

City Chambers  
DUNDEE  
DD1 3BY

18th November, 2011

Dear Sir or Madam

**CITY DEVELOPMENT COMMITTEE**

You are requested to attend a MEETING of the **CITY DEVELOPMENT COMMITTEE** which will be held in the City Chambers, City Square, Dundee on 28th November, 2011 to follow the meeting of the Education Committee called for 6.00 pm.

Yours faithfully

DAVID K DORWARD

Chief Executive

Members are reminded that, in terms of The Councillors Code, it is their responsibility to make decisions about whether to declare an interest in any item on this agenda and whether to take part in any discussions or voting.

This will include all interests, whether or not entered on your Register of Interests, which might be perceived as influencing your opinion/vote on any matter.

**AGENDA OF BUSINESS**

**PART 1 - OPEN MEETING**

**1 WHITFIELD LIFE SERVICES ENABLING WORKS (AN185-2011)**

Reference is made to Article VI of the meeting of the City Development Committee of 26th September, 2011. As part of the proposals to develop the Whitfield Life Services Centre and to enhance health care and shopping provision for the existing community, it was considered beneficial to undertake an enabling works contract prior to the main contract starting on site. The enabling works involve the bulk removal of earthworks off-site to St Saviours, services diversions and formation of a temporary car park to support the new primary school.

Given the limited timescales available, the City Architectural Services Officer requested Committee approval for:-

- (a) the City Engineer to obtain tenders for the proposed enabling works;
- (b) the most appropriate tender to be accepted by the Depute Chief Executive (Support Services) provided that the amount is within the budget allowance of £600,000;
- (c) the accepted tender to be reported to Committee at a later date.

Subsequently, the lowest offer of £369,681.57 was received from Dundee Plant Company Limited as part of a competitive tender process to carry out these works. In addition to the tendered costs the sum of £120,318.43 requires to be added to cover professional services costs, non-contract allowances and contingencies giving a total sum of £490,000. Given the need to progress with the works in advance of the main contract, the Depute Chief Executive (Support Services) authorised the appointment of Dundee Plant Company Limited and works have now commenced.

The Director of Finance has advised that the expenditure can be funded from the overall allowances for the Whitfield Life Services Building within the Capital Plan 2011/2014.

Committee is asked to note the foregoing for information.

## **2 RENAMING OF A LENGTH OF SOUTH WARD ROAD TO ARGYLLGAIT (AN186-2011)**

Committee approval is sought to change a length of the existing street name of South Ward Road to Argyllgait.

South Ward Road currently runs between Barrack Street and West Marketgait. To the west of North Lindsay Street the street splits to meet West Marketgait to the north of Waverley House and secondly at the West Port roundabout.

This has caused confusion in the past in maps and property searches.

It is therefore proposed to rename the length of South Ward Road extending from West Port roundabout in a north-easterly direction for a length of 67 metres or thereby. There are currently no addresses linked to this length of South Ward Road.

The main plans for the proposals can be accessed on line at the weblink:-

<http://www.dundee.gov.uk/citydevelopment/trafficorders/>

A paper copy has also been sent to Group Leaders, the Lord Provost and Depute Lord Provost. A copy can also be made available on request from the Head of Transportation.

The proposed name is Argyllgait.

From a search of historical street names in this area, the records show that a former name for the Overgate was Argyllis-Gait. The proposed name is a reference to this historical link and will remove the existing confusion and assist with addressing any possible future development off this length of road.

In accordance with S97 of the Civic Government (Scotland) Act 1982, the Local Authority may rename a length of road as it sees fit but this can only be done by advertising the name change in a local paper and taking account of any representations received within 28 days of the advertisement. The proposed renaming was advertised in the Evening Telegraph on Friday, 16th September, 2011 and no representations have been received.

## **3 CENTRAL WATERFRONT - RIVERSIDE DRIVE LAY-BY/SOUTH UNION STREET VARIATION OF WAITING RESTRICTIONS**

(Report No 490-2011 enclosed).

## **4 ABERCRAIG CAR PARK - NAME AND TARIFF CHANGE**

(Report No 497-2011 enclosed).

## **5 LOCAL SPEED LIMIT REVIEW**

(Report No 500-2011 enclosed).

**6 CHURCH STREET AND SEAFIELD ROAD VARIATION TO WAITING RESTRICTIONS**

(Report No 510-2011 enclosed).

**7 NORTH LINDSAY STREET VARIATION OF WAITING RESTRICTIONS**

(Report No 511-2011 enclosed).

