

The Highland Council
City of Inverness and Area Committee
9 December 2013

Agenda Item	9
Report No	CIA/67/13

**River Ness Flood Alleviation Scheme (Tidal Section) Phase 1
Amendments to Traffic and Parking Orders**

Report by Director of Transport, Environmental and Community Services

Summary

Following further consultation with the local community this report invites Members to approve the publication of draft amendments to Traffic and Parking Orders relating to Huntly Street, the details of which are described in this report.

1. Background

- 1.1 Following the award of Scottish Government grant funding for the River Ness Flood Scheme (Tidal Section) in January 2012, The Highland Council and Inverness Common Good Fund committed to implement streetscaping improvements to the roads adjoining the river between Ness Bridge and Friars Bridge- namely Bank Street, Douglas Row and Huntly Street.
- 1.2 In October 2012, the City of Inverness and Area (CIA) Committee agreed the formal publication and consultation of the following draft Traffic Orders:
- **The Highland Council (Inverness – West Central) (20mph Speed Limit) Order 2012.**
 - **The Highland Council (Inverness – City Centre) (20mph Speed Limit) Order 2010 (Bank Street, Inverness) Amendment Order 2012**
 - **The Highland Council (Inverness – Central Consolidation) Order 1988 (Bank Street, Douglas Row, Glebe Street, Inverness) Amendment Order 2012**
 - **The Highland Council (Inverness Permit Parking) Order 1999 (Various Roads, Inverness) Amendment Order 2012**
 - **The Highland Regional Council (Inverness – Riverside West) (General Traffic) Order 1984 (Balnain Street, Friars Place, Greig Street, Huntly Street, Inverness) Amendment Order 2012**
 - **The Highland Council (Huntly Street, Inverness) Restricted Parking Zone Order 2012**

- **The Highland Council (Douglas Row and Huntly Street, Inverness)
(Redetermination of Means of Exercise of Public Right of Passage)
Order 2012**

- 1.3 Following the formal 28 day consultation period (commencing 28 November 2012) a single letter of objection was received. A number of the issues raised by the objector were resolved and the CIA Committee approved the making of these Orders in February 2013.
- 1.4 In April 2013, Park Community Council (representing Huntly Street and the west side of the river) invited project officers to a Community Council meeting. At this meeting the community expressed their concerns at not having been consulted directly on the proposals contained in the current Orders and were also concerned that the changes would not properly serve the needs of the business or residential community.
- 1.5 Following this meeting a petition representing businesses from Huntly Street, Greig Street and Young Street was presented to the Council.
- 1.6 Thereafter the Director of TEC Services along with officers attended a Park Community Council meeting where an undertaking was given to review the parking and the proposal to reverse the direction of traffic flow on Huntly Street as contained in the approved Orders.

2.0 **Amendments to Parking Provision**

- 2.1 Local businesses on Huntly Street and Greig Street expressed concern that too many car parking spaces were being removed under the earlier proposals. Most local businesses expressed a desire for more short-stay parking opportunities for customers, and overnight parking for bed and breakfast businesses.
- 2.2 Following a review it is considered that On-street parking in the area between Ness Bridge and Greig Street should be kept to a minimum as this is the heart of the conservation area and provides a quality environment with a high level of amenity to visiting tourists and residents of Inverness.
- 2.3 Having considered the views presented it is proposed to add 11 No short-stay (max 1 hour), "pay and display" spaces between Celt Street and Greig Street, with these available between 8am and 6pm, Monday to Saturday. Out-with these periods parking will be unrestricted overnight and during Sundays. This will require an amendment to the currently approved Orders. The location of these spaces is shown on the plan in **Appendix A**.
- 2.4 In addition, the parking restrictions in the existing loading bays (located outside Balnain House and House of Fraser) will be altered to allow free unrestricted parking for cars after 6pm Monday to Saturday. This will also be included within the amended draft Orders. The location of these bays is shown on the plan in **Appendices A & B**.

