

City Chambers
DUNDEE
DD1 3BY

2nd December, 2016

Dear Sir or Madam

CITY DEVELOPMENT COMMITTEE

You are requested to attend a MEETING of the **CITY DEVELOPMENT COMMITTEE** which will be held in the City Chambers, City Square, Dundee on Monday, 12th December, 2016 to follow the meetings of the City Council, City Council as Fleming Trustees, Children and Families Services, Community Safety and Public Protection and Neighbourhood Services Committees called for 6.00 pm.

Yours faithfully

DAVID R MARTIN

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 ROAD SAFETY, ALBERT ROAD, BROUGHTY FERRY

This item has been included on the agenda at the request of Councillor Bidwell.

He will ask the Committee to agree that a review of parking arrangements in Albert Road, Broughty Ferry should be carried out to improve safety for pedestrians and access to residents of West Bay Court to their driveway.

3 COACH PARKING AT MARKET STREET (AN97-2016)

Reference is made to Article IV of the minute of meeting of this Committee of 27th June, 2016 wherein the Committee authorised the preparation of a Traffic Regulation Order relative to the creation of on-street Coach Parking across the city centre.

Committee is asked to approve the preparation of a further Traffic Regulation Order to create on-street coach parking on Market Street. This will allow for coach parking outside the Dundee Museum of Transport. The site is deemed suitable for long-term coach parking.

A plan (Drawing 9) of the site can be accessed via

<http://www.dundee.gov.uk/citydevelopment/trafficorders>

4 NEW ROADS - ROAD CONSTRUCTION CONSENTS (AN98-2016)

Report 200-2009 approved by the Policy & Resources Committee on 27th April, 2009 delegates the grant of Road Construction Consent to the Executive Director of City Development with the proviso that any consents granted be reported to the City Development Committee as soon as practicable thereafter

The undernoted applications have been submitted and the Executive Director of City Development has approved the applications subject to conditions which have been agreed with the applicants:

Location	Ward	Applicant	Revenue Implications per annum	Approval Date
Dykes of Gray Road – Site 2 Phase 1 (CC16/05)	Lochee	Springfield Homes	£21,600	24th October, 2016
Summerfield Avenue/ Drumgeith Road Phase 3 (CC16/09)	North East	Home Scotland	£4,500	18th November, 2016
Dykes of Gray Road – Site 1 Phase 4 (CC16/11)	Lochee	Springfield Homes	£12,500	21st November, 2016

5 CONSERVATION AREA APPRAISALS - TROTTICK, BAXTER PARK AND UNIVERSITY - Page 1

(Report No 367-2016 enclosed).

6 NEW COLDSIDE SCHOOLS AND COMMUNITY PROJECT - Page 5

(Report No 371-2016 enclosed).

7 VARIATION OF WAITING RESTRICTIONS AND TRAFFIC REGULATIONS - Page 9

(Report No 375-2016 enclosed).

8 20MPH SPEED LIMITS CONSULTATION - Page 13

(Report No 385-2016 enclosed).

The Committee may resolve under Section 50(A)(4) of the Local Government (Scotland) Act 1973 that the press and public be excluded from the meeting for the undernoted items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 6 and 9 of Part I of Schedule 7A of the Act.

9 PROPOSED COMPULSORY PURCHASE OF PROPERTIES AT BUTTERBURN SQUARE, DUNDEE

10 SALE OF LAND, SUMMERFIELD TERRACE, DUNDEE

11 COMMERCIAL LEASES/LICENCES AND RENT REVIEWS

12 SALE OF LAND, FOGGYLEY GARDENS, LOCHEE, DUNDEE

ITEM No ...5.....