**8 HILLTOWN GATEWAY - ROSEBANK STREET/CONSTITUTION STREET ENVIRONMENTAL IMPROVEMENTS (AN187-2011)**

Reference is made to Item VIII of the minute of meeting of the City Development Committee of the 6th December, 2010 when the City Engineer was authorised to appoint Dundee Contract Services to carry out environmental improvement works for Hilltown Gateway.

The main works are nearing completion and additional environmental works have now been identified that require to be carried out in the Hilltown. The City Engineer has obtained a quotation of £16,398.03 from the above contractor which demonstrates favourable rates for carrying out these works under the above contract and recommends that this be accepted.

The overall costs amount to £18,482.00 including £2,083.97 for professional fees. The Director of Finance advises that the expenditure can be met from the 2011/2012 Dundee Partnership Fund.

The Committee is requested to authorise the City Engineer to instruct these works.

**9 BALGARTHNO ROAD - NEW PRIMARY SCHOOL CONTRACT**

(Report No 531-2011 enclosed).

**The Committee may resolve under Section 50(A)(4) of the Local Government (Scotland) Act 1973 that the press and public be excluded from the meeting for the undernoted items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 6 and 9 of Part 1 of Schedule 7A of the Act.**

**10 1A COLONSAY TERRACE**

**11 PROPOSED SALE OF LAND AT 32 SOUTHAMPTON PLACE**

**12 PROPOSED SALE OF LAND AT 71 HALDANE TERRACE**

**13 COMMERCIAL LEASES**

**14 RENT REVIEWS**

**REPORT TO:** CITY DEVELOPMENT COMMITTEE - 28 NOVEMBER 2011

**REPORT ON:** CENTRAL WATERFRONT  
RIVERSIDE DRIVE LAY-BY/SOUTH UNION STREET  
VARIATION OF WAITING RESTRICTIONS

**REPORT BY:** DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 490-2011

## **1 PURPOSE OF REPORT**

- 1.1 This report considers the requirement to promote the various Traffic Regulation Orders to facilitate a phase of the Central Waterfront development with the lay-by on Riverside Drive at Dundee Railway Station.

## **2 RECOMMENDATION**

- 2.1 It is recommended that the Committee approve the preparation of:
- a the necessary Traffic Regulation Order to affect the changes of the traffic regulations on Riverside Drive lay-by to vary the Dundee City Council (Western Area, Dundee) (Waiting and Loading Restrictions) Order 201X;
  - b the necessary Traffic Regulation Order to affect the changes of the traffic regulations on South Union Street to vary the Dundee City Council (Central Area, Dundee) (Controlled Parking Zone) Order 2010;
  - c the necessary Traffic Regulation Order to remove the South Union Street car park from the Dundee City Council (Off-street Car Parks) Order 1996;
  - d the necessary Traffic Regulation Order to remove the section of one-way traffic on South Union Street from The Tayside Region (Dundee) (One-Way Traffic) (Consolidation) Order 1987;
  - e the necessary Traffic Regulation Order to affect the changes of the traffic regulations on South Union Street which will remove two sections of Taxi Rank Clearway from the Dundee City Council (Taxi Rank Clearways) Order 2007; and
  - f the necessary Traffic Regulation Order to affect the changes of the traffic regulations on Riverside Drive lay-by which will add a section of Taxi Rank Clearway to the Dundee City Council (Taxi Rank Clearways) Order 2007.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 The costs of preparing the Orders will be met by The City Growth Fund.

## **4 BACKGROUND**

- 4.1 To allow for the redevelopment of Dundee Central Waterfront and Dundee Railway Station, it is necessary that the proposed Traffic Regulation Orders are made in order for the next phase of the development to progress.

- 4.2 Due to the closure of South Union Street, it is necessary to remove the car park and taxi ranks from the existing Traffic Regulation Orders.
- 4.3 A length of Taxi Rank Clearway and Loading Only will be provided in the Riverside Drive lay-by in addition to "At Any Time" restrictions (for the purpose of pick up/drop off and junction protection). This is to allow Dundee Railway Station to continue to function during the following phases of surrounding redevelopment.
- 4.4 The main plans with the proposals can be accessed online at weblink: <http://www.dundee.gov.uk/citydevelopment/trafficorders/>.
- 4.5 A paper copy can also be made available on request from the Head of Transportation.

