

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE
21 FEBRUARY 2005**

REPORT ON: VICTORIA STREET - REVOCATION OF BUS LANE

REPORT BY: DIRECTOR OF PLANNING & TRANSPORTATION

REPORT NO: 71-2005

1 PURPOSE OF REPORT

- 1.1 To seek Committee approval for the implementation of a Traffic Regulation Order to remove the contra-flow bus lane in Victoria Street to allow two-way traffic over the entire length.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee approve the preparation of the necessary Traffic Regulation Order to remove the bus lane in Victoria Street and allow two-way traffic.

3 FINANCIAL IMPLICATIONS

- 3.1 The cost of altering the necessary signing and lining is estimated at £7,000. 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 These measures will improve traffic circulation and by relieving congestion elsewhere will create a safer environment.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 There are no equal opportunities implications.

6 BACKGROUND

- 6.1 Victoria Street has been one-way from Dens Road to Albert Street since 1970.
- 6.2 In 1992, as part of the Traffic Management Scheme associated with the completion of the Inner Ring Road, a contra-flow bus lane was introduced in Victoria Street to give public transport the option of gaining access to the city centre via Victoria Road.
- 6.3 The Stobswell junction was realigned in 2002 so that traffic requiring to access the city from the north could have the option of using either Princes Street or Victoria Road, thus easing the congestion at Seagate and King Street.
- 6.4 Now that those major changes have settled down it is considered appropriate to permit two-way traffic in Victoria Street so that any traffic from the east heading for the northwest may have the option of gaining access to Dens Road without having to negotiate Raglan Street and Lyon Street. This route is particularly narrow and congested. Traffic would also have a more direct route to the Lochee Road area by

using Victoria Road. The beneficial effects are diverting some of the traffic, which presently has to travel via Princes Street to the Eastport roundabout.

7 CONSULTATIONS

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

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Director of Planning & Transportation

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IFS/DA/KM

28 January 2005

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