

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE  
30 JUNE 2003**

**REPORT ON: ROODYARDS BRIDGE/EAST DOCK STREET – PROHIBITION OF  
RIGHT HAND TURNS**

**REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION**

**REPORT NO: 372-2003**

## **1 PURPOSE OF REPORT**

- 1.1 This report considers the necessity to prohibit the right hand turn manoeuvres to and from Roodyards Bridge from and to East Dock Street.

## **2 RECOMMENDATIONS**

- 2.1 The Committee is asked to approve the preparation of a Traffic Regulation Order to prohibit the right turn manoeuvres at the Roodyards Bridge/East Dock Street junction.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 The cost of providing the necessary signing to effect the restrictions and the extension to the refuge island is estimated to be £4,200. Provision will be made for this sum from within the Planning and Transportation Department's 2004/2005 revenue budget allocation for the Transportation Division under Traffic Management Works. An additional £450 is required in annual maintenance costs and this will also be met from within the Planning and Transportation Department's Revenue Budget for future years subject to the availability of resources.

## **4 LOCAL AGENDA 21 IMPLICATIONS**

- 4.1 Health and Safety will be improved by the removal of slow moving right turning traffic from a road subject to a 40mph speed limit.

## **5 EQUAL OPPORTUNITIES IMPLICATIONS**

- 5.1 There are no equal opportunities implications of relevance to this report.

## **6 BACKGROUND**

- 6.1 There are currently three access routes over the Dundee – Aberdeen railway into Dundee Port which are spread over a distance of approximately 1.5 miles. A level crossing is in place at Camperdown Crossing and the other two entries are road over rail bridges at Roodyards Bridge and Stannergate.
- 6.2 East Dock Street is a Trunk Road at both Camperdown Crossing and Roodyards Bridge whilst Broughty Ferry Road/Dundee Road West at Stannergate is maintained by the Council.
- 6.3 Traffic flows in East Dock Street at Roodyards Bridge are constantly heavy and speeds are high. The road has a 40mph speed limit, is four lanes wide and is on a

gradient with no central reserve and restricted visibility to the east from Roodyards Bridge.

- 6.4 Right turning vehicles have difficulty with access and egress to the port. Stationary large vehicles in particularly in the offside lane on the main road waiting to turn right are a hazard for the fast eastbound flow. Large vehicles turning right from the port at Roodyards Bridge have restricted visibility toward westbound traffic which is fast on a downhill gradient. This is exacerbated by the slow acceleration of fully laden lorries egressing from the port. This junction does have an accident record.
- 6.5 The access at Stannergate is superior as the junction has a roundabout and although the bridge at this locus has a weight restriction.
- 6.6 It is thereof proposed to promote a Traffic Regulation Order to prohibit the right hand turns at the Roodyards Bridge/East Dock Street junction as depicted on the attached plan. This will be accomplished by prohibitory signing and the provision of an extension to the refuge island to physically prevent the manoeuvre.
- 6.7 As East Dock Street is a Trunk Road, approval from the Scottish Executive is being sought.

## **7 CONSULTATIONS**

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

## **8 BACKGROUND PAPERS**

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

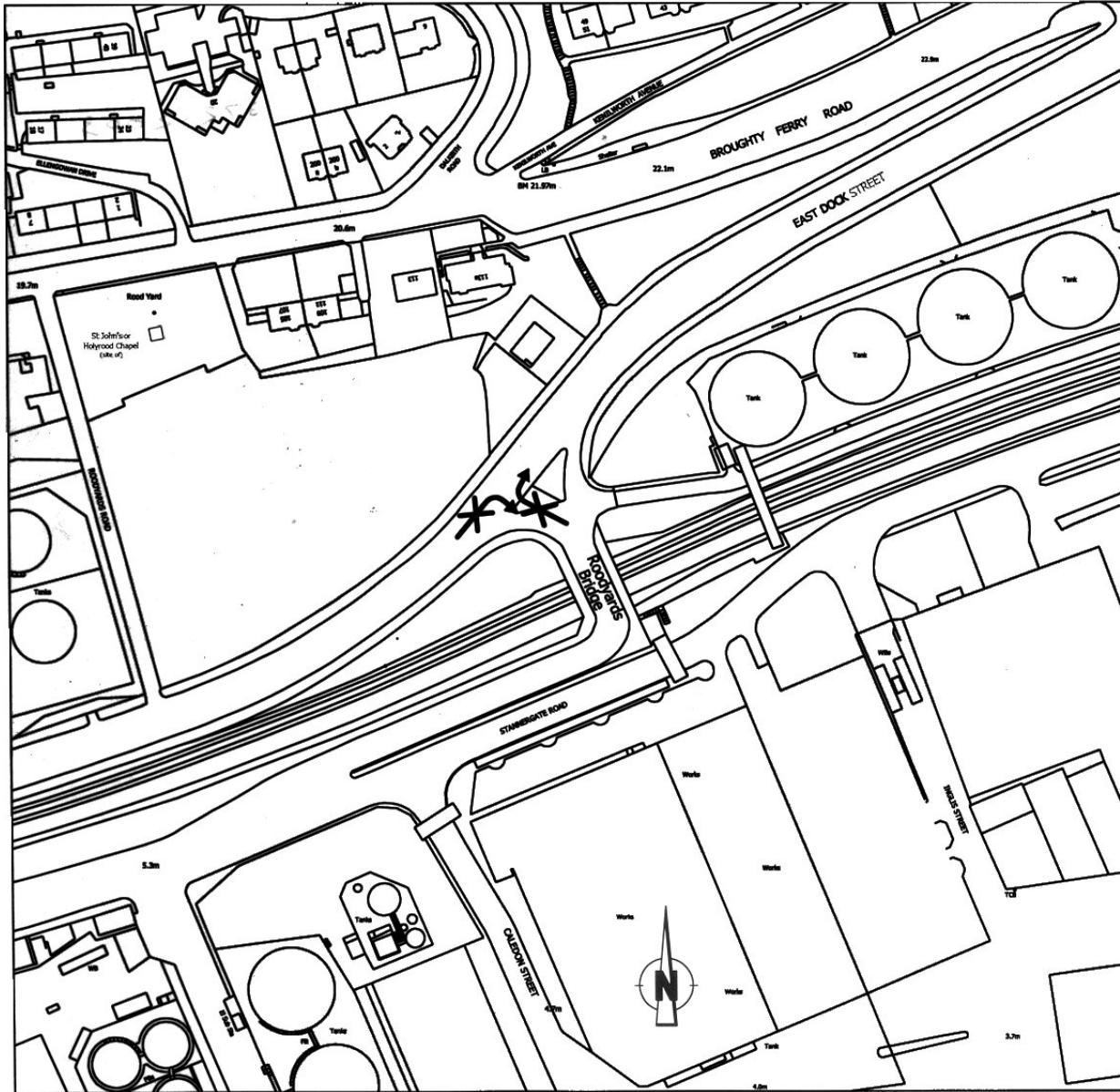
Mike Galloway  
Director of Planning & Transportation

Iain Sherriff  
Head of Transportation

IFS/DA/KM

20 May 2003

Dundee City Council  
Tayside House  
Dundee



LEGEND



Prohibition of Right Hand Turn

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Drawing Title				

