



City Chambers
DUNDEE
DD1 3BY

14th August, 2026

Dear Colleague

You are requested to attend a MEETING of the **CITY GROWTH AND INFRASTRUCTURE COMMITTEE** to be held in the Council Chamber, City Chambers, City Square, Dundee and also to be held remotely on Monday, 24th August, 2026 to follow the meetings of the City Council and Climate, Net Zero and Environment Committee called for 5.00pm.

The meeting will also be livestreamed to YouTube. Members of the Press or Public wishing to join the meeting as observers should follow this link www.dundee.gov.uk/live or alternatively they may attend in person.

Should you require any further information please contact Committee Services on telephone (01382) 434228 or by email at committee.services@dundee.gov.uk

Yours faithfully

GREGORY COLGAN

Chief Executive

AGENDA OF BUSINESS

1 DECLARATION OF INTEREST

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 would reasonably be regarded as so significant that they are likely to prejudice your discussion or decision-making.

2 CIVIC GOVERNMENT (SCOTLAND) ACT 1982 – STREET NAMES (AN27-2026)

NEW RESIDENTIAL DEVELOPMENT AT LAND AT DYKES OF GRAY

A consultation was carried out between 15th January, 2026 and 12th February, 2026 for new street names at the above location.

The consultation correspondence was sent to Ward Councillors, Convener, City Archivist, Council Officers and the Developer.

No suggested names were put forward as part of the consultation.

It is therefore proposed to use geological rock terms such as Granite, Slate, Marble, Shale and Sandstone for new streets in this development with appropriate suffixes added.

Committee is requested to approve the use of the above names for this site and future sites in the location.

NEW RESIDENTIAL DEVELOPMENT AT SITE OF MAIN STREET, DUNDEE

A consultation was carried out between 21st May, 2026 and 26th June, 2026 for a new street name at the above location.

The consultation correspondence was sent to Ward Councillors, Convener, City Archivist, Council Officers, Dundee Heritage, Central Libraries and the Developer.

No suggestions/names were put forward for consideration therefore Committee is asked to approve the following street name which keeps a link to the former Bowbridge jute factory which was used for weaving, spinning and finishing:

Jute Mill Lane

NEW STREET NAME AT LAND TO SOUTH OF CLEPINGTON ROAD, DUNDEE

A consultation was carried out between 21st May, 2026 and 26th June, 2026 for a new street name at the above location.

The consultation correspondence was sent to Ward Councillors, Convener, City Archivist, Council Officers, Dundee Heritage, Central Libraries and the Developer.

As part of the consultation, the name of "Mile End" was suggested to tie-in with the end of The Miley which runs adjacent to this site.

Committee is asked to approve the following street name:

Mile End

3 ANNUAL ROAD SAFETY AND 20MPH PROGRESS REPORT - Page 3

(Report No 174-2026 by the Executive Director of City Development, copy attached).

4 VARIATION TO CITY CENTRE PERMIT PARKING SCHEME - Page 23

(Report No 175-2026 by Executive Director of City Development, copy attached).

5 TENDERS RECEIVED BY HEAD OF DESIGN AND PROPERTY - Page 25

(Report No 177-2026 by the Executive Director of City Development, copy attached).

6 EASTERN PRIMARY SCHOOL WINDOWS – SUMMER 2026 - Page 29

(Report No 103-2026 by the Executive Director of City Development, copy attached).

7 CRAIGIEBARNES PRIMARY SCHOOL – ROOF REPLACEMENT – PHASE 5 - Page 35

(Report No 132-2026 by the Executive Director of City Development, copy attached).

REPORT TO: CITY GROWTH AND INFRASTRUCTURE COMMITTEE – 24 AUGUST 2026

REPORT ON: ANNUAL ROAD SAFETY AND 20MPH PROGRESS REPORT

REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 174-2026

1 PURPOSE OF REPORT

- 1.1 The Annual Road Safety and 20mph progress report seeks to inform Committee of the progress made towards the national road casualty reduction targets to 2030 along with the ongoing 20mph progress and the Council's programme of road safety works for 2026-2028. The report also updates the Committee on the monitoring of the School Streets Zones.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee:
- a notes the road casualty statistics for the local road network, and the Scottish Government road safety targets to 2030 and 2050;
 - b approves the conversion of areas identified in Appendix B to 20mph zones;
 - c approves the programme of road safety and active travel works contained in Appendix D;
 - d notes the monitoring information of the School Street Zones.

3 FINANCIAL IMPLICATIONS

- 3.1 The Executive Director of Corporate Services has confirmed that funding for the projects shown in Appendices B and D can be met from the approved Capital Plan 2026-2027 allocation for:
- a Road Safety Measures - £150,000 in 2026/2027 funded from the Dundee City Council Capital Plan 2026-2031 - Build Resilient and Empowered Communities - Road Safety Budget;
 - b Transport Scotland Road Safety Improvement Fund 2026-2027 - £358,106; and
 - c Transport Scotland Tier 1 – Active Travel Infrastructure Fund 2026/2027 - £1,234,000.
- 3.2 There are no further revenue cost implications associated with this expenditure.

4 BACKGROUND

- 4.1 The Road Traffic Act 1988 places a statutory duty on the Council as the Roads Authority to carry out a programme of measures to promote road safety and prevent road collisions. This applies to the existing road network and new roads.
- 4.2 In February 2021, the Scottish Government published its Road Safety Framework to 2030, outlining five strategic objectives aimed at eliminating death and serious road casualties. These include Safe Road Use, which promotes responsible and sustainable travel behaviour, especially for protecting vulnerable users; Safe Vehicles, ensuring that well-maintained vehicles help prevent and reduce the severity of collisions; Safe Speeds, encouraging road users to travel at speeds appropriate to conditions and within legal limits; Safe Roads and Roadsides advocating for road designs that naturally guide safe behaviour and forgive human error; and Post-Crash Response, which focuses on effective emergency care, rehabilitation,

and support for victims and families, while learning from incidents to improve future safety outcomes.

- 4.3 The framework identifies the part every one of us must play to ensure the Government's long-term aspiration for Vision Zero (no death and no serious injuries on Scotland's roads by 2050) to become a reality. On this route to 2050 the road casualty reduction targets, for the year 2030, when compared with the average number of casualties for 2014-2018, are:
- a 50% reduction in people killed;
 - b 50% reduction in people seriously injured;
 - c 60% reduction in children (aged<16) killed; and
 - d 60% reduction in children (aged<16) seriously injured.
- 4.4 The key organisations involved in road safety in Dundee are the Council's City Development and Children & Family Services, Police Scotland, Scottish Fire and Rescue, NHS Tayside, Tayside Road Safety Forum and the Local Partnership Forum - North.
- 4.5 The multidisciplinary approach to road safety combines engineering, enforcement, education, and encouragement initiatives to reduce casualties and promote safer travel. Engineering measures such as 20mph zones, collision prevention, and pedestrian/cycle facilities are implemented to address various collision types, while development control and road safety audits ensure new infrastructure is designed with safety in mind. Enforcement focuses on upholding traffic laws, including speed limits and impaired driving, supported by mobile safety cameras. Education efforts target both drivers and children, with initiatives like Safer Routes to School and School Streets. Encouragement campaigns promote safe behaviours such as using child restraints, cycle helmets, and visibility aids, supported by local programmes like Bikeability Scotland and adult cycle training.
- 4.6 These road safety initiatives, combined with other schemes that are not directly aimed at casualty reduction, such as environmental improvements, all contribute to promoting and improving road safety in Dundee.
- 4.7 Dundee City Council, alongside the other key organisations will look to deliver a multidisciplinary and integrated approach through engineering, enforcement, education and encouragement initiatives to create safer road use, safer speeds, safer roads and safer roadsides.

5 ROAD CASUALTY REDUCTION PROGRESS – SCOTTISH GOVERNMENT TARGETS 2030

- 5.1 The Council's current casualty reduction progress to 2030 is detailed below and in Appendix A.

