

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

SUBJECT: PROPOSED ROAD TRAFFIC REGULATION ORDER – VARIOUS STREETS ROTHES

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 have the effect of introducing additional parking restrictions within Rothes 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 new and consolidate existing parking restrictions in Rothes 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 In recent years congestion within Rothes has spread to periods outwith the normal peak hours. As the A941 serves as Moray's main road link to the A9 and all destinations south for car traffic and a large proportion of goods vehicles, it is vital that traffic flow is managed through the village without excessive delay. Congestion is generally caused by vehicles parking on both sides of the main A941 within Rothes, effectively making it single track through the main part of Rothes. At peak times traffic frequently queues behind parked vehicles to permit on-coming traffic to pass, a situation which has significantly worsened in recent years. It is also evident that, like in many other towns and villages, the numbers of parked vehicles has increased considerably over the years.

3.2 It is, therefore intended to introduce waiting restrictions throughout the whole of the A941 within Rothes, on one or other side of the road, to enable two way traffic flow at all times. The existing pattern of parking, where most vehicles

park on one side of the road at different sections along the A941, and only a small number of vehicles park on the opposite side, allows the parking restrictions to be introduced with minimum disruption to residents. In most cases, on-street parking should still be available close to the driver's residence.

- 3.3 A recent planning application from the Combination of Rothes Distillers has a condition on the consent for the developer to provide a Pelican Crossing in Rothes. At present it is unclear when this development will come forward.
- 3.4 However in order to seek Rothesian's views on both a crossing location and waiting restrictions, a public exhibition was held in September 2009. The location of the crossing has still to be finalised, but the proposal for waiting restrictions appeared to be broadly accepted.
- 3.5 There still remains an issue over parking outside the main area of shops immediately to the south of Seafield Square. The proposal seeks to provide parking on either side of the road alternately. It is also proposed to move the bus stop locations with the east side being approximately half a bus length further north and the west side moving north of the industrial area access to outside the old hall.
- 3.6 If the bus stop on the west side is moved there will require to be alterations to footway levels and some additional drainage provided. It is proposed these works be carried out from 2010/11 Cycling Walking and Safer Streets budget.
- 3.7 It is also proposed that due to the limited amount of parking immediately in front of the shops to the south of Seafield Square, that the 18 or so spaces indicated on the plans in Appendix B be restricted to 30 minute waiting Monday to Saturday 8:00am to 5:30pm.

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, and altering the lining is estimated at £3500 and it is proposed that this will be

funded from New Signs and Lines Capital budget 2010/11. The footway and drainage works associated with moving the bus stop will be funded from Cycling Walking and Safer Streets 2010/11.

(c) Consultations

The Roads Policing Inspector for Moray Division, Grampian Police has been consulted on this report and is in agreement with the report.

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

Aileen Scott, Principal Solicitor has been consulted and is in agreement with the report.

The Elected Members for Speyside Glenlivet 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 additional parking restrictions within Rothes (see attached schedules in Appendix A and plans Appendix B).**

Author of Report: Gordon Holland (Transportation Manager)

Background Papers: None

Ref: ARD/EMP

**THE MORAY COUNCIL (VARIOUS STREETS, ROTHES – WAITING
RESTRICTIONS) ORDER 2010**

SCHEDULE 1

“NO WAITING AT ANY TIME” RESTRICTIONS

ROADS IN ROTHES

North Street	East Side From the projected north kerbline of Caperdonich in a northerly direction for a distance of 85 metres or thereby.
North Street	West Side From its roundabout junction with the A941 Elgin Road, in a northerly direction for a distance of 60 metres or thereby
New Street	East Side a) From the projected south kerbline of Caperdonich in a southerly direction to the north side of Seafield Lane. b) From the projected south side of Seafield Lane in a southerly direction to the north Kerbline of Station Lane. c) From the projected south side of Station Lane in a southerly direction to the north Kerbline of Station Street
New Street	West Side a) From the projected north kerbline of Dominies Lane in a northerly direction for a distance of 15 metres or thereby. b) From the projected south kerbline of Dominies Lane in a southerly direction for a distance of 15 metres or thereby. c) From the projected north kerbline of Manse Brae in a northerly direction for a distance of 15 metres or thereby. d) From the projected south kerbline of Manse Brae in a southerly direction to the projected north kerbline of Burnside Street
High Street	East Side a) From the projected south kerbline of Station Street in a southerly direction to the projected north kerbline of Seafield Square.

- b) From the projected south kerblines of Seafield Square in a southerly direction for a distance of 45 metres or thereby.
- c) From the projected north side of Bouncers Lane in a northerly direction for a distance of 15 metres or thereby.
- d) From the projected south side of Bouncers Lane in a southerly direction for a distance of 52 metres or thereby.

High Street

West Side

- a) From the projected south Kerblines of Burnside Street in a southerly direction for a distance of 58 metres
- b) From the projected north side of Newsagents Lane in a northerly direction for a distance of 7 metres or thereby.
- c) From a point 10 metres or thereby south of the south side of Newsagents Lane in a southerly direction to a point 41 metres or thereby south of the projected south kerblines of Land Street.

Dominies Lane

North Side

From the projected west kerblines of New Street in a westerly direction for a distance of 15 metres or thereby

Dominies Lane

South Side

From the projected west kerblines of New Street in a westerly direction for a distance of 15 metres or thereby

Manse Brae

North Side

From the projected west kerblines of New Street in a westerly direction for a distance of 15 metres or thereby

Manse Brae

South Side

From the projected west kerblines of New Street in a westerly direction for a distance of 15 metres or thereby

Burnside Street

North Side

From the projected west kerblines of New Street in a westerly direction for a distance of 15 metres or thereby

Burnside Street

South Side

From the projected west kerblines of High Street in a westerly direction for a distance of 15 metres or thereby

Station Lane

North Side

From the projected east kerblines of New Street in an easterly direction for a distance of 15 metres or thereby

Station Lane	South Side From the projected east kerblines of New Street in an easterly direction for a distance of 15 metres or thereby
Station Street	North and West Side From the projected east kerblines of New Street in an easterly direction and then a northerly direction for a distance of 113 metres or thereby
Station Street	South and East Side From the projected east kerblines of High Street in an easterly direction and then a northerly direction for a distance of 123 metres or thereby
Seafield Square	North Side From the projected east kerblines of High Street in an easterly direction for a distance of 15 metres or thereby
Seafield Square	South Side From the projected east kerblines of High Street in an easterly direction for a distance of 20 metres or thereby

SCHEDULE 2

“WAITING LIMITED TO 30 MINUTES WITH NO RETURN WITHIN 30 MINUTES MON-SAT 8:00AM-5:30PM”

High Street	East Side From a point 45 metres or thereby south of the projected south kerblines of Seafield Square to a point 15 metres or thereby north of the north side of Bouncers Lane, a distance of 45 metres or thereby.
High Street	West Side <ul style="list-style-type: none"> a) From a point 58 metres or thereby south of the projected south kerblines of Burnside Street to a point 67 metres or thereby north of the north side of Newsagents lane, a distance of 20 metres or thereby. b) From the south side of Newsagents Lane in a southerly direction for a distance of 40 metres or thereby.

ORDERS TO BE REVOKED

The Grampian Regional Council (Various Streets, Rothes) (Prohibition of Waiting) Order 1992.
The Moray Council (Prohibition of Waiting, Part of B9015, North Street, Rothes) Order 1999

STATEMENT OF REASONS

The Moray Council propose to introduce additional waiting restrictions to ease congestion to traffic on the A941 through Rothes and in the interest of road safety.