

**REPORT TO: PLANNING & TRANSPORTATION COMMITTEE
20 JUNE 2005**

REPORT ON: DUNDEE AREA WAITING RESTRICTIONS VARIATION

REPORT BY: DIRECTOR OF PLANNING & TRANSPORTATION

REPORT NO: 303-2005

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 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 The total cost of implementing these proposals is estimated at £7,000. This provision will be met from within the Planning and Transportation Department's 2005/2006 Revenue Budget. An additional £1,500 is required in annual maintenance costs for signing and lining and this will also be met from within the Planning & Transportation Department's revenue budget for future years subject to the availability of resources.

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, environment 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 Member's Lounge and at Committee.

- a The Tayside Region (North-Central Area, Dundee) (Waiting and Loading Restrictions) Order 1984.

- i Arklay Place/Arklay Terrace (See Drawing No S3) – Ward 28

Visibility is being obscured at this junction. It is proposed to introduce short lengths of no waiting to improve the sightlines.

- ii Clepington Road opposite Graham Street (See Drawing No S3) – Ward 29

The layby at the shops is being occupied by long term parking to the detriment of the shops trade. The introduction of limited waiting at this location will ensure a turnover of parked vehicles.

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- iii Clepington Road between Strathmartine Road and Smith Street (See Drawing No S3) – Ward 29

The no daytime waiting restriction is considered excessive and can be made unrestricted.
 - iv Fairbairn Street/Neish Street/Tannadice Street (See Drawing No S3) – Ward 28

This is an area of industrial/commercial properties. Large vehicles servicing these properties are being obstructed by cars parking too close to accesses and junctions. It is proposed to introduce no waiting at any time to alleviate the problem.
 - v Fleming Gardens North/Fleming Gardens South/Hindmarsh Avenue (See Drawing No S3) – Ward 27

Due to the construction of wheelchair access ramps at the complex in Hindmarsh Avenue it is necessary to restrict the adjacent parking. The opportunity is also being taken to protect the junctions. This will be beneficial at the times of football matches.
 - vi Upper Constitution Street/Wishart Street/Kinloch Terrace/Stirling Terrace (See Drawing No S3) – Ward 23

Inconsiderate parking near junctions and accesses is impeding access in these narrow streets. By introducing no waiting at any time the parking can be moved to more suitable lengths of road.
- b The Tayside Region (Central Area, Dundee) (Controlled Parking Zone) Order 1984
- i Commercial Street, and Reform Street (See Drawing No S1) – Ward 21, 24

A loading only space is required to improve servicing at the businesses at the northwest end of the streets.
 - ii Constitution Road (See Drawing No S1) – Ward 23, 26

Changing traffic patterns in the area mean that the loading restrictions in Constitution Road between Dudhope Street and North Marketgait are superfluous and can be deleted.
 - iii Seagate (See Drawing No S1) – Ward 24

It is proposed to introduce a short length of loading restriction east from Horse Wynd to protect the junction and for emerging traffic from Candle Lane.
 - iv Trades Lane (See Drawing No S1) – Ward 24

To improve servicing arrangements at an adjoining business it is proposed to introduce a loading only bay space nearby.
- c The Tayside Region (North-Western Area, Dundee) (Waiting Restrictions) Order 1985
- i Camperdown Road/Rannoch Road/Turriff Street (See Drawing No S3) – Ward 7, 19

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

- ii Cobden Court (See Drawing No S3) – Ward 20

The existing restriction is considered excessive. A relaxation can be made whilst still protecting the sightlines and dropped kerbs.
- iii Craigowl Road/Craigowl Street (See Drawing No S3) – Ward 20

Large vehicles servicing adjacent factories are being obstructed by indiscriminate parking. It is proposed to remedy this by introducing no waiting at any time.
- iv Heron's Lane (See Drawing No S3) – Ward 4

