

The Highland Council
City of Inverness Area Committee – 2 June 2016

Agenda Item	9
Report No	CIA/25/16

Active Travel – Road Traffic Regulation Orders and Temporary Informative Signs

Report by Director of Development & Infrastructure

Summary

This report proposes a series of Road Traffic Regulation Orders to support the development of the Inverness City Active Travel Network at key locations in Inverness.

In response to a series of issues raised, about conflict between different road users, it is proposed to install a series of temporary informative signs across the City Centre through the Smarter Choices Smarter Places funding.

1. Introduction

- 1.1 The Council's Scheme of Delegation gives the City of Inverness Area Committee powers in relation to the approval process for Road Traffic Regulation Orders. This also includes the authority to erect signs on the public road.

2. Background

- 2.1 A separate report to this Committee outlines the development of the Inverness City Active Travel Network.
- 2.2 This report proposes a series of Road Traffic Regulation Orders to enhance specific locations in the Inverness City Active Travel Network. These are Millburn Road/Academy Street (short section) and Cavell Gardens.
- 2.3 Poor road user behaviour has been highlighted at certain locations in Inverness. The installation of temporary informative signs is proposed.

3. Details

3.1 Redetermination Order

- 3.2 The Eastgate Phase 2 development (completed in 2003) included arrangements for various infrastructure for pedestrians and cyclists. The traffic signals have been installed with far-side lamps for both pedestrians and

cyclists. Unfortunately the proposal for a shared use cycle track along the north side of Millburn Road and a small section of Academy Street was not signposted at the time of the opening of the development. Requests have been received to remedy the status of the cycle track.

3.3 Regrettably because the cycle track was not signposted from the date of opening, and more than 2 years have expired since the opening, it is necessary for a formal redetermination order to be processed for this section of pavement.

3.4 Implementing this redetermination order will enhance the positive role of the active travel route from the East of Inverness into the City Centre.

3.5 This report proposes the publication of a redetermination order in relation to this 380 metre section of Millburn Road / Academy Street shown on the Plan attached at **Appendix A**.

3.6 **One Way Order Exemption**

3.6.1 There are examples of cycle contraflow in other Scottish cities, and there are several examples in Inverness (Huntly Street and Ness Walk). Observations at Cavell Gardens indicate sizeable numbers of cyclists using this route to take access to destinations either side of the River Ness. A request to consider cycle contraflow along the full length of the riverside (Ness Bank and Cavell Gardens) was previously rejected on road safety grounds, largely related to constraints on Ness Bank. A new request to consider a contraflow only on Cavell Gardens has been received.

3.6.2 A Road Traffic Regulation Order is proposed that will allow cyclists to travel along Cavell Gardens against the flow of traffic and enable a more direct and coherent route. A copy of the Plan for the proposed cycle contraflow is shown at **Appendix B**. Implementing this contraflow will deliver a key part of the Inverness City Active Travel Network. This will involve markings and signs for an advisory cycle lane.

3.7 **Temporary Informative Signs**

3.7.1 Various policies highlight the importance of Mode Hierarchy which emphasises the primary roles for walking and cycling. Unfortunately unintentional conflict between road users can arise. Often the conflict arises because of a lack of awareness of policies and also unfamiliarity about the obligations in Road Traffic Regulations.

3.7.2 It is proposed to use Smarter Choices Smarter Places funding to erect a series of temporary road user informative signs at key locations across the City Centre to highlight the requirements of Road Traffic Regulations to ensure adequate road safety for all users and highlighting the consequences of inappropriate conduct under relevant legislation. It is proposed that up to 10 signs are initially trialled.

3.7.3 The temporary signs will focus on the following road user interactions:

- Pedestrian / cyclist; and
- cyclist / vehicle

4. Implications

4.1 Resource

Funding for the implementation of the Road Traffic Regulation Orders will use Community Links funding. Funding for the temporary informative signs will use Smarter Choices Smarter Places funding.

4.2 Legal

The Road Traffic Regulation Order will be advertised in accordance with the necessary procedure. In the event of any sustained objections they will be referred back to this Committee. The Council as Local Roads Authority has powers to erect signs in the public road.

4.3 Equalities

Providing infrastructure and routes for non-motorised users complies with a number of different policies. The temporary informative signs are aimed to encourage better road user attitudes and behaviour thereby safeguarding the more vulnerable road users.