## **5 POLICY IMPLICATIONS**

- 5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

## **6 CONSULTATIONS**

- 6.1 The Chief Executive, Depute Chief Executive (Support Services), Director of Finance and the Chief Constable have been consulted and are in agreement with the contents of this report.

## **7 BACKGROUND PAPERS**

- 7.1 There are no background papers of relevance to this report.

Mike Galloway  
Director of City Development

Neil Gellatly  
Head of Transportation

NHG/SS/KM

18 October 2011

Dundee City Council  
Dundee House  
Dundee

**REPORT TO: CITY DEVELOPMENT COMMITTEE - 28 NOVEMBER 2011**  
**REPORT ON: ABERCRAIG CAR PARK – NAME & TARIFF CHANGE**  
**REPORT BY: DIRECTOR OF CITY DEVELOPMENT**  
**REPORT NO: 497-2011**

## **1 PURPOSE OF REPORT**

- 1.1 This report considers the requirement to promote the necessary Traffic Regulation Order to change the name of Abercraig Car Park to Discovery Car Park and also change the tariff from Long Stay to Variable Stay Car Park.

## **2 RECOMMENDATION**

- 2.1 It is recommended that Committee approve the preparation of the necessary Traffic Regulation Order to change the name of Abercraig Car Park to Discovery Car Park by affecting the changes of the Dundee City Council (Off-Street Car Parks) Order 1996.
- 2.2 It is recommended that Committee approve the changes of the tariff from Long Stay to Variable Stay Car Park with the following charges:

0-2 hours	£1.60
2-3 hours	£2.60
3-4 hours	£3.50
4-5 hours	£4.30
5-6 hours	£5.20
6-10	£6.90

## **3 FINANCIAL IMPLICATIONS**

- 3.1 The costs of preparing the Orders and changing the car park sign plate to incorporate the name change will be met by The City Growth Fund.
- 3.2 The cost of a new charges board will be met from the Off Street Car Parking Revenue Budget 2011/12 and the parking charges in this car park will become the same as the other Variable Stay Car Parks within the City.

## **4 BACKGROUND**

- 4.1 To enhance visitor awareness of the Discovery Exhibition Centre and the parking facilities close by, it is proposed to change the name of Abercraig Car Park to Discovery Car Park.
- 4.2 Abercraig car park has been known as such since December 2001. However, it is not commonly known to locals, tourists and commuters under its current name. The proposal to change the name will provide clearer distinction of the car park location.

- 4.3 With the ongoing development of the Central Waterfront and the loss of Discovery Quay Car Park which is being used as a site compound by contractors, it is seen as the ideal opportunity to change the Abercraig Car Park from a long stay to variable stay tariff. This will encourage access to facilities in the area.

## **5 POLICY IMPLICATIONS**

- 5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

## **6 CONSULTATIONS**

- 6.1 The Chief Executive, Depute Chief Executive (Support Services), Director of Finance, Chief Constable and Dundee Industrial Heritage Trust have been consulted and are in agreement with the contents of this report.

## **7 BACKGROUND PAPERS**

- 7.1 There are no background papers of relevance to this report.

Mike Galloway  
Director of City Development

Neil Gellatly  
Head of Transportation

NHG/SS/CP

16 November 2011

Dundee City Council  
Dundee House  
Dundee

**REPORT TO: CITY DEVELOPMENT COMMITTEE - 28 NOVEMBER 2011**

**REPORT ON: LOCAL SPEED LIMIT REVIEW**

**REPORT BY: DIRECTOR OF CITY DEVELOPMENT**

**REPORT NO: 500-2011**

## **1 PURPOSE OF REPORT**

1.1 The purpose of this report is to seek Committee approval on the assessment and outcomes from the speed limits review that has been undertaken for all A and B class roads within the Dundee City Council area. This review was carried out in accordance with Circular No 1/2006 guidance.

## **1.2 RECOMMENDATION**

- a Note that officers have undertaken a review of speed limit in line with Scottish Government guidance.
- b Approve the outcomes of the speed limit review as detailed in the report

## **2 FINANCIAL IMPLICATIONS**

2.1 There are no significant financial implications as a result of this report.

## **3 BACKGROUND**

3.1 The Scottish Government produced updated speed limit guidance in 2006 (Circular No 1/2006) on setting local speed limits and this guidance has placed an obligation for Road Authorities to undertake a review of speed limits for all A and B class roads within their area by the end of 2011. This guidance is to be used for setting all local speed limits on single and dual carriageway road, other than 20 mph limits, in both urban and rural areas. There is separate Scottish Government 20 mph guidance that must be used for limits below 30 mph.