- a Table 1- Dundee City - Local Road Network - All Casualties -2014-2018 Average To 2030

All Casualties	2014-2018 Average	2019	2020*	2021	2022	2023	2024	2025	% Change*
Pedestrian	41.6	39	38	29	47	47	40	32	N/A
Pedal Cycle	14.4	14	21	9	13	10	9	7	
Motorcycle	11	9	19	13	7	15	8	11	
Car/Taxi	67.4	70	86	57	82	66	71	57	
Bus/Goods/Other	6.8	12	6	9	10	9	8	14	
All	141.2	144	170	117	159	147	136	121	-14%

* Car Passenger fatality in 2020 did not occur on the local road network

* Percentage change as compared 2025 to 2014-2018 average

The number of road casualties on the local road network in 2025 is a decrease of 14% from the baseline average. A breakdown of the 2025 casualties shows that 47% were car/taxi occupants, 26% were pedestrians, 12% were bus/goods/other, 9% were motorcycle rider/passenger and 6% were pedal cyclists. The 5-year moving average, Graph 1 Appendix A, indicates a slight downward trend from the baseline years.

b Road Safety Framework to 2030 target: 50% Reduction in People Killed

Table 2 - Dundee City - Local Road Network - Killed Casualties - 2014-2018 Average To 2030

Killed Casualties	2014-2018 Average	2019	2020*	2021	2022	2023	2024	2025	% Change*	Scottish Government	
										2030 Target	2050 Target
Pedestrian	1	1	1	0	0	0	1	1	N/A	N/A	N/A
Pedal Cycle	0	0	1	0	0	0	0	0			
Motorcycle	0.2	0	0	0	0	0	0	0			
Car/Taxi	0	0	1*	1	0	1	0	0			
Bus/Goods/Other	0	0	0	0	0	0	0	0			
All	1.2	1	3	1	0	1	1	1	-17%	0.6	0

* Car Passenger fatality in 2020 did not occur on the local road network

* Percentage change as compared 2025 to 2014-2018 average

There was 1 reported fatality in 2025 on the local road network involving a collision between a light goods vehicle van and a pedestrian. The 5-year moving average Graph 2 – Appendix A indicates a continuing downward trend.

Analysis of the casualties between 2019 and 2025 shows that 4 were pedestrians, 2 motor vehicle drivers, 1 motor vehicle passenger* and 1 pedal cyclist. Cognisance of this will be taken when considering future road safety initiatives and measures

c Road Safety Framework to 2030 target: 50% Reduction in People Seriously Injured

Table 3 - Dundee City - Local Road Network - Serious Casualties - 2014-2018 Average To 2030

Serious Casualties	2014-2018 Average	2019	2020*	2021	2022	2023	2024	2025	% Change*	Scottish Government	
										2030 Target	2050 Target
Pedestrian	10.8	15	19	16	20	16	23	10	N/A	N/A	N/A
Pedal Cycle	3.2	4	10	2	2	5	3	4			
Motorcycle	6.2	5	13	6	3	8	5	7			
Car/Taxi	5.6	11	7	12	13	7	21	13			
Bus/Goods/Other	1	4	0	1	0	3	5	5			
All	26.8	39	49	37	38	39	57	39	46%	13.4	0

* Percentage change as compared 2025 to 2014-2018 average

The 2025 serious casualty data represent a 32% reduction from the previous year, bringing the level broadly back in line with the established trend observed in earlier years. While this reduction is encouraging, the figures appear to have plateaued and remain above the 2030 target. This highlights the need for continued focus on targeted interventions to drive further sustained reductions and achieve a downward trend.

d Road Safety Framework to 2030 target: 60% Reduction in Children (Aged<16) Killed

Table 4 - Dundee City - Local Road Network – Child Killed Casualties - 2014-2018 Average To 2030

Child Killed Casualties	2014-2018 Average	2019	2020	2021	2022	2023	2024	2025	% Change*	Scottish Government	
										2030 Target	2050 Target
Pedestrian	0	0	0	0	0	0	0	0	N/A	N/A	N/A
Pedal Cycle	0	0	1	0	0	0	0	0			
Motorcycle	0	0	0	0	0	0	0	0			
Car/Taxi	0	0	0	0	0	0	0	0			
Bus/Goods/Other	0	0	0	0	0	0	0	0			
All	0	0	1	0	0	0	0	0	0%	0	0

* Percentage change as compared 2025 to 2014-2018 average

The pedal cycle collision in 2020 remains the only child fatality on the local road network in Dundee between 2014 and 2025.

e Road Safety Framework to 2030 target: 60% Reduction in People Children (Aged<16) Seriously Injured

Table 5 - Dundee City - Local Road Network – Child Serious Casualties - 2014-2018 Average To 2030

Child Serious Casualties	2014-2018 Average	2019	2020*	2021	2022	2023	2024	2025	% Change*	Scottish Government	
										2030 Target	2050 Target
Pedestrian	4.4	2	3	5	7	4	8	2	N/A	N/A	N/A
Pedal Cycle	0.4	2	1	0	0	0	0	0			
Motorcycle	0	0	1	0	0	0	0	0			
Car/Taxi	0.2	0	0	0	1	0	0	0			
Bus/Goods/Other	0	0	0	0	0	1	1	0			
All	5	4	5	5	8	5	9	2	-60%	2	0

* Percentage change as compared 2025 to 2014-2018 average

The number of children seriously hurt in a road collision has fallen to its lowest level during this twelve-year period.

6 PROGRAMME OF ROAD SAFETY WORKS FOR 2026/2028

6.1 Appendix B details the future roll out of 20mph speed limits. Approximately 50% of the road network identified for 20mph in Dundee is now within a 20mph zone and this will increase to around 60% when the 2026/27 areas are implemented. The remaining roads will be assessed and future 20mph zones will be brought forward subject to resources. These areas can be seen in a drawing contained in Appendix C and can also be viewed online at the following weblink:

https://www.dundee.gov.uk/sites/default/files/20mph_Road_Safety_Report.pdf

6.2 Detailed proposals for 20mph zones will be subject to statutory consultation, public notice and advertisement as part of the Traffic Regulation Order process.

- 6.3 These 20mph zones will support the progress towards the 2030 framework targets by reducing vehicle speed. The prioritisation of 20mph areas is based on a combination of factors which include collision data, existing speed/traffic data, road classification, number of requests, development type (residential, industrial etc) and overall function of road. The Council will develop zones in self-contained residential areas that will be easily understood by road users.
- 6.4 The Collision Investigation and Prevention sites are detailed in Appendix D and include existing schemes alongside new sites identified from the review of local road accident cluster site information. Engineering measures are subject to detailed design and priority shall be given to those schemes with the greatest potential to reduce injury accidents.

7 PROGRAMME OF ADDITIONAL PEDESTRIAN CROSSING FACILITIES

- 7.1 As reported in last year's annual road safety report (Report 226-2025), no new sites were taken forward for the consideration of additional pedestrian facilities. Of the five locations identified in 2023, pedestrian facilities have been installed at four of the locations and works are scheduled to start at the remaining site during 2026-2027.

Table 6 – Pedestrian Crossing Programme

Location	Targeted Programme	
	Technical Design	Construction
Balgillo Road/Forthill Road	Complete	Complete
Kings Cross Road/Dunsinane Avenue	Complete	Complete
Macalpine Road/St Leonard Place	Complete	Complete
Laird Street at Craigowl Primary School	Complete	Complete
Craigie Drive/Craigiebarn Road	2026-2027	2026-2027

- 7.2 Traffic surveys and pedestrian flow counts were commissioned at the following locations in 2025/2026 and the requirement for pedestrian crossing infrastructure was re-evaluated in accordance with the Council's approved pedestrian crossing assessment process (Report 269-2022 refers):

- Camperdown Road at Frederick Street;
- Buttars Loan at Portmore Place;
- Brook Street, Dundee outside Co-op shop;
- Charlotte Street at West School Road;
- West School Road at Charlotte Street;
- Charlotte Street at Camperdown Road;
- Camperdown Road at Charlotte Street;
- Macalpine Road at Crematorium;
- Riverside Approach at cycle lane;
- Clepington Road approach to Kings Cross Roundabout;

- Ninewells Avenue south of Glamis Road;
- Ninewells Avenue at Kinloch Park;
- Strips of Craigie Road at Brington Road;
- Strathern Road at Victoria Road;
- Moncur Crescent near Five Ways roundabout;
- Caird Avenue near Five Ways roundabout; and
- Strathern Road near No 73.

