

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE –
27 JANUARY 2003**

**REPORT ON: SEAGATE/GELLATLY STREET/COMMERCIAL STREET –
VARIATION OF TRAFFIC REGULATIONS**

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 14-2003

1 PURPOSE OF REPORT

- 1.1 Following the implementation of the traffic measures in the above area in late 2000, this report considers adjustments that are necessary to resolve specific resultant problems of access and servicing.

2 RECOMMENDATIONS

- 2.1 The Committee is asked to approve the preparation of a Traffic Regulation Order to vary the restrictions in the area, to take into account servicing and access requirements as depicted on the plan to be displayed in the members' lounge and at committee.

3 FINANCIAL IMPLICATIONS

- 3.1 The cost of implementing these proposals is estimated at £700. Provision will be made for this sum from within the Planning and Transportation Department's 2003/2004 revenue budget allocation for the Transportation Division under Traffic Management Works. An additional £60 is required in annual maintenance costs for signing and lining and this will also be met from within the Planning and Transportation Department's future revenue budget subject to the availability of resources.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 These measures will result in a reduction in congestion with a consequential drop in pollution giving a cleaner, healthier environment whilst still improving access to facilities, services, etc.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 Road safety initiatives promote safety, especially for vulnerable groups such as the elderly and children, thus ensuring that the local road network meets the transport needs of all road users.

6 BACKGROUND

- 6.1 The multi-storey car park in Gellatly Street was opened in November 1998 and has proved to be very popular. This popularity resulted in major congestion in the area due to queuing traffic locking-up in both Gellatly Street and also affecting Seagate.

The police had to spend a disproportionate amount of time in manually controlling traffic and issuing parking tickets to inconsiderate drivers.

- 6.2 The measures introduced in the build up to Christmas 2000 included one-way traffic in part of Gellatly Street and various loading restrictions and loading only facilities in Seagate, Commercial Street and Gellatly Street. The Chief Constable has expressed his satisfaction with the measures taken.
- 6.3 Since the restrictions were implemented, some minor problems have been identified and the following alterations are recommended.
- a The subsequent opening of the wine bar in the former cinema at Seagate/Gellatly Street has highlighted a servicing problem. The service access is at the side of the property on the southwest side of Gellatly Street. A loading only facility was provided on the northeast side to cater for the needs of a public house and a wholesaler. Gellatly Street is too narrow to permit servicing on both sides simultaneously. The servicing opposite takes place during the normal working day and it is proposed to introduce an overnight loading only facility adjacent to the wine bar. The owners have been consulted and are arranging their deliveries accordingly. In conjunction with this, the taxi rank at their front door in Seagate is rarely used during the day, but is popular in the evening. It is proposed to convert part of its length to a daytime loading only facility and in the evening as a taxi rank. This will allow less bulky deliveries to be made during the day and transported down Gellatly Street.
 - b On the southwest side of Commercial Street, the loading only facility northwest of Exchange Street resulted in vehicles overhanging an access. It is proposed to reduce the length of this bay to keep the access clear.

7 CONSULTATIONS

- 7.1 The Chief Executive, Director of Finance, Director of Support Services, Director of Corporate Planning, the Legal Manager and the Chief Constable have been consulted and are in agreement with the contents of this report.

8 BACKGROUND PAPERS

- 8.1 Report No 5-2000.

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IFS/DA/EJ

6 January 2003

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