3.2 Vehicle Speed has an impact on road accidents and injuries as well as developing safer, better environments for all road users within a road system which supports wider economic and environmental sustainable objectives. The setting of speed limits is a part of this and it is important that speed limits they are derived through clear evidence, self explaining and seek to reinforce of what is a safe speed to travel. Speed limits should encourage self compliance and not seen by drivers as being a target speed at which to drive in all circumstances.

3.3 Speed limits are covered by legislation set out in Part VI of the Road Traffic Regulation Act 1984. The setting of national speed limits for different road types, and the identification of which exceptions to the general limits can be applied, is the responsibility of the UK Government. The three national speed limits are:

- The 30 mph speed limit on restricted roads (in Scotland Class C or unclassified roads with street lighting);
- The speed limit of 60 mph on single carriageway roads;
- The 70 mph limit on dual carriageways and motorways.

- 3.4 These national limits are not, however, appropriate to all roads. The responsibility for determining local speed limits lies with Road Authorities having regard to guidance issued by the Scottish Government together with relevant advice from the Department for Transport.
- 3.5 In August 2006 Central Government formally requested all Local Authorities to undertake a speed limit review on A and B class roads in their areas by 2011 using Circular No. 1/2006 as guidance. The key purpose of the guidance for speed limits are:
- the provision of up to date and consistent advice to Roads Authorities;
  - improved clarity, which will aid greater consistency of speed limits across the country;
  - the setting of more appropriate local speed limits, including lower or higher limits where conditions dictate;
  - local speed limits which better reflect the needs of all road users, not just motorised vehicles;
  - improved quality of life for local communities and a better balance between road safety, accessibility and environmental objectives, especially in rural communities;
  - improved recognition and understanding by road users of the risk involved on different types of road, the different speed limits that apply and the reasons why;
  - improved respect for speed limits, an in turn improved compliance;
  - continued reductions in the number of road traffic accidents, injuries and deaths in which excessive or inappropriate speed is a contributory factor.
- 3.6 The Guidance indicates certain underlying principles that should be used to determine appropriate speed limits on lengths of roads. The main aim of the guidance is to achieve a 'safe ' distribution of speeds which reflects the function of the road and the impacts on the local community. It indicates that mean (average) speed should be used to determine local speed limits as this reflects what the majority of drivers perceive as an appropriate speed to be drive on the road. It is also felt to be easier for road users themselves to understand. The minimum length of a speed limit should generally be not less than 600m to avoid too many changes of speed limit along a route, although shorter distances can be used and although not recommended. Tayside Police have been consulted on this report and are in general agreement with its findings. Other key aspects should be taken in account when considering a speed limit change are:
- road function and geometry;
  - road environment;
  - level of adjacent development;
  - traffic flow;
  - accidents data.

- 3.7 Roads designations that are classified into 'A' or 'B' class roads which are generally considered as major routes that can carry significant volumes of 'through' traffic and due to this they are generally designed and constructed to higher standard. Dundee has an 'A' and 'B' class network that links important city districts and provides key external connections to the rest of Scotland. These types of roads form a key part of the strategic road network and are crucial to supporting economy of the city. Therefore careful assessment is required before changes are to be made.
- 3.8 The city is primarily an urban area and therefore the majority on the roads in the city are 30 mph speed limit as this is the national limit which applies through out the UK. The 'A' and 'B' class roads can be seen in Appendix A.
- 3.9 The outcomes of the review are detailed below for both A and B Class Roads. Tayside Police have been consulted on this review and are generally in agreement with its findings.

### **'A' Class Roads in Dundee**

#### A85 Riverside Avenue/Riverside Drive - A85

- 3.10 This road functions as a main link road that connects the A90 Trunk Road to the city centre including the Tay Bridge which links north Fife to the city. The current speed limit on this road is 50 mph between the A90/A85 junction at the Landmark Hotel roundabout to just west of the access roundabout to the Tesco store on Riverside Drive. It then reduces to 40mph from this location until just west of the road access to the railway station where it becomes a 30mph road.
- 3.11 On the 50mph speed limit section the average vehicle speed is greater than 40mph. The road serves a strategic function by carrying traffic to and from the A90 trunk road as well as being a road that can be used to serve Ninewells Hospital. It is proposed that the speed limit from the Landmark Hotel Roundabout until Tesco access roundabout is reduced from 50mph to 40mph and this is to support future development and pedestrian infrastructure. Tayside police have been consulted on this proposal and have concerns that without engineering measures a 40 mph speed limit will have little impact on vehicle speeds and will require significant police enforcement. It will also be necessary to consult with Perth & Kinross Council as a section of Riverside Avenue is within their area and they would have to concur with the change of this section of road. Minor changes on the transition point between the 40mph and 30 mph speed limits are also proposed as this is associated with the progress of the Central Waterfront Development.