2.5 Also, following representations from D Chisholm & Sons Funeral Directors on Huntly Street, it is proposed not to make any changes to the restricted parking in Balnain Street. It was originally proposed to change the restricted parking adjacent to the funeral premises in Balnain Street to 4 No short stay parking spaces. However, it is recognised that this change, if carried through, would hinder the operation of the funeral home as vehicles may park in front of their main entrance preventing funerals from taking place. It is therefore now proposed not to make any changes to the parking in Balnain Street and in this way protect the access for funeral vehicles to the main (side) entrance of the funeral home.

2.6 Compared with the previously approved proposals these amendments combined will provide an additional

- 11 Pay and Display spaces during the day
- 20 free (unrestricted spaces) in the evening/ overnight/ Sundays

2.7 Compared with existing situation the total revised numbers of parking spaces available on Huntly Street following completion of the flood scheme will be:

	TOTALS	Pay & Display	Permit	Free	Disabled	Permits on Friars Place
Existing	101	51	22	22	0	6
Post flood scheme (working day)	50/ (70*)	11	26	(20*)	7	6

*spaces available after 6pm, Monday – Saturday from unrestricted loading bays and P&D spaces.

3.0 Amendment to Traffic Direction

3.1 The existing B861 Young Street/ Huntly Street/ Ness Walk junction forms a 4-arm signalised crossroads. The existing Ness Walk arm allows an exit only manoeuvre and therefore in practical road capacity terms, the junction operates as a signalised 3-arm T-junction. The B861 Young Street forms a strategic link from the A82(T) to Inverness City Centre, while Huntly Street is a one-way road southbound and provides local access for residents and businesses in the immediate area.

3.2 The previous proposal entailed the reversal of the one-way flow along Huntly Street from a southbound movement to northbound movement. Following a consultation and review exercise and also the temporary implementation of this arrangement during the flood alleviation works, it was found that this proposal had 2 drawbacks:-

- 3.3 Firstly, the commercial businesses located on the south side of the B861 Young Street/ Tomnahurich Street, between Ness Walk and Kenneth Street, encounter servicing issues. Previously, businesses were servicing their properties by utilising Huntly Street to make a right-turn manoeuvre at the Young Street junction, which then allowed vehicles to park in the adjacent loading bays on the south side of Young Street.
- 3.4 Also, the reversal of the Huntly Street one-way system has resulted in servicing vehicles requiring negotiating the City Centre to access the same loading bays on Young Street, or to straddle the opposing carriageway. These options have implications in terms of additional mileage and safety.
- 3.5 Secondly, while there are no formal pedestrian crossing points included within the existing junction arrangement (pre-flood alleviation works), the signal staging allowed an informal “walk with” pedestrian phase over the Huntly Street approach, i.e. when the Huntly Street approach was on red for motorists, pedestrians were able to cross to and from Ness bridge. “Walk with” traffic signal designs tend to have junction capacity benefits as they do not require separate “all red” pedestrian stages.
- 3.6 The reversal of the traffic flow on Huntly Street has resulted in an uncontrolled exit from Young Street into Huntly Street, i.e. traffic always has the right of way over pedestrians. The existing crossing point is however a popular walking route with an average of 6 people per minute using it during daily peak periods.
- 3.7 Benefits - While the previous scheme would have had the above consequences, the reversal of the traffic flow on Huntly Street would have had a major benefit for the immediate area by reducing “rat running”. Motorists had previously been utilising the Huntly Street route as a “rat run”, for trips to the City centre to avoid queuing and delay on the A82(T) Kenneth Street junction. The reversal of this traffic flow on Huntley Street made the “rat running” trip impossible.
- 3.8 Traffic Flow Revised Proposal - The benefits and issues from the reversal of traffic flow along Huntly Street have been reviewed in the light of the consultation responses and a new proposal is now presented to manage traffic, vehicle loading, and pedestrian/cycle movements in this area.
- 3.9 It is now proposed to retain the existing traffic flow direction in Huntley Street but the left turn manoeuvre from Huntly Street to Ness Bridge will be banned for all vehicles but not cyclists. This will again allow servicing of the local businesses along Young Street/ Tomnahurich Street as well as access to Ness Walk. It will, however, significantly reduce instances of rat-running along the river bank where traffic seeks to avoid queuing on the A82(T) at Kenneth Street junction. With this amendment to the approved Traffic Orders, the traffic flow along Huntly Street will be maintained in its historical southbound direction.

