

REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE – 2 DECEMBER 2002

REPORT ON: DUNDEE AREA WAITING RESTRICTIONS VARIATION

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 780-2002

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 in the relevant Traffic Regulation Orders for Dundee.

3 FINANCIAL IMPLICATIONS

- 3.1 The total cost of implementing these proposals is estimated at £10,000. Provision will be made for this sum from within the Planning and Transportation Department's 2003/2004 revenue budget allocation for the Roads and Transportation Division under Traffic Management Works. An additional £1,500 is required in annual maintenance costs for signing and lining 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 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. In certain locations, however they can have positive effects for pedestrian traffic at the expense of the car owner's 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 Members' Lounge and at Committee.

a The Tayside Region (North-Central Area, Dundee) (Waiting and Loading Restrictions) Order 1984

i Byron Street (See Drawing No S1)

Vehicles parking on both sides of Byron Street west from Lawton Road are impeding the free flow of traffic. Extending the no waiting at any time on the north side to Byron Crescent will rectify this.

ii Canning Place (See Drawing No S1)

The turning heads are being obstructed by parked vehicles. It is proposed to introduce no waiting at any time to prevent this.

iii Court Street/Dundonald Street (See Drawing No S1)

An access to commercial property is being obstructed by parked vehicles. It is proposed to introduce a short length of no waiting at any time to prevent this. Also, sightlines at the junction of Court Street with Dundonald Street are being obscured. It is proposed to introduce no waiting at any time at the junction to alleviate this.

iv Old Glamis Road/Park Road/Downiepark Road (See Drawing No S1)

Sightlines are being obscured at these junctions. It is proposed to introduce no waiting at any time to solve this problem.

v Fairfield Road (See Drawing No S1)

A new access on the south side is being obstructed and it is proposed to extend the existing no waiting to accommodate this. To partially compensate it is also proposed to relax the restrictions on the north side.

vi Hilltown (See Drawing No S1)

Following the demolition of an adjacent building, a lay-by is being created. It is proposed to control the lay-by by introducing limited waiting over its length.

vii Hilltown Terrace (See Drawing No S1)

The Firemaster has complained that access for fire appliances to the Dalfield Multis is being impeded by disabled badge holders. Because of the nature of the multis, it is essential that the larger appliances gain access. It is therefore proposed to introduce loading bans over lengths of the access road. This will prevent the indiscriminate parking by disabled badge holders.

viii Marryat Street/Marryat Terrace (see Drawing No S1)

Parking close to the junction is obscuring sightlines and obstructing dropped kerbs. This is particularly serious during football matches. The introduction of no waiting at any time will alleviate this.

- ix North Isla Street/Tannadice Street (See Drawing No S1)

Indiscriminate parking at this junction is obscuring sightlines and inhibiting access to commercial premises. It is proposed to introduce no waiting at any time to rectify this.

- b The Tayside Region (Central Area, Dundee) (Controlled Parking Zone) Order 1984
 - i Chapel Street/New Inn Entry (See Drawing No S3)

Loading and unloading in these streets is being impeded by the high level of indiscriminate parking. It is proposed to introduce two loading only spaces and lengths of no loading at any time to improve the balance of use of the available space in the street.

 - ii Discovery Point Access Road (See Drawing No S3)

On occasions access to Discovery Point is being impeded by indiscriminate parking. It is proposed to introduce no waiting at any time to remedy this.

 - iii Marketgait (See Drawing No S3)

As a result of the demolition of the adjacent night club it is no longer necessary to have the anomaly of a length of no waiting at any time on this length of Marketgait the remainder of which is a clearway. It is proposed to convert this no waiting at any time to a clearway.

- c The Tayside Region (North-Western Area, Dundee) (Waiting Restrictions) Order 1985
 - i Arrol Road/Nobel Road/Fulton Road (See Drawing No S2)

At these junctions it is proposed to introduce no waiting at any time to improve the sightlines. Also parking on both sides of Fulton Road is impeding the free flow of traffic. Prohibiting parking on one side of Fulton Road will improve traffic flows.