#### A923 - Coupar Angus Road - A923

- 3.12 The A923 Coupar Angus Road is the main road that carries traffic to the northwest of the city and connects Dundee to Angus. The road is a 50 mph limit from the Angus Council Boundary to just North East of the Faraday Street/Camperdown Park Roundabout. From this roundabout to the City Centre the speed limit is 30 mph as this is within the main urban area. The 50 mph section of road north of Faraday Street is one of the few rural type roads within the Dundee City boundary where the speed limit is higher than the 30 mph speed limit that is predominant in Dundee. In the recent past this section of road has been identified a Road Safety Accident Investigation and Prevention (AIP) site and measures have been undertaken to mitigate any road safety problems. It is proposed that this section of

road is monitored as a check on the road safety interventions and whether the existing speed limit remains appropriate. It is also proposed to retain the existing 30 mph speed limit in from Faraday Street/Camperdown Street to the City Centre as this is the most appropriate limit for the road.

#### A911 - Marketgait

- 3.13 The A911 Marketgait forms the inner ring road that surrounds the more pedestrianised city centre. This road facilitates traffic movements around the city centre and connects crucial arterial routes such as Coupar Angus Road/Tay Road Bridge/A92 Trunk Road/A85 Riverside Drive. This road is a dual carriageway of high standard that carries significant volumes of traffic. The current speed limit is 30 mph and it is proposed that this speed limit is retained as this is the most appropriate given the nature and function of the road.

#### A92 Arbroath Road

- 3.14 The A92 between the city centre and Scott Fyffe roundabout is the responsibility of Transport Scotland/BEAR as it is a Trunk Road. Dundee City Council is responsible for the A92 from Scott Fyffe Roundabout to the Angus Council boundary. The current speed limit on the road is 30 mph until approximately Monymusk park area where it increases to 40 mph. It remains as a 40 mph road until it reaches the Angus Council Boundary. The character of the road changes from single carriageway to dual carriageway at Claypotts signalised junction. It then remains dual carriageway until the town of Arbroath. On the dual carriageway section of road vehicle speeds has been an issue since the road was converted from single to dual carriageway. There is evidence that vehicles are speeding on the dual carriageway section of road even though enforcement is regularly undertaken by Tayside Police. The accident history of the A92 road resulted in the construction of the dual carriageway and one of its main aims was to improve road safety and it is considered that the 40 mph limit assists in maintaining this safety and should be retained. The Council will continue to monitor vehicles speeds on this section of road.

#### A930 - Dundee Road (West)/Dundee Road/Queen Street Monifieth Road/Dalhousie Road

- 3.15 The A930 travels between the A92 Trunk Road at Greendykes junction and the Dundee City Council boundary with Angus Council near North Balmossie Street. The road speed limits vary from 40 mph on the four lane Dundee Road and reduces to 30 mph near Ellieslea Road in Broughty Ferry. There is a 40 mph section on the A930 between Panmure Street and Guthrie Terrace with the remainder being a 30 mph Limit. It is proposed that the existing speed limits are retained although the speed limit transitions may be slightly altered given recent development changes.

#### A929 - Forfar Road/Dura Street/Victoria Road

- 3.16 The A929 links the Kingsway to the City Centre and forms the main arterial road to the north of the city other than the Trunk Road. The road is currently 30 mph and is typically a main urban route for all types of traffic. It is proposed that the 30 mph speed limit is retained as this is the most appropriate given the nature and function of the road.

## **B Class Roads in Dundee**

### B960 - Clepington Road/Strathmartine Road/Moncur Crescent/Dens Road

- 3.17 The B960 links the Kingsway at the Macapline Road/Clepington grade separated junction to the city centre and forms an arterial road to the North of the city. The road is currently 30 mph and is typically an urban through route for traffic travelling to/from the St Marys/Ardler/Brackens areas of the city. It is proposed that the 30 mph speed limit is retained as this is the most appropriate given the nature and function of the road.