REPORT TO: CITY DEVELOPMENT COMMITTEE – 12 DECEMBER 2016

REPORT ON: CONSERVATION AREA APPRAISALS – TROTTICK, BAXTER PARK AND UNIVERSITY

REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 367-2016

1 PURPOSE OF REPORT

- 1.1 The City Development Committee at its meeting on 26 September 2016 (Report 271-2016 refers) remitted the Executive Director of City Development to consult with the local community and interested parties on the terms of the Draft Conservation Area Appraisals and to report back with the results of the consultation process. The purpose of this report is to present the findings of the consultation process.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee:
- a approves the Conservation Area Appraisals as planning guidance;
 - b remits the Executive Director of City Development to cancel the existing Trottick Conservation Area Boundary;
 - c remits the Executive Director of City Development to give notice to the Scottish Government of the designation of the new Trottick Conservation Area boundary;
 - d remits the Executive Director of City Development to advertise the designation in the Edinburgh Gazette and Evening Telegraph newspapers; and
 - e remits the Executive Director of City Development to apply to the Scottish Government to replace the Article 4 Directions.

3 FINANCIAL IMPLICATIONS

- 3.1 There are no financial implications for the Council in terms of this report.

4 BACKGROUND

- 4.1 The City Development Committee on 26 September 2016 remitted the Executive Director of City Development to consult with the local community and interested parties reporting back with the results of the consultation process.
- 4.2 The Consultation process commenced on 20 October 2016 and was concluded on 10 November 2016. A number of informal positive comments on the appraisal documents were received verbally from local residents.
- 4.3 Article 4 Directions cover all of Dundee's Conservation Areas meaning that minor works such as window and door replacement, external painting and stone cleaning, erection of fences, gates and porches and works to the public realm shall require Planning Permission. The areas to be removed from the Conservation Area in Trottick shall have the Article 4 Directions removed to restore Permitted Development Rights to the residential properties.

- 4.4 No negative comments have been received as a result of the consultation. The Appraisal documents can be found at the following web links:

Trottick Conservation Area:

https://www.dundee.gov.uk/sites/default/files/publications/CD_Trottick_CA.pdf

Baxter Park Conservation Area:

https://www.dundee.gov.uk/sites/default/files/publications/CD_Baxter_Park_CA.pdf

University Conservation Area:

https://www.dundee.gov.uk/sites/default/files/publications/CD_University_CA.pdf

- 4.5 Appendix 1 highlights the new proposed boundary for the Trottick Conservation Area.

5 POLICY IMPLICATIONS

- 5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

6 CONSULTATIONS

- 6.1 The Chief Executive, the Executive Director of Corporate Services and Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

- 7.1 Scottish Government - Scottish Planning Policy (SPP) 2010.
- 7.2 Historic Scotland – Scottish Historic Environment Policy Statement – June.
- 7.3 Scottish Government - Conservation Area Management PAN 71-2004.

