REASON FOR REPORT

1.1 The Committee is asked to approve the promotion of two separate Traffic Regulation Orders. The orders will:

- consolidate existing and introduce new traffic management restrictions within Elgin Town Centre, specifically in Batchen Street; and

- consolidate and rationalise the parking restrictions on various streets in Elgin Town Centre, specifically in relation to South Street and High Street west

all as detailed in Appendices A and B and shown in Plans in Appendices C and D to this report.

1.2 This report is submitted to Committee in terms of Section G (18) of the Council's Administrative Scheme relating to traffic management functions, including the preparation and implementation of traffic management schemes and the making of Orders for the regulation and management of traffic.

RECOMMENDATION

2.1 Committee is asked to approve the proposal to introduce two Traffic Regulation Orders to:

- consolidate existing and introduce new traffic management restrictions on movement within Elgin town centre; and

- consolidate and rationalise the parking restrictions on various streets in Elgin town centre.

and instruct the Director of Environmental Services and the Chief Legal Officer to proceed with the statutory process and to make either or both of the orders if no objections are received.

BACKGROUND

3.1 On 8 January 1995 Elgin High Street was pedestrianised (during specified hours) and associated traffic management measures in the surrounding streets were introduced. A number of issues have arisen over the last 15
years and the orders proposed in this report seek to address them and to consider cycling as an integral part of the proposals.

3.2 As highlighted in a separate report to this committee on ‘Urban Freedom’ funding has been identified through that project and also identified in the Capital Plan 2010/11 report for Road Safety Schemes to this Committee on 15 June 2010 (Para 11 of the minute refers).

**Batchen Street – South Street**

3.3 A report was presented to Environmental Services Committee on 27 November 2002 on Batchen Street/South Street, Elgin Traffic Management (Para 14 of the minute refers). The report highlighted the proposals which were to prohibit articulated vehicles from using Batchen Street and restrict South Street to loading and unloading only during office hours between Batchen Street and Commerce Street, and the reasons behind the proposals.

3.4 There was considerable support from the businesses in South Street at that time, due to the significant problems they experienced with loading and unloading. Unfortunately the Elgin Community Council of the day objected to the South Street order in relation to the removal of Disabled Badge Holders. Consequently the two year limit on promotion of an Order was not met; therefore neither of these proposals were introduced.

3.5 The proposals contained in this report for South Street are similar to those proposed in 2002, but have now incorporated an element of cycling provision to provide the link between the High Street and the Railway Station and minor alterations to accommodate new development. To mitigate concerns previously raised some additional disabled parking provision is being promoted within the town centre.

3.6 Specifically, the proposal is to introduce ‘No waiting and no loading at any time’ restrictions on South Street between Batchen Street and Commerce Street. These restrictions do not allow Disabled Badge Holders to park on those streets. There will also be specific goods vehicle loading bays and one loading bay which any vehicle can use for loading and unloading of goods, again Disabled Badge Holders cannot park in these bays.

3.7 It is however proposed to introduce 2 no Disabled Parking spaces at the Commerce Street end of South Street. This is in response to the previous objection raised by the Elgin Community Council.

3.8 There will also be a new section of shared use footway/cycleway constructed on South Street between Hays Close and Academy Street which will reduce the carriageway to single lane. This proposal is contained in the separate ‘Footway redesignation’ report to this committee.

**Taxi Stances**

3.9 In 2000 an order was made which restricted traffic on the High Street (west end) between 1am and 4am Saturday and Sunday morning (Environmental
Service Committee of 26 July 2000, Para 16 of the minute refers and Economic Development Committee of 15 March 2000, Para 13 of the minute refers). This restriction came about because of concerns raised by Grampian Police regarding conflict between traffic and pedestrians when there are numerous late night pedestrians moving between licensed premises. The restriction allowed taxis into the street, but no other traffic. This has been generally successful, however the police still have concerns over public safety and have been instrumental in putting together the proposals in this report.

3.10 The Economic Development Committee minute referred to changes to taxi stance provision in Elgin Town Centre. A number of Licensing committee minutes refer (Licensing Committee 4/10/2000 Para 4, 29/11/2000 Para 4, 11/4/01 Para 4 Special Licensing Committee 24/1/2001 Para 3 of the minute refers) and some changes were made in 2001 under the Civic Government (Scotland) Act 1982.

3.11 However, in the 9 years or so since the taxi stances were changed there have been ongoing problems during the day with the length of the rank in High Street (west end), with taxis using it as a parking area and turnover of spaces being slow. The remaining stances in High Street (east end) (3 spaces daytime, extending to 7 spaces 9pm – 4am Wednesday to Sunday) and North Street (4 spaces) are significantly underused.

3.12 As a result, the proposals in this report are to reduce the length of the taxi stance in High Street (west end) to 4 spaces during the day and for it to remain as a 15 space rank from 9pm to 4am Wednesday to Sunday.

3.13 The area left vacant by the removal of the daytime taxi stance will become 30 minute parking. This is consistent with the existing restrictions and will allow additional short term parking within the town centre.