All the sites surveyed, bar one, were significantly below the Council's intervention level for pedestrian crossings to be installed.

The site at Clepington Road/Kings Cross roundabout, returned a value just over the intervention level, however, physical site constraints limit the possibility of a signalised crossing, so it is proposed to make enhancements to the existing refuge island.

8 MONITORING OF THE SCHOOL STREET ZONES

- 8.1 School Streets zones have been established at 15 primary schools (13 sites) in Dundee. Table 7 below shows changes in the modal share of active travel over a three year period. This data is collected annually through the Hands Up Scotland Survey and allows year on year comparison.

Table 7 – School Streets Monitoring Summary

School Zones	Street	School Year Established	Pupil Roll 2025	% of Pupils living outwith Catchment	Active Travel Journey Share		
					2023	2024	2025
Forthill PS		2013/2014	447	26.6%	52%	45%	45%
St Mary's PS		2013/2014	276	25.0%	54%	53%	48%
Fintry PS		2021/2022	334	47.9%	62%	64%	58%
Downfield PS		2022/2023	270	49.6%	54%	44%	38%
St Andrews PS		2022/2023	455	20.7%	45%	37%	36%
Craigiebarns PS		2022/2023	284	56.7%	43%	44%	41%
St Francis PS		2022/2023	295	21.4%	42%	-	41%
Longhaugh PS		2022/2023	273	50.5%	62%	55%	59%
Our Ladys PS		2022/2023	241	24.5%	50%	49%	39%
Rosebank PS		2022/2023	293	33.1%	55%	61%	58%
Clepington PS		2023/2024	423	28.1%	47%	63%	55%
Eastern PS		2023/2024	355	58.6%	48%	41%	60%
Mill O Mains PS		2023/2024	271	31.7%	66%	68%	60%
St Ninians PS		2023/2024	263	31.2%	39%	71%	60%
St Pius PS		2023/2024	146	19.2%	58%	57%	57%

- 8.2 Across Dundee active travel mode share has declined by 2% since 2024, mirroring a wider national trend. Over the same period, both bus travel and park-and-stride have experienced a 4% increase in mode share, suggesting a redistribution of journeys towards these transport options.
- 8.3 Dundee City Council officers liaise with Police Scotland to monitor compliance of School Street restrictions and deliver a coordinated programme of enforcement throughout the year. Further joint initiatives are planned with Police Scotland and local schools, including targeted

enforcement days aimed at raising awareness of pupil safety. Survey work undertaken during 2025 identified an overall decline in compliance levels. In response, a programme of engagement and communications has reinforced key messages and reminded parents and carers of the importance of adhering to the restrictions. Early indications suggest that these measures are having a positive impact, with signs of improved awareness and compliance at the majority of schools.

- 8.4 Work to support the schools that are not currently participating in the School Streets programme continues through targeted initiatives focused on road safety and sustainable travel. Activities include promoting safe and considerate parking practices, reducing vehicle engine idling near schools, and encouraging greater levels of walking, cycling and scooting. These measures aim to improve safety, reduce environmental impacts around school gates, and support healthier travel choices for pupils and their families.

9 POLICY IMPLICATIONS

- 9.1 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.

10 CONSULTATIONS

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

11 BACKGROUND PAPERS

- 11.1 None.