Mike Galloway
Executive Director of City Development

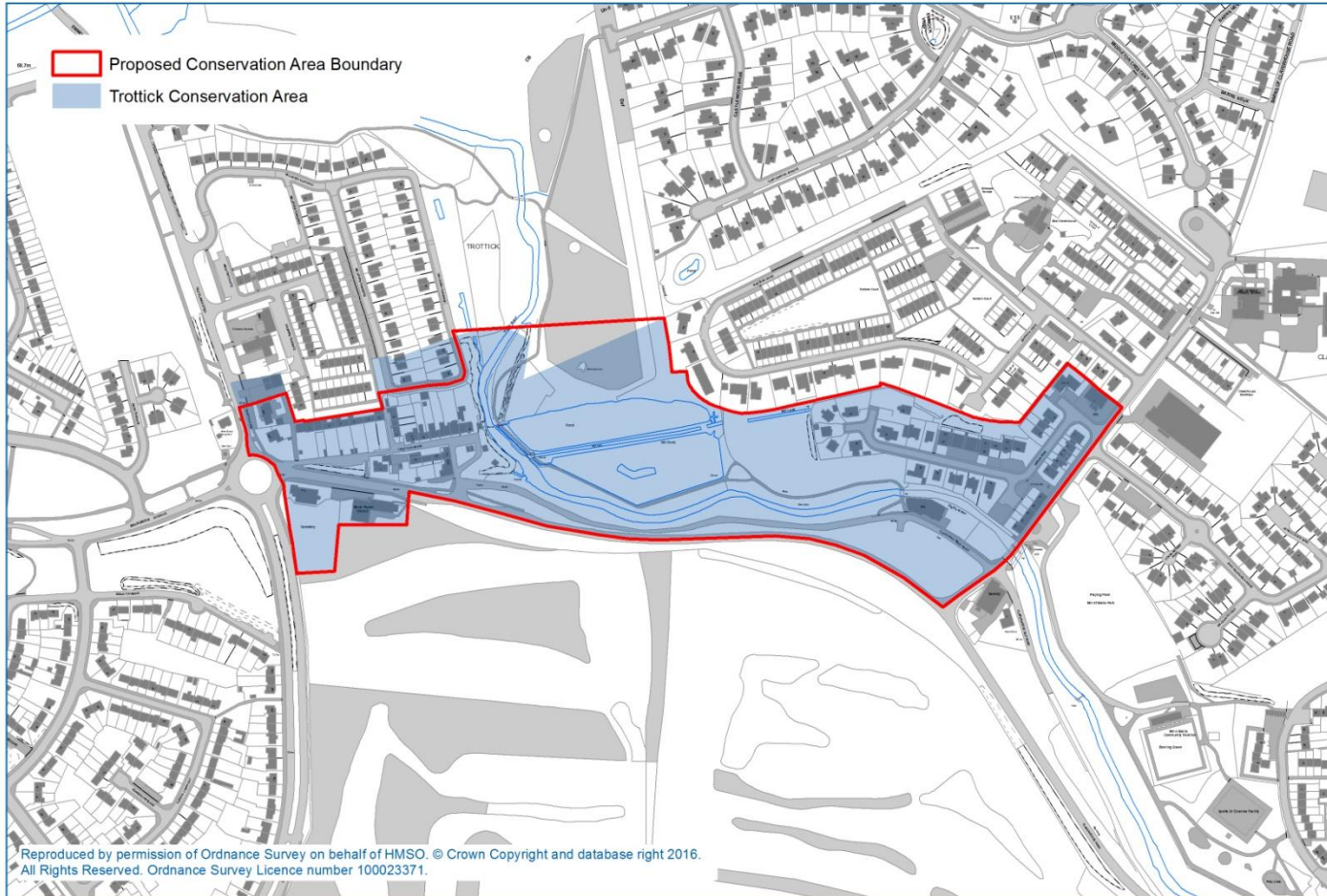
Gregor Hamilton
Head of Planning and Economic Development

GH/GK/KM

30 November 2016

Dundee City Council
Dundee House
Dundee

APPENDIX 1



ITEM No ...6.....

REPORT TO: CITY DEVELOPMENT COMMITTEE – 12 DECEMBER 2016
REPORT ON: NEW COLDSIDE SCHOOLS & COMMUNITY PROJECT
REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT
REPORT NO: 371-2016

1 PURPOSE OF REPORT

- 1.1 This report describes the procurement and tendering process utilised for the new Coldside Schools and Community Project and seeks a decision on the acceptance of the tender price and allowances.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee:
- i) approves the acceptance of the tender price submitted by Wilmott Dixon Construction Limited in the amount of £13,545,000 with allowances amounting to £2,825,000 giving a total cost of £16,370,000.
 - ii) note that the start date for the project is currently February 2017 with a construction completion date of June 2018 with the facilities operational for the Autumn Term in August 2018.

3 FINANCIAL IMPLICATIONS

- 3.1 The total projected cost of the new Coldside Schools and Community Project is estimated to be £16,370,000. The Executive Director of Corporate Services has confirmed that funding is available within the Capital Plan 2017-2022.
- 3.2 The estimated total cost of £16,370,000 will be funded from borrowing and the resultant annual loan charges of £737,000 (full year effect from 2019/20) will be contained within future years' Revenue Budgets. It will be necessary to adjust the Child and Families Revenue budget to reflect the increased property costs of £37,000 per annum with effect from 2017-2018.

