

REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE, 17 APRIL 2006
REPORT ON: DUNDEE AREA WAITING RESTRICTIONS VARIATION
REPORT BY: DIRECTOR OF PLANNING & TRANSPORTATION
REPORT NO: 200-2006

1 PURPOSE OF REPORT

- 1.1 This report considers all the requests during the last year for additions and alterations to waiting restrictions throughout the City.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee 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 The total cost of implementing these proposals estimated at £6,000 will be met from within the Planning and Transportation Car Park Trading Account. An additional £1,700 is required in annual maintenance costs for signing and lining and this will also be met from the Planning and Transportation Department's Car Park Trading Account.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 The variations in waiting restrictions are in response to the changing context within which the City transportation network must operate. Waiting restrictions are a key tool in regulating the negative impacts of the motor vehicle whether this be for traffic management, environmental or road safety considerations.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 Waiting restrictions have no direct equal opportunities. In certain locations, however they can have positive effects for pedestrian traffic at the expense of car owner's convenience.

6 BACKGROUND

- 6.1 It is proposed to vary the undernoted Traffic Regulation Orders for the reasons listed. All drawings are on display in the Members Lounge and at Committee.

a The Tayside Region (Marketgait, Dundee) (Clearway) Order 1983

i South Marketgait (see drawing no S1) - Ward 21

As part of the realignment of South Marketgait it is proposed to create a service lay-by on the east side between Nethergate and Yeaman Shore. This will require to be controlled by the imposition of no waiting at any time to permit servicing.

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- b The Tayside Region (North-Central, Dundee) (Waiting and Loading Restrictions) Order 1984
- i Arthur Street (see drawing No S1) - Ward 26
- Increased commuter parking is causing congestion and threatening safety in the vicinity of the school access. Prohibiting waiting on the entire length of the south side will alleviate this.
- ii Hilltown (see drawing No S1) - Ward 27
- When the lay-by on the west side between Kinghorne Road and Stirling Street was created limited waiting was introduced. The presence of a peak hour loading ban was overlooked. This is not necessary and it is proposed to remove this from the lay-by.
- c The Tayside Region (Central Area, Dundee) (Controlled Parking Zone) Order 1984
- i Exchange Street (see drawing No S1) - Ward 21
- A recent development at the east end has removed a vehicular access therefore an additional parking space can be provided.
- ii Nethergate (see drawing No S1) - Ward 21
- Following realignment of the kerbline associated with the South Marketgait works an extra parking space has been provided east of South Marketgait. It is proposed to allocate this as a disabled space.
- On the south side west of the bus stops it is proposed to introduce a loading only space to improve servicing for the adjacent businesses.
- iii St Andrew's Lane (see drawing No S1) - Ward 24
- Inconsiderate parking is inhibiting servicing in this narrow lane. It is proposed to introduce a loading only space on the south side and a loading ban on the north side to improve the situation.
- iv Whitehall Crescent (see drawing No S1) - Ward 21
- The original design of the works in South Marketgait associated with the Central Waterfront Development required the removal of three parking spaces in Whitehall Crescent near Union Street. A Traffic Order was made, part of which deleted these spaces. The design has since been modified and as a result these spaces will not now be lost. The Order will have to be varied again to legally reinstate them.
- d The Tayside Region (North-Western Area, Dundee) (Waiting Restrictions) Order 1985
- i Strathmartine Road/McLean Street (see drawing No S1) - Ward 8

Parking close to this junction is obstructing sightlines. It is proposed to introduce no waiting at any time to improve the situation.

e The Tayside Region (Western Area, Dundee) (Waiting Restrictions) (Consolidation) Order 1987

i Annfield Road (see drawing No S2) - Ward 21

Following the demolition of a warehouse and the consequential removal of its access it has become possible to remove a length of no waiting at any time on the west side.

ii Guthrie Street/Session Street (see drawing No S2) - Ward 23

Redevelopment in the area has resulted in an opportunity to review the waiting restrictions.

The formation of a new access to service the new Travel Lodge requires protection and the extension of the existing no waiting at any time will achieve this.

The redevelopment of the site adjacent to Guthrie Street and Session Street has resulted in the removal of the service accesses. As a result more parking can be provided in both streets.

iii Mayo Avenue (see drawing No S2) - Ward 5

Vehicles are being parked on the main carriageway of Mayo Avenue rather than in the car parks. It is proposed to introduce no waiting at any time to prevent this.

iv Ninewells Avenue (see drawing No S2) - Ward 5

The accident and emergency department at Ninewells Hospital has been relocated to the south side of the hospital and is accessed from Perth Road. As Ninewells Avenue is no longer the main access it is considered reasonable to remove a length of the no waiting at any time between Glamis Road and Ninewells Drive. This could help to alleviate the problems of hospital related parking in surrounding residential streets. Because of the bend in the lower section of Ninewells Avenue it is not considered prudent to relax the restrictions in this length.

v Peddie Street (see drawing No S2) - Ward 21

Indiscriminate parking in the small cul de sac on the west side is obstructing access to a disabled space. It is proposed to introduce lengths of no waiting at any time to solve the problem.

vi Riverside Approach (see drawing No S2) - Ward 21

Parking at the junction of Riverside Approach with Magdalen Yard Road is obstructing sightlines. It is proposed to introduce a short length of no waiting at any time to improve the situation.