James Mullen
Head of Sustainable Transport and Roads

Author: Fiona Reid

Robin Presswood
Executive Director of City Development

Dundee City Council
Dundee House
Dundee

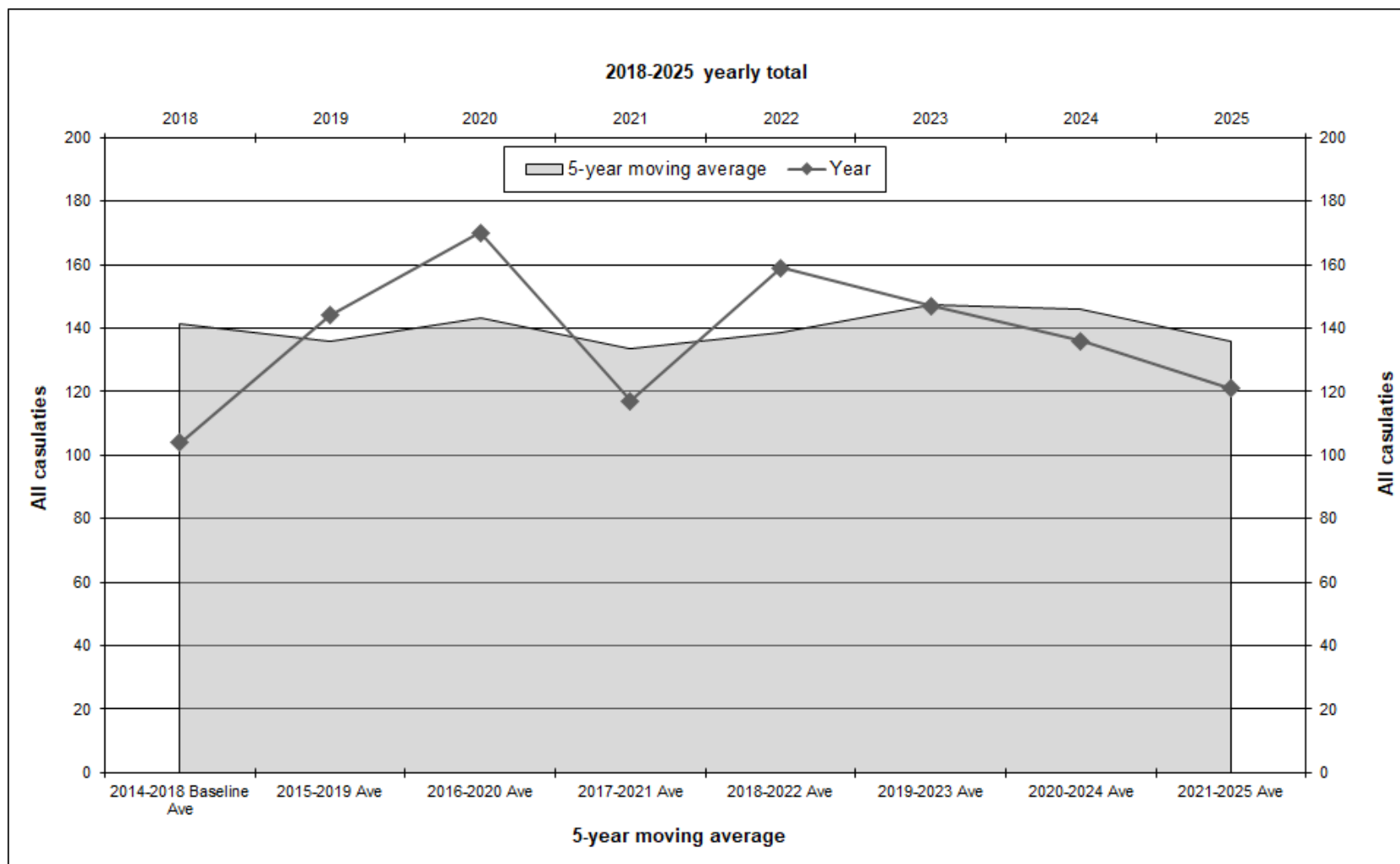
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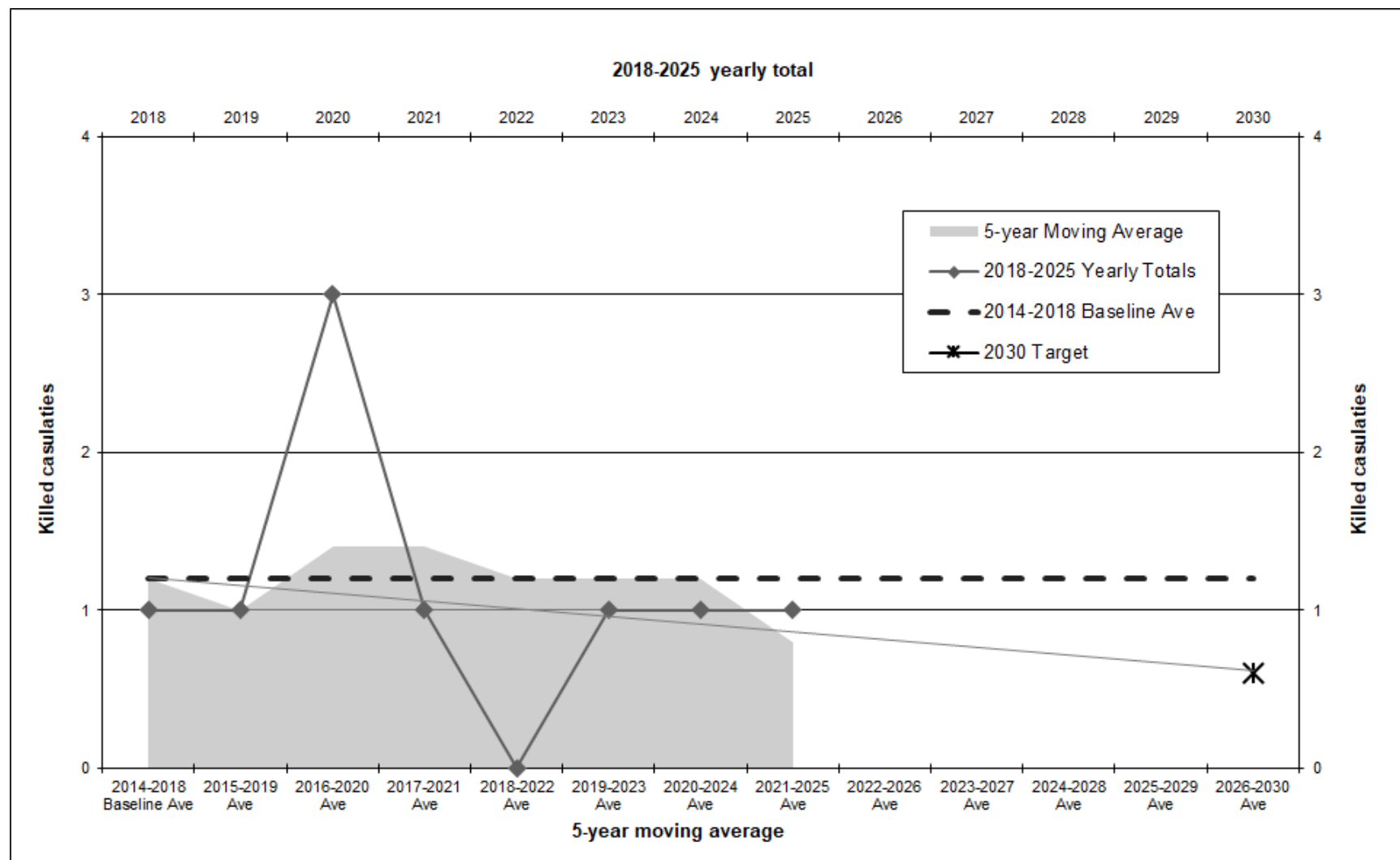
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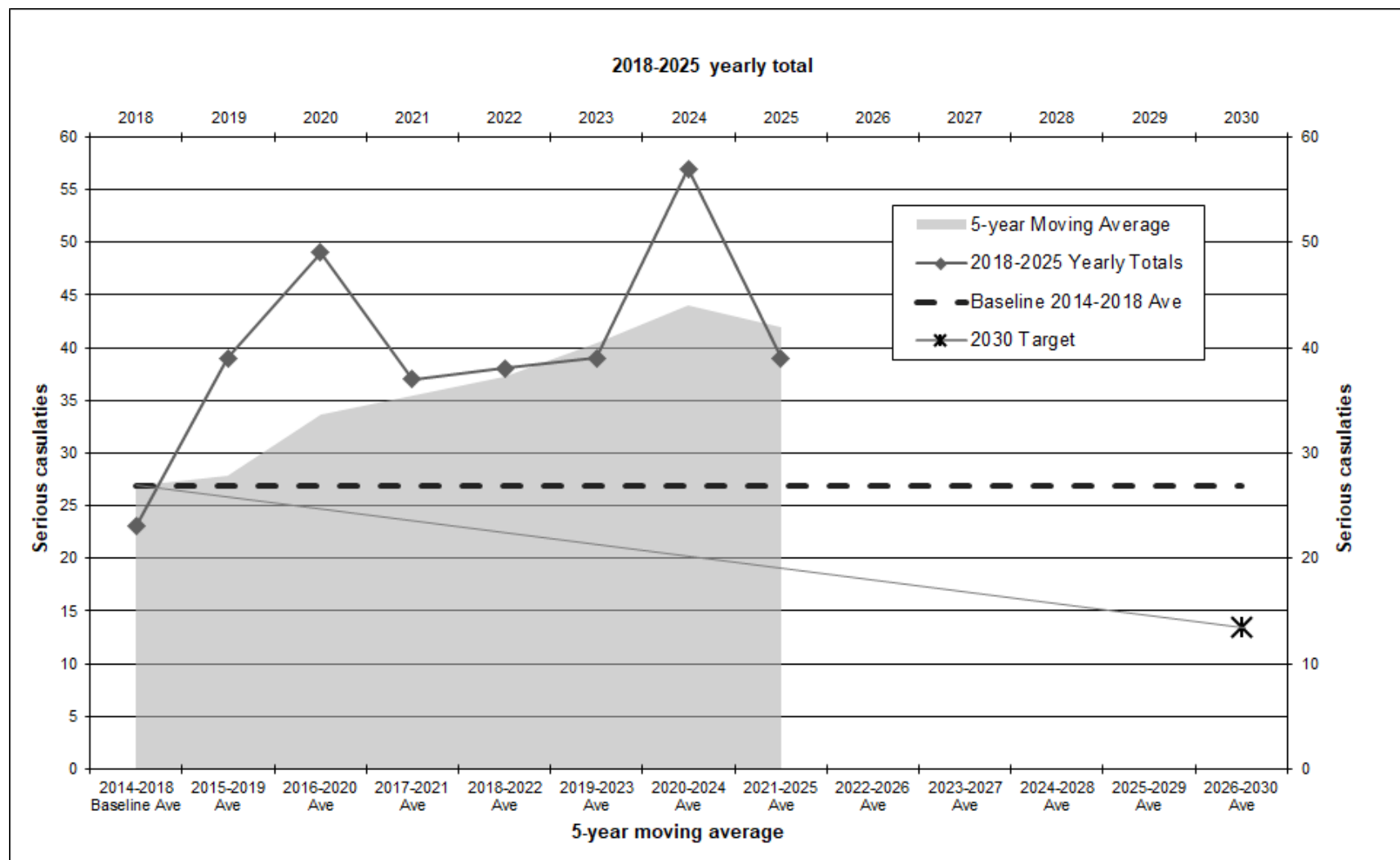
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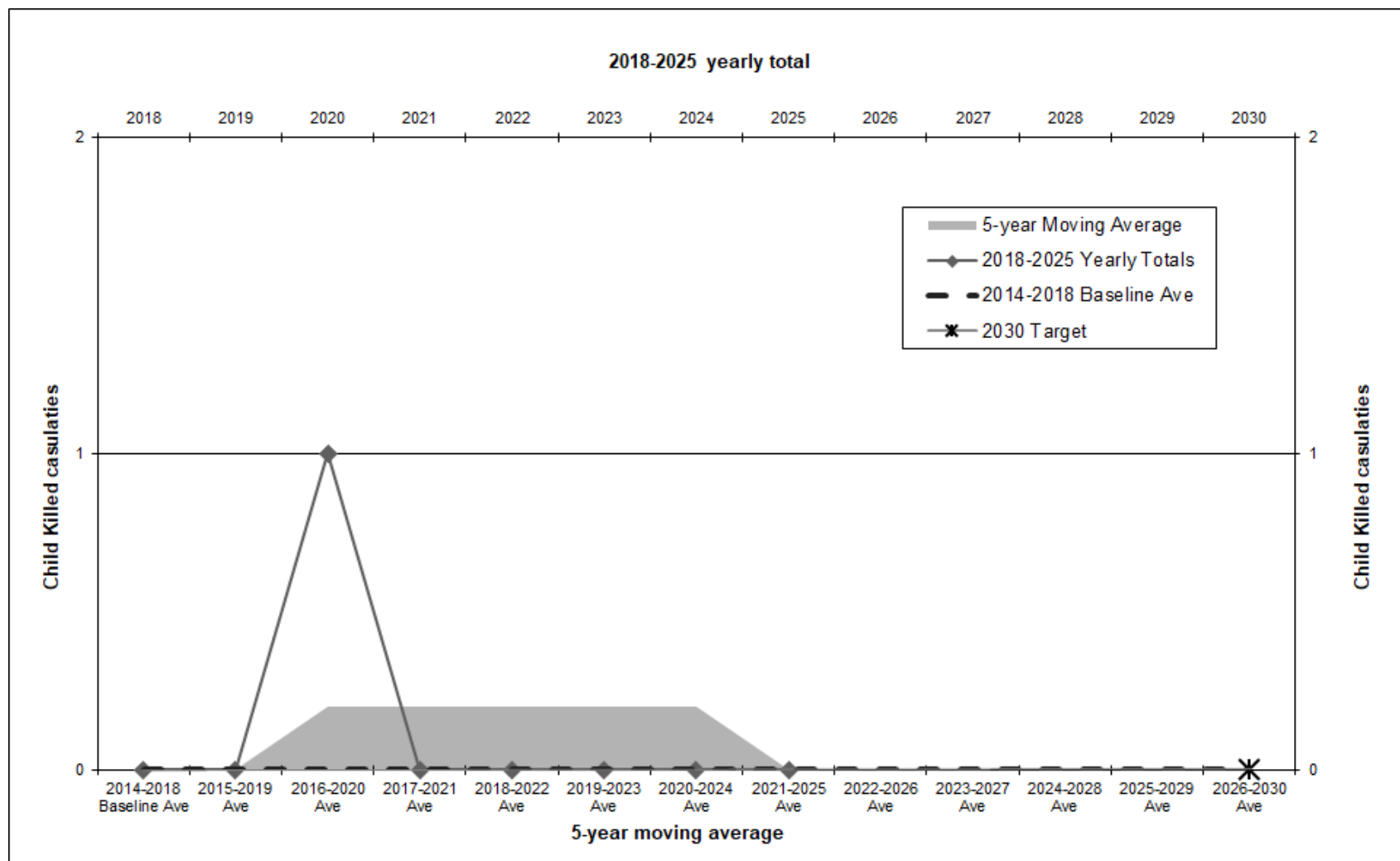
APPENDIX A