4.4 Climate Change/Carbon Clever

These proposals will support the aims of more active travel and therefore will assist with the aim to lower vehicle emissions.

4.5 Risk

Advertising the proposed RTRO will enable input from road users and others that may not be supportive.

4.6 Gaelic and Rural implications

No implications

Recommendation

Members are invited to:

- approve the preparation and advertising of Draft Road Traffic Regulation Orders for Redetermination (Millburn Road/Academy Street) and One Way with Exemption Order (Cavell Gardens);
- note that if objections are received they will be referred back to this Committee for consideration; and
- delegate the Head of Planning and Environment, in consultation with Community Services staff and Local Members, to take forward the erection of a series of temporary informative signs (up to 10 signs) across the City Centre.

Designation: Transport Planning Manager

Date: 17/05/16

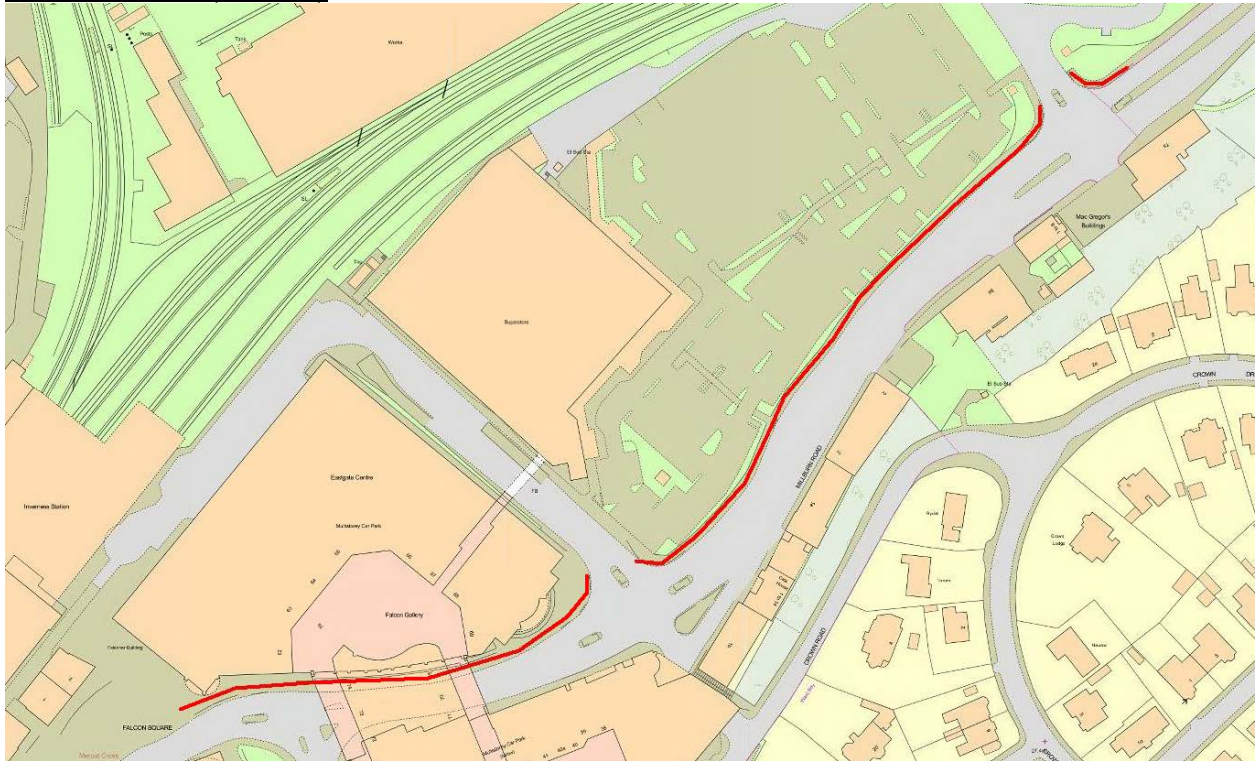
Author: Richard Gerring

Background Papers: Files held by the author

APPENDIX A

The Highland Council (Millburn Road and Academy Street Inverness) (Redetermination of Means of Exercise of Public Right of Passage) Order ----

Location Plan (1:1250)



Appendix B One Way Order with Exemption for Cyclist

