AGENDA ITEM NO
REPORT NO 190/10

ANGUS COUNCIL
INFRASTRUCTURE SERVICES COMMITTEE
2 MARCH 2010

INTRODUCTION AND VARIATION OF WAITING RESTRICTIONS

REPORT BY THE DIRECTOR OF INFRASTRUCTURE SERVICES

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

1 RECOMMENDATIONS

1.1 It is recommended that the Committee agrees to the promotion of the necessary Traffic Regulation Orders and Variation Orders to effect changes to current waiting restrictions in Arbroath, Carnoustie, Kirriemuir, Monifieth, Letham and Edzell as detailed in the report.

2 INTRODUCTION

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

3 PROPOSALS

3.1 Bruce Road, Arbroath

Complaints by Public Transport of kerbside parking causing difficulties for buses entering and leaving Bruce Road at its junctions with Brechin Road and Montrose Road is leading to inappropriate reversing manoeuvres and at times Police intervention. It is therefore proposed to introduce additional ‘no waiting at any time’ restrictions at each end of the street in order to resolve the problem.

3.2 Hamilton Green, Arbroath

The Administrator to St Andrews Church has requested protection for the dropped kerb at the pedestrian/disabled access to the Church which is regularly blocked by parked cars. It is therefore proposed to extend the current ‘no waiting at any time’ restrictions slightly (by approximately 5 metres) in order to improve access to the premises.

3.3 Dishlandtown Street, Arbroath

In a previous Traffic Regulation Order the introduction of ‘no daytime waiting restrictions’ on the east side of Dishlandtown Street adjacent to St Thomas Church were proposed in order to deal with an existing congestion situation at the access to the Bowling Club. At the objection stage to that Order significant objections were raised to the proposal and the Head of Roads agreed to alter the proposals from ‘no waiting at any time’ to ‘no daytime waiting’ restrictions which approved by Infrastructure Services Committee on 19 January 2010.

The objectors had also suggested that the proposed restrictions be introduced on the opposite side of the street however this could not be done in the context of that Order but the Head of Roads agreed that he would promote a further Order to relocate these restrictions to the other side of the street in order to improve access for parishioners etc to the Church.
3.4 **Barry Road, Carnoustie**

Concerns have been raised that parking at the Spar store in Barry Road close to its junction with Victoria Street is restricting visibility for drivers emerging at this junction. In order therefore to improve the situation it is proposed to introduce ‘no waiting at any time’ restrictions on the west side of the junction.

3.5 **Brechin Road/Bowling Green Road/Strathmore Avenue, Kirriemuir**

A complaint has been raised by a local elected member in relation to inconsiderate car parking in the vicinity of the Bowling Club causing difficulties for drivers entering and leaving local streets. It is therefore proposed to introduce ‘no waiting at any time’ restrictions at junctions in the vicinity.

3.6 **Elm Road, Kirriemuir**

A local resident has raised a compliant regarding parking close to the sharp corner in Elm Road which is restricting access to premises for residents, deliveries, refuse collection, etc. ‘No waiting at any time’ restrictions on each side of Elm Road on the south leg of the street are therefore proposed.

3.7 **Victoria Street/Adderley Terrace, Monifieth**

A local resident has raised a complaint regarding parking close to the junction which is at times causing congestion and restricting visibility for drivers emerging at this junction. ‘No waiting at any time’ restrictions at the junction are therefore proposed to alleviate the situation.

3.8 **Edzell**

Concerns have been raised by Inveresk Community Council, who have consulted with other local businesses and residents, regarding vehicle parking close to certain junctions in the village causing congestion and restricting visibility for drivers emerging at these junctions. As a result ‘No waiting at any time’ restrictions are proposed at the junctions of High Street with Ramsay Street, Dunlappie Road, Inveriscandye Road, Manse Road and Union Street.

3.9 **Gardyne Street, Letham**

Public Transport had highlighted difficulties experienced by school bus drivers being restricted in the turn into Gardyne Street from side roads due to parking close to the junction. It is therefore proposed to introduce ‘no daytime waiting’ restrictions on Gardyne Street at its junction with The Square and West Hemming Street to assist with this problem.

3.10 **Westgate, Friockheim**

A local elected member had raised the matter of kerbside parking on Westgate opposite the existing ‘DISABLED BAY’ in the vicinity of the Health Centre causing congestion in this narrow street. It is therefore proposed to introduce ‘no daytime waiting’ restrictions on Westgate to assist with this problem.

4 **FINANCIAL IMPLICATIONS**

4.1 The estimated cost of implementing the proposals is £1,800 which will be met from the 2010/2011 Road’s Revenue Budget. Additional maintenance costs will amount to £350 per annum and this will require to be met from future years Roads revenue budgets.

5 **HUMAN RIGHTS IMPLICATIONS**

5.1 There are no human rights implications arising from the proposals in this report.
6 EQUALITIES IMPLICATIONS

6.1 The issues contained in this report fall within an approved category that has been confirmed as exempt from an equalities perspective.

7. CONSULTATION

7.1 The Chief Executive, the Director of Corporate Services, Head of Finance, Head of Law and Administration, and the Chief Constable were consulted in the preparation of this report.

8. CONCLUSION

8.1 In the interest of pedestrian and traffic safety and free traffic flow and in order to maintain access to premises various alterations to waiting restrictions are considered appropriate as listed. The variation of existing and promotion of new Traffic Regulation Orders to implement these alterations are therefore recommended.

ERIC S LOWSON
DIRECTOR OF INFRASTRUCTURE SERVICES

NOTE:

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information), were relied on to any material extent in preparing this Report:-

Angus Council (Carnoustie Traffic Management) Order 2003.
Angus Council (Kirriemuir Traffic Management) Order 2005.

JG/DAM