**Batchen Street – North Street**

3.14 In October 2009 a temporary Traffic Regulation Order was implemented for six months to close Batchen Street as a result of falling masonry in an adjacent building. This provided an insight into what it could be like if traffic were banned on a permanent basis. There have been various comments received whilst the street was closed, mainly positive.

3.15 The proposal contained in this report is to pedestrianise Batchen Street for its entire length with an exemption to allow loading and unloading for adjacent businesses at any time. The proposal has been discussed at the Elgin Bid group and it is understood that they are supportive of the concept. They will however be consulted formally as part of the statutory process.

3.16 In order that traffic has an appropriate exit from High Street as a consequence of Batchen Street being pedestrianised it is proposed that the current restrictions on North Street be revoked. Currently only taxis, buses and permit holders are allowed to use North Street.

**Disabled Spaces**
3.17 It is also proposed to remove the advisory disabled spaces from this pedestrianised area at the west end of High Street as the opening up of North Street to all traffic will result in and increase in traffic. The location of the disabled spaces means that drivers using the spaces have to reverse into the flow of traffic from High Street to North Street. Removing these spaces will remove a road safety hazard for both traffic and pedestrians in this area of High Street.

3.18 The issue of disabled parking is one which has caused many problems with enforcement and obstruction. The current restrictions to movement in Thunderton Place, Commerce Street and North Street exempt Disabled Badge Holders. It is proposed that this exemption remain for Thunderton Place and Commerce Street, but that specific disabled parking spaces are marked within these streets. Additionally the advisory disabled parking spaces on High Street (east end) and (west end) and at the north end of Commerce Street will be promoted as full time enforceable disabled parking spaces.

**High Street – Commerce Street – Lossie Wynd**

3.19 The proposed traffic management alterations around the junction of High Street, Commerce Street and Lossie Wynd will remove the advisory disabled spaces from this location, which currently cause a road safety hazard for pedestrians on High Street. A goods vehicle loading bay will be introduced opposite the end of Commerce Street on High Street at this location.

3.20 The traffic management proposals for this junction are being introduced to enable better recognition and signing of the restriction which currently exists in Commerce Street. At present drivers ignore the restriction and without policing 24 hours a day is difficult to enforce. The traffic management proposals will encourage self enforcing of this existing restriction.

3.21 It is also proposed to introduce a loading bay at the South Street end of Commerce Street.

**Cycling and other Traffic Management Provision – High Street**

3.22 Currently traffic in the pedestrianised part of High Street is restricted to one way. It is proposed to revoke this restriction for cycles. This will be part of the signed cycle route from Lossie Wynd to Elgin Railway station which will use High Street from Lossie Wynd to Hay’s Close in both directions. This proposal forms part of the route detailed in the Urban Freedom and 'Footway redesignation' reports also presented to this committee.

3.23 The traffic management proposals in High Street (west end) (see plan 4 of 8 in Appendix C) also complement the Urban Freedom proposals and will include build outs opposite Batchen Lane (between Royer’s Butchers and Birnie’s Pet Shop) outside Marks and Spencer, and opposite the Cooperage adjacent to the lane between the Royal Bank of Scotland and The Victoria Bar. The buildouts will provide a safe access for pedestrians between parked cars on existing pedestrian desire lines.
3.24 On the High Street at the bottom of Thunderton Place it is proposed to remove the pelican crossing, which has been out of operation for some time as the parts are now obsolete, and also the pedestrian guardrail around the corner from High Street to North Street. This will improve the situation for pedestrians crossing High Street and improve visibility for all road users in this area.

3.25 The physical works to implement the proposal to pedestrianise Batchen Street will complement these proposals, however they will form part of the Urban Freedom works.

**Batchen Lane**

3.26 There are currently problems in Batchen Lane (east-west section) on the north side opposite TKMaxx caused by indiscriminate parking. It is proposed to introduce two short sections of ‘No waiting and no loading at any time’ restrictions at the locations where parked vehicles create problems for goods vehicle turning around the corners at Thunderton Place into Batchen Lane and at the corner of Batchen Lane at Northfield Terrace Car Park. It is also proposed to remove some of the double yellow lines and alter existing parking areas to introduce 30 minute parking areas along the north side of Batchen Lane. This will have the effect of removing existing areas of double parking and provide a better turnover of parking within the town centre.

**Additional On-street parking**

3.27 Two other areas where it is considered appropriate to allow parking is within the 9pm - 4am Taxi Rank on the east end of High Street outside the Council Headquarters and on South Street between Batchen Lane and the Batchen Lane Car Park access as the road is wide enough to accommodate two way traffic and parking. These areas will also be limited to 30 minutes no return within 30 minutes to be consistent with the parking restrictions nearby.

3.28 Officers believe that the normal statutory consultation process will not be enough to gain the views of businesses and residents of Elgin and therefore it is proposed to hold a public display to seek the wider public view, with specific reference to the Elgin Bid Group, Taxi Operators and The Moray Access Panel in addition to the statutory consultees normally consulted.

