

# ITEM No ...4.....

**REPORT TO:** CITY GROWTH AND INFRASTRUCTURE COMMITTEE – 20 APRIL 2026

**REPORT ON:** VARIATION OF WAITING RESTRICTIONS 2026 - OBJECTIONS RECEIVED TO TRAFFIC REGULATION ORDER NOTICE

**REPORT BY:** EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 99-2026

## 1 PURPOSE OF REPORT

1.1 This report provides a summary of the consultation responses received to the proposal for installation of lengths of parking restrictions on Upper Constitution Street, Kinloch Park and Panmure Street/Esplanade, Broughty Ferry.

## 2 RECOMMENDATION

2.1 It is recommended that the Committee:

- a consider the points of objection received during the consultation;
- b approves the making of the Traffic Regulation Order approved by Fair Work, Economic Growth & Infrastructure committee (Report No 26-2025), subject to the modifications described in paragraph 5.5 in relation to Upper Constitution Street and paragraph 7.1 in relation to Kinloch Park and despite the two objections received in relation to the proposals for Panmure Street/Esplanade; and
- c approves the preparation of a Pavement Parking Exemption Order permitting vehicles to park partially on the footway at Upper Constitution Road. This measure is recommended due to the insufficient road width, which can prevent emergency vehicles from passing when cars are parked entirely on the carriageway.

## 3 FINANCIAL IMPLICATIONS

3.1 The estimated cost for advertising the Pavement Parking Exemption Order and carrying out works related to the Traffic Regulation Order is £5,000, which will be funded from the on-street parking account.

## 4 BACKGROUND

4.1 With reference to Article VI of the Minute of the Meeting of the Fair Work, Economic Growth & Infrastructure Committee of 17 February 2025, Report No 26-2025 refers to a proposed batch of city-wide waiting restrictions for the purposes of road safety, environmental amenity, or for business operations. Permission was granted to prepare a draft Order and commence consultations with both statutory bodies and the public.

4.2 The proposals for Upper Constitution Street were to introduce two lengths of “At Any Time” restrictions to prevent obstruction on a narrow carriageway.

4.3 The proposals for Kinloch Park were to introduce lengths of “no daytime’ restriction (Monday – Friday 8.00am – 6.00pm) to prevent obstruction, allow refuse access and limit traffic during daytime hours on road safety grounds.

4.4 The proposals for Panmure Street/Esplanade, Broughty Ferry were to introduce lengths of “At Any Time” restrictions to protect sightlines at reconfigured junctions.

4.5 The drawings associated with the Traffic Regulation Order can be viewed at the following link: [https://www.dundee.gov.uk/sites/default/files/PMerged\\_0.pdf](https://www.dundee.gov.uk/sites/default/files/PMerged_0.pdf).

## 5 UPPER CONSTITUTION STREET OBJECTIONS

5.1 29 responses were received to the formal Variation of Waiting Restrictions consultation relating to Upper Constitution Street, of which all were in objection to the proposals. A brief summary of the objections are as follows:

- lack of parking for visitors;
- objectors do not believe there are, or have been access issues;
- concerns that removal of parking will make properties less accessible, particularly for older, disabled and vulnerable residents;
- do not believe there is any road safety concern to solve;
- lack of parking for residents;
- concerns over parking displacement to nearby narrow and congested streets

5.2 Following implementation of the national Pavement Parking ban, vehicles moved from partially parking on the footway to parking entirely on the carriageway, resulting in reduced available width. This narrowing has created difficulties, including restricted access for emergency vehicles to the north end of the road and occasional missed waste collections. Consequently, initial proposals recommended introducing two sections of “at any time” restrictions to prevent obstruction on the narrow carriageway.

5.3 This initial decision was informed by Scottish Government guidance, which advises that in this type of scenario, a pavement parking exemption should be applied only when necessary and no alternative solution to maintain vehicle access is feasible - such as employing traditional Traffic Regulation Order measures like double yellow lines.

5.4 Pavement parking legislation provides local authorities with the ability to exempt certain footway areas from the prohibition to facilitate safe passage of emergency vehicles along narrow carriageways, particularly where existing footways lack sufficient width and emergency service access must be considered.

5.5 Considering the significant number of objections regarding the loss of parking amenity associated with the proposed double yellow lines, it is deemed that promoting an exemption order at this specific location is an appropriate course of action, given the low footfall in the area. Accordingly, it is recommended not to implement the “at any time” restrictions, but rather to initiate the preparation of a pavement exemption parking order.

5.6 The drawing associated with the proposed Pavement Parking Exemption Order can be viewed at the following link:

<https://www.dundee.gov.uk/sites/default/files/PPEO2%20Plan.pdf>.

## 6 PANMURE STREET/ESPLANADE OBJECTIONS

6.1 Two responses were received to the formal Variation of Waiting Restrictions consultation, of which both were an objection to the proposals. A brief summary of the objections are as follows:

- this will limit available parking space in an area with a high number of older/disabled residents;
- potential for collisions with street furniture, bollards, or other vehicles;
- potential for delays and traffic obstruction due to poor manoeuvrability, particularly at busy times;

- cyclists forced into the path of overtaking vehicles;
- cyclists squeezed between lorries and the kerb; and
- cyclists subject to increased stress and risk, which may deter more people from cycling altogether.

6.2 The proposals seek to restrict parking and safeguard sightlines at the redesigned junctions, which feature raised tables to provide enhanced crossing safety for both pedestrians and cyclists. Accordingly, it is recommended that the Order be implemented to improve road safety.

## **7 KINLOCH PARK**

7.1 One response was received from a resident to the formal Variation of Waiting Restrictions consultation, resulting in a modification to shorten the length of the proposed restrictions as shown in the revised drawing:

[https://www.dundee.gov.uk/sites/default/files/KinlochAmend\\_0.pdf](https://www.dundee.gov.uk/sites/default/files/KinlochAmend_0.pdf).

## **8 POLICY IMPLICATIONS**

8.1 This report has been subject to the Pre-IIA Screening Tool and does not make any recommendations for change to strategy, policy, procedures, services or funding and so has not been subject to an Integrated Impact Assessment. An appropriate Senior Manager has reviewed and agreed with this assessment.

## **9 CONSULTATIONS**

9.1 The Council Leadership Team have been consulted in the preparation of this report.

## **10 BACKGROUND PAPERS**

10.1 None.

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