceland Road (cul-de-sac) on to the projected north kerbline of Bruceland Road, a distance of 74 metres or thereby.</p>
Bruceland Road	<p>North Side</p> <p>From the projected west kerbline of Wittet Drive on to the projected north channel line of Bruceland Road in a westerly direction for a distance of 36 metres or thereby.</p>
Bruceland Road	<p>East Side</p> <p>From the projected south kerbline of West Road (A96) on to the projected east channel line of Bruceland Road in a southerly direction for a distance of 88 metres or thereby.</p>
Bruceland Road	<p>South Side</p> <p>From the projected east channel line of Double Dykes Road on to the projected south channel line of Bruceland Road in an easterly direction for a distance of 20 metres or thereby.</p>
Bruceland Road	<p>South Side</p> <p>From the projected west channel line of Double Dykes Road on to the projected south kerbline of Bruceland Road in a westerly direction for a distance of 10 metres or thereby.</p>
Bruceland Road	<p>South Side</p> <p>From the projected east kerbline of Wittet Drive on to the projected south kerbline of Bruceland Road in an easterly direction for a distance of 20 metres or thereby.</p>
Bruceland Road	<p>South Side</p> <p>From the projected west kerbline of Wittet Drive on to the projected south kerbline of Bruceland Road in a westerly direction for a distance of 38 metres or thereby.</p>
Bruceland Road (cul-de-sac)	<p>North-East Side</p> <p>From the projected north channel line of Bruceland Road on to the projected north-east channel line of Bruceland Road (cul-de-sac) in a north-westerly direction for a distance of 15 metres or thereby.</p>

Bruceland Road
(cul-de-sac)

South-West Side
From the projected north kerblineline of Bruceland Road on to the projected south-west kerblineline of Bruceland Road (cul-de-sac) in a north-westerly direction for a distance of 10 metres or thereby.

ORDERS TO BE REVOKED

The Grampian Regional Council (Academy Street and Alma Place, Elgin) (Prohibition of Waiting) Order 1983 in so far as it relates to Alma Place.

The Grampian Regional Council (Various Streets, Elgin) (Prohibition of Waiting) Order 1982 in so far as it relates to Alma Place and Ashgrove Road.

The Moray Council, Waiting Restrictions, Elgin Order 2001 – Schedules 1 and 2 in so far as it relates to Alma Place.

The Moray Council, (Various Roads around Dr Grays, Elgin – Prohibition of Waiting) Order 2008 in so far as it relates to Bruceland Road.

STATEMENT OF REASON

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.