

REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE, 24 MAY 2004
REPORT ON: GRAY STREET, BROUGHTY FERRY WAITING RESTRICTIONS
REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION
REPORT NO: 333/2004

1 PURPOSE OF REPORT

- 1.1 This report considers the need to improve safety in Gray Street, Broughty Ferry in the vicinity of the railway level crossing.

2 RECOMMENDATIONS

- 2.1 It is recommended that Committee approve the preparation of a Traffic Regulation Order to vary the waiting restrictions in Gray Street between Queen Street and Brook Street to reduce the risk of traffic stopping on the level crossing.

3 FINANCIAL IMPLICATIONS

- 3.1 The cost of providing the necessary signing and lining is estimated at £750. Provision for this sum will be made from the Planning and Transportation Department's 2004/2005 revenue budget allocation for the Transportation Division under Traffic Management Works.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 The stricter control of parking and loading in the vicinity of the Gray Street level crossing will result in a safer environment.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 There are no direct equal opportunities.

6 BACKGROUND

- 6.1 The recent incident of a train passing through a red signal and the resultant near miss at the level crossing has highlighted the problems at this location.
- 6.2 Although the width of the crossing is adequate to allow two large vehicles to pass this is dependant on them approaching the crossing in a straight line. Currently this is not possible if vehicles are parked on the approach. Servicing the adjacent properties is also a problem and any constriction causes congestion which can result in vehicles backing up onto the crossing. With the high approach speed of trains through Broughty Ferry this is an unacceptable safety risk.
- 6.3 The problems are exacerbated by the limited number of roads into central Broughty Ferry capable of carrying large vehicles. To the east a low bridge precludes large vehicles and to the west the next two overbridges have weight restrictions. Consequently Gray Street is an important access route into and out of Broughty Ferry.

- 6.4 It is proposed to substitute most of the parking on the east side of Gray Street between Queen Street and Brook Street with loading only space. This will ensure that service vehicles will have free access to space when required and at other times these lengths will be free of parked vehicles. This will result in a significant improvement to the congestion in the street. In addition it is proposed to introduce no loading at any time restrictions on other lengths to reinforce the need to maintain an obstruction free length of road. All these proposals are depicted on the attached plan.

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.

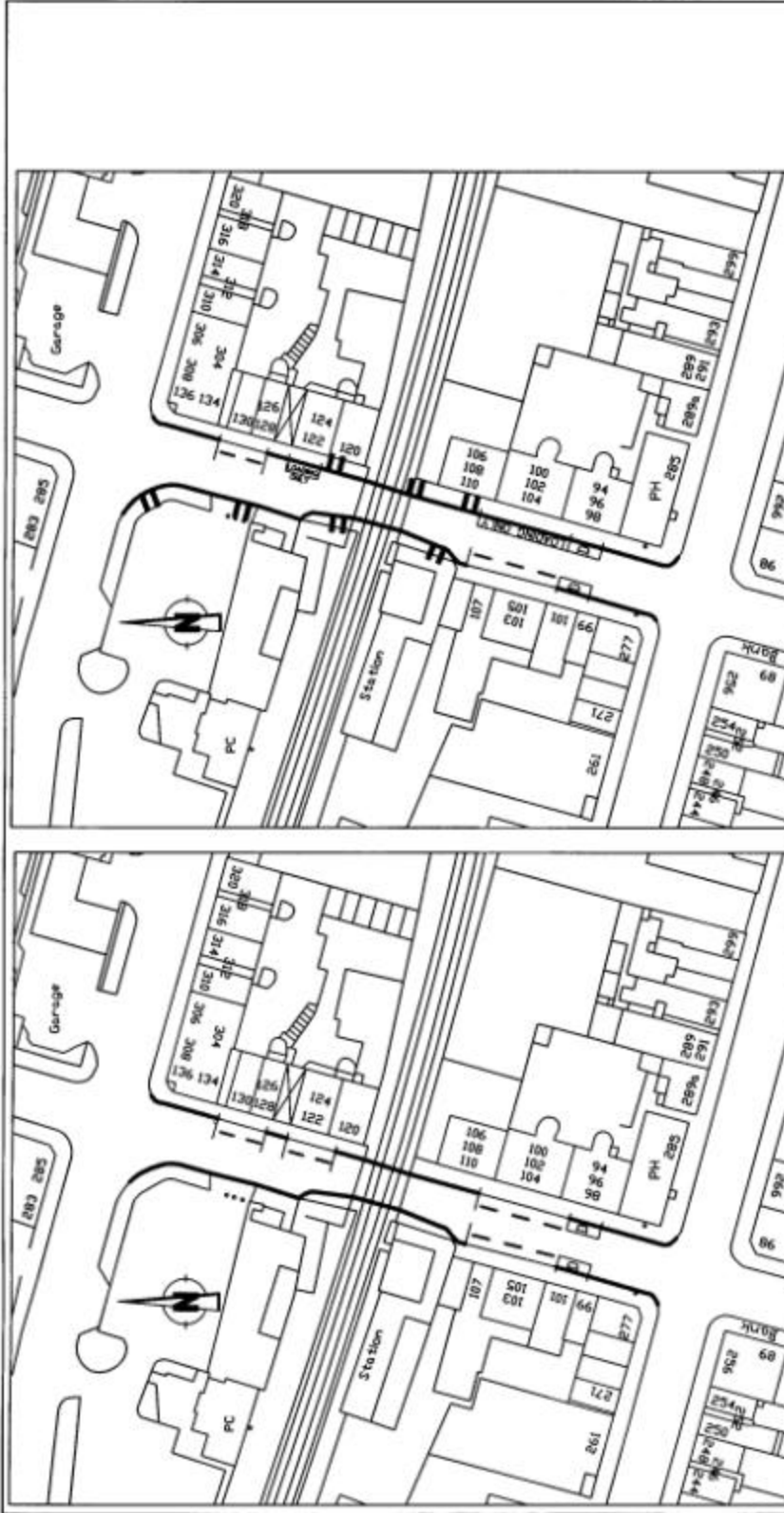
Mike Galloway
Director of Planning & Transportation

Iain Sherriff
Head of Transportation

IFS/DA/EB

22 April 2004

Dundee City Council
Tayside House
Dundee



EXISTING RESTRICTIONS

PROPOSED RESTRICTIONS

LEGEND

- No Waiting At Any Time
- No Loading At Any Time
- Waiting Limited To 45 minutes. No Return Within 1 hour 15 minutes, Monday - Saturday, 8am to 6pm
- Loading Only
- Disabled Space

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Sheet	Page	Number	Date
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