

REPORT TO: CITY DEVELOPMENT COMMITTEE - 23 JANUARY 2012

REPORT ON: CENTRAL WATERFRONT – WHITEHALL CRESCENT AREA -
VARIATION OF TRAFFIC REGULATIONS

REPORT BY: DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 2-2012

1 PURPOSE OF REPORT

- 1.1 This report considers the requirement to promote the various Traffic Regulation Orders to facilitate a phase of the Central Waterfront development in the Whitehall Crescent Area.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee approve:
- a the preparation of the necessary Traffic Regulation Order to affect the changes of the traffic regulations on Whitehall Crescent, Dock Street and Dock Street Slip Road to South Marketgait which will vary the Tayside Region (Dundee) (One-Way Traffic) (Consolidation) Order 1987;
 - b the preparation of the necessary Traffic Regulation Order to affect the changes to the traffic regulations on Dock Street which will vary the Tayside Regional Council (City of Dundee) (Traffic Management Scheme) (Review) Order 1994; and
 - c the preparation of the necessary Traffic Regulation Order to affect the changes to the waiting restrictions on Crichton Street, Whitehall Crescent and Dock Street which will vary the Dundee City Council (Central Area, Dundee) (Controlled Parking Zone) Order 2010.

3 FINANCIAL IMPLICATIONS

- 3.1 The costs of preparing the Orders will be met by The City Growth Fund.

4 BACKGROUND

- 4.1 To allow for the redevelopment of Dundee Central Waterfront, it is necessary that the proposed Traffic Regulation Orders are made in order for the next phase of the development to progress.
- 4.2 Following the improvements to Union Street and Yeaman Shore, it is seen as an opportunity to alter the Traffic Regulations on Whitehall Crescent and Dock Street which will improve access to the area by altering the directional flow of traffic. This will require to alter the Tayside Region (Dundee) (One-Way Traffic) (Consolidation) Order 1987.
- 4.3 Due to the closure of Dock Street Slip Road which links Dock Street to South Marketgait, it will be necessary to delete the current one-way restriction from the Tayside Region (Dundee) (One-Way Traffic) (Consolidation) Order 1987.

- 4.4 Due to the proposed changes to the directional flow of traffic, it will be necessary to introduce a short length of "At Any Time" restriction on Whitehall Crescent opposite and adjacent to the south end of Whitehall Street to protect the junction. This in turn will also remove "Pay & Display" bays which are currently at this location. This will require an amendment to the Dundee City Council (Central Area, Dundee) (Controlled Parking Zone) Order 2010.
- 4.5 Following the introduction of build-outs and kerb realignments, it will be necessary to re-describe "At Any Time" restrictions on Crichton Street, Whitehall Crescent and Dock Street and "Pay & Display" restrictions on Whitehall Crescent. This will require an amendment to the Dundee City Council (Central Area, Dundee) (Controlled Parking Zone) Order 2010.
- 4.6 Following the realignment of Dock Street, it will be necessary to alter the extents of the current prohibition of driving which allows only buses and taxis a route from Whitehall Crescent to Commercial Street. This will require varying the Tayside Regional Council (City of Dundee) (Traffic Management Scheme) (Review) Order 1994.
- 4.7 The main plans with the proposals can be accessed online at weblink: <http://www.dundee.gov.uk/citydevelopment/trafficorders/>.
- 4.8 A paper copy can also be made available on request from the head of transportation.

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, Depute Chief Executive (Support Services), Director of Finance and the Chief Constable have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

- 7.1 There are no background papers of relevance to this report.

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NHG/SS/KM

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