- 3.10 The proposed scheme will also again allow a “walk-with” traffic stage over Huntly Street which would be formalised, i.e. associated pedestrian signal heads and push buttons would be added to the junction configuration. The banning of the left turn manoeuvre from Huntly Street to Ness Bridge will allow a further “walk with” pedestrian crossing over Ness Bridge which has an observed demand (approximate) of 2 people per minute during peak periods.
- 3.11 Site observations have shown that during peak periods, people tend to cross Ness Bridge and Young Street at sporadic locations which tends to be governed by queuing traffic over the bridge. A formal pedestrian crossing at the north end of Ness Bridge will cater for the major desire line along the riverbank, significantly enhancing pedestrian/ cycle facilities and associated safety.
- 3.12 Cycling – Also, so as to enhance cycle provision in this area and to cater for cycle desire lines it is proposed to retain a left turn for cyclists from Huntly Street onto Ness Bridge. This will be done by providing a dedicated cycle lane exiting Huntly Street onto Ness Bridge. In addition it is proposed to allow cycling in both directions along Huntley Street since this will see reduced traffic volumes within a traffic calmed environment.
- 3.13 The indicative scheme design incorporating the above layout is shown in **Appendix C**.

4.0 Implementation of Traffic Orders

- 4.1 Since the Traffic Orders listed within Section 1.2 of this report were approved by the Inverness City and Area Committee in February 2013, it is proposed to continue and make these Orders as the majority of the proposals within these Orders remain unchanged and are unaffected by the amendments contained in this report.
- 4.2 The amended Orders which are part of this report will be published as draft amended Orders. Following the consultation period for these amended Orders, in the event that there are any objections, these will be reported to the CIA Committee at a future date to decide on the making of the amended Orders.

5.0 Implications

- 5.1 The proposed amendments to the Traffic Orders will be contained within the River Ness Flood scheme project and adjustments to the Phase I contract which is currently under construction.
- 5.2 There are no legal implications arising from this report
- 5.3 There are no equality implications arising from this report
- 5.4 These Traffic Orders are part of the River Ness Flood scheme which is being promoted to mitigate and provide a measure of resilience against the effects of

climate change.

5.5 There are no risk implications arising from this report.

6. Recommendations

6.1 Members are invited to approve the publication of draft amendments to the following Orders which contain the revisions to the previously approved traffic management and parking in Huntly Street as outlined in this report.

- (i) The Highland Council (Inverness Permit Parking) Order 1999 (Various Roads, Inverness) Amendment Order 2012**
- (ii) The Highland Regional Council (Inverness – Riverside West) (General Traffic) Order 1984 (Balnain Street, Friars Place, Greig Street, Huntly Street, Inverness) Amendment Order 2012**
- (iii) The Highland Council (Huntly Street, Inverness) Restricted Parking Zone Order 2012**