4 BACKGROUND

- 4.1 Reference is made to Article XIV of the meeting of the City Development Committee of 24 August 2015 when the Committee agreed to procure the construction of the new Coldside School and Community Project from Wilmott Dixon Capital Works Limited under the Scape Framework with the performance obligations of the contract sub-contracted to Robertson Construction Group Limited. It was subsequently confirmed that Wilmott Dixon Capital Works Limited has changed its name to Wilmott Dixon Public & Commercial Limited and that the Project Delivery Agreement should be entered into with Wilmott Dixon Construction Limited, its wholly owned subsidiary.
- 4.2 The works comprise the construction of 2 new 1 stream primary schools with 4 additional flexible classrooms, designed over 2 storeys for an anticipated maximum combined school roll of 500 pupils and a 60 F.T.E. nursery school for 3 to 5 years old and a 24 pupil enhanced facility, with a separate nursery area for up to 30 F.T.E. 2 year olds. A dedicated facility for community use of 500m² is included. The building

will have a total area of approximately 6250m². Vehicular access to the main school, community facility, pupil drop-off and service yard car park will be from Alexander Street with a nursery school car park and pupil drop-off facility from Ann Street.

- 4.3 Using the Scape Framework, the specification and design for the new school building was produced by the Council's in-house design team and the tender price built up using open book tendering for all work packages, with contractually fixed management fees, overheads and profit for the lead contractor. The lump sum tender price was 100% market tested, with 60 individual work packages issued to 396 potential sub-contractors.
- 4.4 The structure of the Scape Framework enables Robertson Construction when they are tendering work packages to require that sub-contractors (and the sub-contractors' sub-contractors) pay the Living Wage as a minimum to all employees actively employed on site. This requirement is being applied to this contract. The Living Wage, as recognised by the Poverty Alliance is currently £8.45 per hour (from 1 November 2016). Robertson will require all key packages contractors on site to be paying the new rate. Whilst the Living Wage is an important tool in addressing in-work poverty, it is recognised that its implementation will be a challenge for a small number of SMEs, micro businesses and social enterprises. To ensure that the requirement to pay the Living Wage does not become a barrier to engaging with these organisations, provisions will be put in place for non-key packages and support functions to allow contractors who can evidence that they are actively working towards the payment of the Living Wage to compete for non-key sub-contract opportunities. Their progress towards becoming a Living Wage employer will be agreed and monitored by Dundee City Council's Community Benefits Officer.
- 4.5 The total projected cost of the new Coldside Schools and Community Project is made up as follows:

Lump Sum Tender Price		£13,545,000
Allowances for	£	
Professional Fees	1,351,000	
Site Acquisition	500,000	
IT Installation/Equipment	30,000	
Decant and Commissioning	100,000	
Public Art	10,000	
Planning Fee	35,000	
Building Warrant	20,000	
Site Surveys etc	75,000	
Traffic Impact Assessment	16,000	
Off-site Highway Improvements	245,000	
Public Utility Diversions	68,000	
Contingency Provision	375,000	
		<u>£2,825,000</u>
		<u>£16,370,000</u>

- 4.6 It should be noted that the total projected cost of the new Coldside Schools and Community Project exceeds the provision of £15,910,000 contained in the Capital Plan 2017-2022 by £460,000 (2.89%).

The tender has been fully reviewed and the main reasons for the increase in costs have been identified as follows:

- inflation and the increased cost of importing manufactured component parts and materials from mainland Europe, as a consequence of the weaker pound (£250k);
- changing market conditions with increased sub-contract tender package prices submitted by the supply chain. The number of sub-contractors invited to price work packages and subsequently returning offers has reduced to around 58% in comparison with previous average return rates of nearer 75%. Offers submitted are higher than anticipated due to sub-contractors seeing an increasing potential workload from buoyant market conditions, leading to a more selective choice in the projects targeted, resulting in higher offers submitted (£120k); and
- the increased scope of off-site highway improvement works to comply with the recommendations of the Transport Assessment, comprising works in Ann Street, Alexander Street and an additional area of off-street parking for drop-off and pick-up. Also higher than anticipated costs associated with extensive public utility diversions (£90k).

4.7 The Executive Director of Corporate Services has confirmed that funding is available within the Capital Plan 2017-2022. The additional provision will require to be included in the Capital Plan when it is next reviewed.

