REPORT NO 1017/04

ANGUS COUNCIL

INFRASTRUCTURE SERVICES COMMITTEE

2 SEPTEMBER 2004

VARIATION OF WAITING RESTRICTIONS

REPORT BY THE DIRECTOR OF ROADS

ABSTRACT
This report deals with proposed amendments to current waiting restrictions to take account of changing circumstances.

1  RECOMMENDATION

1.1  It is recommended that the Committee agree to the promotion of the necessary Traffic Regulation Variation Orders to effect changes to current waiting restrictions in Arbroath, Birkhill, Carnoustie, Monifieth and Montrose.

2  DETAILS

2.1  Locations where alterations to waiting restrictions are considered to be appropriate are listed below giving brief reasons. The proposed alterations are shown on the attached plans.

2.2  ARBROATH

2.2.1  Hayshead Area: The proposed introduction of traffic calming measures in association with 20mph speed limit zones in this area includes the provision of speed cushions on the bus route along Lamley Terrace and Horologe Hill. In order to allow buses to straddle the speed cushions and thereby maintain passenger comfort and safety the adjacent road must be kept clear of parked vehicles.

It is proposed therefore to introduce ‘no waiting at any time’ restrictions as required in those streets.

2.2.2  Timmergreens Area: The proposed introduction of traffic calming measures in association with 20mph speed limit zones in this area includes the provision of speed cushions on the bus route along Charles Avenue and Emislaw Drive. In order to allow buses to straddle the speed cushions and thereby maintain passenger comfort and safety the adjacent road must be kept clear of parked vehicles.

It is proposed therefore to introduce ‘no waiting at any time’ restrictions as required in those streets.
2.3 **BIRKHILL**

2.3.1 **Dronley Road:** Kerbside parking in Dronley Road has at times led to congestion near its junction with Coupar Angus Road. It is therefore proposed to extend the existing ‘no waiting at any time’ restrictions further north on Dronley Road and at its junction with Highfield Place.

2.4 **CARNoustie**

2.4.1 **Carlogie Road/Maule Street, Queen Street/Millar Street, Queen Street/Maule Street, and Queen Street/Yeaman Street Junctions:** Kerbside parking in the vicinity of these junctions has at times led to congestion and restricts visibility for emerging drivers. It is therefore proposed to introduce ‘no waiting at any time’ restrictions at these junctions to alleviate the problems.

2.5 **Monifieth**

2.5.1 **Tay Street:** Kerbside parking on both sides of Tay Street has at times led to congestion near its junction with High Street. It is therefore proposed to introduce ‘no waiting at any time’ restrictions on the west side of the street to maintain free traffic flow.

2.5.2 **Dalhousie Street/Dalhousie Gardens Junction:** Kerbside parking in the vicinity of the above junction has at times led to congestion and restricts visibility for emerging drivers. It is therefore proposed to introduce ‘no waiting at any time’ restrictions to alleviate the problem.

2.5.3 **Grange Road/Grange Avenue Junction:** Kerbside parking in the vicinity of the above junction has at times led to congestion and restricts visibility for emerging drivers. It is therefore proposed to introduce ‘no waiting at any time’ restrictions to alleviate the problem.

2.5.4 **Ashludie Terrace/Ashludie Mews Junction:** Kerbside parking in the vicinity of the above junction has at times led to congestion and restricts visibility for emerging drivers. It is therefore proposed to introduce ‘no waiting at any time’ restrictions to alleviate the problem.

2.6 **Montrose**

2.6.1 **Balmain Street:** Extensive waiting restrictions have recently been introduced along the south side of Balmain Street where parking on the footway was occurring creating congestion and a potential hazard for pedestrians. Concerns from local residents have been raised about the lack of parking in the area and it has been accepted that the existing waiting restrictions on the north side of the street near its junction with Castle Street are slightly excessive. It is proposed therefore to reduce the extent of the ‘no waiting at any time’ restrictions on the north side of Balmain Street to provide additional kerbside parking for local residents and shoppers.
2.6.2 **Baltic Street:** A complaint has been received recently from a local shop owner about problems in servicing his premises with large vehicles required to deliver and uplift large items like furniture etc. The problem is due to kerbside parking in the vicinity of the premises’ service access and it is therefore proposed to extend slightly the existing ‘no waiting at any time’ restrictions to alleviate the problem. The proposals will also enhance the junction protection for emerging vehicles at the Baltic Street/Panmure Street junction.

2.6.3 **Cononbank/North Esk Road Junction:** Cononbank is a fairly narrow road with a restricted junction with North Esk Road. Kerbside parking in the vicinity of the junction has at times led to congestion and restricts visibility for emerging drivers. It is therefore proposed to introduce ‘no waiting at any time’ restrictions to alleviate the problem.

2.6.4 **Chapel Street/New Wynd Junction:** The redevelopment of the former Duthies Garage for housing involves the formation of new vehicle accesses on the site frontages on New Wynd and Chapel Street. Both of these streets are heavily affected by on street car parking and it is proposed to introduce ‘no waiting at any time’ restrictions to avoid congestion and protect the proposed accesses to the new premises.

2.6.5 **Ferry Street/Caledonia Street/Erskine Street/Meridian Street:** For security purposes the Montrose Port Authority is carrying out alterations to the vehicular entry and exit arrangements. Vehicles entering the north quay of the Port will do so along the south leg of Erskine Street and due to the road geometry large vehicles will be routed along Ferry Street and Caledonia Street.

In order to maintain access and avoid congestion in the area it is proposed to introduce ‘no waiting at any time’ restrictions and ‘no daytime waiting’ restrictions along the intended HGV route.

2.6.6 **Lower Hall Street:** A section of ‘No Waiting at Any Time’ restriction was previously deleted adjacent to the antique shop on the south side of Lower Hall Street as it was considered that the restrictions in this area were excessive. However long term waiting in this section of road by local residents and employees in local businesses is causing some congestion.

It is therefore proposed to introduce ‘limited waiting’ restrictions in order to create a turn over of users of the spaces which will be of benefit to local shops.

3 **FINANCIAL IMPLICATIONS**

3.1 The estimated cost of implementing the proposals is £4,000 which will be met from the 2004/2005 Roads Revenue Budget for Traffic Management and Road Safety. Additional maintenance costs will amount to £800 per annum and these will require to be contained in future years’ Roads Revenue Budgets.
4 CONSULTATION

4.1 The Chief Executive, the Director of Law and Administration, the Director of Finance and the Chief Constable have been consulted in the preparation of this report.

5 CONCLUSION

5.1 In the interest of pedestrian and traffic safety and free traffic flow, alterations to waiting restrictions are considered appropriate. The variation of existing Traffic Regulation Orders to implement these alterations is therefore necessary.

R W McNeil
DIRECTOR OF ROADS

NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:-

REFERENCES


Angus Council (Birkhill Muirhead and Bridgefoot) (Traffic Management) Order 2000.

Angus Council (Carnoustie Traffic Management) Order 2003.


Angus Council (Montrose Area Traffic Management) Order 2003.

DAM/JSK
23 July 2004
REPORTS/var.wait.2 sept04
Plan 2

Legend:
- No Waiting at any Time
- P - Proposed

Variation of Waiting Restrictions.
Plan 3

Legend

No Waiting at any time.

No Waiting Limited to 20 mins.

No Waiting Restricted to 8.30am - 8.55pm.

MONTROSE

Caledonia Street

Eskine Street

Ferry Street

Rogart Street

Murray Street

Montrose Port