

**REPORT TO: CITY DEVELOPMENT COMMITTEE – 27 JUNE 2016**

**REPORT ON: BUS/COACH PARKING PROVISION**

**REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT**

**REPORT NO: 148-2016**

## **1 PURPOSE OF REPORT**

- 1.1 This report considers the need to create a Traffic Regulation Order which will provide locations for bus/coach drop off and an additional area for long stay bus/coach parking.

## **2 RECOMMENDATION**

- 2.1 It is recommended that the Committee approve the preparation of a Traffic Regulation Order to create a number of bus/coach parking areas. Most of these areas will have a maximum stay of 30 minutes to allow pick-up/drop-off. An additional area will be provided with no time limitations to allow an unrestricted waiting period.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 The costs of preparing the Order will be met by Transportation Revenue Funds.

## **4 BACKGROUND**

- 4.1 Facilities for coach parking within the Dundee city centre are currently limited. Coach parking was historically provided between the former Olympia building and Discovery Point. A lack of accessible and quality coach parking is a disincentive to coach operators and coach drivers who may be planning tours to the city. Congestion can also be caused by coach operators who are seeking a location to set down visitors in locations where no coach parking is available.
- 4.2 During 2015, Council officers met with Coach Industry and Tourism representatives to discuss future requirements for the city. It was agreed that a mixture of coach pick up and drop off (time limited to 30 minutes) and coach parking (unrestricted) was required. Following these discussions, officers within the Transportation Division identified a number of city centre sites that might be suitable for coach parking. These sites were located close to attractions such as the Caird Hall, Olympia, Discovery Point, Verdant Works and the McManus.
- 4.3 The Council will assess the success of the new coach parking arrangements before progressing further TROs for coach parking. This report does not seek to address coach parking in the immediate vicinity of the V&A building; further proposals will be brought forward in due time for the museum's opening.
- 4.4 Sites identified as being suitable for longer term parking are as follows:
- a Greenmarket (see Drawing No 1).
- 4.5 Sites identified as being suitable for limited waiting pick-up/drop-off with a maximum stay of 30 minutes and a no return within 1 hour are as follows:
- a Crichton Street (see Drawing No 2);
  - b Discovery Point (See Drawing No 3);
  - c East Whale Lane (See Drawing No 4);

- d Meadowside (See Drawing No 5); and
- e Miln Street (See Drawing No 6).

4.6 The existing Traffic Regulation Orders to be varied are:

- a Dundee City Council (Central Area, Dundee) (Controlled Parking Zone) Order 2010;
- b Dundee City Council (Western Area, Dundee) (Waiting and Loading Restrictions) Order 2012;
- c Dundee City Council (Taxi Rank Clearways) Order 2007; and
- d Dundee City Council (Bus Stops) (Clearways) Order 1999.

4.7 The main plans with the proposals can be accessed online at the weblink: <http://www.dundee.gov.uk/citydevelopment/trafficorders/>. A paper copy can also be made available on request from the Head of Roads and Transportation.

## 5 POLICY IMPLICATIONS

5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

## 6 CONSULTATIONS

6.1 The Chief Executive, the Executive Director of Corporate Services and Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

## 7 BACKGROUND PAPERS

7.1 None.

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NHG/JB/CB/KM

16 June 2016

Dundee City Council  
Dundee House  
Dundee