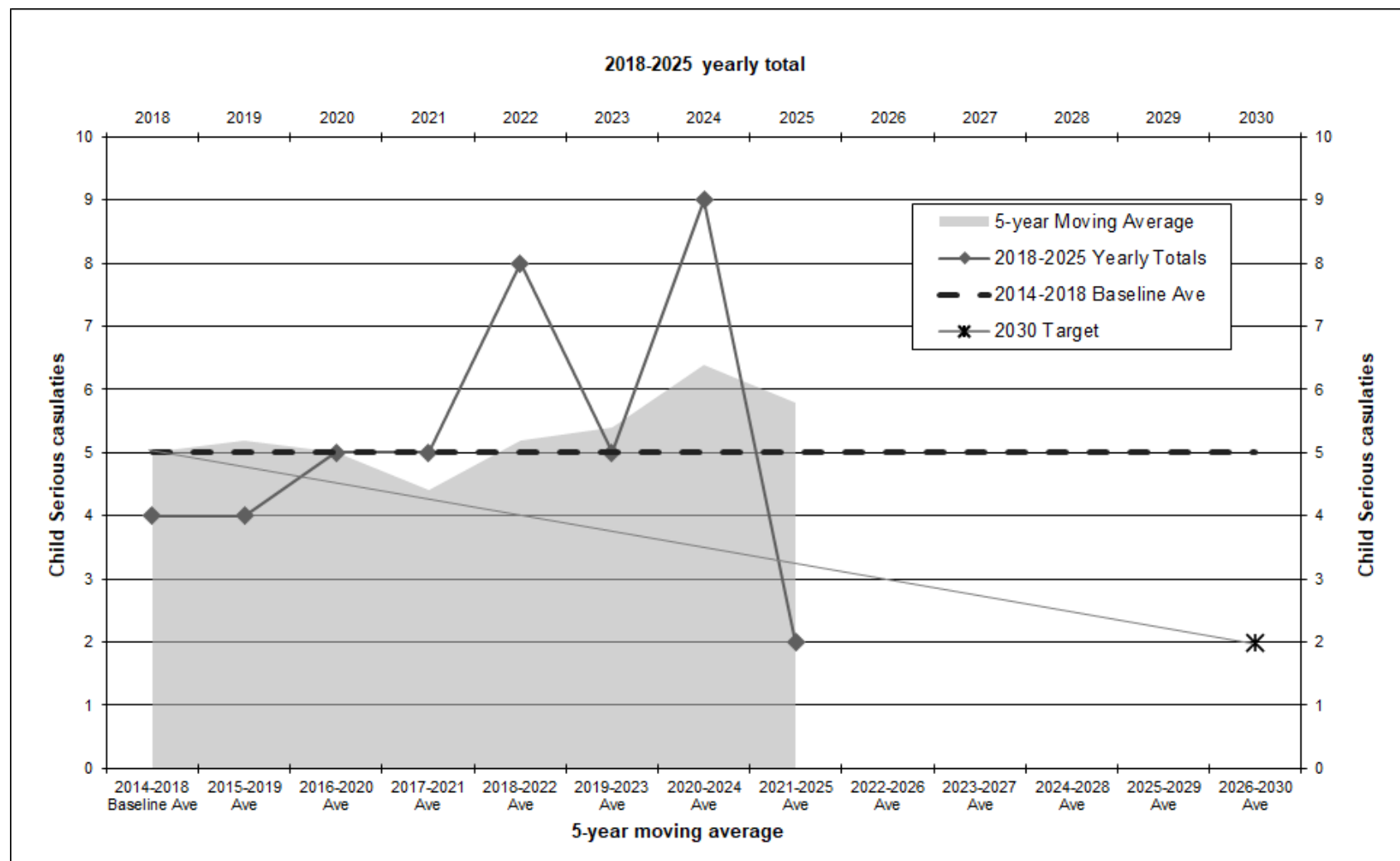
GRAPH 1: DUNDEE – LOCAL ROAD NETWORK – ALL CASUALTIES – 5 YEAR MOVING AVERAGE AND YEARLY TOTAL



GRAPH 2: DUNDEE – LOCAL ROAD NETWORK – KILLED CASUALTIES – 5 YEAR MOVING AVERAGE AND YEARLY TOTAL

GRAPH 3: DUNDEE – LOCAL ROAD NETWORK – SERIOUS CASUALTIES – 5 YEAR MOVING AVERAGE AND YEARLY TOTAL

GRAPH 4: DUNDEE – LOCAL ROAD NETWORK – CHILD KILLED CASUALTIES – 5 YEAR MOVING AVERAGE AND YEARLY TOTAL

GRAPH 5: DUNDEE – LOCAL ROAD NETWORK – CHILD SERIOUS CASUALTIES – 5 YEAR MOVING AVERAGE AND YEARLY TOTAL

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APPENDIX B – 20MPH PROGRAMME**Programmed 2026 - 2027**