4.8 Dundee City Council's Community Benefits Through Procurement Policy seeks to maximise economic and social benefits from Council procurement within the current legal framework through the inclusion of Community Benefits on all applicable contracts. The Scape Framework also requires Community Benefits to be realised, and has achieved the following commitments for this contract:

Community Benefit Area	Target	Source
Supplier Development		
Percentage of Spend (allocated locally)		
Contract Spend within 10 miles	20%	Scape
Contract Spend within 20 miles	40%	Scape
Contract Spend within 40 miles	75%	Scape
Supplier Development Events	2	DCC
Employment and Skills		
Local Labour Monitoring	Monitor Only	DCC
New Start Employment Opportunities	4	DCC
Apprentices (Project Initiated)	5	DCC
Work Experience (School & Post School)	13	DCC
Awareness Raising/Curriculum Support Events	6	DCC
Awareness Raising – Individuals Supported on site (i.e. visits)	602	Scape
Awareness Raising – Individuals supported on offside activity	402	Scape

Additional community benefits targets have also been agreed with the Council and these include supplier development, employment and skills activities, community

awareness activity and workforce skills development. Monitoring of the above commitments and targets will be carried out with the lead contractor by Dundee City Council's Community Benefits Officer and will be reported as part of the overall Community Benefits updates to Committee on a regular basis.

5 POLICY IMPLICATIONS

- 5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

6 CONSULTATIONS

- 6.1 The Chief Executive, the Executive Director of Corporate Services and Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

- 7.1 None.

Mike Galloway
Executive Director of City Development

Fergus Wilson
Head of Design & Property

FW/NM/MS

1 December 2016

Dundee City Council
Dundee House
Dundee

ITEM No ...7.....

REPORT TO: CITY DEVELOPMENT COMMITTEE – 12 DECEMBER 2016

REPORT ON: VARIATION OF WAITING RESTRICTIONS AND TRAFFIC REGULATIONS

REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 375-2016

1 PURPOSE OF REPORT

- 1.1 This report considers all the requests during the previous quarter for additions and alterations to waiting restrictions and traffic regulations throughout the city.

2 RECOMMENDATION

- 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 It is proposed that the total cost of implementing these proposals estimated at £1,500 be met from within the City Development Car Park Trading Account. An additional £500 is required in annual maintenance costs for signing and lining and this will also be met from within the City Development Department's Car Park Trading Account.

4 BACKGROUND

- 4.1 It is proposed to vary the undernoted Traffic Regulation Orders for the reasons listed. All drawings have been made available at the following weblink:

<http://www.dundee.gov.uk/citydevelopment/trafficorders/>.

- 4.2 The Dundee City Council (North-Central Area, Dundee) (Waiting and Loading Restrictions) Order 2012

a Ann Street - Coldside Ward (No Drawing)

It is proposed to re-describe an error in the descriptions to match the lining on the ground.

- 4.3 The Dundee City Council (Eastern Area, Dundee) (Waiting and Loading Restrictions) Order 2010

a St Vincent Street - The Ferry Ward (Drawing 5)

It is proposed to reduce excessive at any time waiting restrictions approaching King Street.

- 4.4 The Dundee City Council (Western Area, Dundee) (Waiting and Loading Restrictions) Order 2012

a Blackness Street - West End Ward (No Drawing)

It is proposed to re-describe the at any time restrictions approaching Blackness Road to match what is currently on the ground.

