

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 25 FEBRUARY 2020

ANGUS COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING) (ON-STREET PARKING) (DECRIMINALISED ENFORCEMENT) (No. 4) ORDER 2020

REPORT BY DIRECTOR OF INFRASTRUCTURE

ABSTRACT

This report relates to the making of a Traffic Order in respect of proposed new waiting restrictions at various locations in Angus.

1. RECOMMENDATION(S)

It is recommended that the Committee note the objections received during the publication period and approve the making of the Order as amended.

2. ALIGNMENT TO THE ANGUS LOCAL OUTCOMES IMPROVEMENT PLAN/CORPORATE PLAN

- 2.1 This report contributes to the following local outcomes contained within the Angus Local Outcomes Improvement Plan Locality Plans:

PLACE

- Safe, secure, vibrant and sustainable communities.
- An enhanced, protected and enjoyed natural and built environment.

3. BACKGROUND

- 3.1 Police Scotland, elected members, local residents and other members of the public have raised a number of concerns over matters arising from inappropriate kerbside parking of vehicles. These include concerns relating to restricted visibility at junctions, restricted access to premises, general congestion, congestion at or near school entrances and at school crossing patrol points.
- 3.2 The various requests or suggestions have been assessed by Council Roads officers in consultation with Police Scotland and been considered by Angus Traffic Coordinating Group. In terms of the locations listed in the attached List of Proposals, in **Appendix 1**, it is considered that the introduction of waiting restrictions is appropriate for the reasons given and in the interest of pedestrian and traffic safety.
- 3.3 Details of all of the locations are shown on the attached List of Proposals with those which are the subject of objections shown in bold type.

4. CURRENT POSITION

CONSULTATION AND PUBLICATION.

- 4.1 The Notice of Proposals was published in the Courier and Advertiser on 6 December 2019. In addition Public Notices were erected in all of the affected streets.
- 4.2 In response to the publication of the proposals, 35 objections to the proposals were received and two letters of support. With regard to those proposals where objections were received, the schedule annexed to this report, in **Appendix 2**, details the proposed restrictions with reference to plans, brief details of the objectors, the grounds for their concerns and the view of the Director of Infrastructure. Copies of correspondence in connection with objections are provided in **Appendix 3** to the report for consideration.

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated cost of implementing the proposals is £14,350 which will be met from the 2020/21 Infrastructure - Roads (Traffic) Revenue Budget. Additional maintenance costs will amount to £1,885 per annum and this will require to be provided for in future years' Roads Maintenance Revenue Budgets.

6. CONSULTATION (IF APPLICABLE)

- 6.1 The Chief Executive, Deputy Chief Executive Director of Finance, Director of Legal and Democratic Services and the local Police Commander of Tayside Division were consulted in the preparation of this report.

NOTE: No background papers, as detailed by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to a material extent in preparing the above report.

REPORT AUTHOR: Ian Cochrane, Director of Infrastructure

EMAIL DETAILS: Communities@angus.gov.uk

Appendices –

Appendix 1 - LIST OF PROPOSALS

Appendix 2 - SCHEDULE

Appendix 3 - OBJECTIONS

ANGUS COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING) (ON-STREET PARKING) (DECRIMINALISED ENFORCEMENT) (No. 4) ORDER 2020.

LIST OF PROPOSALS

- To introduce 'No Waiting at any time' restrictions in order to improve visibility and prevent obstructions at the following junctions:

Cairnie Road/south service road, Chalmers Street/East Mary Street, Chalmers Street/ Adam Cargill Court, Elliot Street/Lochlands Drive, Elliot Street/ Lochlands Street, Grange Road/ Kirkton Road, Grange Road/Cairnie Loan, Hannah Street/East Mary Street, Robert Street/Wellgate, School Road/east & west culs-de-sac and Tarry Road/Brothock Way, all Arbroath; Park Road/St Ninians Square and Market Street/service road, both Brechin; Dalhousie Street/William Street, Carnoustie; Montrose Road/Jamieson Street, Montrose Road/William Street, Montrose Road/ Yeaman Street, Peffers Place/Wellbraehead, Prior Road/ Weavers Walk, St James Road/East Sunnyside and Taranty Road/Lowson Avenue, all Forfar; Forfar Road/Morrison Street and Glamis Road/North Mains Road, both Kirriemuir; Victoria Street/St Regulus Road, Monifieth; California Street/River Street, Eastern Road/Dorward Road, Eastern Road/ Reform Street, Eastern Road/ Union Road, Eastern Road/ Wellington Street, Eastern Road/Wellington Park, Provost Scotts Road/John Street, Provost Scotts Road/New Wynd, Provost Scotts Road/Reform Street, River Street/Hill Street, Rosehill/Wishart Gardens, South Esk Street/Hill Place and Western Road North/Blackfriars Court, all Montrose; Coupar Angus Road/School Wynd, Edward Place/Dronley Terrace and Edward Place Dalgetty Court and Liff Road/Inver Terrace, all Muirhead.

Objections received in regard to **Elliot Street/Elliot Place, Arbroath** and **Hill Street/Hill Place, Montrose**.

- To introduce 'No Waiting at any time' restrictions in order to relieve congestion, maintain general access and free traffic flow in the following roads:

Barngreen, Benedict Road, Chalmers Street, Grange Road, Hayshead Road, , Leonard Street, Matthew Kerr Place, South Street and Wellgate, all Arbroath; Dalhousie Street, Lousen Park, Pitskelly Road and all Carnoustie; Prior Road, Silvie Way, Strathmore Avenue, Wellbraehead and Wyllie Street, all Forfar; Beechwood Place, Kirriemuir; Dykes of Gray Road and Liff Primary School access road, both Liff, Mortimer Drive and Union Street, Monifieth; America Street, Bow Butts, Eastern Road, Ferry Street, Glenprosen Street, Hill Street, Mill Lane, Provost Scotts Road, Redfield Road, , Rue de Luzarche, Western Road and Western Road North, all Montrose.