Area/Scheme	Status
Abercromby Street/Montague Street Area	Traffic Regulation Order Made
Berwick Drive North Area	Traffic Regulation Order Made
Berwick Drive South Area	Traffic Regulation Order Made
Charleston Area	Traffic Regulation Order Made
Lochee Area, North of South Road	Traffic Regulation Order Made
Lochee Area, South of South Road	Traffic Regulation Order Made
Peebles Drive Area	Traffic Regulation Order Made
Whitfield Avenue/Murrayfield Drive Area	Traffic Regulation Order Made
Glamis Road South Area	Traffic Regulation Order Made
Dickson Avenue East End	Traffic Regulation Order Made
Earn Crescent Area	Traffic Regulation Order Made
Charleston Drive Northwest Area	Traffic Regulation Order Made

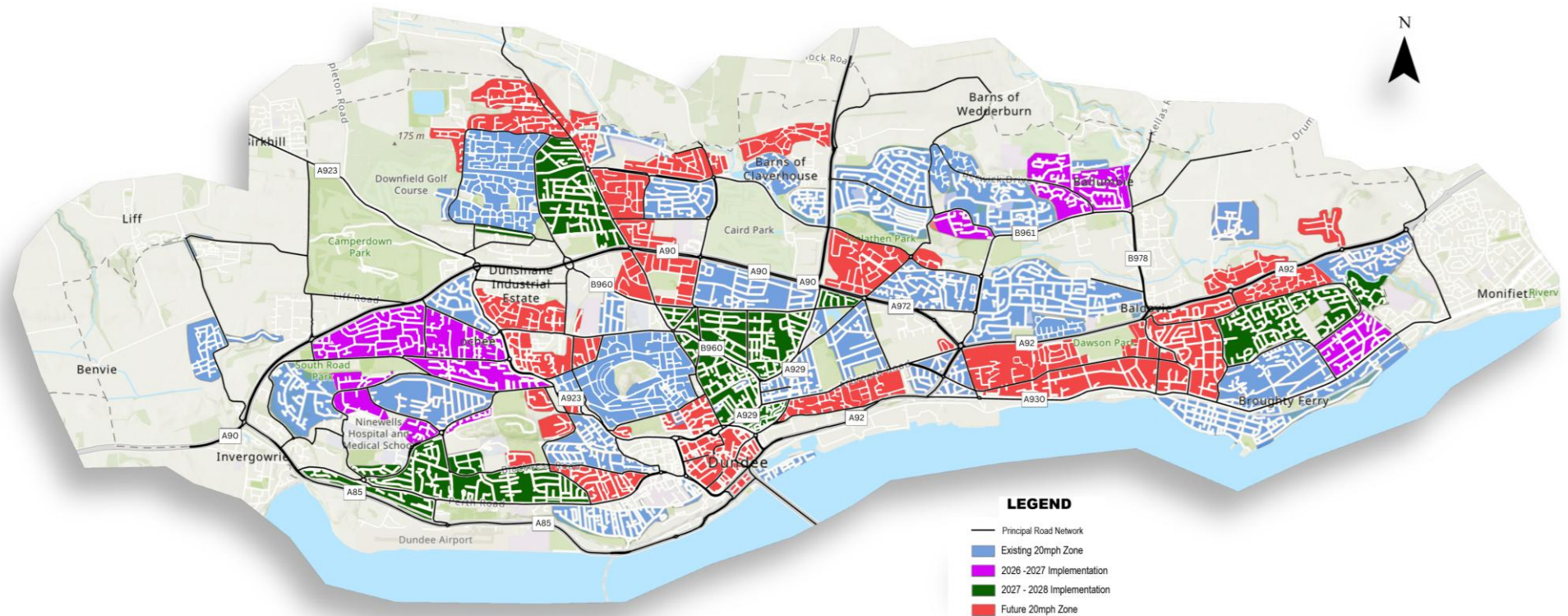
Programmed 2027 - 2028

Area/Scheme	Status
Alexander Street South Section	Traffic Regulation Order in Progress
Alexander Street North Section	Traffic Regulation Order in Progress
Barnhill Area	Traffic Regulation Order in Progress
Maryfield/Fleming Gardens Area	Traffic Regulation Order in Progress
Canning Street Area	Traffic Regulation Order in Progress
Coldside/Marryat Street Area	Traffic Regulation Order in Progress
St Leonards/Strathmartine Area	Traffic Regulation Order in Progress
Blackness Area	Traffic Regulation Order in Progress
Glamis Drive Area	Traffic Regulation Order in Progress
Elliot Road Area	Traffic Regulation Order in Progress
Clayhills Drive Area	Traffic Regulation Order in Progress
Perth Road Southwest Section	Traffic Regulation Order in Progress

Future Schemes

Area/Scheme
Downfield/Baldragon Area
Fairfield Road North Area
Dalkeith Road Area
Glenconnor Drive Area
Happyhillock Road Northwest Section
Sherbrook Gardens Area
William Fitzgerald Way Area
Harestane/Millburn Gardens Area
Montgomerie Crescent/Avenue
Craigowl/Clattowoods Area
Brackens Area
Murifield/Lintrathen Area
Fairmuir Park Area
Harefield Avenue/Grove
Clement Park/Foggyley/Beechwood Area
Lochee Centre Area
Strathayre Area
Balmossie Area
Alpin Road Area
Corso Street/Abbotsford Area
Kelso Place/Jedburgh Area
Fairfield Road South Area
Balgillo Road/Forthill Area
City Centre Area
Ancrum Drive/Pentland/Tullideph Area
St Mary Place/Street
Constitution Road South/Rosebank Area
Infirmery Brae Area

APPENDIX C – 20MPH PROGRESS UPDATE



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APPENDIX D**PROGRAMME OF ROAD SAFETY WORKS 2026-2028**

Albert Street near Lyon Street –kerb realignment, traffic signs and road markings

Claverhouse Road at Barns of Claverhouse – replacement of existing Vehicle activated signs (VAS)

Coupar Angus Road at Templeton Road – traffic signs, and road markings

East Marketgait at King Street – traffic signal junction improvements including road markings and traffic signs

Fountainbleau Drive at Afton Way/Fintry Road – traffic signal junction improvements including road markings

Princes Street at Arbroath Road - pedestrian improvements including tactile paving renewal

Strathmartine Road at Clepington Road – traffic signal junction improvements

Victoria Road at Hilltown – improvements to pedestrian facilities and street lighting

Buttars Loan at South Road – junction improvements

Westport roundabout – road markings to improve lane discipline

Forfar Road at Clepington Road – road markings

Fintry Road at Fintry Drive – improvements to traffic signs and road markings

Ongoing injury collision investigations may identify additional sites to be introduced and prioritised within the programme.

PROGRAMME OF TIER 1 – ACTIVE TRAVEL INFRASTRUCTURE WORKS 2026-2028

Citywide enhancements including minor active travel improvements, installation of new dropped kerbs, and the removal of restrictive barriers and unnecessary street clutter. These measures will be designed to improve accessibility for both pedestrians and cyclists.

Craigie Drive/Craigiebarn Road – pedestrian crossing facility

Citywide Cycle Parking and Storage

Kirk and Atholl Street Phase 2 – shared footway/path widening

East Balgillo Road – green circular improvements

Fountainbleau Drive – shared footway/cycleway

20mph Speed Limits

Drumgeith Road at Greenfield Academy – provision of pedestrian guardrail

Hebrides Drive, East Leg – Resurfacing and traffic calming measures

Roseangle - Perth Road junction- narrowing and pedestrian crossing improvements

Keswick Park – shared use footpath as part of wider environmental improvements

The above programme has been developed based on estimated costs and may not be fully delivered within this financial year if cumulative tender prices exceed the overall project budget. Any projects not completed this year will be deferred to next year's programme, subject to the availability of external grant funding.

Following preparation of the project design, Ward members will be notified of the project proposals, and affected residents informed by letter.

REPORT TO: CITY GROWTH AND INFRASTRUCTURE COMMITTEE – 24 AUGUST 2026

REPORT ON: VARIATION TO CITY CENTRE PERMIT PARKING SCHEME

REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 175-2026

1 PURPOSE OF REPORT

- 1.1 The report provides a proposal to vary the eligibility of the city centre permit parking scheme to support city centre residents.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee:
- a approve the addition of eligible addresses to the city centre permit scheme;
 - b delegates the Head of Sustainable Transport & Roads to make minor variations in the future as set out in the report; and
 - c notes the introduction of a zonal approach to manage applications.