### B959 - Arbroath Road from City Centre to Scott Fyffe Rbt

- 3.18 The B959 connects the Albert Street/Victoria Street/Arbroath Road signalised junction to Scott Fyffe roundabout on the Kingsway. The road is currently 30 mph and is typically an urban through route for traffic travelling east/west and links the Kingsway to the city centre. It is proposed that the 30mph speed limit is retained as this is the most appropriate given the nature and function of the road.

### B978 - Kellas Road/Baldovie Road/Claypotts Road

- 3.19 The B978 runs from the Angus Council Boundary in the north to Claypotts signal junction. The Road then follows Claypotts Road towards Broughty Ferry. This road is 30 mph road from the Angus council boundary until it connects to Baldovie Road where its changes to 40 mph as there are dual carriageway sections of road. From Claypotts signalised junction on the A92 until the Claypotts Road junction with the A930 it is a 30 mph speed limit. It is proposed that given the nature and function of the road that the existing speed limits are retained.

### B961 - Drumsturdy Road/Drumgeith Road/Douglas Road

- 3.20 The B961 runs from Scott Fyffe Roundabout along Douglas Road/Drumgeith Road and then connects into Drumsturdy Road and onto the boundary with Angus Council. The speed limit on this road is currently 30 mph with a short section of the national speed limit of 60 mph on Drumsturdy road which then travels to the Angus Council boundary. In the recent past there have been accident cluster sites on Drumgeith Road and there is a Tayside Safety Camera Partnership site near Drumgeith Park. The current speed limit of 30 mph is the most appropriate for this road given its nature and function and therefore it is proposed that this is retained.

## **4 POLICY IMPLICATIONS**

- 4.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. The major issues identified are:

### a Sustainability

Speed limits have a direct impact on vehicles speed and this can have an impact on sustainability as it has a bearing on fuel consumption, Climate change and air quality.

b Strategic Environmental Assessment

Speed limits have a direct impact on vehicles speed and this can have an impact on the environment as it has a bearing on fuel consumption, Climate change and air quality.

c Anti-poverty

There are no implications in relation to this report.

d Equality Impact Assessment

There are no implications in relation to this report.

e Risk Management

The review, and in some cases recommended reduction, of speed limits in the City is consistent with the Council's Risk Management objective of reducing the likelihood and impact of Road Traffic accidents.

## 5 CONSULTATIONS

- 5.1 The Chief Executive, Depute Chief Executive (Support Services), Depute Chief Executive (Finance), Head of Finance, Assistant Chief Executive and Chief Constable have been consulted and are in agreement with the contents of this report.

## 6 BACKGROUND PAPERS

- 6.1 Scottish Exec Guidance - ETLLD Circular No. 1/2006 Setting Local Speed Limits
- 6.2 Report No 286 - 2003 - 20MPH Speed Limits

Mike Galloway  
Director of City Development

Neil Gellatly  
Head of Transportation

NHG/EG/ET

10 November 2011

Dundee City Council  
Dundee House  
Dundee



**REPORT TO:** CITY DEVELOPMENT COMMITTEE - 28 NOVEMBER 2011

**REPORT ON:** CHURCH STREET AND SEAFIELD ROAD VARIATION TO WAITING RESTRICTIONS

**REPORT BY:** DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 510-2011

## **1 PURPOSE OF REPORT**

- 1.1 This report considers a request for alterations to waiting restrictions in Church Street and Seafield Road due to Eastern Primary School relocating to the old Grove Academy building.

## **2 RECOMMENDATION**

- 2.1 It is recommended that the Committee approve the preparation of a Traffic Regulation Variation Order to affect the changes to the waiting restrictions in the Dundee City Council (Eastern Area, Dundee) (Waiting and Loading Restrictions) Order 2010.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 All costs will be met from the Car Parks Trading Account.

## **4 BACKGROUND**

- 4.1 It is proposed to vary the undernoted Traffic Regulation Order for the reason listed below:

- a Dundee City Council (Eastern Area, Dundee) (Waiting and Loading Restrictions) Order 2010

Church Street (See Drawing No S1) – The Ferry - as a result of moving Eastern Primary School to the old Grove Academy building, it is necessary to introduce a length of limited waiting restriction to allow pick up and drop off of school children. The need for this restriction is limited to weekdays only, therefore, it is proposed to relax the restriction to 'Monday to Friday' only, allowing increased parking availability for residents at the weekend.