4. **SUMMARY OF IMPLICATIONS**

(a) Single Outcome Agreement/ 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 and Civic Government (Scotland) Act 1982.

(c) Financial Implications

The cost of promoting the Traffic Regulation Order, providing signing and lining and providing some of the traffic management elements is estimated at £25,000 and will be funded from the Road Safety Capital budget 2010/11 (Para 11 of the minute of Economic Development and Infrastructure Services Committee of 15 June 2010 refers). The remainder of the funding will be through the Urban Freedom project which is subject to a separate report to this Committee.

(d) Risk Implications

The proposals contained in this report are central to improving traffic flow and the pedestrian and cycle environment within the town centre. If the proposals are not implemented there are funding streams identified in the Urban Freedom project which could not be fulfilled.

There have also been various enforcement issues highlighted with the wording of the current orders and the remaking of some of these will enable the order to be strengthened to allow the police to enforce more effectively.

(e) Staffing Implications

There are no staffing implications arising from this report.

(f) Property

There are no property implications arising from this report.

(g) Equalities

There may be implications arising from this report in relation to Disabled Parking provision. There have been some existing spaces removed because of road safety concerns at both ends of the pedestrianised area of High Street, however these have been replaced in adjacent streets and with some additional short term parking introduced in other areas there will be additional opportunity for disabled badge holders to park within the town centre.

(h) Consultations
Grampian Police have been involved in discussions with Roads Officers in preparation of this report and are in agreement.

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

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

Rhona Gunn, Principal Solicitor (Legal and Litigation) has been consulted and has commented that the Licensing Committee will require to consider the Taxi Stance orders previously made under Section 19 Civic Government (Scotland) Act 1982 once a decision has been taken on the Traffic Regulation Order proposals.

5. CONCLUSION

5.1 It is proposed to promote Traffic Regulation Orders which will have the effect of consolidating and amending waiting restrictions and movement restrictions on various streets within Elgin town centre (see attached schedules in Appendices A and B and plans Appendices C and D).

Author of Report:  Elaine Penny, Traffic Engineer

Background Papers:

Ref:   ARD/EMP
APPENDIX A

The Moray Council (Elgin Town Centre Waiting Restrictions) Order

List of Schedules

Waiting, loading and unloading restrictions

Schedule 1
No waiting at any time

Schedule 2
No waiting Monday - Saturday
8:00am - 6:00pm

Schedules 3-10
Not used

Schedule 11
No waiting at any time,
No loading at any time.

Schedules 12-20
Not used

Buses and Taxis

Schedule 21
No stopping at any time except for taxis

Schedule 22
No stopping
Wednesday to Sunday 9:00pm - 4:00am
Except for taxis

Schedules 23-30
Not used

Controlled Parking

Schedule 31
Parking restricted to 30 minutes,
no return within 30 minutes.

Schedule 32
Parking restricted to 1 hour,
no return within 1 hour.

Schedule 33
Parking restricted to 2 hours,
no return within 1 hour.

Schedule 34
Parking restricted to 4 hours,
no return within 2 hours.

Schedule 35
Parking designated without restriction of time

Schedules 36-50
Not used
### Loading Bays

<table>
<thead>
<tr>
<th>Schedule</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schedule 51</td>
<td>Loading only</td>
</tr>
<tr>
<td>Schedule 52</td>
<td>Goods vehicle loading only</td>
</tr>
<tr>
<td>Schedule 53</td>
<td>Loading only, Monday - Saturday&lt;br&gt;9:00am - 5:00 pm</td>
</tr>
<tr>
<td>Schedule 54</td>
<td>Goods vehicle loading only, Monday - Saturday&lt;br&gt;9:00am - 5:00 pm</td>
</tr>
</tbody>
</table>