- vii Rockfield Street/Shaftebury Road (see drawing No S2) - Ward 5

Sightlines are an access are being impeded by vehicles parking too close to the junction. It is proposed to introduce no waiting at any time to improve the situation.

- f The Tayside Region (North-Eastern Area, Dundee) (Waiting Restrictions) Order 1987

- i Arbroath Road (see drawing No S3) - Ward 24

A break in the pedestrian barrier is being blocked by parked vehicles. A minor extension to the existing no waiting at any time will ensure that pedestrians can utilise the break in the barrier.

- ii Arthurstone Terrace/Lyon Street (see drawing No S3) - Ward 24

Following the introduction of limited waiting in the lower section of Albert Street it is considered that the limited waiting in Arthurstone Terrace and Lyon Street is no longer necessary. It is proposed to remove the time restraints in both streets.

- iii Callendar Gardens (see drawing No S3) - Ward 24

Complaints have been received of commuter parking on the bends in Callendar Gardens interfering with traffic flow. It is proposed to lengthen the existing no waiting at any time to rectify this.

- iv Craigie Street (see drawing No S3) - Ward 25

The restrictions on the north side near Albert Street are considered excessive and an extra parking space can be provided.

- v Erskine Street (see drawing No S3) - Ward 28

Environmental improvements and development have dictated a review of the waiting restrictions. Additional no waiting at any time restrictions are required at the south end. The no daytime waiting on the west side will require to be extended to protect new accesses and build outs. On the east side the no daytime restriction can be removed.

- vi Madeira Street/Chalmers Street/Lynnewood Place (see drawing No S3) - Ward 25

Parking close to these junctions is obscuring sightlines. Short lengths of no waiting at any time are proposed at these locations.

- vii Noran Avenue/Greendykes Road (see drawing No S3) - Ward 18

Parking too close to this junction is obscuring sightlines. Short lengths of no waiting at any time are proposed at this location. It should be noted that Greendykes Road is part of the Trunk Road network. Permission is being sought from Transport Scotland to include the proposed restriction in Greendykes Road in the Council's Order.

viii South Victoria Dock Road (see drawing No S3) - Ward 24

Since the extension of South Victoria Dock Road eastwards past Thorter Row commuter parking is inhibiting the free flow of traffic. The existing Order permits the extension of the no waiting at any time to cover the extended length. It is desirable that the lay-by at the graving dock be controlled by limited waiting to remove the commuter parking whilst allowing residential visitors some time during the day.

g The Tayside Region (Eastern Area, Dundee) (Waiting and Loading Restrictions) Order 1987

i Balgillo Road (see drawing No S1) - Ward 15

Because of the traffic flows at its junction with Forthill Road it is recommended that to improve visibility the no waiting at any time be increased eastwards from the junction.

ii Church Street/Fisher Street/James Place, Westfield Road/King Street, Westfield Road/James Place (see drawing No S1) - Ward 16

Parking close to these junctions is obscuring sightlines. The introduction of short lengths of no waiting at any time will improve the situation.

iii Forthill Road (see drawing No S1) - Ward 16

The adverse bend at the junction of Forthill Road with The Dairy results in a poor sightline. It is proposed to introduce no waiting at any time to rectify any problem caused by parked vehicles.

iv King Street (see drawing No S1) - Ward 16

A new development between Gray Street and St Vincent Street with garages taking access across the footway requires the imposition of no waiting at any time to protect them. Also a minor relaxation can be accommodated following the removal of a disabled space.

v Monifieth Road/Seabourne Gardens (see drawing No S1) - Ward 14

A complaint has been received about cars parking on Monifieth Road instead of using the parking facilities in Armistead Child Development Centre. This is to the detriment of sightlines emerging from the Centre and also Seabourne Gardens. It is proposed to introduce no waiting at any time to prevent this.

vi Fisher Street (see drawing No S1) - Ward 16

Following the closure of Fisher Street a length of no waiting at any time can be converted to unrestricted waiting on the south side.

- 6.2 There has been some confusion as to when charges apply on and off street on public holidays. On street the "metered parking hours" apply on public holidays as defined by the Council. Off street charges apply every day including public holidays. It is proposed that consistent conditions apply to on and off street and that the only non-charging days should be 25 and 26 December and 1 and 2 January. If any of these days land at the weekend then the first weekday or days thereafter will be non-charging days. This will bring the conditions within Dundee more into line with other Authorities.

7 CONSULTATIONS

- 7.1 The Chief Executive, Depute Chief Executive (Support Services), Depute Chief Executive (Finance), Assistant Chief Executive (Community Planning) and the Legal Services Manager have been consulted and are in agreement with the contents of this report.

8 BACKGROUND PAPERS

- 8.1 None

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IFS/DA/EB

3 March 2006

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