In an effort to accommodate conflicting interests in this street it is proposed to make minor relaxations to the waiting restrictions.
- d The Tayside Region (Western Area, Dundee) (Waiting Restrictions) (Consolidation) Order 1987
 - i Blackness Avenue/Gowrie Street/Lytton Street (See Drawing No S4) – Ward 22

Parking too close to these junctions is obscuring sightlines and obstructing dropped kerbs. Short lengths of no waiting at any time will ease the problems.
 - ii Blackness Road (See Drawing No S4) – Ward 21, 22

The formation of a new access to an off street car park requires protection and the extension of the existing no waiting at any time will achieve this.
 - iii Brook Street (See Drawing No S4) – Ward 22, 23

The construction of a new housing development with its associated new roads necessitates the rearrangement of the parking on the south side.
 - iv Roseangle (See Drawing No S4) – Ward 21

In an effort to assist a local retailer it is proposed to introduce limited waiting in a recessed part of the road.
 - v Ure Street (See Drawing No S4) – Ward 21

Indiscriminate parking in this street is impeding servicing at the commercial properties. It is proposed to introduce lengths of no waiting at any time to solve the problem.
- e The Tayside Region (North-Eastern Area, Dundee) (Waiting Restrictions) Order 1987
 - i Brown Constable Street/Cowan Street (See Drawing No S1) – Ward 28

It is proposed to introduce no waiting at any time to protect the junction.
 - ii Callender Gardens/Crescent Street (See Drawing No S1) – Ward 24

Complaints have been received about vehicular conflict at this location. It is therefore proposed to introduce no waiting at any time.

iii Emmock Road/Jack Martin Way (See Drawing No S2) – Ward 9

Indiscriminate parking is obstructing access and obscuring sightlines. It is proposed to introduce no waiting at any time to control this.

iv Langlands Street (See Drawing No S1) – Ward 28

Indiscriminate parking in this street is impeding servicing at the commercial properties. It is proposed to introduce lengths of no waiting at any time to solve the problem.

v Balunie Drive (See Drawing No S4) – Ward 12, 13

Parking too close to the junction with Drumgeith Road and accesses is impeding the free flow of traffic and obscuring sightlines. It is proposed to introduce no waiting at any time to remedy this.

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

i Ballinard Gardens (See Drawing No S2) – Ward 17

Parking close to its junction with Claypotts Road is interfering with the free flow of traffic.

ii Camperdown Street/Harley Street (See Drawing No S2) – Ward 16

Parking close to this junction is obscuring sightlines. The introduction of short lengths of no waiting at any time will alleviate this.

iii Claypotts Road (See Drawing No S2) – Ward 17

a Coaches picking up or dropping off school pupils are not always able to find convenient kerbside space. By extending the existing no waiting north of Camperdown Street an improved dropping off space will be provided.

b Sightlines from an access are being impeded. It is proposed to reduce the parking at this locus but compensate by increasing the parking north of this point.

iv Dalhousie Road (See Drawing No S2) – Ward 14

The space at the shops is being occupied by long term parking to the detriment of the shops trade. The introduction of limited waiting at this location will ensure a turnover of parked vehicles.

v Dundee Road/Home Street/East Home Street (See Drawing No S2) – Ward 16

Parking close to junctions and the access to the Health Centre is obscuring sightlines. It is proposed to introduce no waiting at any time to remedy this problem.

vi Ferndale Drive (See Drawing No S2) – Ward 17

Following the installation of a traffic island at its junction with Claypotts Road it is necessary to extend the no waiting on the north side.

vii Queen Street (See Drawing No S2) – Ward 16

The limited waiting on the south side between Gray Street and St. Vincent Street is considered excessive. It is proposed to remove the eastern section.

7 CONSULTATIONS

7.1 The Chief Executive, Depute Chief Executive (Support Services), Depute Chief Executive (Finance) and Assistant Chief Executive (Community 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/DA/WM

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