

REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE, 24 MAY 2004

REPORT ON: DUNDEE AREA WAITING RESTRICTIONS VARIATION

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 334-2004

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 It is recommended that 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 The total cost of implementing these proposals is estimated at £4,000. Provision will be made for this sum from within the Planning and Transportation Department's 2005/2006 revenue budget allocation for the Roads and Transportation Division under Traffic Management Works. An additional £350 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 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 Members' Lounge and at Committee.

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

i Cowan Street (See Drawing No S1)

The junction of Cowan Street with Dura Street was closed as part of a housing development consequently the restrictions at this location are no longer required.

ii Lorimer Street and West Street (See Drawing No S2)

Following the closure of industrial premises in the area and the likelihood that the sites will be transformed into housing the restrictions are considered too

severe. Minor relaxations can be made at this time and when the final plans for the area are known the situation can be reassessed.

b The Tayside Region (Central Area, Dundee) (Controlled Parking Zone) Order 1984

i Allan Street (See Drawing No S1)

Since the construction of this street which links Trades Lane with Candle Lane indiscriminate parking is obstructing off-street parking places and the free flow of traffic. It is proposed to introduce no waiting at any time over the entire length of both sides.

ii It has been requested that the loading only facility in Crichton Street only operate during the day. Outwith this time it is suggested that it be reserved for residents. It is not possible to mark the space for such joint use and make it enforceable. However, it is possible and it is proposed to have the space as a loading only facility from Monday to Saturday, 8am to 6pm and outwith this time it is unrestricted parking for any vehicle.

c The Tayside Region (North-Western Area, Dundee) (Waiting Restrictions) Order 1985

i Ambleside Avenue/Gillburn Road (See Drawing No S2)

Parking close to this junction, associated with the Jessie Porter Nursery School is obstructing sightlines. It is proposed to introduce no waiting at any time to improve the situation.

ii Lawside Road/Kilberry Street (See Drawing No S2)

The concentration of parking on Lawside Road between Loons Road and Kilberry Street is impeding buses and obscuring sightlines. It is proposed to extend the no waiting at any time on the north side between Loons Road and Alpin Terrace and to protect the sightline at the Lawside Road/Kilberry Street junction.

iii Old Glamis Road (See Drawing No S2)

Overspill parking from the Kingsway Campus of Dundee College is occurring on the footways on both sides of Old Glamis Road between Kingsway and Gillburn Road. No waiting at any time over both sides of this length will remedy this.

d The Tayside Region (Western Area, Dundee) (Waiting Restrictions) (Consolidation) Order 1987

i Annfield Road (See Drawing No S2)

Indiscriminate parking is obstructing access to commercial properties on the west side between Annfield Street and Annfield Row. It is proposed to introduce no waiting at any time to alleviate this.

ii Miln Street (See Drawing No S1)

A new occupier of the warehouse east of Blinshall Street is experiencing difficulties in being serviced by large vehicles by cars parking too close to the

access. A small extension to the no waiting at any time will relieve the problem.

iii Perth Road (See Drawing No S1)

Sightlines are being obscured for drivers egressing from Westfield Avenue. It is proposed to convert lengths of the existing no daytime waiting to no waiting at any time to remedy this.

iv St Peter Street (See Drawing No S1)

At some time in the past it was proposed to convert St Peter Street to footpath and the waiting restrictions were amended accordingly. This conversion never took place and it is advisable to re-describe the restrictions to suit the current situation. There will be no alteration to what appears on-street.

v Shaftesbury Road/Hyndford Street (See Drawing No S1)

Parking at this junction is obstructing access and interfering with sightlines. It is proposed to introduce no waiting at any time to solve the problem.

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

i Arthurstone Terrace (See Drawing No S1)

Parking close to the junction of Arthurstone Terrace with Erskine Street is inhibiting loading and unloading at the adjacent furniture storage premises. The situation will be relieved by extending the no waiting at any time restrictions.

ii Dalgleish Road/Murray Street (See Drawing No S1)

Complaints have been received about the poor sightlines at this junction. It is therefore proposed to introduce no waiting at any time.

iii Montgomerie Avenue/Montgomerie Crescent (See Drawing No S1)

Parking associated with the local shops is causing difficulties to residents by impeding the access and egress from their driveways. Following lengthy discussions with them it is proposed to introduce no waiting at any time over a length of both sides of Montgomerie Avenue and on remainder of the east side of Montgomerie Avenue and the south and west side of Montgomerie Crescent.

iv Pitkerro Road (See Drawing No S1)

Recently pedestrian refuges were constructed at the Clepington Road/Pitkerro Road junction. The refuges in Pitkerro Road are unprotected and any vehicles parking close to them will cause a problem. It is therefore proposed to extend the restrictions south from Rennel Road to cover this.

f **The Tayside Region (Eastern Area, Dundee) (Waiting and Loading Restrictions) Order 1987**

i Fisher Street, Broughty Ferry (See Drawing No S2)

Following the closure of Fisher Street on the west side of Ambrose Street with its associated fall in traffic the opportunity can be taken to relax the no waiting at any time restriction.

ii Fort Street/Forthill Road/Hill Street (See Drawing No S1)

Commuter parking is encroaching further north on Fort Street and Forthill Road too close to the corners which have poor advance visibility. To ensure the safe flow of traffic it is proposed to introduce no waiting at any time round the bends and to protect the Forthill Road/Hill Street junction.

iii King Street/Manor Place, Broughty Ferry (See Drawing No S1)

No waiting at any time is proposed at this junction to improve the sightlines.

7 CONSULTATIONS

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

8 BACKGROUND PAPERS

- 8.1 None.

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IFS/DA/EB

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