

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE
24 MAY 2004**

**REPORT ON: MENZIESHILL CONTROLLED PARKING ZONE AND DICKSON
AVENUE AREA – VARIATION OF WAITING RESTRICTIONS**

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 322-2004

1 PURPOSE OF REPORT

- 1.1 To consider the effects of the Residents' Parking Scheme in Menzieshill and seek to amend it in light of experience and comments received as per stated at its time of introduction.

2 RECOMMENDATIONS

- 2.1 It is recommended that Committee approve the preparation of a Traffic Regulation Order to vary the Menzieshill Controlled Parking Zone and to introduce waiting restrictions in that length of Dickson Avenue outwith the zone.

3 FINANCIAL IMPLICATIONS

- 3.1 The cost of altering the necessary signing and lining is estimated at £5,500. Provision for this sum will be made from the Planning and Transportation Department's 2005/2006 revenue budget allocation for the Transportation Division under Traffic Management Works.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 The control of parking within the area will result in a safer, cleaner and more pleasant environment.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 There are no direct equal opportunities implications.

6 BACKGROUND

- 6.1 The Menzieshill Controlled Parking Zone which introduced Residents' Parking Permits has been in operation since June 2003. This is the first such scheme in Dundee. The scheme which operates in the City Centre is different in that there are no designated spaces for residents and their permit operates like a season ticket. In Menzieshill specific space is allocated in the street for permit holders only. The remaining available space is limited to a maximum stay of two hours during the day. Committee will recall that this is to prevent long stay hospital related parking whilst still allowing space for residents' visitors and servicing.
- 6.2 From the outset one of the fundamental conditions on the issuing of a permit has been the necessity for the resident to provide documentary evidence linking the vehicle to that address. This can be in the form of the registration or the insurance documents. This is necessary to minimise abuse of the system (eg a non owning resident acquiring a permit and selling it to a non-resident). Some exceptions have

been made to the scheme this most notably company vehicles have been accepted where the company gives written notice that the resident requires the vehicle at home.

- 6.3 Following the introduction of the scheme many comments were received many of which were predicted. Adverse comments were received about the £5 per annum charge for a permit. It should be noted that this charge barely covers the administration costs and the implementation of the initial signing and lining cost £41,000. There have been 400 permits issued to date resulting in an income of £2,000.
- 6.4 A significant issue was the strict time limit of two hours being imposed on visitors. This time limit only operates between the hours of 8.00 am and 6.00 pm, Monday to Saturday. This is a particular problem for those residents who have family coming to stay on holiday. Issuing permits to visitors without the aforementioned documentary evidence could lead to abuse. It is recommended that an option would be if the visitor could purchase a daily voucher to park in a permit holder's space. The current parking charge in the hospital car parks is £1.50 per visit. There is an advantage for hospital related traffic to park within Menzieshill in that it is easier and quicker to access and egress than from some of the car parks. It could therefore be attractive for hospital traffic to obtain a daily voucher. To combat this the charge has to be fixed at a level which would deter this. It is recommended that this be made at twice the hospital car park charge and be amended accordingly every time the car park charge is increased. It is unfortunate that genuine visitors have to bear this cost but it is essential that every effort is made to deter hospital related parking. This is an option for the visitors and is not compulsory.
- 6.5 From the point of view of the scheme achieving its object of allowing residents to park near their homes and relieving congestion it has in the main been successful. There are some local hot spots where residential demand saturates the available space and parking close to their home may not always be possible.
- 6.6 Deveron Crescent and Deveron Terrace are not currently in the zone but following complaints from residents that they are being used as free parking spaces by non-residents, it is proposed to include them in the scheme.
- 6.7 In several locations the balance between the permit holder's space and the visitor spaces has been found to be incorrect and it is proposed to alter this.
- 6.8 Listed are the locations where alterations are proposed and indicated on plan no TRO122-S1:
- a Deveron Crescent and Terrace to be included in the Controlled Parking Zone.
 - b There is insufficient non-residential space in Spey Drive near Charleston Drive. It is proposed to insert two lengths of non-residential space whilst still retaining sufficient permit holder's space.
 - c Likewise in Charleston Drive near Thurso Crescent the replacement of a length of permit holder's space with non-residential space is proposed.
 - d Charleston Drive between Earn Crescent and Gowrie Court Access Road has insufficient space to cope with the evening and overnight demand. It is

proposed to convert a length of no waiting at any time on the south side to no waiting, Monday to Saturday, 8.00 am to 6.00 pm to remedy this.

- e A pedestrian refuge is to be constructed to the east of the Charleston Drive/ Dickson Avenue junction. This will necessitate the extension of the no waiting at any time to protect this facility.
- f A length of unrestricted parking on the south side of Earn Crescent between Ninewells Court and Balgay Court is considered too long in this narrow length. It is proposed to introduce a short length of no waiting at any time to create a passing place.
- g Dickson Avenue has several alterations proposed:
 - i The current permit holder's space on the east side south of Charleston Drive is underused whilst it has been requested that non-residential space on the west side south of Hillside Court would be better utilised as permit holder's space. It is proposed to exchange equivalent lengths at these locations.
 - ii There is also demand for additional permit holders space in the service road opposite Orleans Place. It is proposed to insert some space as required.
 - iii There is more demand for permit holders space in the vicinity of Cart Place where there is a correspondingly low demand for non-residential space. It is proposed to convert the space in the layby east of Cart Place to permit holders only.
 - iv A complaint was received about the sightline to the east when accessing Dickson Avenue from Earn Crescent. It is proposed to extend the restrictions to alleviate this.

- 6.9 Whilst outwith the Controlled Parking Zone the remaining length of Dickson Avenue east of Earn Crescent has been the subject of localised congestion. In addition it is proposed to introduce a set of pedestrian refuges which will require protection. The visibility of the school crossing patrol at the junction of Dickson Avenue with Dochart Terrace is being severely impaired by the indiscriminate parking of vehicles. It is proposed to introduce lengths of no waiting at any time at several locations to ensure good visibility and the free flow of traffic. It is stressed that this section of Dickson Avenue is not part of the Controlled Parking Zone and the residents will not qualify for resident's parking permits. The proposals are depicted on plan no TRO122-S2.

7 CONSULTATIONS

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

8 BACKGROUND PAPERS

- 8.1 Planning & Transportation Committee, 25 September 2000, Report No 541-2000
Planning & Transportation Committee, 25 June 2001, Report No 197-2001
Planning & Transportation Committee, 11 January 2003, Agenda Note 23-2003

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21 April 2004

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