Objections received in regard to **Hill Road, Arbroath; Thistle Street, Carnoustie; Orchard Loan and Silvie Way, both Forfar, Panter Crescent and River Street, both Montrose and Quarry Road, Muirhead**.

- To introduce 'No Waiting at Any Time' restrictions in order to protect access to premises, car parks, etc. in the following roads:

Abbot Street, Hannah Street, Grange Road, Hayshead Road, Leonard Street, Matthew Kerr Place, Peasiehill Road and Seagate, all Arbroath; Airlie Street, Church Street and Market Street all Brechin; Pitskelly Road and Thistle Street, both Carnoustie; Fyfe Street, Market Street, Orchard Loan, Silvie Way and Victoria Street, all Forfar; Guthrie Street, Friockheim; South Union Street, Monifieth; America Street, Provost Scotts Road and Wharf Street, all Montrose.

- To introduce 'No Waiting at any time' restrictions in order to prohibit waiting at proposed school crossing patrol location in Millgate Loan, Arbroath.

- To introduce 'No Waiting, Mon - Sat, 8.30am - 5.30pm' restrictions in order to protect access to premises in the following roads:

Seagate, Arbroath; Airlie Street, Brechin; Montrose Road, Forfar; Millgate, Friockheim.

- To introduce 'No Waiting, Mon - Sat, 8.30am - 5.30pm' restrictions in order to prohibit waiting at school crossing patrol location in Dundee Road, Forfar.
- To introduce 'No Stopping, Mon - Fri, 8.30am - 4.00pm' School Keep Clear restrictions preventing stopping of vehicles at set times of the day in the following roads:

Hayshead Road and Millgate Loan, both Arbroath; St Andrew Street, Brechin; Pitskelly Road, Carnoustie; Lawson Avenue and Prior Road, both Forfar; Dundee Road, Glamis; Grange Road, Monifieth.

- To introduce Limited Waiting, 30 minutes in any one hour, Mon - Sat, 8.30am - 5.30pm restrictions, free from charges and for use by any class of vehicle, in order to prevent long term day time resident/commuter parking and provide short term parking places for use by shoppers, etc. in close vicinity to the town centre facilities in the following roads:

Lower Hall Street, Victoria Street and Western Road, all Montrose.

Objections received in regard to **George Street, Montrose.**

- To introduce disabled residents permit holders only parking places, free from charges and without limit of time, at Gardener Lane and Leach Close, both Arbroath; Dundee Road, Forfar; Guthrie Street, Friockheim.

SCHEDULE

A) ELLIOT STREET/ELLIOT PLACE ARBROATH

Proposals

The introduction of 'No Waiting At Any Time' restrictions around the radii of the junction of Elliot Place with Lochlands Street and on the corner of Elliot Place adjacent to No 4 Elliot Place as shown detailed on plan number AH – E07.

The request to introduce waiting restrictions at this location was raised by a local resident in respect of inconsiderate kerbside parking in the vicinity of these junctions. This parking is restricting visibility sightlines for drivers emerging from Elliot Place onto Lochlands Street and from the one-way section of Elliot Place onto the two way section of that street.

A site visit was held by officers of Roads and Police Scotland when the problem was observed, the current proposals were deemed appropriate in order to protect pedestrian dropped kerbs and visibility at the road junctions.

Objections

Two objections were received from residents in Elliot Place whose main concern related to their ability to park at or near their properties particularly when the nearby Angus College was open and students, etc. often park in this vicinity. The objectors also raised issues in relation to the speed and level of traffic travelling along Elliot Place from the McDonald Park parking area.

Response

The Director of Infrastructure responded that, during site visits by Roads officers, vehicles were observed parking in Elliot Place between Elliot Street and Lochlands Street which was affecting visibility for drivers emerging at the nearby junctions and also blocking dropped kerb pedestrian crossing points. The Highway Code stipulates that vehicles should not be parked opposite or within 10 metres of a junction. As a result of the above the current proposed restrictions are considered appropriate to alleviate the current situation in the interest of pedestrian and traffic safety.

Recommendation

It is recommended that the proposals are approved as currently drafted.

[illegible]

Scale: MTS

Proposed No Waiting at any Time
Existing No waiting at any time

© Queen's copyright and trademark rights. 2017 Christmas Season. 100002345-4. You are permitted to use this data merely to provide you as requested by or through the organization that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.

B) HILL ROAD ARBROATH

Proposals

The introduction of 'No Waiting At Any Time' restrictions on both sides of Hill Road from its junction with Union Street East northwards and eastwards around the road bend in Hill Road as shown detailed on plan number AH – G06.

The proposed restrictions came about from complaints received by coach operators and operators of other large vehicles who have travelled from Kings Drive into Hill Road. When exiting Kings Drive these large vehicles cannot travel along South Street and Seagate due to the sharp bend and narrow carriageway widths in places. As such they must travel along Hill Road and Hill Street and at times they have experienced significant difficulties manoeuvring through the road bend just north of the mini roundabout at Union Street East due to kerbside parking.

Objections

One objection to the proposals was submitted by a local resident. The nature of the objection is that kerbside parking in this area is at a premium and that the loss of parking spaces would be a disbenefit to local residents.

Response

The Director of Infrastructure appreciates that kerbside parking is at a premium in this area and that these additional restrictions will create some inconvenience for residents however his main concern must be to maintain free traffic flow particularly at this sensitive location where there are limited alternative options for large vehicles.