Designation: Director of Transport, Environmental and Community Services

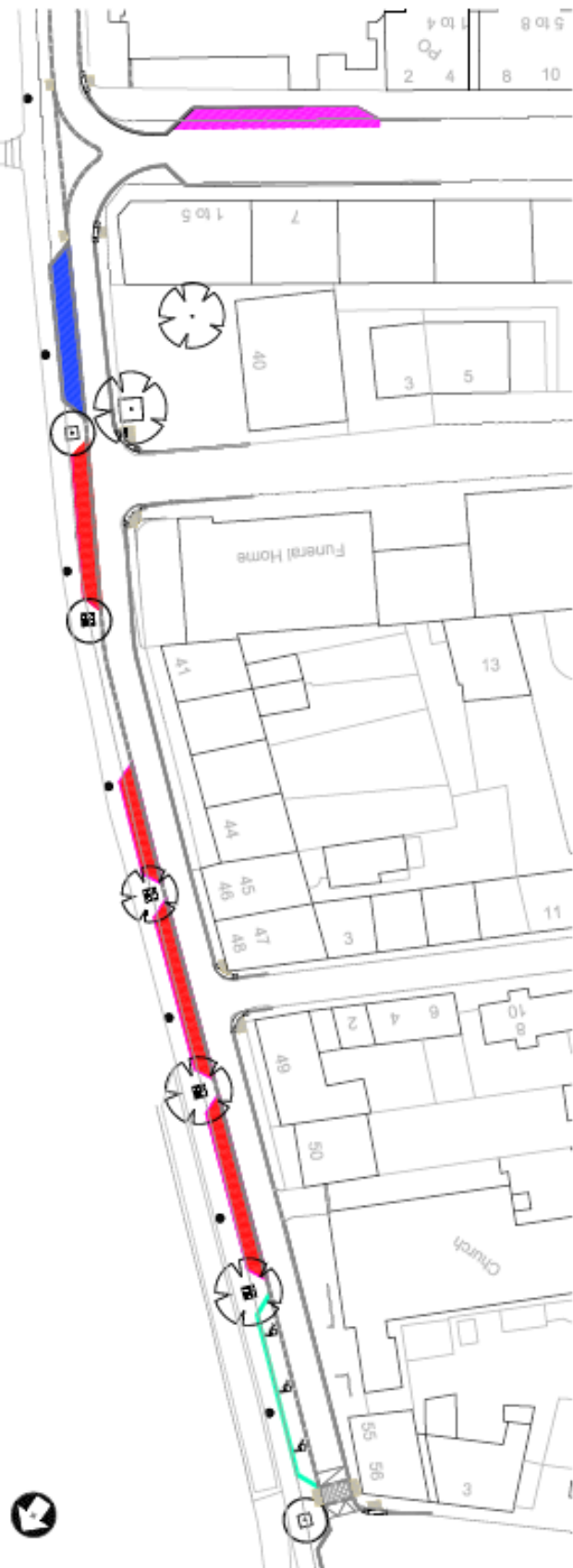
Date: 26 November 2013

Authors: Matt Smith / David McKechnie

River Ness Flood Alleviation Phase 1 : Amendments to Proposed Parking Provision on Huntly Street - Sht.1 of 2



-  Loading Only. Monday - Saturday 8am-6pm.
Unrestricted parking outwith these hours.
-  Pay & Display Parking. Monday - Saturday 8am-6pm.
Unrestricted parking outwith these hours.
-  On Street Parking Places - Permit Parking Only at any time Monday - Saturday.
Unrestricted parking outwith these hours.
-  Disabled Parking Only. At all times.

