

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE
26 MARCH 2001**

REPORT ON: TRAFFIC MANAGEMENT – NORTH EAST CORRIDOR

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 175-2001

1 PURPOSE OF REPORT

- 1.1 To obtain Committee approval to progress with Traffic Regulation Orders to introduce traffic restrictions complementary to the completion of the Middle Street link road currently under construction.

2 RECOMMENDATIONS

- 2.1 The Committee is asked to approve the preparation of the Traffic Regulation Orders necessary to create further restrictions to cross-city traffic movement to improve the environment for walking, cycling and operating conditions for public transport. The proposals are complementary to the new road under construction at Middle Street and encourage car drivers to use the Inner Ring Road in preference to City Centre streets.

3 FINANCIAL IMPLICATIONS

- 3.1 The costs of this proposal will be met from the Scottish Public Transport Fund for works to improve public transport priorities, walking and cycling.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 The aims of Local Agenda 21 will be taken into consideration throughout the scheme. The scheme is to be designed and consultations will continue to be undertaken to ensure that the sustainable transport modes of public transport, walking and cycling are to the forefront.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 The City Council continues to acknowledge the dominance of the private car within its transport network. The promotion of public transport, walking and cycling routes by measures included in this report aims to move towards redressing the balance for the large numbers of our population who do not have access to the private car or who choose to undertake travel by other means.

6 BACKGROUND

- 6.1 On completion of the new road at Middle Street, both Victoria Road and King Street become two-way streets. Restrictions at the King Street/Marketgait junction result in the use of King Street being for buses and access only for shoppers and residents. This will also allow for more on street parking.
- 6.2 On street parking can be reintroduced on the south side of Victoria Road to ease difficulties here, particularly for residents parking overnight.
- 6.3 All the following revert to two-way traffic:
- i Victoria Road between Meadowside and Victoria Street,
 - ii Dens Road between Victoria Street and Arthurstone Terrace,

- iii Victoria Street
- iv Princes Street
- v King Street
- vi Brown Constable Street between Victoria Street and Crescent Street

6.4 Prohibited Turns as follows are necessary to reduce flows on the public transport corridor:

- i No left turn from North Marketgait to King Street eastwards
- ii No right turn from East Marketgait to King Street eastwards
- iii No right turn from King Street to North Marketgait
- iv No right turn from Blackscroft to Princes Street to Blackscroft Link Road
- v No left turn from new Link Road to Blackscroft
- vi No left turn from new Link Road to King Street
- vii No right turn from King Street to new Link Road

6.5 Revocation of Prohibited Turns complement the two-way streets as follows:

- i No left turn from Dens Road to Victoria Street
- ii No right turn from Victoria Street to Dens Road

6.6 To preserve the route for public transport, two-way bus and taxi only access between King Street east of North/East Marketgait to and from King Street west of North/East Marketgait.

6.7 All the proposals in this report are detailed on a large plan in the members lounge.

7 CONSULTATIONS

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

8 BACKGROUND PAPERS

8.1 None

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IFS/EN

7 March 2001

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