There is ample free parking along Kings Drive which is a relatively short distance from the affected location. The proposed restrictions would not prevent vehicles waiting for a short time in order to pick and drop persons or for loading and unloading shopping, etc. from a vehicle.

Recommendation

It is recommended that the proposals approved as currently drafted.

This is a detailed street map of the South Berkeley area. The map shows a grid of streets, with major roads like Hill Road, East Hemetate, and South Berkeley highlighted in yellow. Other streets shown include Hill Place, Hill St, Hill Road, East Hemetate, South Berkeley, and East Hemetate. The map also includes a scale bar and a north arrow. The area is labeled with street names and numbers, and there are some handwritten notes in blue ink.

© 1999 by the American Psychological Association or one of its allied publishers. This article is intended solely for the personal use of the individual user and is not to be disseminated broadly.

Legend

- Proposed No Waiting at any Time
- Existing No waiting at any time



C) THISTLE STREET CARNOUSTIE

Proposals

The introduction of 'No Waiting At Any Time' restrictions on the south side of Thistle Street for a distance of approx. 20 metres opposite the junction of Thistle Street with its north cul-de-sac as shown detailed on plan number CE – F04.

The request to introduce waiting restrictions at this location was raised by a resident of the cul-de-sac who complained that parked vehicles on the main carriageway of Thistle Street is causing difficulties for vehicular traffic entering and leaving the cul-de-sac.

Objections

Five letters of objection were received from local residents in Thistle Street and nearby Shamrock Street. The objectors were concerned that kerbside parking in the street is very limited and that the proposed restrictions would further exacerbate the situation in the street. Several of the objectors also suggested that the narrow eastern section of Thistle Street should be made one-way which they felt would alleviate part of the problem.

One letter of support for the current proposals was also received.

Response

The Director of Infrastructure appreciates the difficulties for residents parking in these relatively narrow streets where there is limited potential for providing off street parking.

During site visits by Roads officers, vehicles were observed parking in the affected section of Thistle Street and the matter was discussed at Traffic Coordinating Group meetings which comprise amongst others Roads officers and Police Scotland officers, where it was agreed that waiting restrictions were needed to alleviate the current situation. The Highway Code stipulates that vehicles should not be parked opposite or within 10 metres of a junction. As a result of the above the current proposed restrictions are considered appropriate in the interest of traffic safety.

Recommendation

It is recommended that the proposals are approved as currently drafted.

This is a detailed street map of the University Heights area in Cincinnati, Ohio. The map shows a grid of streets including Vine Street, Elm Street, Walnut Street, and others. Key landmarks such as the University of Cincinnati, the Cincinnati Zoo, and the Cincinnati Museum Center are labeled. The map also shows the locations of various schools, churches, and parks. The map is oriented with North at the top.

Existing Lur bed no flag: 2D visits on early hour, Mon - Sat 8.30Ams - 5.30pm

[illegible]

Existing No watering Mch - Sat 9.30am - 5.30pm

 Existing Lmr bed w/o Hng; 2D vints in early hour, Mon - Sat 8.30Ams - 5.30Pm

D) ORCHARDBANK BUSINESS PARK FORFAR

Proposals

The introduction of 'No Waiting At Any Time' restrictions on both sides of Orchard Loan from its junction with the access leading to St Margaret House northwards and eastwards to Orchardbank Industrial Estate. Several short sections have been omitted to allow some parking on Orchard Loan where it is considered safe to do so. 'No Waiting At Any Time' restrictions are also proposed in Silvie Way on its north side between Orchard Loan and the access leading to Angus House as well as at the turning area at its eastern end, all as shown detailed on plans number FR – A05, FR – A06 and FR – A07.

The request to introduce waiting restrictions at this location was raised by local businesses in Orchardbank Industrial Estate and Business Park in relation to on-street car parking causing general congestion and restricting visibility for drivers.

The additional waiting restrictions in Silvie Way were requested by the Reprographics Unit where parked vehicles are at times restricting access to their premises for large delivery vehicles, etc. In addition to the above, the vacant land on the south side of Silvie Way opposite Angus House has planning consent for the construction of a filling station and drive through coffee shop. Access to this development for general access and petrol deliveries will be from Silvie Way and as such the current kerbside parking on the north side of Silvie Way will cause congestion in the street and is required to be removed.

Objections

One objection was received from UNISON Angus. The objector is concerned that the introduction of these extensive waiting restrictions will impact heavily on Angus Council and staff who either work in or are visiting Angus House. They feel that those most affected will be employees with caring roles and those staff contracted to provide a car for work purposes whose opportunities to use pool cars and public transport options are reduced.

The objectors feel that the car parking facilities for Angus House are inadequate for the level of staff using the building and that the introduction of these waiting restrictions will result in staff being late for or unable to attend meetings in Angus House.

The objector are of the opinion that the proposed parking restrictions will significantly increase the levels of stress on Angus Council employees which will lead to reduced efficiency for the Council and has the potential to cause significant disruption to the day to day operations of the Council.

Response

The Director of Infrastructures response was that the current proposals arose following concerns in relation to on-street car parking causing general congestion and restricting visibility for drivers on Orchard Loan which is a busy Industrial road used by many large vehicles, including articulated lorries, serving businesses throughout the Estate and is also a bus route with regular service buses travelling along the road in both directions.

Of particular concern is the parking on the bend near William Wallace House where forward visibility is restricted by parked vehicles and as a result drivers are at times forced to cross onto the opposing traffic lane without a clear view of oncoming traffic.

