

REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE
29 OCTOBER 2001

REPORT ON: DUNDEE AREA WAITING RESTRICTIONS VARIATION

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 616-2001

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 2002/2003 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 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 Coldside Road (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.
- ii Constitution Road (See Drawing No S2)

In order to protect sightlines at the junctions of Constitution Road with the new development on the former DRI site, it will be necessary to adjust the existing 'no waiting' on Constitution Road and introduce short lengths in the new roads.
- iii Dens Road (See Drawing No S2)

As part of a traffic calming scheme, a build out was created opposite Mains Street. A short length of 'no waiting at any time' is required to protect it.
- iv North Street (See Drawing No S2)

An access is being obstructed and it is proposed to extend the existing 'no waiting' to accommodate this.
- v Strathmartine Road (See Drawing No S2)

The funeral undertaker adjacent to the pedestrian crossing is unable to gain access with his hearse. The introduction of a short length of 'no daytime waiting' will solve the problem.
- b The Tayside Region (Central Area, Dundee)(Controlled Parking Zone) Order 1984
 - i Castle Street and St Andrew's Street (See Drawing No S3)

Loading and unloading in these streets is being impeded by the high level of parking by disabled badge holders. It is proposed to introduce two 'loading only' spaces in Castle Street and one in St Andrew's Street, to improve the balance of use of the available space in the street.
 - ii Crichton Street (See Drawing No S3)

Vehicles servicing the shops on the east side are stopping in the bus stop to the detriment of the bus service. It is proposed to replace the three parking places to the south of the bus stop with 'no waiting at any time'. This will allow loading and unloading at the shops.
 - iii Dock Street (See Drawing No S3)

Following the removal of the pedestrian bridge over South Marketgait, there is scope to increase the number of on-street parking spaces by four.

Also, the lay-by on the south side west of Commercial Street is affected by the state of the railway tunnel underneath. Parking has been unofficially prohibited at this location for some time to safeguard the tunnel. It is proposed to vary the Order to legalise the 'no waiting at any time' with the proviso that if the tunnel is strengthened or reassessed and found to be capable of supporting parking, the parking spaces will be reinstated.

iv Euclid Crescent (See Drawing No S3)

The school 'keep clear marking' which operates Monday–Friday, 8.00am–5.00pm, over the High School frontage overlies a mixture of 'no waiting Monday–Saturday, 8.00am–6.00pm' and two 'pay and display' spaces. There is still a need to control parking on a Saturday. It is recommended that for simplicity, the 'pay and display' spaces be converted to no daytime waiting so that it can be enforced on a Saturday.

v Lindsay Street (See Drawing No S3)

The site of the former Tours Bus Stance on the west side south of South Ward Road is suitable for parking and it is proposed to introduce nine 'pay and display' spaces at this location.

vi South Ward Road (See Drawing No S3)

After reviewing the use of the adjacent premises, it is proposed to introduce six 'pay and display' spaces on the south side between Barrack Street and Lindsay Street.

vii West Bell Street Lane (See Drawing No S2)

It is proposed to introduce nineteen 'pay and display' spaces on what is currently unrestricted lengths of road.

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

i Cobden Court/Cobden Street (See Drawing No S1)

At these junctions, it is proposed to introduce 'no waiting at any time' to improve the sightlines.

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

i Daniel Street (See Drawing No S2)

The 'no waiting at any time' is to be extended to protect the parking spaces at the south end.

ii Douglas Street (See Drawing No S1)

The former vehicular accesses on the south side east of Brown Street are now closed. It is therefore now possible to introduce limited waiting on the north side to service the adjacent premises.

iii Lochee Road (See Drawing No S2)

The current 'no waiting at any time' on the west side at the bend between Tullideph Road and Cleghorn Street is unnecessarily restrictive. It is proposed to convert this to 'no daytime waiting'.

iv Miln Street (See Drawing No S2)

A lay-by has been created for coaches bringing parties to visit Verdant Works. Parked cars are obstructing its intended use. It is proposed to introduce 'no waiting at any time' and designate the space as a coach park throughout the length of the lay-by.

v Perth Road/West Park Road (See Drawing No S2)

At school times, parking close to this junction is obscuring sightliness and impeding the free flow of traffic. In order to improve safety, it is proposed to introduce 'no waiting at any time' at this location.

vi Taylor's Lane (See Drawing No S2)

In the lower section, parking mainly occurs on the west side. Cars are now parking on the east side, partly on the footway. This is narrowing down the available carriageway to an unacceptable level and it is proposed to introduce 'no waiting at any time' on the east side between Magdalen Yard Road and Spinners Wynd.

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

i Pitkerro Road/Anstruther Road/Stobsmuir Road/Dalkeith Road/Wortley Place/Madeira Street (See Drawing No S1)

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

ii Arbroath Road (See Drawing No S3)

Following the construction of a bus lay-by, it is necessary to make a minor adjustment to the position of the nearby limited waiting.

iii Morgan Street (See Drawing No S1)

Access to a loading bay is being obstructed. It is proposed to extend the restrictions on both sides to protect this.

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

i Brook Street, Broughty Ferry (See Drawing No S1)

It is necessary to extend the 'no waiting at any time' on the north side east from Claypotts Road to protect a new access.

ii Camphill Road/Gray Street (See Drawing No S3)

Vehicles parking too close to Gray Street are interfering with the free flow of traffic and are obscuring sightlines. It is proposed to introduce 'no waiting at any time' to obviate this.

iii Dalhousie Road (See Drawing No S3)

It is proposed to extend the existing 'no waiting at any time' on the north side west from West Barn Road to protect an access.

iv Rowanbank Gardens (See Drawing No S3)

It is proposed to introduce 'no waiting at any time' at its junction with Whinny Brae to improve the vehicular conflict situations arising at the times when the school is starting or finishing.

v Seafield Road, Broughty Ferry (See Drawing No S3)

Vehicles parking too close to the area where the carriageway narrows significantly impedes forward visibility. The introduction of lengths of 'no waiting at any time' will remedy this.

g Dundee City Council (School Keep Clear Areas) Order 1997

i Lawton Road (See Drawing No S1)

Morgan Academy are occupying the former Rockwell School for the duration of the rebuilding of the Forfar Road site. It is therefore necessary to legalise the school 'keep clear' marking in Lawton Road to protect the school entrance.

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

Mike Galloway
Director of Planning & Transportation

Iain Sherriff
Roads and Transportation Manager

12 September 2001

IS/DA/EJ

Dundee City Council
Tayside House
Dundee