3 FINANCIAL IMPLICATIONS

- 3.1 There are no financial implications associated with this proposal as it will not impact on Car Park income targets.

4 BACKGROUND

- 4.1 Dundee City Council manages a City Centre Resident Parking Permit Scheme to support residents living within the Controlled Parking Zone who own a vehicle. The scheme allows eligible residents to park near their home without being subject to daily pay-and-display charges.
- 4.2 In 2025, a zonal approach was introduced to ensure that the permit scheme operates as intended, enabling residents to park close to their home address rather than using permits to park in other parts of the city centre after making short vehicle trips.
- 4.3 Eligibility for the scheme was originally approved by committee, with subsequent amendments also requiring committee approval. While this approach has ensured appropriate governance and oversight, it has limited the Council's ability to respond flexibly to requests from residents whose properties are located within the city centre but fall outside the current eligibility criteria. The Convener and relevant elected Members will be consulted in advance of any proposed changes to the scheme made under delegated powers.
- 4.4 Historically, a number of permits were issued to residents whose addresses did not meet the existing eligibility requirements. Although this issue has now been addressed, a number of anomalies remain within the scheme. These can be most effectively resolved through amendments to the permit eligibility criteria.
- 4.5 Additional flexibility is also required to accommodate residents who own electric vehicles (EVs) and require access to dedicated EV charging infrastructure within the city centre.

- 4.6 It is proposed that residents living in properties on the following streets be included within the City Centre Resident Parking Permit Scheme:
- a Wishart Place;
 - b Ladywell Avenue (all addresses);
 - c Johnston's Lane;
 - d West Port; and
 - e Old Hawkhill (east of Hunter Street)
- 4.7 An indicative drawing showing the proposed boundary of the City Centre Residents' Parking Permit Scheme is available to view at the following link:

<https://www.dundee.gov.uk/sites/default/files/City%20Centre%20%28Extension%29%20Multi.pdf>

5 POLICY IMPLICATIONS

- 5.1 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.

6 CONSULTATIONS

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

7 BACKGROUND PAPERS

- 7.1 None.

James Mullen
Head of Sustainable Transport and Roads

Author: John Berry

Robin Presswood
Executive Director of City Development

Dundee City Council
Dundee House
Dundee

RP/JM/JB/KM

13 July 2026

REPORT TO: CITY GROWTH AND INFRASTRUCTURE COMMITTEE – 24 AUGUST 2026

REPORT ON: TENDERS RECEIVED BY HEAD OF DESIGN AND PROPERTY

REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 177-2026

1 PURPOSE OF REPORT

- 1.1 This report details tenders received and seeks approval on acceptance thereof.

2 RECOMMENDATION

- 2.1 It is recommended that Committee approve the acceptance of the tenders submitted by the undernoted contractors as set out in the report, with the total amount, including allowances detailed in Appendix 1.

3 SUMMARY OF PROJECTS TENDERED

- 3.1 Tenders have been received by the Design and Property Division in relation to the projects detailed below.

Engineers Projects - Reference and Description	Contractor
Strathmartine Connections – RIBA Stage 4 Design	Balfour Beatty

4 FINANCIAL IMPLICATIONS

- 4.1 The Executive Director of Corporate Services has confirmed that funding for the above projects is available as detailed on the attached sheet.
- 4.2 Where the Council utilise a national or local framework to procure construction and engineering works, all tenderers that have been assigned to the relevant framework have previously been assessed on a qualitative and cost basis, ensuring a highly competitive benchmark is set for the framework supply chain.

5 POLICY IMPLICATIONS

- 5.1 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.

6 CONSULTATIONS

- 6.1 The Council Leadership Team were consulted in the preparation of this report.

7 BACKGROUND PAPERS

7.1 None.

Neil Martin
Head of Design and Property

Robin Presswood
Executive Director of City Development

NM/KM/GC

27 July 2026

Dundee City Council
Dundee House
Dundee

APPENDIX 1

PROJECT	Strathmartine Connections - RIBA Stage 4 design														
PROJECT NUMBER	R6163														
PROJECT INFORMATION	Working with Scottish Water through our Water Resilient Dundee Partnership, the project aims to meet multiple benefits for both organisations with a scope and scale that hopes to attract future partners. The project once constructed will deliver on flood resilience, active travel, improved links to school, improved road safety, increased biodiversity, enable development, improve mental and physical health to surrounding communities in areas of deprivation, green space that serves the community and the city, all while directly tackling the climate emergency recognised by Dundee City Council. This section of the project seeks approval to take forward design stage from RIBA 3 to RIBA 4 (Technical Design) following release of Scottish Water funding.														
ESTIMATED START AND COMPLETION DATES	31 August 2026 3 September 2027														
TOTAL COST	Contract		£846,886.48												
	Non contract allowances		£60,000.00												
	Fees		£60,000.00												
	Total		<u>£966,886.48</u>												
FUNDING SOURCE	Capital Plan 2024-2029 – Tackle Climate Change and Reach Net Zero Carbon Emissions by 2045 – Strathmartine Connections Funding has been received from: Scottish Water Infra Panel Fund £850,000.00 DCC Capital Plan £116,886.48														
BUDGET PROVISION & PHASING	2026/2027		£540,000.00												
	2027/2028		£426,886.48												
ADDITIONAL FUNDING	None.														
REVENUE IMPLICATIONS	None.														
POLICY IMPLICATIONS	There are no major issues.														
PROCUREMENT ROUTE	Continuation of existing SCAPE Civil Engineering & Infrastructure Framework (Scotland 2022-2026) appointment with Balfour Beattie previously approved for RIBA stages 0-3. Although the SCAPE Civil Engineering framework operates through a single appointed delivery partner, individual works packages are market tested through the supply chain and competitively tendered during project delivery. The open-book approach and requirement for competitive quotations provide transparency of costs, maintain competitive tension and enable benchmarking against prevailing market rates. This helps ensure that the Council continues to achieve value for money whilst also creating opportunities for local contractors and suppliers to participate in the delivery of the works.														
TENDERS	<table><tr><th>Contractor</th><th>Submitted Tender</th><th>Corrected Tender</th><th>Quality Ranking</th><th>Cost/Quality Ranking</th></tr><tr><td>Balfour Beatty</td><td>£846,886.48</td><td>£N/A</td><td>N/A</td><td>N/A</td></tr></table>					Contractor	Submitted Tender	Corrected Tender	Quality Ranking	Cost/Quality Ranking	Balfour Beatty	£846,886.48	£N/A	N/A	N/A
Contractor	Submitted Tender	Corrected Tender	Quality Ranking	Cost/Quality Ranking											
Balfour Beatty	£846,886.48	£N/A	N/A	N/A											
RECOMMENDATION	It is recommended that Committee Approve this tender award.														
SUB-CONTRACTORS	Atkins Realis														
BACKGROUND PAPERS	None.														

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ITEM No ...6.....

REPORT TO: CITY GROWTH AND INFRASTRUCTURE COMMITTEE

REPORT ON: EASTERN PRIMARY SCHOOL WINDOWS – SUMMER 2026

REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 103-2026

1 PURPOSE OF REPORT

- 1.1 This report details a tender received and seeks approval on acceptance thereof.
- 1.2 This report has been brought forward out-with the Committee cycle to ensure that orders can be placed for the manufacture of the windows, and programmes met within the school holiday period, ensuring the accommodation is available for curriculum delivery at the start of the new term.

2 RECOMMENDATION

- 2.1 It is recommended that Committee approve the acceptance of the tender submitted by the undernoted contractor as set out in the report, with the total amount, including allowances detailed in Appendix 1.

3 SUMMARY OF PROJECTS TENDERED

- 3.1 A tender has been received by the Design and Property Division in relation to the project detailed below.

Architects Projects - Reference and Description	Contractor
24-6009 – Eastern Primary School – Window Replacement - Phase 2	Robertson Construction Tayside Ltd

4 FINANCIAL IMPLICATIONS

- 4.1 The Executive Director of Corporate Services has confirmed that funding for the above projects is available as detailed on the attached sheet.
- 4.2 Where the Council utilise a national or local framework to procure construction and engineering works, all tenderers that have been assigned to the relevant framework have previously been assessed on a qualitative and cost basis, ensuring a highly competitive benchmark is set for the framework supply chain.