In addition to the above, drivers emerging from the access serving the 'overspill' parking area just north of William Wallace House have at times severely restricted visibility in both directions by kerbside parking. This area is shortly due for upgrading to accommodate an EV Hub for Council and non-Council electric car users with anticipated regular traffic movements through the junction. Generally the current Road Standards stipulates that visibility sightlines of 2.4 x 43 metres should be provided at such an access which at times is not currently available due to parked vehicles to the detriment of traffic safety.

The additional waiting restrictions in Silvie Way were requested by the Reprographics Unit where parked vehicles are at times restricting access to their premises for large delivery vehicles, etc. The vacant land on the south side of Silvie Way opposite Angus House has planning consent for the construction of a filling station and drive through coffee shop. Access to this development will be from Silvie Way for general access and petrol deliveries and as such the current kerbside parking on the north side of Silvie Way will cause congestion in the street and is required to be

removed. In fact it is a condition of the planning consent for the development granted by Angus Council *“That prior to the commencement of development a Traffic Regulation Order shall be made to restrict on-street parking on Silvie Way in accordance with a scheme that has been approved in writing by the Planning Authority. Thereafter, the restrictions shall be effective prior to the commencement of development.”* As such any delay in implementing the proposed new waiting restriction in Silvie Way could jeopardise the commencement and potentially the entire viability of the development of that land.

The matter of parking at Orchardbank was discussed at Traffic Co-ordinating Group meetings which comprise of Roads officers, Police Scotland officers, etc. where it was agreed that waiting restrictions were needed to alleviate the current situation. The Group also considered that whilst localised restrictions could be provided at particular problem spots that would simply decant the problem further along the affected roads and that a more holistic approach to parking in the overall Business Park was appropriate resulting in the current proposed waiting restrictions.

It is appreciated that at times the current off street parking provision for Angus House, William Wallace House and the currently vacant St Margaret House cannot fully accommodate the level of demand from Council staff, visitors, etc. however his first concerns must be to traffic safety and free traffic flow.

Recommendation

It is recommended that the proposals are approved as currently drafted.

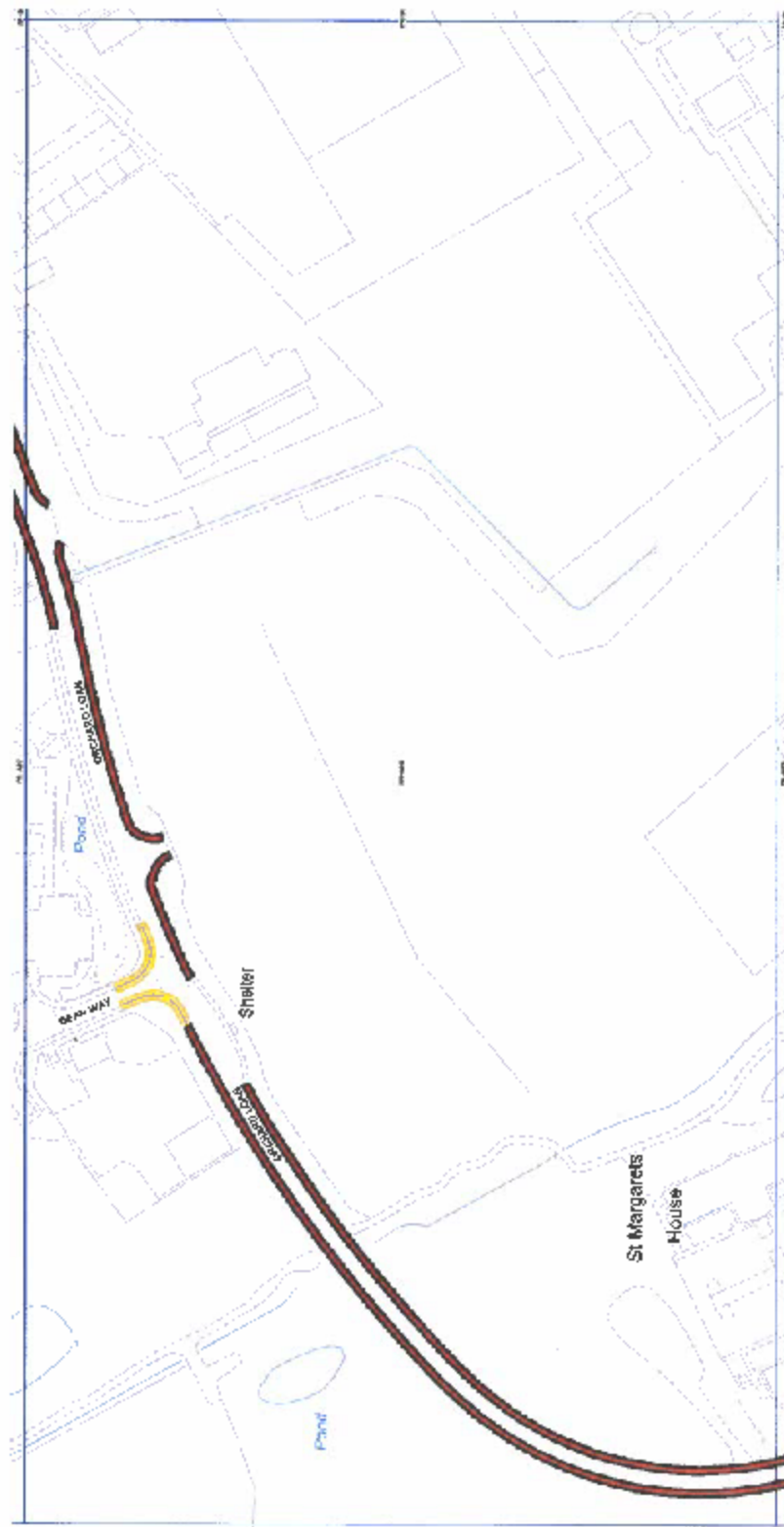
Logon



Plan no: PR-A05

[illegible]