-
- 4.5 The Dundee City Council (Taxi Rank Clearways) Order 2007
- a Whitehall Crescent - Maryfield Ward (Drawing 1)
- It is proposed to remove an unused taxi rank and replace it with pay and display parking to assist adjacent businesses.
- b Riverside Drive Lay-by - Maryfield Ward (No Drawing)
- It is proposed to re-describe the taxi rank descriptions to match what is currently on the ground.
- 4.6 The Dundee City Council (Central Area, Dundee) (Controlled Parking Zone) Order 2010
- a Whitehall Crescent - Maryfield Ward (Drawing 1)
- It is proposed to introduce a section of pay and display bays to replace an underused taxi rank.
- b Bank Street - Maryfield Ward (Drawing 2)
- It is proposed to alter waiting restrictions close to the Reform Street junction to allow a future contraflow cycle lane and promote road safety.
- c Crichton Street - Maryfield Ward (Drawing 4)
- It is proposed to alter waiting restrictions close to the High Street junction to prevent obstruction to public transportation.
- d Maryfield Ward/West End Ward (No Drawing)
- It is proposed to alter the articles to include payment information for all on-street pay and display bays to provide motorists with a cashless payment method.
- 4.7 Dundee City Council (Disabled Persons Parking Places) (On-Street) Order 2011
- a Bank Street - Maryfield Ward
- It is proposed to alter waiting restrictions close to the Reform Street junction to allow a future contraflow cycle lane and promote road safety.
- b Crichton Street - Maryfield Ward
- It is proposed to alter waiting restrictions close to the High Street junction to prevent obstruction to public transportation.
- 4.8 Dundee City Council (Harestane Road) (20mph) Order 2016
- a Harestane Terrace/Heather Gardens - Strathmartine Ward (Drawing 3)
- It is proposed to extend the existing 20mph zone around Harestane Road to include an additional raised table before the Harestane Terrace junction with Harestane Road to reduce vehicular speeds before meeting the significant traffic calming measure which will help to promote road safety.

- 4.9 Dundee City Council (Dens Road and Tannadice Park Area, Dundee) (Major Events Related Traffic Control) Order 2007

a Dens Road - Coldside Ward (Drawing 6)

It is proposed to formalise an arrangement between football club staff, Police Scotland and Dundee City Council to close a section of Dens Road between Provost Road and North Isla Street for a short period after games for safe spectator egress and hand over safe traffic management to club stewards who have been trained by Police Scotland staff.

5 POLICY IMPLICATIONS

- 5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

6 CONSULTATIONS

- 6.1 The Chief Executive, the Executive Director of Corporate Services and Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

- 7.1 None.

Mike Galloway
Executive Director of City Development

Neil Gellatly
Head of Roads and Transportation

NHG/SS/KM

9 November 2016

Dundee City Council
Dundee House
Dundee

ITEM No ...8.....

REPORT TO: CITY DEVELOPMENT COMMITTEE – 12 DECEMBER 2016

REPORT ON: 20MPH SPEED LIMITS CONSULTATION

REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 385-2016

1 PURPOSE OF REPORT

1.1 To inform Committee of the results of the citywide consultation exercise on 20mph speed limits in residential areas that was undertaken during 2016.

2 RECOMMENDATION

2.1 It is recommended that the Committee:

- a notes the outcome from the citywide consultation on 20mph speed limits and endorses its findings. The findings of this report will be used in bringing forward, where appropriate, future 20mph speed limits across the city; and
- b approves an initial twelve month trial of a 20mph zone (signed only) based around the 'Glens area'.

3 FINANCIAL IMPLICATIONS

3.1 There are no direct funding implications associated with this report, however, any introduction of 20mph zones and mandatory limits within the city would have capital and revenue costs for the Council and these will be detailed as each zone is developed.

4 BACKGROUND

4.1 On 23 November 2015 the City Development Committee (Article IV, Report 369-2015 refers) approved that officers undertake a citywide consultation to gauge the views of residents and visitors to the city on proposals to take forward 20mph speed limits in Dundee. This report acknowledged that there are societal pressures to reduce traffic speed particularly in residential areas where the 30mph limit was thought not to be appropriate. The consultation exercise was based on a signage only proposal and any widespread implementation of 20mph limits would not be accompanied by extensive traffic calming measures. The consultation exercise was also based upon a proposal which involves the minimum necessary signage only along with a public information campaign seeking public recognition and self-enforcement through behaviour change of the 20mph scheme throughout Dundee. The Committee approved the proposed 20mph zones and the excluded principal road network for the consultation exercise and these can be seen in Appendix A.

4.2 The consultation was largely conducted using a web based approach with an online questionnaire although it was also available in hard copy direct from the Council at both East and West Housing Offices and Dundee House. Council Officers attended various meetings including Local Community Planning Partnerships (LCPPs) and other residential and community meetings to discuss the 20mph proposals. The consultation ran from the 23 November 2015 to the 30 June 2016 which allowed residents plenty of opportunity to respond to the proposals.