Seafield Road (See Drawing No S1) – The Ferry - to protect its junction with Davidson Street and improve the safety of the junction which can become very busy a peak times with both vehicular traffic and school children.

- 4.2 The main plans with the proposals can be accessed online at the weblink: <http://www.dundee.gov.uk/citydevelopment/trafficorders/>. A paper copy can also be made available on request from the Head of Transportation.

## **5 POLICY IMPLICATIONS**

- 5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

**6 CONSULTATIONS**

- 6.1 The Chief Executive, Depute Chief Executive (Support Services), Director of Finance, Legal Manager and the Chief Constable have been consulted and are in agreement with the contents of this report.

**7 BACKGROUND PAPERS**

- 7.1 There are no background papers of relevance to this report.

Mike Galloway  
Director of City Development

Neil Gellatly  
Head of Transportation

NHG/SS/KM

10 November 2011

Dundee City Council  
Dundee House  
Dundee

**REPORT TO:** CITY DEVELOPMENT COMMITTEE - 28 NOVEMBER 2011

**REPORT ON:** NORTH LINDSAY STREET VARIATION TO WAITING RESTRICTIONS

**REPORT BY:** DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 511-2011

## **1 PURPOSE OF REPORT**

- 1.1 This report considers a request for alterations to waiting restrictions in North Lindsay Street due to servicing and access requirements for Dundee House.

## **2 RECOMMENDATION**

- 2.1 It is recommended that the Committee approve the preparation of a Traffic Regulation Variation Order to affect the changes to the waiting restrictions in the Dundee City Council (Central Area, Dundee) (Controlled Parking Zone) Order 2010.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 All costs will be met from the Car Parks Trading Account.

## **4 BACKGROUND**

- 4.1 It is proposed to vary the undernoted Traffic Regulation Order for the reason listed below:

- a Dundee City Council (Central Area, Dundee) (Controlled Parking Zone) Order 2010

North Lindsay Street (See Drawing No S1) – Maryfield Ward - as a result of the move of Dundee City Council from Tayside House to Dundee House, it is a requirement to provide a "loading only" bay in order to service the building. Pay and Display bays will be reduced in number, but four will still remain for public access to the building.

- 4.2 The main plans with the proposals can be accessed online at the weblink: <http://www.dundee.gov.uk/citydevelopment/trafficorders/>. A paper copy can also be made available on request from the Head of Transportation.

## **5 POLICY IMPLICATIONS**

- 5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

## **6 CONSULTATIONS**

- 6.1 The Chief Executive, Depute Chief Executive (Support Services), Director of Finance, Legal Manager and the Chief Constable have been consulted and are in agreement with the contents of this report.

**7 BACKGROUND PAPERS**

7.1 There are no background papers of relevance to this report.

Mike Galloway  
Director of City Development

Neil Gellatly  
Head of Transportation

NHG/SS/KM

1 November 2011

Dundee City Council  
Dundee House  
Dundee

**REPORT TO: CITY DEVELOPMENT COMMITTEE - 28 NOVEMBER 2011**

**REPORT ON: BALGARTHNO ROAD - NEW PRIMARY SCHOOL (CONTRACT 09-50)**

**REPORT BY: CITY ARCHITECT**

**REPORT NO: 531-2011**

## **1 PURPOSE OF REPORT**

- 1.1 This report details tenders received for the above project and requests a decision on the acceptance of the lowest tender and allowances.

## **2 RECOMMENDATION**

- 2.1 It is recommended to approve the acceptance of the lowest tender submitted by Mansell Construction Services Ltd, Perth in the amount of £7,240,558.60 and allowances amounting to £2,375,850.00, giving a total cost of £9,616,408.60.
- 2.2 The Committee are asked to note that the total construction tender submission includes for the addendum tender of £34,761.64 to reflect the internal reorganisation of the classroom block, this occurred during the tender analysis period. Details of this are contained within Appendix 2.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 The Director of Finance has stated that the project costs of £9,616,408.60 can be met from the original allowance of £10,200,000 for this project within the Education Department's Capital Plan 2011-2014.