ON-STREET PROHIBITION AND RESTRICTION OF WAITING AND LOADING CURRENT AS AT 31 NOVEMBER 2019



Legend
 Proposed No Waiting at any Time
 Existing No waiting at any time

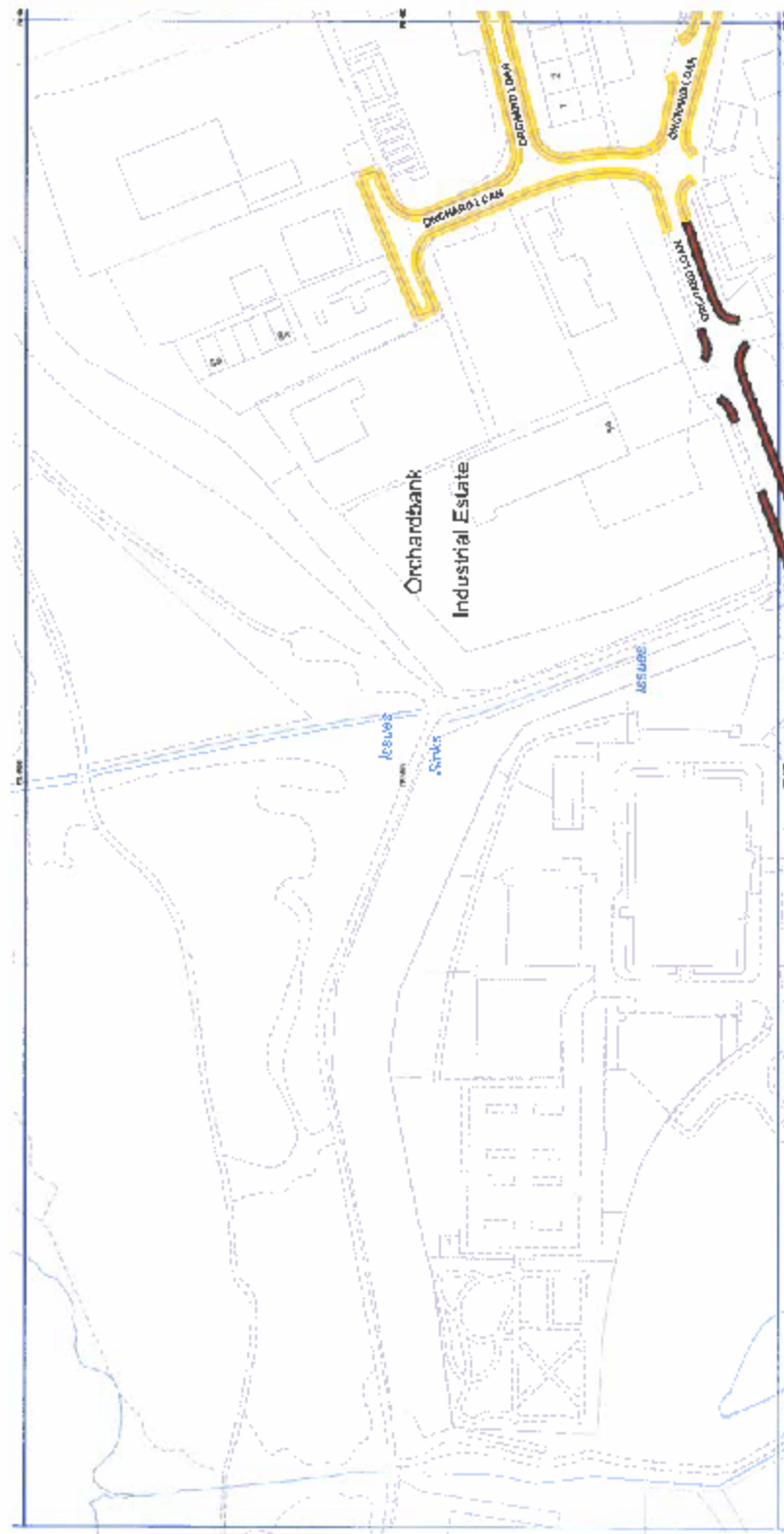


Scales NTS

Plan no: FR-406

© Crown Copyright and Seaford Council 2019. Ordnance Survey 100025424. You are reminded that this data only to provide you to present in connection with the application for a licence. No liability is accepted for any use of the data in any other way.

ON-STREET PROHIBITION AND RESTRICTION OF WAITING AND LOADING CURRENT AS AT 31 NOVEMBER 2019



Legend
 Proposed No Waiting at any Time
 Existing No waiting at any time



Scale: MTS

Plan No: FR-007

© Crown copyright and database right 2019. Data provided by the Auckland Council. You are permitted to use the data solely to enable you to respond to the information requested. The information is provided for your use only. It is not to be used for any other purpose. The data is provided as is, without warranty. The data is provided as is, without warranty. The data is provided as is, without warranty.

E) GEORGE STREET MONTROSE

Proposals

The introduction of 'Limited, Waiting', (30 minutes in any hour, Mon – Sat, 8.30am – 5.30pm)' restrictions on the southwest side of George Street generally adjacent to Nos. 10 – 16 as shown detailed on plan number ME – B06.

The proposed restrictions came about from a review of waiting restrictions in Montrose town centre which was carried out in consultation with the local elected members. From that review several locations were identified where it was considered that changes to current restrictions could be introduced which would increase the level of short stay on street parking in order to encourage shoppers and Short term visitors into the town centre.