 - ii Kirkton Road (See Drawing No S2)

There is only a footway on one side of the road near Strathmartine Road. The carriageway at this point is narrow. Cars are being parked on this footway and impeding pedestrian passage. This is particularly serious, as there is a primary school in the vicinity. It is proposed to extend the no waiting at any time to prevent this thoughtless parking.

- d The Tayside Region (Western Area, Dundee) (Waiting Restrictions) (Consolidation) Order 1987
 - i Blackness Road (See Drawing No S2)

The no waiting at any time on the south side is to be extended eastwards from Hyndford Street to improve the sightlines.

ii Blackness Road (See Drawing No S2)

To facilitate the introduction of a pedestrian crossing in Blackness Road it is necessary to extend the south footway of Blackness Road over part of Blackness Street. The result of this is that the waiting restrictions at the junction require to be adjusted to take this into account.

iii Glamis Road/Dalrymple Street (See Drawing No S2)

Inconsiderate parking at this location is obstructing dropped kerbs and obscuring sightlines. This is a major problem for the large number of disabled residents at the nearby Blackwood Court. It is proposed to introduce no waiting at any time to alleviate this.

iv Magdalen Yard Road/Riverside Approach (See Drawing No S2)

Congestion is occurring and sightlines are being impeded in this area by the concentrated parking. It is proposed to extend the no waiting at any time to improve visibility and the free flow of traffic.

v Seafield Road (See Drawing No S2)

A minor extension to the no waiting at any time will ease a problem of gaining access to a parking facility south of its junction with Perth Road.

e The Tayside Region (North-Eastern Area, Dundee) (Waiting Restrictions) Order 1987

i Baffin Street and Eden Street (See Drawing No S3)

The loading restrictions at their junctions with Arbroath Road are considered to be excessive. It is proposed to remove them from both streets.

ii Baxter Park Terrace/Baxter Park Court/Baxter Park Glebe (See Drawing No S3)

New housing development on the former Taybank Works sites requires the adjustment to the restrictions in the area. To protect new accesses it is necessary to extend the no waiting at any time. Also a length of restriction can be removed because the access it once protected no longer exists.

iii Clepington Road/Martin Street/Stobsmuir Road/Milner Street/Nairn Street/Macnabb Street/Pitkerro Road/Rennell Road (See Drawing No S3)

It is proposed to introduce no waiting at any time at these junctions to improve sightlines.

- iv Dennison Road East/Old Craigie Road/Rodd Road (See Drawing No S3)

On the occasion of football matches at the nearby football ground, parking close to these junctions is inhibiting sightlines. No waiting at any time will improve the situation.
- v Graham Place (See Drawing No S3)

Since the closure of Graham Place at Princes Street, it is no longer considered necessary to maintain the length of no waiting at any time at its junction with Robertson Street. It is proposed to reduce this length.
- vi Brown Constable Street/Crescent Street (See Drawing No S3)

As part of the scheme associated with the return of Victoria Road to two way traffic, Brown Constable Street was also returned to two way traffic. Parking close to the corners is inhibiting sightlines and the free flow of traffic. It is therefore proposed to introduce some no waiting at any time.
- f The Tayside Region (Eastern Area, Dundee) (Waiting and Loading Restrictions) Order 1987
 - i Gray Street, Broughty Ferry (See Drawing No S3)

It is necessary to extend the no waiting at any time on the west side south from Fisher Street Road to protect an access.
 - ii King Street (See Drawing No S3)

The no waiting at any time restriction on the north side east from Gray Street is considered excessive and a reduction in its length can be made.

7 CONSULTATIONS

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

8 BACKGROUND PAPERS

- 8.1 None

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Manager

IFS/DA/EB

24 October 2002

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