### Miscellaneous Permit Holders

<table>
<thead>
<tr>
<th>Schedule</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schedule 55</td>
<td>Disabled badge holders only</td>
</tr>
<tr>
<td>Schedules 56-60</td>
<td>Not used</td>
</tr>
<tr>
<td>Schedule 1</td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td></td>
</tr>
<tr>
<td><strong>Roads in Elgin</strong></td>
<td><strong>No waiting at any time</strong></td>
</tr>
<tr>
<td><strong>Batchen Lane</strong></td>
<td>On the west side thereof:</td>
</tr>
<tr>
<td>(north - South section)</td>
<td>a) From a point 5 metres or thereby North of the projected south kerbline of Batchen Lane (east – west section) in a southerly direction to the projected North kerbline of South Street for a distance of 89 metres or thereby.</td>
</tr>
<tr>
<td><strong>Batchen Lane</strong></td>
<td>On the east side thereof:</td>
</tr>
<tr>
<td>(north - south section)</td>
<td>a) From the projected south kerbline of Batchen Lane (east – west section) in a southerly direction to the projected west kerbline of South Street for a distance of 84 metres or thereby.</td>
</tr>
<tr>
<td><strong>Batchen Lane</strong></td>
<td>On the north side thereof:</td>
</tr>
<tr>
<td>(east-west section)</td>
<td>a) From a point 10 metres or thereby west of the projected east building line of 5 Thunderton Place in a westerly direction for a distance of 39 metres or thereby.</td>
</tr>
<tr>
<td></td>
<td>b) From a point 60 metres or thereby west of the projected east building line of 5 Thunderton Place in a westerly direction for a distance of 18 metres or thereby.</td>
</tr>
<tr>
<td></td>
<td>c) From a point 95 metres or thereby west of the projected east building line of 5 Thunderton Place in a westerly direction for a distance of 7 metres or thereby.</td>
</tr>
<tr>
<td></td>
<td>d) From the western end of Batchen Lane (east-west section) cul-de-sac, from the west kerbline in an easterly then northerly direction around the kerbline adjacent to Charleston flats for a distance of 20 metres then 5 metres or thereby.</td>
</tr>
<tr>
<td><strong>Batchen Lane</strong></td>
<td>On the south side thereof:</td>
</tr>
<tr>
<td>(east-west section)</td>
<td>a) From the projected west kerbline of Batchen Lane (north - South section) in a westerly then northerly direction to the north kerbline at the western end of Batchen Lane (east-west section) cul-de-sac, a distance of 51 metres then 3 metres or thereby.</td>
</tr>
<tr>
<td><strong>Batchen Street</strong></td>
<td>On the west side thereof:</td>
</tr>
<tr>
<td></td>
<td>a) From the projected south building line of High Street in a southerly direction to the projected north kerbline of South Street, a distance of 116 metres or thereby.</td>
</tr>
</tbody>
</table>
Batchen Street  On the east side thereof:

a) From the projected south building line of High Street in a southerly direction to the projected north kerbline of South Street, a distance of 111 metres or thereby.

Batchen Street Lane  On the north side thereof:

a) From the projected east building line of Thunderton Place to the projected west building line of Batchen Street, a distance of 24 metres or thereby

Batchen Street Lane  On the south side thereof:

b) From the projected east building line of Thunderton Place to the projected west building line of Batchen Street, a distance of 24 metres or thereby

Commerce Street  On the west side thereof:

a) From a point 3 metres or thereby north of the projected south building line of High Street in a southerly direction to a point 12 metres or thereby south of the projected south building line of High Street, a distance of 15 metres or thereby.

b) From a point 32 metres or thereby south of the projected south building line of High Street in a southerly direction for a distance of 8 metres or thereby.

c) From a point 87 metres or thereby south of the projected south building line of High Street in a southerly direction, to the projected north kerbline of South Street, a distance of 8 metres or thereby.

Commerce Street  On the east side thereof:

a) From the projected south kerbline of High Street in a southerly direction to the projected north kerbline of South Street, a distance of 95 metres or thereby.

Hall Place  On the west side thereof:

a) From the projected south kerbline of South Street in a southerly direction for a distance of 69 metres or thereby.

Hall Place  On the east side thereof:

a) From the projected south kerbline of South Street in a southerly direction for a distance of 69 metres or thereby.
High Street (west end) On the north side thereof:

a) From the projected west kerbline of North Street in a westerly direction for a distance of 51 metres or thereby.

b) From a point 121 meters or thereby west of the projected west kerbline of North Street in a westerly direction for a distance of 4 metres thereby.

c) From a point 152 meters or thereby west of the projected west kerbline of North Street in a westerly direction for a distance of 4 metres thereby.

d) From a point 206 meters or thereby west of the projected west kerbline of North Street in a westerly direction to the projected east kerbline of Alexandra Road (A96), a distance of 20 metres or thereby.

High Street (west end) On the south side thereof:

a) From a point 3 metres or thereby west of the projected east building line of Batchen Street in an easterly direction to the projected east kerbline of North Street, a distance of 23 metres or thereby.

b) From a point 3 metres or thereby east of the projected west building line of Batchen Street in a westerly direction for a distance of 32 metres or thereby.

c) From a point 56 metres or thereby west of the projected west building line of Batchen Street in a westerly direction for a distance of 8 metres or thereby.

d) From a point 96 metres or thereby west of the projected west building line of Batchen Street in a westerly direction for a distance of 8 metres or thereby.

e) From a point 126 metres or thereby west of the projected west building line of Batchen Street in a westerly direction to the projected east kerbline of Northfield Terrace (A941), a distance of 82 metres or thereby.

High Street (east end) On the north side thereof:

a) From the projected west building line of Lossie Wynd in a westerly direction for a distance of 7 metres or thereby.

b) From a point 19 metres west of the projected west building line of Lossie Wynd in a westerly direction for a distance of 6 metres or thereby.
c) From the projected east kerbline of Lossie Wynd in an easterly direction for a distance of 13 metres or thereby.

d) From a point 38 metres or thereby east of the projected east kerbline of Lossie Wynd in an easterly direction to its junction with North College Street, a distance of 175 metres or thereby.