Objections

One objection to the proposals was submitted by a local resident. The nature of the objection is that there is adequate short stay parking in and around the town centre whilst long stay parking for residents, etc. is at a premium.

Response

The Director of Infrastructure responded that the section of kerbside parking adjacent to the objector's property in George Street currently has no restrictions and as such can be used without restriction of time thereby permitting commuters working in the town or visitors to the town to park all day in a location close to the town centre. It is considered that parking in this section of road would better serve shoppers and visitors to the town centre by providing additional short stay provision close to the town centre area.

Recommendation

It is recommended that the proposals approved as currently drafted.

The map displays the West End Park area in Morden, South. Key features include:

- Streets:** North Street, South Street, West End Park, and various residential streets like North Street, South Street, and West End Park.
- Landmarks:** Library, Tel Cx, and various shops and businesses.
- Orientation:** North is indicated at the top of the map.

© 2012 Pearson Education, Inc. or its affiliate(s). All rights reserved. This publication is protected by copyright. Permission is granted to reproduce this document for personal or internal use, not for redistribution. For more information, contact Pearson Education, Inc., 501 Boylston Street, Boston, MA 02116.

F) HILL PLACE MONTROSE

Proposals

The introduction of 'No Waiting At Any Time' restrictions on each side of Hill Place at its junction with Hill Street and South Esk Street as shown detailed on plan number ME – B05.

The proposed restrictions came about from concerns raised by a local elected member in relation to kerbside parking on Hill Place near its junctions with Hill Street and South Esk Street.

Objections

Two objection to the proposals was submitted by local residents. The nature of the objections is that parking for residents in this area is at a premium and that this is partially due to the Council permitting redevelopment within the street without the provision of additional off street parking. One of the objectors suffers from ill health and the proposed restrictions will require her to park further way from her property which will be detrimental to her health and well-being. Concerns have also been raised about the condition of the carriageway and footways of Hill Place

Response

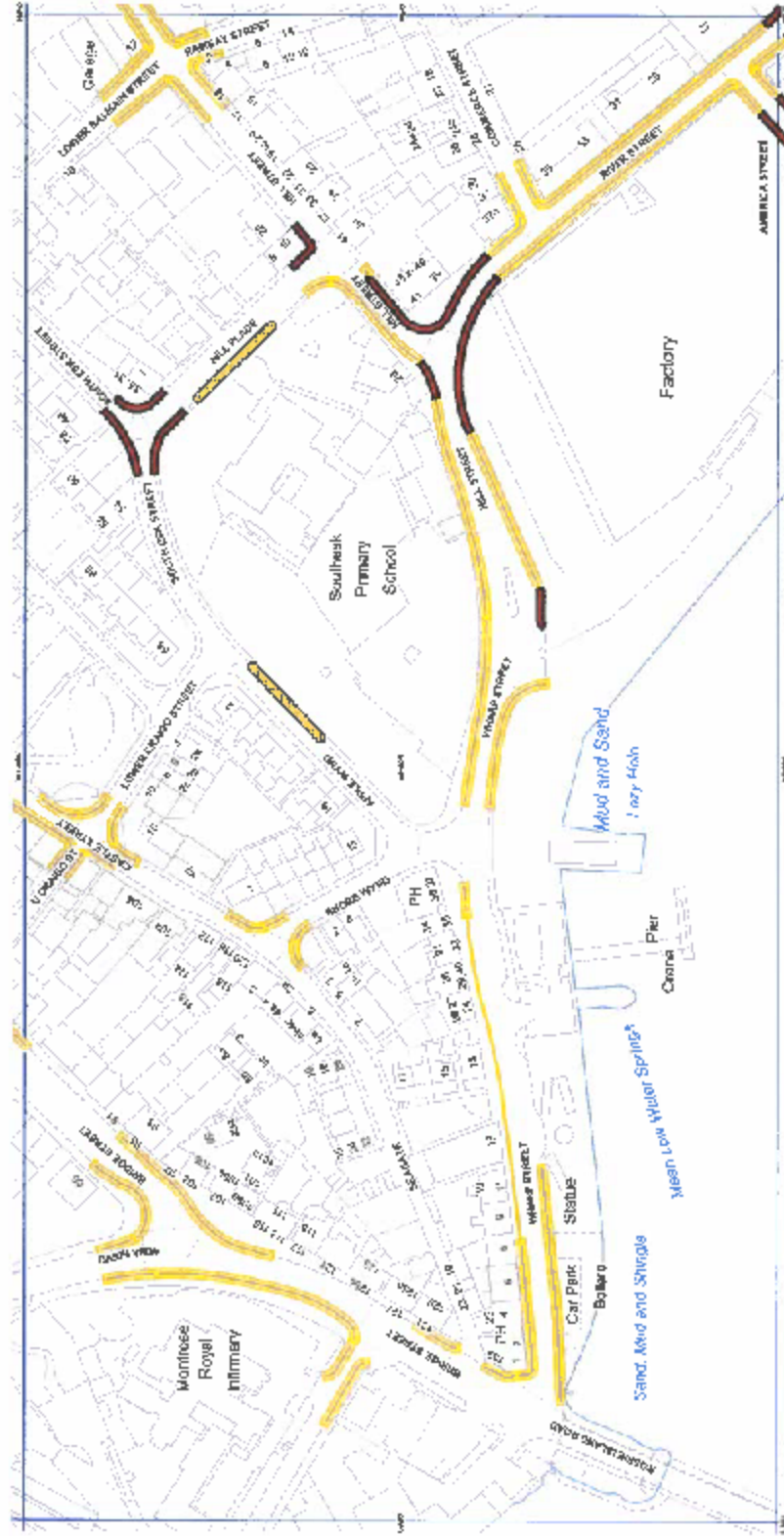
The Director of Infrastructure considers that kerbside parking near to these junctions would cause difficulties for vehicles entering and leaving these junctions as well as restricting visibility for drivers emerging from Hill Place into Hill Street and South Esk Street. There are pedestrian dropped kerbs with dimpled tactile paving located at both ends of Hill Place and if these are at times blocked by parked cars would cause difficulties for wheel chairs users and for pedestrians, particularly those with prams/pushchairs. The Highway Code stipulates that vehicles should not be parked opposite or within 10 metres of a junction and where the kerb has been lowered to help wheelchair users and powered mobility vehicles. The proposed restrictions would not prevent vehicles waiting for a short time in order to pick up and drop off persons or for loading and unloading shopping or other goods and materials from a vehicle.