## **4 BACKGROUND**

- 4.1 Reference is made to Article II of the meeting of the Education Committee held on 11 May 2009 when the Committee approved the proposal to build a new schools facility on a site adjacent to the existing St Clement's RC Primary School, to replace St Clement's RC Primary School, Charleston Primary School and Lochee Primary School.
- 4.2 The works comprise the construction of a new build shared school building and a separate Family support centre with a total area of approx 4,960m<sup>2</sup>. The building is constructed of a steel frame with predominantly timber internal leaf of external walls and brick/block/rendered external leaf. External works include demolition of existing St Clement's RC Primary School, car parking, playground, grassed and planted areas.
- 4.3 Reference is also made to Article II of the meeting of the Education Committee held on 23 May 2011 when the Committee approved the award of an enabling works tender contract to Muirfield (Contracts) Ltd Dundee including partial demolition of two classroom from the infant wing of St Clement's RC Primary School, utilities diversions and rerouting of the drainage culvert.

- 4.4 Six firms were invited to submit tenders for the main construction contract and six tenders were received, including the addendum tender, details of the lowest 3 being as follows:

<b>Several Works</b>	<b>Tender Amount</b>	<b>Corrected Amount</b>
1 Mansell Construction Services Ltd, Perth	£7,225,018.62	£7,240,558.60
2 Muirfield (Contracts) Ltd, Dundee	£7,320,930.12	£7,321,092.05
3 Farrans (Construction) Ltd, Livingston	£7,524,981.92	£7,528,151.84
<b>Highest Tender</b>	<b>£8,527,451.54</b>	

- 4.5 The lowest tender is recommended for acceptance and if approved is comprised of the following:

Mansell Construction Services Ltd, Perth £7,240,558.60

Allowance for:

Enabling Works Contract	£520,044
Loose Furniture and Equipment	£350,000
Public Art	£15,000
Decanting Costs	£50,000
Building Warrant	£17,600
Planning Fee	£14,500
Structural and Civil Engineering Services	£94,127
Thermal Modelling	£6,000
Construction (Design and Management) Co-ordinator	£18,100
Professional Services	£724,056
Utility Surveys and Diversions	£8,923
Feasibility Studies	£25,000
Topographical Study and Soil Investigation	£22,500
Traffic Impact Assessment	£10,000
Construction Contingencies	£350,000
Client Contingencies	£150,000

£2,375,850.00

**Total Project Cost**

**£9,616,408.60**

- 4.6 The sub-contractors proposed by Mansell Construction Services Ltd, Perth are as noted on Appendix 1.

## 5 POLICY IMPLICATIONS

- 5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management.

- 5.2 An Equality Impact Assessment has been carried out and will be made available on the Council website: [www.dundee.gov.uk/equanddiv/equimpact/](http://www.dundee.gov.uk/equanddiv/equimpact/).

## **6 CONSULTATIONS**

- 6.1 The Chief Executive, Depute Chief Executive (Support Services), Director of Finance and the Director of Education have been consulted and are in agreement with the contents of this report.

## **7 BACKGROUND PAPERS**

- 7.1 Report 69-2009 to the Education Committee - 26 January 2009.  
7.2 Report 274-2009 to the Education Committee - 11 May 2009.  
7.3 Report 228-2011 to the Education Committee - 23 May 2011.

Mike Galloway  
Director of City Development

Rob Pedersen  
City Architect

RP/AM/KM

17 November 2011

Dundee City Council  
Dundee House  
Dundee

**APPENDIX 1**

Demolition Works	Gowrie Contracts Ltd, Dundee
Electrical Installation Glasgow	BBES (Balfour Beatty Engineering Services Ltd,
Lift Installation	Kone PLC, Edinburgh
Mechanical Installation Glasgow	BBES (Balfour Beatty Engineering Services Ltd,
Roller Shutters	Aable Roller Shutters Ltd, Dundee
Rooflights	Lareine Engineering Ltd, Bathgate
Structural Steel	RIM Fabrications Ltd, Kintore, Inverurie
WC Cubicles/Wet Wall panels	Lamart Ltd, Dundee

**APPENDIX 2****ADDENDUM TENDER FOR CHANGE TO INTERNAL CLASSROOM LAYOUT**

At the tender analysis stage it was identified that due to a change in the number of pupils per class requirement, an additional four classrooms were required. This has resulted in a reorganisation of the layout within the two storey classroom block and an addendum document quantifying these changes was prepared and issued to the tenderers to be priced in line with their submitted tenders, details of the overall lowest 3 being as follows. The Tender Amounts noted in 4.4 include these works:

<b>Contractor</b>	<b>Addendum Amount</b>
Mansell Construction Services Ltd, Perth	£34,761.64
Muirfield (Contracts) Ltd, Dundee	£36,900.03
Farrans (Construction) Ltd, Livingston	£36,650.71
<b>Highest Amount</b>	<b>£39,309.91</b>