

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE
29 SEPTEMBER 2003**

REPORT ON: DUNDEE AREA WAITING RESTRICTIONS – VARIATION

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 555-2003

1 PURPOSE OF REPORT

- 1.1 This report considers all the requests during the last year for additions and alterations to waiting restrictions throughout the City and makes appropriate proposals to respond to these.

2 RECOMMENDATIONS

- 2.1 The Committee is asked to approve the preparation of a Traffic Regulation Variation Order to affect the changes to the waiting restrictions in the relevant Traffic Regulation Orders for Dundee.

3 FINANCIAL IMPLICATIONS

- 3.1 The total cost of implementing these proposals is estimated at £7,500. Provision will be made for this sum from within the Planning and Transportation Department's 2004/2005 revenue budget allocation for the Roads and Transportation Division under Traffic Management Works. An additional £2,000 is required in annual maintenance costs for signing and lining and this will also be met from within the Planning and Transportation Department's revenue budget for future years subject to the availability of resources.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 The variations in waiting restrictions are in response to the changing context within which the City transportation network must operate. Waiting restrictions are a key tool in regulating the negative impacts of the motor vehicle whether this be for traffic management, environmental or road safety considerations.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 Waiting restrictions have no direct equal opportunities. In certain locations, however, they can have positive effects for pedestrian traffic at the expense of the car owner's convenience.

6 BACKGROUND

- 6.1 It is proposed to vary the undernoted Traffic Regulation Orders for the reasons listed. All drawings are on display in the Member's Lounge and at Committee.

a Tayside Region (North Central Area, Dundee) (Waiting and Loading Restrictions) Order 1984

i Clepington Road (See Drawing No S1)

Minor adjustments require to be made to the existing restrictions following the introduction of traffic calming measures.

ii Graham Street/Granton Place/Kerrview Terrace/Woodlands Terrace (See Drawing No S1)

Accesses are being obstructed and sightlines obscured at these junctions. It is proposed to introduce no waiting at any time to rectify the problems.

iii Hilltown (See Drawing No S1)

The no waiting at any time on the east side south from Mains Road is considered excessive. Additional limited waiting is proposed.

iv Macauley Street (See Drawing No S1)

Sightlines are being obscured at this junction. It is proposed to increase the length of no waiting at any time to solve this problem.

v Marryat Terrace (See Drawing No S1)

Access to this street is being severely inhibited particularly on the occasion of football matches at the nearby senior football grounds. It is proposed to introduce no waiting at any time over one side of the street.

vi Strathmartine Road (See Drawing No S1)

Following the introduction of traffic calming measures relaxation's can be made to the no waiting at any time restrictions near the junctions of Strathmartine Road with Wedderburn Street, Francis Street and North Street.

vii Strathmartine Road – Access Roads to Bucklemaker Court, Butterburn Court and Russell Place (See Drawing No S1)

Indiscriminate parking on these access roads is obstructing access to the legitimate parking spaces, servicing and emergency vehicles. The introduction of no waiting at any time on the main carriageway of these roads will improve the situation.

b The Tayside Region (Central Area, Dundee) Controlled Parking Zone Order 1984:

i Hilltown (See Drawing No S2)

Following the introduction of traffic calming measures, adjustments require to be made to the no waiting at any time restrictions on the east side opposite Hilltown Terrace. Also, the opportunity should be taken to

convert the pay and display spaces to no waiting at any time which are currently superseded by the taxi rank. This will make the taxi rank easier to enforce.

ii Irvine's Square (See Drawing No S2)

It is proposed to remove the pay and display spaces in the this street to improve access, particularly for emergency vehicles.

iii Lindsay Street/Overgate Lane (See Drawing No S2)

At the request of the managers of the Overgate Centre it is proposed to include that length of Lindsay Street south of Willison Street and Overgate Lane west of Lindsay Street in the waiting restriction Order. This will enable the enforcement of the no waiting and no loading at any time restrictions. Those lengths of road are maintained by the Overgate Centre but are open to the public. Indiscriminate parking is impeding access for emergency vehicles and also vehicles gaining access to Shopmobility.

iv Perth Road (See Drawing No S2)

The adjacent funeral undertakers has requested that two pay and display spaces be removed to assist the operation of their business. It is proposed to replace them with no waiting any time.

v South Tay Street (See Drawing No S2)

The no waiting restriction on the west side at Artillery Lane is considered too severe. It is proposed to introduce an additional two pay and display spaces.

vi South Ward Road (See Drawing No S2)

An impending development on the south side to include its own off-street parking spaces will necessitate the removal of parking over the entire length.

c **The Tayside Region (North-Western Area, Dundee) (Waiting Restrictions) Order 1985:**

i Americanmuir Road (See Drawing No S3)