High Street (east end) On the south side thereof:

a) From the projected east kerbline of Commerce Street in an easterly direction for a distance of 68 metres or thereby.

b) From a point 112 metres or thereby east of the projected east kerbline of Commerce Street in an easterly direction to the projected west kerbline of Glover Street, a distance of 37 metres or thereby.

c) From the projected east kerbline of Glover Street in an easterly direction, for a distance of 8 metres or thereby.

North Street On the west side thereof:

a) From the projected north building line of High Street in a northerly direction for a distance of 17 metres or thereby.

North Street On the east side thereof:

a) From the projected south building line of High Street across the pedestrian area in a northerly direction to the projected south kerbline of St Giles Road (cul-de-sac), a distance of 94 metres or thereby.

South Street On the north side thereof:

a) From the projected south kerbline of High Street, at Dr Gray’s Roundabout in an easterly direction for a distance of 73 metres or thereby.

b) From a point 157 metres east of the projected south kerbline of High Street, at Dr Gray’s Roundabout, in an easterly direction to the projected west kerbline of West Park Road, a distance of 21 metres or thereby.

c) From the projected east kerbline of West Park Road in an easterly direction to the projected west kerbline of Northfield Terrace (A941), a distance of 198 metres or thereby.

d) From the projected east kerbline of Northfield Terrace
(A941) in an easterly direction to the projected west kerbline of Batchen Lane (north – south section), a distance of 48 metres or thereby.

e) From the projected east kerbline of Batchen Lane (north – south section) in an easterly direction for a distance of 18 metres or thereby.

f) From a point 50 metres or thereby east of the projected east kerbline of Batchen Lane (north – south section) in an easterly direction to the north kerbline of Batchen Lane Car park access ramp, a distance of 36 metres of thereby.

g) From the south kerbline of Batchen Lane Car park access ramp in an easterly direction to the projected west building line of Thunderton Place, a distance of 33 metres of thereby.

h) From the projected west building line of Batchen Street in a westerly direction to Thunderton Place, a distance of 29 metres or thereby.

South Street

On the south side or thereof:

a) From the projected south kerbline of Pluscarden Road at Dr Gray’s Roundabout in a northerly then easterly direction for a distance of 36 metres or thereby.

b) From the projected west kerbline of Hawthorn Road in a westerly direction for a distance of 21 metres or thereby.

c) From the projected east kerbline of Hawthorne Road in an easterly direction for a distance of 16 metres or thereby.

d) From a point 48 metres or thereby east of the projected east kerbline of Hawthorne Road in an easterly direction for a distance of 30 metres or thereby.

e) From the projected west kerbline of Mayne Road in a westerly direction for a distance of 38 metres or thereby.

f) From the projected east kerbline of Mayne Road in an easterly direction to the projected west kerbline of Hay Street (A941), a distance of 23 metres or thereby.

g) From the projected east kerbline of Hay Street (A941) in an easterly direction to the projected west kerbline of Gordon Street a distance of 67 metres or thereby.

h) From the projected east kerbline of Gordon Street in an easterly direction to the projected west kerbline of Hall
Place a distance of 52 metres or thereby.

i) From the projected east kerbline of Hall Place in an easterly direction to the west kerbline of North Guildry Street, a distance of 49 metres or thereby.

Thunderton Place  On the east side or thereof:

a) From the projected north kerbline of South Street in a northerly direction to the projected south building line of High Street, a distance of 119 metres or thereby.

Thunderton Place  On the west side thereof:

a) From the projected north kerbline of South Street in a northerly direction for a distance of 19 metres or thereby.

b) From a point 32 metres or thereby north of the projected north kerbline of South Street in a northerly direction for a distance of 9 metres or thereby.

c) From the south building line of no 5 Thunderton Place in a northerly direction to the projected south building line of High Street, for a distance of 36 metres or thereby.
Schedule 2

Roads in Elgin  No waiting Monday - Saturday
8:00am - 6:00pm

South Street  On the north side thereof:

a) From a point 73 metres south then east of the projected south kerbline of High Street, at Dr Gray's Roundabout, in an easterly direction for a distance of 78 metres or thereby.
Schedule 11

Roads in Elgin

<table>
<thead>
<tr>
<th>Roads</th>
<th>No waiting at any time</th>
<th>No loading at any time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Batchen Lane</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(east-west section)</td>
<td>On the north side thereof:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>a) From the projected east building line of 5 Thunderton Place in a westerly direction for a distance of 10 metres or thereby.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>b) From a point 113 metres or thereby west of the projected east building line of 5 Thunderton Place in a westerly direction for a distance of 21 metres or thereby.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>On the south side thereof:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>a) From the projected east building line of Batchen Street Car Park in a westerly direction to the projected east kerbline of Batchen Lane (north – south section), a distance of 120 metres or thereby.</td>
<td></td>
</tr>
<tr>
<td>North Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>On the west side thereof:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>a) From a point 65 metres or thereby north of the projected north building line of High Street in a northerly direction to the projected south kerbline of Alexandra Road (A96), a distance of 32 metres or thereby.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>On the east side thereof:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>a) From the projected north kerbline of St Giles Road (cul-de-sac) in a northerly direction to the projected south kerbline of Alexandra Road (A96), a distance of 17 metres or thereby.</td>
<td></td>
</tr>
<tr>
<td>South Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>On the north side thereof:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>a) From the projected west kerbline of Commerce Street in a westerly direction for a distance of 5 metres or thereby.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>b) From a point 21 metres or thereby west of the projected westerly kerbline of Commerce Street in a westerly direction for a distance of 17 metres or thereby.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>c) From a point 50 metres or thereby west of the projected westerly kerbline of Commerce Street in a westerly direction to a point 89 metres or thereby east of the projected east kerbline of Batchen Street, a distance of 54 metres or thereby.</td>
<td></td>
</tr>
</tbody>
</table>
d) From the projected east kerbline of Batchen Street in an easterly direction for a distance of 16 metres or thereby.