He appreciates that kerbside parking for residents is at a premium in this area and that these additional restrictions will create some inconvenience, however, his main concern must be to maintain pedestrian and traffic safety and free traffic flow.

Recommendation

It is recommended that the proposals approved as currently drafted.

**ON-STREET PROHIBITION AND RESTRICTION OF WAITING AND LOADING
CURRENT AS AT 31 NOVEMBER 2019**



Legend

- Proposed No Waiting at any Time
- Existing No Waiting at any Time
- Existing No stopping Mon - Fri 8.30am - 4.30pm
- Existing No waiting Mon - Sat 8.30am - 5.30pm



Scale: NTS

Plan no: ME-BOS

© Crown copyright and database right 2017. Ordnance Survey 100025124. All rights reserved. No part of this publication may be reproduced without the prior written permission of Ordnance Survey. This information has been provided for your information only. It is not intended to be used for any other purpose.

G) PANTER CRESCENT MONTROSE

Proposals

The introduction of 'No Waiting At Any Time' restrictions on both sides of Panter Crescent between its junctions with Brechin Road and Renny Crescent as shown detailed on plan number ME – B12.

The proposed restrictions came about from concerns raised by a local elected member in relation to congestion in the street arising from kerbside parking on Panter Crescent close to its junction with Brechin Road.

Objections

Twenty objections to the proposals were submitted mainly by local residents. The nature of the objections is that the main problem affecting the street is through traffic between Brechin Road and Borrowfield rat running along Panter Crescent in order to avoid the traffic signals at the nearby Brechin Road/North Esk Road junction.

The objectors feel that the residents should not be penalised for a problem that is not of their making and that they should be able to park on street in front of their houses as it is a residential area. Further the objectors feel that the removal of kerbside parking in the street would encourage higher traffic speeds.

Response

The Director of Infrastructure explained that parking was reportedly causing congestion in the street when queuing traffic extended back from Brechin Road beyond any such parked vehicles. At these times traffic entering the street from Brechin Road was prevented from passing the parked vehicles creating tail backs onto Brechin Road. Whilst such occasions may be fairly uncommon and restricted to peak traffic periods the promotion of the current proposals was considered appropriate in the interest of traffic safety and free traffic flow.

He notes that the proposed restrictions are between Panter Crescent between its junctions with Brechin Road and Renny Crescent only, a distance of 42 metres or thereby which includes a speed hump with associated white solid lining along with dropped crossings. The dropped crossings are not on the pedestrian desire line and would seem to be associated with the properties fronting on to the road. There are 4 properties which have frontage on this this section of Panter Crescent.

Some of the objections seem to be based on the belief that the proposed restrictions are on a greater extent than the published proposals. However at least 6 of the objections were received from those directly impacted by the proposals.

The Highway Code stipulates that vehicles should not be parked opposite or within 10 metres of a junction and where the kerb has been lowered to help wheelchair users and powered mobility vehicles.

Reducing the extent of the restrictions to protection of the South side of the junction at Renny Crescent only would continue to allow some parking outside the residential properties.

Recommendation

It is recommended that the proposals are reduced to provide protection to the south side of the road junction at Renny Crescent only.

[illegible]

Scale: MTS

10. (From 2004-2005 and combine: replace 2 1/2 questions with 1 question) You are permitted to use this study to assist you in response to the exam with the final leader that provided you with a C or D. You are not permitted to copy, reproduce, distribute or sell any of its data to any other person at any time.

Legend

Legend
 Protected No Waiting at any Time
 Excluding No waiting at any time



H) RIVER STREET AREA MONTROSE

Proposals

The introduction of 'No Waiting At Any Time' restrictions on America Street and Rue-de-Luzarche as well as for short lengths in Mill Lane and Ferry Street as shown detailed on plans number ME – B04, ME – B05, ME – C04 and ME– C05.

The majority of these restrictions arose from the recently constructed realignment of sections of River Street and the formation of Rue-de-Luzarche to provide an improved spine road to the Montrose Port area. The other proposed restrictions in America Street were requested by the Port Authority to maintain access to the Port area along America Street.

Objections

One objection to the proposals were submitted by a local resident who felt that further waiting restrictions would further reduce the already limited level of kerbside parking for residents in this area.

Response

The Director of Infrastructure explained that when the road realignment and new spine road works were carried out waiting restrictions road markings were provided along these new sections of road in order to maintain free traffic flow and their inclusion in this Order will make them legally enforceable by the Councils Parking Attendants.

With regards to the situation in America Street Montrose Port Authority have been carrying out major refurbishment works within the Port and in order to maintain access at all times for large vehicles associated with the works they requested waiting restrictions in America Street. These were provided on a temporary basis on both sides of America Street for its entire length. In discussions with Angus Council, Montrose Port Authority confirmed that once these works are completed they will still require access for large vehicles along America Street on a regular basis. As such permanent restrictions are necessary in order to maintain access to and from the Port however the proposed permanent restrictions are only on the west side with a short extension on the east side which will still leave an unrestricted section on the east side for residents or commuter parking.

