

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE
30 OCTOBER 2000**

**REPORT ON: DUNDEE AREA WAITING RESTRICTIONS AND TRAFFIC
REGULATIONS - VARIATION**

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 646-2000

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 RECOMMENDATIONS

- 2.1 The Committee is asked to approve the preparation of a Traffic Regulation Variation Order to affect the changes to the waiting restrictions, but stops clearways and school keep clear areas in the relevant Traffic Regulation Orders for Dundee and prepare a new Tours Bus Stance Order as described in the main text, paragraph 6.2.

3 FINANCIAL IMPLICATIONS

- 3.1 The total cost of implementing these proposals is estimated at £13,000. Provision will require to be made for this sum from within the Planning and Transportation Department's 2001/2002 revenue budget allocation for the Roads and Transportation Division under Traffic Management Works, subject to the availability of resources. An additional £2,200 is required in annual maintenance costs for signing and lining and this will also require to be met from within the Planning and Transportation Department's future revenue budgets 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, environmental or road safety considerations.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 Waiting restrictions have no direct equal opportunities implications. In certain locations, however, they can have positive effects for pedestrian traffic at the expense of car owners' 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.

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- a The Tayside Region (North-Central Area, Dundee) (Waiting and Loading Restrictions) Order 1984
- i Arthur Street (See Drawing No S3)
Access to a row of lock ups is being obstructed by parked cars. It is proposed to introduce no waiting at any time on both sides of this narrow street to improve matters.
 - ii Graham Street (See Drawing No S3)
In order to protect the driveways to houses currently under construction it is proposed to extent the no waiting at any time northwards from Clepington Road.
- b The Tayside Region (Central Area, Dundee) (Controlled Parking Zone) Order 1985
- i St Andrew's Lane (See Drawing No S1)
Only part of this lane is adopted and the owner of a section which is private has requested that the no waiting at any time on the south side be reduced so that he can control it himself.
It is proposed to reduce the length by 5 metres.
 - ii South Tay Street (See Drawing No S1)
The replacement of two parking spaces by no waiting at any time will create a setting down facility for a proposed new hotel being developed on the east side.
 - iii Victoria Road (See Drawing No S1)
A short length of no waiting at any time on the west side south of Victoria Way is now over-restrictive and it is proposed to replace it with a metered parking space.
 - iv Crichton Street (See Drawing No S1)
In order to provide a servicing facility for the shops at the top of Crichton Street it is proposed to convert two of the existing parking spaces to a loading only space.
- c The Tayside Region (North-Western Area, Dundee) (Waiting Restrictions) Order 1985
- i Campbell Street/Gardner Street (See Drawing No S2)
It is proposed to introduce no waiting at any time at this junction because sightlines are being impeded by vehicles parking too close to the junction.
 - ii Kilspindie Road (See Drawing No S2)
The adjacent industrial premises on the north side near Broomhill Road have rearranged their servicing arrangements and require the existing no waiting at any time restriction to be extended.
 - iii Macalpine Road (See Drawing No S2)
It is proposed to extend the existing no waiting at any time to improve visibility at the recently constructed pedestrian crossing point.