e) From a point 28 metres or thereby east of the projected easterly kerbline of Batchen Street in an easterly direction for a distance of 7 metres or thereby.

f) From a point 54 metres or thereby east of the projected easterly kerbline of Batchen Street in an easterly direction for a distance of 24 metres or thereby.

South Street  On the south side thereof:

a) From the projected east kerbline of North Guildry Street in an easterly direction to the projected west kerbline of Culbard Street, a distance of 47 metres or thereby.

b) From the projected east kerbline of Culbard Street in an easterly direction to the projected west building line of Academy Street, a distance of 94 metres or thereby.

c) From the projected east building line of Academy Street in an easterly direction for a distance of 72 metres or thereby.

Thunderton Place  On the west side thereof:

a) From a point 47 metres or thereby north of the projected north kerbline of South Street in a northerly direction for a distance of 27 metres or thereby.
Schedule 21

**Roads in Elgin**

**No stopping at any time except for taxis**

**High Street (west end)**

On the north side there of:

a) From a point 73 metres or thereby west of the projected west kerbline of North Street, in a westerly direction for a distance of 25 metres or thereby.

**High Street (east end)**

On the south side there of:

a) From a point 68 metres or thereby east of the projected east kerbline of Commerce Street, in an easterly direction for a distance of 20 metres or thereby.

**North Street**

On the west side thereof:

a) From a point 37 metres or thereby north of the projected north building line of High Street in a northerly direction for a distance of 28 metres or thereby.
## Schedule 22

| Roads in Elgin | No stopping  
|----------------|-----------------------------------------------------------|
|                | Wednesday to Sunday 9:00pm - 4:00am  
|                | Except for taxis  

| High Street (west end) | On the north side thereof:  
|------------------------|----------------------------------------------------------|
|                        | a) From a point 98 meters or thereby west of the projected west kerbline of North Street in a westerly direction for a distance of 23 metres thereby.  
|                        | b) From a point 125 meters or thereby west of the projected west kerbline of North Street in a westerly direction for a distance of 27 metres thereby.  
|                        | c) From a point 152 meters or thereby west of the projected west kerbline of North Street in a westerly direction for a distance of 20 metres or thereby.  

| High Street (east end) | On the south side thereof:  
|------------------------|--------------------------------------------------------------------------|
|                        | a) From a point 88 metres or thereby east of the projected east kerbline of Commerce Street, in an easterly direction for a distance of 24 metres or thereby.  

Schedule 31

Roads in Elgin  Parking restricted to 30 minutes, no return within 30 minutes.

Batchen Lane (east-west section)
On the north side thereof:
b) From a point 49 metres or thereby west of the projected east building line of 5 Thunderton Place in a westerly direction for a distance of 11 metres or thereby.
c) From a point 78 metres or thereby west of the projected east building line of 5 Thunderton Place in a westerly direction for a distance of 17 metres or thereby.
d) From a point 102 metres or thereby west of the projected east building line of 5 Thunderton Place in a westerly direction for a distance of 11 metres or thereby.

High Street (west end)
On the north side thereof:
a) From a point 98 meters or thereby west of the projected west kerbline of North Street in a westerly direction for a distance of 23 metres thereby.
b) From a point 125 meters or thereby west of the projected west kerbline of North Street in a westerly direction for a distance of 27 metres thereby.
c) From a point 152 meters or thereby west of the projected west kerbline of North Street in a westerly direction for a distance of 50 metres or thereby.

High Street (west end)
On the south side thereof:
a) From a point 104 metres or thereby west of the projected west building line of Batchen Street in a westerly direction for a distance of 22 metres or thereby.

High Street (east end)
On the south side there of:
a) From a point 88 metres or thereby east of the projected east kerbline of Commerce Street, in an easterly direction for a distance of 24 metres or thereby.
b) From a point 8 metres or thereby east of the projected east kerbline of Glover Street, in an easterly direction for 48 metres or thereby.

