

**REPORT TO:** CITY DEVELOPMENT COMMITTEE - 31 OCTOBER 2011

**REPORT ON:** LOCHEE HIGH STREET - VARIATION OF WAITING RESTRICTIONS AND TRAFFIC REGULATION ORDERS 2010

**REPORT BY:** DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 452-2011

## **1 PURPOSE OF REPORT**

- 1.1 The purpose of this report is to inform the Committee of the findings of the review of the monitoring exercise following the implementation of the revised traffic management scheme.

## **2 RECOMMENDATION**

- 2.1 It is recommended that the Committee:
- a note the conclusions of the monitoring exercise;
  - b note the suggested amendments to the parking arrangements;
  - c approve the proposed amendments to the Traffic Regulation for the purposes of formal consultation; and
  - d remit the Director of City Development to report back on the findings of the formal consultation prior to consulting the general public.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 There are no financial implications arising as a result of this report.

## **4 BACKGROUND**

- 4.1 Reference is made to Items V, IV, agenda items AN13, 46 and the decision of the City Development Committee of 11 January 2010 and 20 April 2010 when it was agreed to approve the Dundee City Council (High Street, Lochee) (One Way Traffic and Variation and Waiting Restrictions) Order 2010.
- 4.2 The Order was approved to facilitate the regeneration of Lochee High Street. Following the completion of the regeneration works the traffic management system and parking situation was monitored. Comments were also received through the Local Community Planning Partnership and through the newly formed Traders' Group. The conclusions of this exercise have taken these views into account as far as is practicable and having regard to proposed future phases of development as envisaged in the Lochee Physical Regeneration Framework.

## **5 FINDINGS**

- 5.1 The monitoring exercise confirmed that the traffic management arrangements would benefit from modification. Minor issues with the phasing of the new traffic lights at the south end of the High Street were resolved by adjusting the phasing times. Measures have been taken to reposition the small planters at the new square at the

library and Lloyds TSB and to have them fixed to the surface of the square. Additional temporary unlimited parking has been provided on the site of the demolished Weavers' Village.

- 5.2 The major issue is the conflict between taxi drivers and shopper parking. Taxi drivers have not used the southmost rank and continue to park on double yellow lines outside Farmfoods. They tend also not to use the northmost rank at SPAR. Complaints have been made that taxi drivers use disabled spaces, loading bays and general parking spaces all to the disadvantage of those for whom these spaces have been provided. Parking outwith bays has also led to obstruction to general traffic but also to the public transport facility. Given the low levels of car ownership in the area public transport is seen as key to the success of the centre. These issues place a considerable burden on the enforcing agencies drawing staff resources from other parts of the area.
- 5.3 Loading bays, located following earlier consultation with the traders tend to be used only part of the day leading to frustration of drivers who cannot otherwise find spaces. Disabled parking tends to be concentrated to the north. In anticipation of the imminent demolition and redevelopment of Weavers' Village and Highgate no parking was provided along that kerbside. However, this part of High Street could be allocated to parking on a temporary basis on the understanding that it will be disrupted during the construction/demolition process and any future parking would have to be considered in the light of the future development.

## **6 CONCLUSIONS**

- 6.1 It is proposed that:
- a disabled spaces north of Highgate be reduced in number and additional disabled spaces be introduced adjacent to and opposite the Weavers' Village site;
  - b the southmost taxi rank be moved to Farmfoods frontage on a temporary basis;
  - c the resultant space be allocated to limited waiting with at least one disabled space; and
  - d the double yellow lines at the Weavers' Village site be removed to provide limited waiting with at least one disabled space, on a temporary basis.

## **7 POLICY IMPLICATIONS**

- 7.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management.
- 7.2 The spaces for disabled drivers have been relocated in order to provide an improved distribution throughout the High Street.
- 7.3 There are no other major policy issues.

**8 CONSULTATIONS**

- 8.1 The Chief Executive, Depute Chief Executive (Support Services) and Director of Finance have been consulted and are in agreement with the contents of this report.

**9 BACKGROUND PAPERS**

- 9.1 Lochee Physical Regeneration Framework 2007.
- 9.2 Reports AN13/2010, AN46/2010 - Dundee City Council (High Street, Lochee, Dundee) (One Way Traffic and Variation and Waiting Restrictions) Order 2010.

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20 October 2011

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