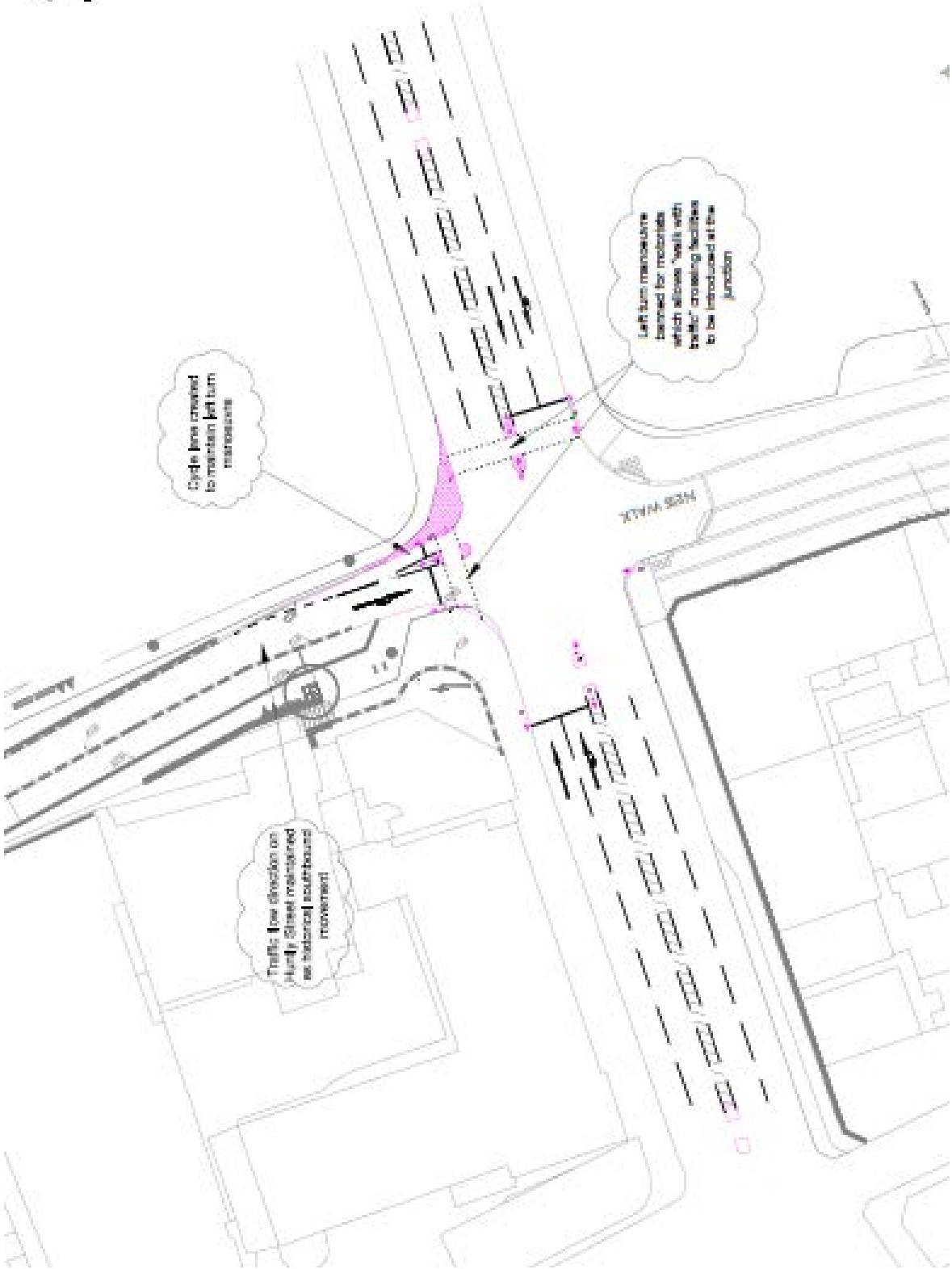


River Ness Flood Alleviation Phase 1 : Amendments to Proposed Parking Provision on Huntly Street - Sht.2 of 2



-  Loading Only. Monday - Saturday 8am-6pm. Unrestricted parking outwith these hours.
-  Pay & Display Parking. Monday - Saturday 8am-6pm. Unrestricted parking outwith these hours.
-  On Street Parking Places - Permit Parking Only at any time Monday - Saturday. Unrestricted parking outwith these hours.
-  Disabled Parking Only. At all times.





Cycle lane created to maintain left turn manoeuvres

Traffic flow direction on Hurly Street maintained as historical southbound movement

Left turn manoeuvre banned for motorists which allows "walk with traffic" crossing facilities to be introduced at the junction

KVAH SH

HOB WALK