4.3 Questionnaire Results

The council received 921 responses to the consultation with 731 coming via the online web based tool and 190 in hard copy direct to the Council. This level of response is comparable with the response rate of the City of Edinburgh's 20mph consultation which received approximately 3,000 for a city significantly larger than Dundee. The responses to the individual questions are as follows.

a Question 1

Are you in favour of implementing a 20 mph speed limit in general?

Yes 472 (51.3%)
No 449 (48.7%)

b Question 2

Are you in favour of implementing a 20 mph speed limit in your area?

Yes 504 (54.7%)
No 417 (45.3%)

c Question 3

Are you in favour of implementing a 20 mph speed limit in your street?

Yes 517 (56.1%)
No 404 (43.9%)

A more detailed analysis of Question 3 indicates that there are a few streets/ roads in the city where local residents/communities have provided a strong response to the consultation. Their responses are generally in favour of introducing 20mph in the street that they live in. The streets with the strongest responses in favour of 20mph limit are listed below:

- Johnston Avenue – 85 responses - 81 in favour and 4 against; and
- Dryburgh Gardens – 49 responses - 49 in favour and none against.

d Questions 4 and 5

The Council also asked respondents to identify roads in the city that were appropriate and not appropriate for 20mph and this information can be seen at <https://www.dundee.gov.uk/publication/20mph-consultation-responses>. Respondents were allowed to record as many roads in the city as possible and this was to provide information on their opinion on what roads DCC needed to consider in taking any 20mph limits forward or not. It can be seen by the information that the same streets have been identified strongly by residents to be considered as possible 20mph limits. They were also streets that 20mph were deemed suitable by the public and these were:

- Glenogil Avenue;
- Glenprosen Terrace;
- Glenmarkie Terrace;
- Glenprosen Drive; and
- Glenaffric Terrace.

Streets that were identified by the public that were most unsuitable for 20mph were:

- Perth Road;
- Blackness Road;
- Clepington Road; and
- Kingsway.
-

- 4.3 The identification of streets suitable for and not suitable for 20mph supported the initial proposal for 20mph zones and recognition that there remains a need/desire to have strategic routes where traffic speed limits should remain at 30mph and 40mph.

- 4.4 Many respondents provided detailed comments relating to the proposed 20mph limits and there were strong opinions on both sides of the argument. These comments can be seen on the Council's website (<https://www.dundee.gov.uk/publication/20mph-consultation-responses>) along with all the other consultation results.

5 CONCLUSIONS

- 5.1 The results indicate that there is a narrow majority in favour of 20mph limits in Dundee,
- 5.2 As a Council we are obliged to consider all the consultation responses and promote the implementation of 20mph areas where the appropriate safety and amenity criteria are met. This shall be done as a complement to the principal road network identified in Report 369-2015. This report highlighted that it was very important to have 30 mph roads to support the city as not all roads within the council boundary are suitable for a 20mph speed limit.
- 5.3 It is proposed to introduce a 20mph zone in the 'Glens area' between Clepington Road and Strathmore Avenue on the following streets:
- Johnston Avenue;
 - Glenogil Avenue;
 - Glenprosen Terrace;
 - Glenmarkie Terrace;
 - Glenprosen Drive;
 - Glentruim Terrace;
 - Glenclova Terrace;
 - Glenmoy Avenue; and
 - Glenaffric Terrace.

Traffic monitoring equipment will be used to measure average speeds before and after the 20mph zone is implemented and the findings will be reported back to the City Development Committee in June 2018. These proposals are without traffic calming and are deemed suitable for residential areas while maintaining a resilient 30mph principal road network which underpins the city's economy and longer distance traffic movement.

- 5.4 The assessment and effectiveness of the trial 20mph zone (signed only) will assist members in forming an opinion in terms of a longer term 20mph strategy.

6 CONSULTATIONS

- 6.1 The Chief Executive, the Executive Director of Corporate Services and Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

- 7.1 None.

Mike Galloway
Executive Director of City Development

Neil Gellatly
Head of Roads and Transportation

NHG/EG/KM

1 December 2016

Dundee City Council
Dundee House, Dundee

APPENDIX A