- d The Tayside Region (Western Area, Dundee) (Waiting Restrictions) (Consolidation) Order 1987
- i Blackness Road/Brook Street/Edward Street/Larch Street (See Drawing No S1)
Most of the area bounded by Blackness Road, Urquhart Street, Brook Street and Edward Street is the subject of a major redevelopment. Much of the old premises are of an industrial nature and are being replaced with housing and associated retail units most of which have integral parking. Accesses to the housing have to be taken into account and the waiting restrictions adjusted accordingly.
- Blackness Road will require the parking space to be relocated from the north side to the south side with a loss of some 18 on-street spaces.
 - Larch Street has a loading ban on most of the north side. This is no longer necessary and can be removed. An extra 6 on-street spaces can also be provided.
 - Edward Street will require the parking to be relocated on the west side from the east side.
 - Brook Street between Brewery Lane and Lower Pleasance will require the limited waiting to be transferred from the south to the north side.
- ii Forest Park Place (See Drawing No S1)
Following redevelopment on the north side and the creation of new accesses it is necessary to introduce no waiting at any time at these locations.
- iii Ninewells Avenue (See Drawing No S2)
Parking associated with Ninewells Hospital is now creating a problem in Ninewells Avenue on the leaving sides from its junction with Ninewells Drive. It is proposed to introduce no waiting at any time on these sides to keep those lengths next to the elongated islands clear. In addition, in order to prevent parking on this road it is also proposed to introduce no waiting at any time along the entire lengths.
- iv Pleasance Court (See Drawing No S1)
Access to the parking facilities is being obstructed and it is proposed to introduce no waiting at any time in the carriageway of Pleasance Court.
- e The Tayside Region (North-Eastern Area, Dundee) (Waiting Restrictions) Order 1987
- i Argyle Street/Forfar Road/Walrond Street (See Drawing No S3)
Sightlines are being obscured by vehicles parking too close to the junction. It is proposed to introduce no waiting at any time to alleviate the problem.
- ii Clepington Road/Forfar Road (See Drawing No S3)

It is proposed to introduce no waiting at any time to prevent parked vehicles obscuring the traffic signals and to allow two lanes of traffic waiting at the signals.

- iii Graham Place (See Drawing No S3)
This street is wholly residential and it is considered that the limited waiting on the north side is not appropriate. It is therefore proposed to convert the limited waiting to unrestricted parking.
 - iv Lilybank Road/Robertson Street (See Drawing No S3)
Problems are being encountered by vehicles parking close to this very acute corner. It is proposed to introduce no waiting at any time along the entire length of the north side and for a short length on the south side of Robertson Street. Similar restrictions are proposed in Lilybank Road near Robertson Street.
 - v Watson Street (See Drawing No S3)
The sheltered housing complex on the south side of Watson Street has some houses specifically for disabled people. They are experiencing problems of access particularly at school times. It is proposed to extend the no waiting at any time to cover a space reserved for a disabled badge holder to assist access to the premises.
- f The Tayside Region (Eastern Area, Dundee) (Waiting and Loading Restrictions) Order 1987
 - i King Street, Broughty Ferry (See Drawing No S3)
Accesses are being obstructed on the south side west from St Vincent Street. It is proposed to introduce no waiting at any time to prevent this.
- g Dundee City Council (School Keep Clear Areas) Order 1997
 - i Gibb's Lane/Peel Street (See Drawing No S3)
Ancrum Road Primary School has opened a gate to the rear of the school and in order to protect the children when accessing and egressing the school it is proposed to include these streets in the Order.
- h Dundee City Council (Bus Stops) (Clearways) Order 1999

Following rerouting of bus services it is necessary to include the following streets in the above Order:
Carmichael Street, Euclid Crescent, Gardner Street, Peddie Street, Rankine Street, West Marketgait and Whitehall Crescent.
- i Riverside Drive (See Drawing No S4)

As part of the environmental improvement works along Riverside Drive parking areas were provided to allow tourists and sightseers to stop and enjoy the views of the river. These areas are being occupied all day by commuters avoiding paying for parking in the city centre. It is suggested that these areas be restricted to a maximum stay of 2 hours.

- 6.2 As a result of the development of the Overgate the Tours Bus Stance had to be removed from North Lindsay Street. It is proposed to make a new Order to introduce a Tours Bus Stance on the south side of Euclid Street. This is a central location. The adjacent building has a blank frontage and is to be developed as a night club therefore there is a low chance of conflict. Access to and from the stance would be from West Marketgait via West Bell Street, Court House Square, Ward Road, Meadowside, Euclid Crescent, Euclid Street, Constitution Road and Ward Road.

7 CONSULTATIONS

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

8 BACKGROUND PAPERS

- 8.1 None.

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IFS/EN

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