South Street On the north side thereof:
ITEM:

PAGE: 22

a) From a point 18 metres or thereby east of the projected east kerbline of Batchen Lane (north – south section) in an easterly direction for a distance of 32 metres of thereby.
Schedule 53
Roads in Elgin
Loading only,
Monday - Saturday
9:00am - 5:00 pm

Commerce Street On the west side thereof:

a) From a point 66 metres or thereby south of the projected
south building line of High Street in a southerly direction for
a distance of 21 metres or thereby.

South Street On the north side thereof:

a) From a point 78 metres or thereby east of the projected
east kerbline of Batchen Street, in an easterly direction for
a distance of 11 metres or thereby.

Schedule 54
Roads in Elgin
Goods vehicle loading only,
Monday - Saturday
9:00am - 5:00 pm

High Street (west end) On the south side thereof:

a) From a point 29 metres or thereby west of the projected
westerly build line of Batchen Street for a distance of 27
metres or thereby.

b) From a point 64 metres or thereby west of the projected
westerly build line of Batchen Street for a distance of 32
metres or thereby.

High Street (east end) On the north side thereof:

a) From a point 7 metres or thereby west of the projected
west building line of Lossie Wynd in a westerly direction for
a distance of 11 metres or thereby.

b) From a point 26 metres or thereby east of the projected
easterly kerbline of Lossie Wynd in an easterly direction for a
distance of 12 metres or thereby.

South Street On the north side thereof:

a) From a point 38 metres or thereby west of the projected
westerly kerbline of Commerce Street, in a westerly
direction for a distance of 12 metres or thereby.

b) From a point 16 metres or thereby east of the projected
easterly kerbline of Batchen Street in an easterly direction
for a distance of 12 metres or thereby.
c) From a point 35 metres or thereby east of the projected easterly kerbline of Batchen Street in an easterly direction for a distance of 19 metres or thereby.
<table>
<thead>
<tr>
<th>Schedule 55 Roads in Elgin</th>
<th>Disabled badge holders only</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commerce Street</td>
<td>On the west side thereof:</td>
</tr>
<tr>
<td></td>
<td>a) From a point 12 metres or thereby south of the projected south building line of High Street in a southerly direction for a distance of 19.8 metres or thereby.</td>
</tr>
<tr>
<td></td>
<td>b) From a point 40 metres or thereby south of the projected south building line of High Street in a southerly direction for a distance of 26.4 metres or thereby.</td>
</tr>
<tr>
<td>High Street (west end)</td>
<td>On the north side thereof:</td>
</tr>
<tr>
<td></td>
<td>a) From a point 51 metres or thereby west of the projected west kerbline of North Street, in a westerly direction for a distance of 22 metres or thereby.</td>
</tr>
<tr>
<td>High Street (east end)</td>
<td>On the north side thereof:</td>
</tr>
<tr>
<td></td>
<td>a) From a point 13 metres or thereby east of the projected east kerbline of Lossie Wynd in an easterly direction for a distance of 13.2 metres or thereby.</td>
</tr>
<tr>
<td>North Street</td>
<td>On the west side thereof:</td>
</tr>
<tr>
<td></td>
<td>a) From a point 17 metres or thereby north of the projected north building line of High Street in a northerly direction for a distance of 19.8 metres or thereby.</td>
</tr>
<tr>
<td>South Street</td>
<td>On the North side thereof:</td>
</tr>
<tr>
<td></td>
<td>a) From a point 5 metres or thereby west of the projected westerly kerbline of Commerce Street, in a westerly direction for a distance of 16 metres or thereby.</td>
</tr>
<tr>
<td>Thunderton Place</td>
<td>On the west side thereof:</td>
</tr>
<tr>
<td></td>
<td>a) From a point 19 metres or thereby north of the projected north kerbline of South Street in a northerly direction for a distance of 13.2 metres or thereby.</td>
</tr>
<tr>
<td></td>
<td>b) From a point 41 metres or thereby north of the projected north kerbline of South Street in a northerly direction for a distance of 6.6 metres or thereby.</td>
</tr>
</tbody>
</table>
Orders to be revoked

The Moray Council (Prohibition of waiting, High Street, Elgin) Order 1996

The Grampian Regional Council (West High Street, Elgin) (Traffic Management) Order 1995

The Moray Council Revocation of Waiting Restrictions, South Street, Elgin Order 1998

The Grampian Regional Council (Various Streets, Elgin) (Prohibition of Waiting) Order 1982 insofar as it related to:

Batchen Lane
Batchen Street
Commerce Street
Hall Place
High Street
North Street (item 95 in relation to the section from High Street to Alexandra Road)
South Street
Thunderton Lane (now Thunderton Place)

The Moray Council Waiting Restrictions Elgin Order 2001 – Schedules 1 & 2 insofar as it relates to:

Batchen Lane, Hall Place and South Street in Schedule 1
Appendix B

The Moray Council (Elgin Town Centre Pedestrianisation and Traffic Management) Order

List of Schedules

Schedule 1  No vehicles at any time

Schedule 2  No motor vehicles permitted
Except for loading and unloading of goods
outwith 11:00am – 4:00pm
and Permit Holders during 11:00am – 4:00pm