The no waiting at any time restrictions at this location are considered severe. It is possible to introduce a short length of unrestricted waiting between Mericmuir Gardens and Mericmuir Place.

ii Balfield Road (See Drawing No S3)

It is proposed to increase the length of no waiting at any time to improve the sightlines at an access on the east side.

iii Heron's Lane (See Drawing No S3)

Heavy vehicles servicing industrial properties in this street are being impeded by the indiscriminate parking of cars. It is proposed to introduce no waiting at any time over the entire length of the street and in Kirk Street at its junction with Heron's Lane.

iv High Street, Lochee (See Drawing No S3)

Following extensive traffic calming measures in this street numerous minor amendments to the restrictions require to be made to allow for build-outs, crossing points etc. It is also proposed to introduce a "Loading Only" facility south of Burnside Street to assist servicing.

v Perrie Street (See Drawing No S3)

In order to protect a new industrial access it is proposed to introduce a length of no waiting at any time on the west side south of Reid's Lane.

d **The Tayside Region (Western Area, Dundee) (Waiting Restrictions) (Consolidation) Order 1987:**

i Blackness Road (See Drawing No S2)

The no waiting at any time on the south side west of Abbotsford Street can be relaxed following the introduction of a build-out at the junction.

ii Glamis Drive/Invergowrie Drive (See Drawing No S2)

Overspill parking associated with Ninewells Hospital is appearing in these streets and is inhibiting the local bus service. It is proposed to introduce no waiting at any time at the junction of the two streets and no daytime waiting in Glamis Drive along to Hazel Drive.

iii Guthrie Street (See Drawing No S2)

On the north side west of Malcolm's Pend some unrestricted parking can be allowed without inhibiting any accesses.

iv Larch Street/Urquhart Street (See Drawing No S2)

The continuing redevelopment of this area with its attendant increase in accesses to off-street parking result in the loss of the on-street facilities. To protect these accesses it is necessary to introduce no waiting at any time over the remainder of the streets.

v Peddie Street (See Drawing No S2)

It is proposed to introduce no waiting at any time on a length of the west side to improve the sightlines at a side road.

e **The Tayside Region (North-Eastern Area, Dundee) (Waiting Restrictions) Order 1987:**

i Albert Street/Mains Loan/Molison Street/Forfar Road (See Drawing No S4)

The recent realignment of the Stobswell junction has resulted in the need to adjust waiting restrictions in the area. In Albert Street and Dura Street it is necessary to increase the length of the no waiting on the approach to the junction to improve vehicle detection at the signals.

The waiting restrictions on the east side of Mains Loan can be relaxed south of Molison Street. It is necessary to introduce a short length of no daytime waiting in Molison Street to create a passing place and the no waiting on the east side of Forfar Road has been extended over the Morgan frontage to relieve congestion and improve safety in the vicinity of the school.

ii Albert Street – South of Arthurstone Terrace (See Drawing No S4)

It is necessary to extend the no waiting at any time on the west side south of Arthurstone Terrace to improve the sensors ability to detect vehicles on the approach to the traffic signals.

iii Broughty Ferry Road (See Drawing No S4)

It is proposed to replace the limited waiting with no waiting at any time east of Wallace Street to protect an industrial access.

iv Constable Street (See Drawing No S4)

As a result of the east section of Constable Street becoming a cul-de-sac it is necessary to protect the turning head. The opportunity is also being taken to rearrange the restrictions to take into account the reduction in through traffic and the change in use of some the adjoining properties.

v Brown Constable Street (See Drawing No S4)

As part of the scheme associated with the return of Victoria Road to two-way traffic, Brown Constable Street was also returned to two-way traffic. Parking is inhibiting sightlines and the free flow of traffic. Also, parents dropping off children at the children's nursery are having difficulty in parking for the short time necessary. It is therefore proposed to introduce no waiting at any time on the west side between Victoria Street and Crescent Street and limited waiting on the east side.

vi Erskine Street (See Drawing No S4)

Large vehicles are unable to service a commercial property on the west side because of parked cars. It is proposed to introduce no daytime waiting on both sides to alleviate this.

f **The Tayside Region (Eastern Area, Dundee) (Waiting and Loading Restrictions) Order 1987:**

i St Vincent Street, Broughty Ferry (See Drawing No S4)

It is necessary to introduce a short length no waiting at any time on the west side between Brook Street and Long Lane to facilitate servicing.

ii Union Street (See Drawing No S4)

As a result of redevelopment and new accesses being formed it is proposed to convert lengths of no daytime waiting to no waiting at any time.

7 CONSULTATIONS

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

8 BACKGROUND PAPERS

- 8.1 None.

Mike Galloway
Director of Planning & Transportation

Iain Sherriff
Head of Transportation

IFS/DA/KM

5 September 2003

Dundee City Council
Tayside House
Dundee