5 POLICY IMPLICATIONS

- 5.1 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.

6 CONSULTATIONS

- 6.1 The Council Leadership Team were consulted in the preparation of this report.

7 BACKGROUND PAPERS

7.1 None.

Neil Martin
Head of Design and Property

Robin Presswood
Executive Director of City Development

NM/MM/KM

30 March 2026

Dundee City Council
Dundee House
Dundee

In view of the timescales involved this report was approved by the Executive Director of City Development in consultation with the Convener of the Fair Work, Economic Growth and Infrastructure Committee, Labour Group Spokesperson, Liberal Democrat Group Spokesperson and the Scottish Conservative and Unionist Party Member.



Executive Director of City Development

7 April 2026

Date



Convener of City Growth and Infrastructure Committee

7 April 2026

Date

Kevin Keenan

Labour Group Spokesperson

8 April 2026

Date

Fraser Macpherson

Liberal Democrat Group Spokesperson

8 April 2026

Date

Christina Roberts

Independent Member (Bailie Roberts)

9 April 2026

Date

Derek Scott

Scottish Conservative and Unionist Party Member

9 April 2026

Date

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APPENDIX 1

PROJECT	Eastern Primary School – Replacement Windows – Phase 2		
PROJECT NUMBER	24-6009		
PROJECT INFORMATION	The works comprise phase 2 replacement of bespoke historic windows to Eastern Primary School. Targeting the worst condition affected Classroom windows as a priority. The works include installation of specially designed and manufactured bespoke windows to comply with the Planning restrictions for this grade B listed school building. Scope of works including replacement window blinds, associated plaster and joiner work around the windows, and redecoration on completion. Necessary/identified localised external fabric improvement will be undertaken whilst scaffold access is in place.		
ESTIMATED START AND COMPLETION DATES	Start Saturday 4 July Completion Friday 14 August		
TOTAL COST	Contract		£420,055.14
	Non-contract allowances		£15,000.00
	Fees		£42,000.00
	Total		£477,055.14
FUNDING SOURCE	Capital Plan 2026/2031 – Design a Modern Council – Property Lifecycle Development Programme - Structural Improvements and Property Upgrade – Window Replacement.		
BUDGET PROVISION & PHASING	2025/26		£25,597.00
	2026/27		£451,458.14
ADDITIONAL FUNDING	None.		
REVENUE IMPLICATIONS	None.		
POLICY IMPLICATIONS	There are no major issues.		
TENDERS	Sourcing Strategy DCC/CD/132/25 has been developed detailing the project procurement and delivery parameters and has been approved by officers in line with the revised Standing Order requirements. Direct award through MPF2 - Places for People Procurement HUB Framework Contractor Robertson Construction Tayside Ltd		
		Cost	£420,055.14
RECOMMENDATION	Acceptance of offer.		
SUB-CONTRACTORS	None.		
BACKGROUND PAPERS	None.		

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REPORT TO: CITY GROWTH AND INFRASTRUCTURE COMMITTEE

REPORT ON: CRAIGIEBARNES PRIMARY SCHOOL – ROOF REPLACEMENT - PHASE 5

REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 132-2026

1 PURPOSE OF REPORT

- 1.1 The purpose of this report is to provide details of the outcome of a procurement process and seek approval of contract award for the undernoted project.
- 1.2 This report has been brought forward out-with the Committee cycle to ensure that orders can be placed in sufficient time to allow programming of works over the school summer holiday period, ensuring works will be complete and accommodation returned to use in time for curriculum delivery at the start of the new school term.

2 RECOMMENDATION

- 2.1 It is recommended that Committee:
- a note the information in this report and detailed in Appendix 1; and
 - b approves the tender award to the successful supplier(s) as summarised in Section 3 of this report with details contained in Appendix 1, in compliance with the Public Contracts (Scotland) Regulations 2015.

3 SUMMARY OF PROJECTS TENDERED

- 3.1 A tender has been received in relation to the project procured through the MPF2 Places for People Procurement HUB Framework detailed below.

Architects Projects - Reference and Description	Contractor
24-6010 – Craigiebarns Primary School – Roof Replacement – Phase 5	Robertsons Construction Tayside Ltd

4 FINANCIAL IMPLICATIONS

- 4.1 The Executive Director of Corporate Services has confirmed that funding for the above projects is available as detailed in Appendix 1.
- 4.2 Where the Council utilise a national or local framework to procure construction and engineering works, all tenderers that have been assigned to the relevant framework have previously been assessed on a qualitative and cost basis, ensuring a highly competitive benchmark is set for the framework supply chain.

5 BACKGROUND

- 5.1 The Council's Standing Orders and Schemes of Administration for Financial Regulations, Tender Procedures and Delegation of Powers to Officers were previously approved by elected members (Article V of the minute of meeting of the City Governance Committee of 22 September 2025, Report 293-2025 refers). This document includes the arrangements for procurement, and within Schedule 1 of the Contract Standing Orders, this includes a requirement that for contracts in excess of £0.300m, approval must be given by elected members. The details of the proposed contract together with how this contract has been procured along with any other wider benefits to the Council are set out within this report.

6 POLICY IMPLICATIONS

- 6.1 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.

7 CONSULTATIONS

- 7.1 The Council Leadership Team were consulted in the preparation of this report.

8 BACKGROUND PAPERS

- 8.1 None.

Neil Martin
Head of Design and Property

Robin Presswood
Executive Director of City Development

NM/MM/KM

3 June 2026

Dundee City Council
Dundee House
Dundee

In view of the timescales involved this report was approved by the Executive Director of City Development in consultation with the Convener of the City Growth and Infrastructure Committee, Labour Group Spokesperson, Liberal Democrat Group Spokesperson and the Scottish Conservative and Unionist Party Member.



Executive Director of City Development

3 June 2026

Date



Convener of City Growth and Infrastructure Committee

4 June 2026

Date

Kevin Keenan

Labour Group Spokesperson

5 June 2026

Date

Fraser Macpherson

Liberal Democrat Group Spokesperson

4 June 2026

Date

Christina Roberts

Independent Member (Bailie Roberts)

4 June 2026

Date

Derek Scott

Scottish Conservative and Unionist Party Member

5 June 2026

Date

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APPENDIX 1

PROJECT	Craigiebarns Primary School – Roof Replacement – Phase 5	
PROJECT NUMBER	24-6010	
PROJECT INFORMATION	The works comprise phase 5 of the roof replacement programme for Craigiebarns Primary School. The roof of Craigiebarns Primary School has a timber deck below the roof membrane and insulation. As such, for H&S reasons, major replacement works can only be undertaken when the school is vacant. This being limited to six weeks in the summer break limiting completion of specific portions of roof replacement each summer. Each phase is systematically working across the roof, targeting the worst condition areas in priority order. These works also include overhaul and improvement to roof drainage, and upgrade of roof insulation, improving internal comfort, energy consumption and efficiency, as well as providing and guarantee backed wind and watertight section of roof.	
ESTIMATED START AND COMPLETION DATES	Start Saturday 4 July Completion Friday 14 August	
TOTAL COST	Contract Non-contract allowances Fees Total	£319,695.08 £5,000.00 <u>£32,469.51</u> <u>£357,164.59</u>
FUNDING SOURCE	Capital Plan 2026/2031 – Design a Modern Council – Property Lifecycle Development Programme - Structural Improvements and Property Upgrade	
BUDGET PROVISION & PHASING	2025/26 2026/27	£6,606.25 £350,558.34
ADDITIONAL FUNDING	None.	
REVENUE IMPLICATIONS	None.	
POLICY IMPLICATIONS	There are no major issues.	
TENDERS	Direct award through MPF2 - Places for People Procurement HUB Framework Contractor Robertson Construction Tayside Ltd Cost £319,695.08	
RECOMMENDATION	Acceptance of offer.	
SUB-CONTRACTORS	None.	
BACKGROUND PAPERS	None.	