Schedule 3  No motor vehicles permitted
Except taxis, deliveries and permit holders

Schedule 4  No motor vehicles permitted
Except buses, taxis, deliveries and permit holders

Schedule 5  No motor vehicles permitted
Except deliveries

Schedule 6  No motor vehicles permitted
1am – 4am Thursday to Sunday
Except Taxis

Schedule 7  Driving permitted only in direction stated

Schedule 8  Driving permitted only in direction stated
Except for cycles
Schedule 1
Roads in Elgin  No vehicles at any time

High Street  On that part of High Street between North Street and Commerce Street not described in Schedule 2

Thunderton Place  From its junction with High Street in a southerly direction for 5 metres

Schedule 2
Roads in Elgin  No motor vehicles permitted except for Loading and unloading of goods outwith 11:00am – 4:00pm
And Permit holders during 11:00am – 4:00pm

High Street  On that part of High Street between North Street and Commerce Street forming a two lane road along the south side of St Giles Church, excluding the footways along the south side from Batchen Street to Hay’s Close and from Hay’s Close to Commerce Street.

Schedule 3
Roads in Elgin  No motor vehicles permitted
Except taxis, deliveries and permit holders

Batchen Lane  From Thunderton Place in a westerly direction for 15 metres
(east-west section)

Thunderton Place  For its entire length

Schedule 4
Roads in Elgin  No motor vehicles permitted
Except buses, taxis, deliveries and permit holders

Commerce Street  For its entire length

High Street (east end)  From its junction with Lossie Wynd to its junction with Commerce Street

Schedule 5
Roads in Elgin  No motor vehicles permitted
Except deliveries

Batchen Street  For its entire length

Schedule 6
Roads in Elgin  No motor vehicles permitted
1am – 4am Thursday to Sunday
Except Taxis

High Street (west end)  From its junction with Alexandra Road to its junction with North Street
<table>
<thead>
<tr>
<th>Schedule 7</th>
<th>Roads in Elgin</th>
<th>Section of road</th>
<th>Direction of Travel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Academy Street</td>
<td>Between Moray Street and Frances Place</td>
<td>South to north</td>
<td></td>
</tr>
<tr>
<td>Francis Place</td>
<td>Its entire length</td>
<td>West to east</td>
<td></td>
</tr>
<tr>
<td>High Street</td>
<td>Between Alexandra Road and North Street</td>
<td>West to east</td>
<td></td>
</tr>
<tr>
<td>High Street</td>
<td>Between Glover Street and Lossie Wynd</td>
<td>East to west</td>
<td></td>
</tr>
<tr>
<td>Moray Street</td>
<td>Between Moss Street and Academy Street</td>
<td>East to west</td>
<td></td>
</tr>
<tr>
<td>North Street</td>
<td>Between High Street and St Giles Road</td>
<td>South to north</td>
<td></td>
</tr>
<tr>
<td>South Street</td>
<td>Between Hall Place and Moss Street</td>
<td>West to east</td>
<td></td>
</tr>
<tr>
<td>St Giles Road</td>
<td>Between Alexandra Road and Lossie Wynd</td>
<td>North to east</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Schedule 8</th>
<th>Roads in Elgin</th>
<th>Section of road</th>
<th>Direction of Travel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Academy Street</td>
<td>Between South Street and Frances Place</td>
<td>North to south</td>
<td></td>
</tr>
<tr>
<td>Batchen Lane (east – west section)</td>
<td>Between Thunderton Place and 25metres west of Thunderton Place</td>
<td>East to west</td>
<td></td>
</tr>
<tr>
<td>Batchen Street</td>
<td>Its entire length</td>
<td>North to south</td>
<td></td>
</tr>
<tr>
<td>Commerce Street</td>
<td>Its entire length</td>
<td>North to south</td>
<td></td>
</tr>
<tr>
<td>Lossie Wynd</td>
<td>Between High Street and North Port</td>
<td>South to north</td>
<td></td>
</tr>
<tr>
<td>Lossie Wynd</td>
<td>Between St Giles Road and Alexandra Road</td>
<td>South to north</td>
<td></td>
</tr>
<tr>
<td>Thunderton Place</td>
<td>Between South Street and Batchen Lane (east – west section)</td>
<td>South to north</td>
<td></td>
</tr>
</tbody>
</table>
The Grampian Regional Council (Elgin – Central Pedestrianisation) (Traffic Management) Order, 1995

The Moray Council (Academy Street, Frances Place, Moray Street, Elgin, One-Way Order) 2000

The Moray Council Prohibition of Driving, High Street, Elgin Order 2000

The Moray Council Academy Street, Elgin Proposed One-way Traffic Order 2000

The Grampian Regional Council (Thunderton Place, Batchen Lane and South Street, Elgin) (prohibition of vehicles and One-way) order 1986

The Grampian Regional Council (Various Streets, Elgin) (One-way) Order, 1980
Insofar as it relates to:
Batchen Street
Commerce Street
Lossie Wynd
North Street
South Street
Un-named Street (now St Giles Road)