

**REPORT TO: CITY DEVELOPMENT COMMITTEE – 8 DECEMBER 2014**  
**REPORT ON: DUNDEE AREA WAITING RESTRICTIONS VARIATION 2015**  
**REPORT BY: DIRECTOR OF CITY DEVELOPMENT**  
**REPORT NO: 448-2014**

## **1 PURPOSE OF REPORT**

- 1.1 This report considers all the requests during the last 12 months 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 It is proposed that the total cost of implementing these proposals, estimated at £7,500, be met from within the City Development Car Park Trading Account. An additional £2,500 is required in annual maintenance costs for signing and lining and this will also be met from within the City Development Department's Car Park Trading Account.

## **4 BACKGROUND**

- 4.1 It is proposed to vary the undernoted Traffic Regulation Orders for the reasons listed. All drawings have been made available at the following web link:

<http://www.dundee.gov.uk/citydevelopment/trafficorders/>.

- 4.2 The Dundee City Council (North-central Area, Dundee) (Waiting and Loading Restrictions) Order 2012

a Main Street (See Drawing No 2) - Coldside Ward

It is proposed to alter waiting restrictions to assist a business with deliveries, but also provide more space for adjacent properties.

b Catherine Street/Eliza Street (See Drawing No 7) - Coldside Ward

It is proposed to extend existing no waiting at any time restrictions to allow safer crossing points for school children.

- 4.3 The Dundee City Council (Eastern Area, Dundee) (Waiting and Loading Restrictions) Order 2010

a Gray Street (See Drawing No 8) - The Ferry Ward

It is proposed to remove a short section of limited waiting and no daytime waiting and replace them with an at any time restriction to allow access into a previously redundant vehicular access.

- 4.4 The Dundee City Council (Western Area, Dundee) (Waiting and Loading Restrictions) Order 2012
- a Invergowrie Drive (See Drawing No 1) - West End Ward  
It is proposed to reduce a short section of no daytime waiting due to the repositioning of a vehicular access.
  - b Brook Street (See Drawing No 6) - West End Ward  
It is proposed to reintroduce a section of limited waiting to assist a local business.
- 4.5 The Dundee City Council (Taxi Rank Clearways) Order 2007
- a Meadowside (See Drawing No 3) - Maryfield Ward  
It is proposed to remove an overspill taxi rank which is now no longer used following the closure of a nightclub.
  - b Courier Place/Euclid Crescent (See Drawing No 3) - Maryfield Ward  
It is proposed to convert a temporary taxi rank into a permanent taxi rank due its popularity.
- 4.6 The Dundee City Council (Central Area, Dundee) (Controlled Parking Zone) Order 2010
- a South Victoria Dock Road (See Drawing No 4) - Maryfield Ward  
It is proposed to remove a section of South Victoria Dock Road from the Controlled Parking Zone to allow residents to park at their properties on-street.
  - b Gourlay Yard (See Drawing No 4) - Maryfield Ward  
It is proposed to introduce at any time restrictions in the area as it is a requirement of being contained within the Controlled Parking Zone.
  - c Camperdown Street (See Drawing No 4) - Maryfield Ward  
It is proposed to introduce at any time restrictions on this short section of carriageway as it was omitted from a historical review of the Controlled Parking Zone.
  - d Willison Street (See Drawing No 9) - Maryfield Ward  
It is proposed to remove a loading only restriction due to the closure of an adjacent business. This bay removal will also assist a left hand filter lane into Barrack Street.
  - e Seagate (See Drawing No 10) - Maryfield Ward  
Due to resurfacing works, it is proposed to re-describe the restrictions on Seagate between Commercial Street and Trades Lane to ensure that the recent lining works and Traffic Regulation Order correspond.
  - f Union Street (See Drawing No 11) - Maryfield Ward  
It is proposed to introduce a section of at any time restriction through an existing loading only bay to reaffirm that it is not an available longer term parking bay.

g Trades Lane (See Drawing No 12) - Maryfield Ward

Following the redesign of Trades Lane for the Waterfront Development, a major cycle connection for National Route 1 was lost, so it is proposed to remove two sections of pay and display restriction to provide a safe cycle contraflow against the main flow of traffic.

h West Bell Street (See Drawing No 13) - Maryfield Ward

It is proposed to extend a section of pay and display restriction to offset those lost on Trades Lane.

## 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, the Director of Corporate Services and Head of Democratic and Legal Services 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

12 November 2014

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Dundee