

REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 20 APRIL 2010

SUBJECT: PROPOSED ROAD TRAFFIC REGULATION ORDER – SCHOOL ROAD, KEITH

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 remove motorised vehicular traffic and introduce new and alter existing waiting restrictions in the area of School Road and Drum Road, Keith as detailed in **Appendix A** and shown in the Plan, **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 promotion of the proposed Traffic Regulation Order to introduce a prohibition to motor vehicles and introduce new and alter existing waiting restrictions in the area of School Road and Drum Road, Keith as detailed in schedule Appendix A and plan Appendix B to this report and instruct the Director of Environmental Services and Chief Legal Officer to proceed with the statutory process.**

3. BACKGROUND

- 3.1 The southernmost narrow section of School Road, Keith has been under consideration by Council Officers for closure to motorised vehicles for a number of years due to the ongoing conflict between pedestrian and motorised traffic.
- 3.2 The narrow section is approximately 3.8 metres wide with high walls on both sides. There is no footway within the road and therefore no area for pedestrians to seek protection from motorised vehicles.
- 3.3 The proximity of the road to the primary and secondary school naturally leads to an increased number of pedestrians and vehicles in the area particularly at school times. Children from both the primary school and Keith Grammar school use the lane daily.

- 3.4 The closure of this section of School Road will be beneficial to the operation of the new Keith Primary School which recently received planning permission. The temporary arrangement of classrooms during the construction phase of this project involves teaching children in two locations on opposite sides of the lane, and it is expected that there would be additional movements of children on the lane during this period. There are likely to be more children using the lane after the new school is open due to the fact that in future all age groups will be located in one building.
- 3.5 The length of prohibition to motor vehicles has been considered in relation to the existing access requirements of the residential properties.
- 3.6 It is considered necessary as a result of the prohibition to introduce "No Waiting At Any Time" restrictions over the part of the route which will remain open. The area will remain open to maintain vehicular access to the residential properties, however it would not be appropriate to allow parking within the area which will obstruct access for pedestrians and cyclists.
- 3.7 It is proposed to alter the existing waiting restrictions on Drum Road to complement the possible closure of School Road.
- 3.8 This proposal to close School Road to motorised traffic may affect the existing junction of Church Road (A96) with Banff road (A95). It is intended during the consultation period for this proposal to run in parallel, a detailed assessment of the traffic impact the proposal may have of the A96/A95 junction. The impact will then be considered in relation to the improved child safety in the vicinity of School Road.
- 3.9 Following consultation on the proposals, a further report will be presented to this Committee informing members of the outcome of the statutory process and the likely impact the proposal may have on the A96/A95 junction.

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 £2500 and will be funded from the New Signs and Road Markings Capital budget 2010/11. The cost of accommodation works is estimated at £6000 and will be funded from Road Safety Capital Budget 2010/2011.

(c) Consultations

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

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

Alasdair McEachan, Principal Solicitor (Commercial & Conveyancing) has been consulted and is in agreement with the recommendation.

The Elected Members for Keith and Cullen have been advised and any comments they have can be made at the meeting.

5. CONCLUSIONS

- 5.1 It is proposed to promote a Traffic Regulation Order which will have the effect of introducing a prohibition to motor vehicles on part of School Road, Keith and alter the existing waiting restrictions to complement the proposed prohibition as detailed in schedules Appendix A and plan Appendix B.**

Author of Report: James Smith, Engineer (Traffic)

Background Papers: None

Ref: ARD/JS

Designation: Director of Environmental Services Name: Robert A Stewart

THE MORAY COUNCIL

SCHEDULE 1

“NO WAITING AT ANY TIME RESTRICTIONS”

ROADS IN KEITH

Green Court	North Side From the projected west kerblines of School Road on to the projected north kerblines of Green Court in a westerly direction for a distance of 10 metres or thereby.
Green Court	South Side From the projected west kerblines of School Road on to the projected south kerblines of Green Court in a westerly direction for a distance of 10 metres or thereby.
School Road	West Side From a point 6 metres or thereby north of the north kerblines of Drum Road projected onto the west channel of School Road in a northerly direction for a distance of 43 metres or thereby.
School Road	West Side From the projected west kerblines of School Road on to the projected north kerblines of Green Court in a northerly direction for a distance of 10 metres or thereby.
School Road	West Side From the projected west kerblines of School Road on to the projected south kerblines of Green Court in a southerly direction for a distance of 10 metres or thereby.
School Road	East Side From a point 7 metres or thereby north of the north kerblines of Drum Road projected onto the east channel of School Road in a northerly direction for a distance of 98 metres or thereby.

SCHEDULE 2

“PROHIBITION OF DRIVING”

ROADS IN KEITH

School Road	From the north kerblines of Drum Road in a northerly direction for a distance of 6 metres or thereby.
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ORDERS TO BE REVOKED

The Grampian Regional Council (Various Streets, Keith) (One Way) Order 1978 in so far as it relates to School Road, Keith.

The Moray Council (Various Schools "Keep Clear" markings) Order 2000 in so far as it relates to Keith Primary School.

STATEMENT OF REASON

The Road Traffic Regulation Order is being promoted to provide an improved environment for sustainable travel and remove the conflict between motorised vehicles, cyclists and pedestrians in the interest of Road Safety.