Recommendation

It is recommended that the proposals be approved as currently drafted.

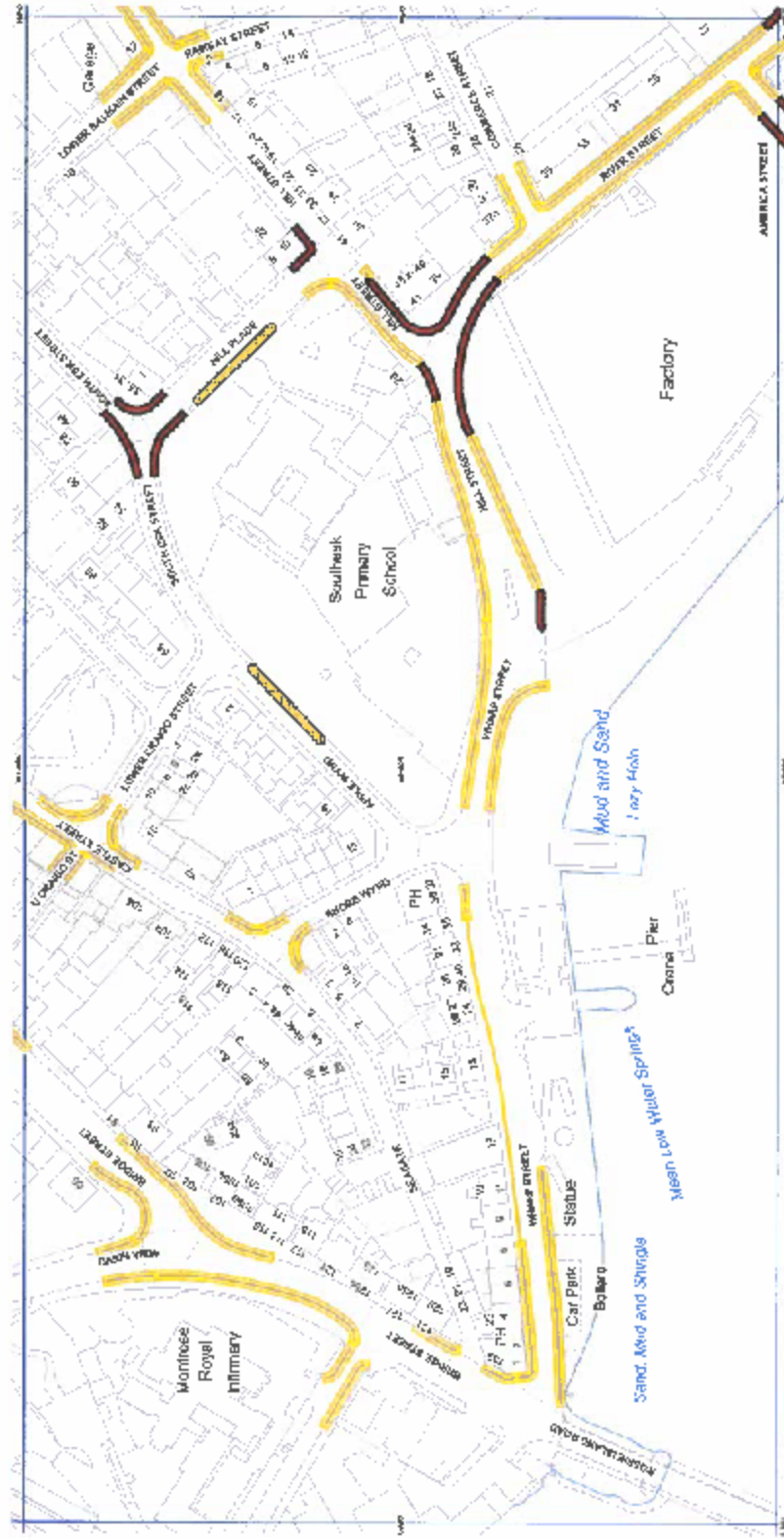
The map shows the Port of Mer, a coastal area with various streets and landmarks. Key features include:

- Streets:** River Street, Aberdeen Street, Fish Quay, Belleview, and Port of Mer.
- Landmarks:** The Soap, Mud, Sand and Shingle, MHW, Silos, and C.
- Coastline:** The map shows the coastline of the Port of Mer, with a river or inlet on the left side.
- Scale:** The map includes a scale bar at the bottom, indicating distances in meters (0, 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000).

Scale: NTS

© 2006-2011 and trademark rights by Universal Learning LLC. All rights reserved. You are permitted to use this data solely to enable you to request an exemption with the copyright holder (notwithstanding any other notice to the contrary) and to make a copy of the data for your own use. No other use is permitted without the express written permission of the copyright holder. All rights reserved.

**ON-STREET PROHIBITION AND RESTRICTION OF WAITING AND LOADING
CURRENT AS AT 31 NOVEMBER 2019**



Legend

- Proposed No Waiting at any Time
- Existing No Waiting at any Time
- Existing No stopping Mon - Fri 8.30am - 4.30pm
- Existing No waiting Mon - Sat 8.30am - 5.30pm



Scale: NTS

Plan no: MB-BOS

© Crown copyright and database right 2017. Ordnance Survey 100025124. All rights reserved. No part of this publication may be reproduced without the prior written permission of Ordnance Survey. You are not permitted to copy, reproduce, or otherwise use this information for any purpose other than that for which it was provided.

ON-STREET PROMOTION AND RESTRICTION OF WAITING AND LOADING CURRENT AS AT 31 NOVEMBER 2019



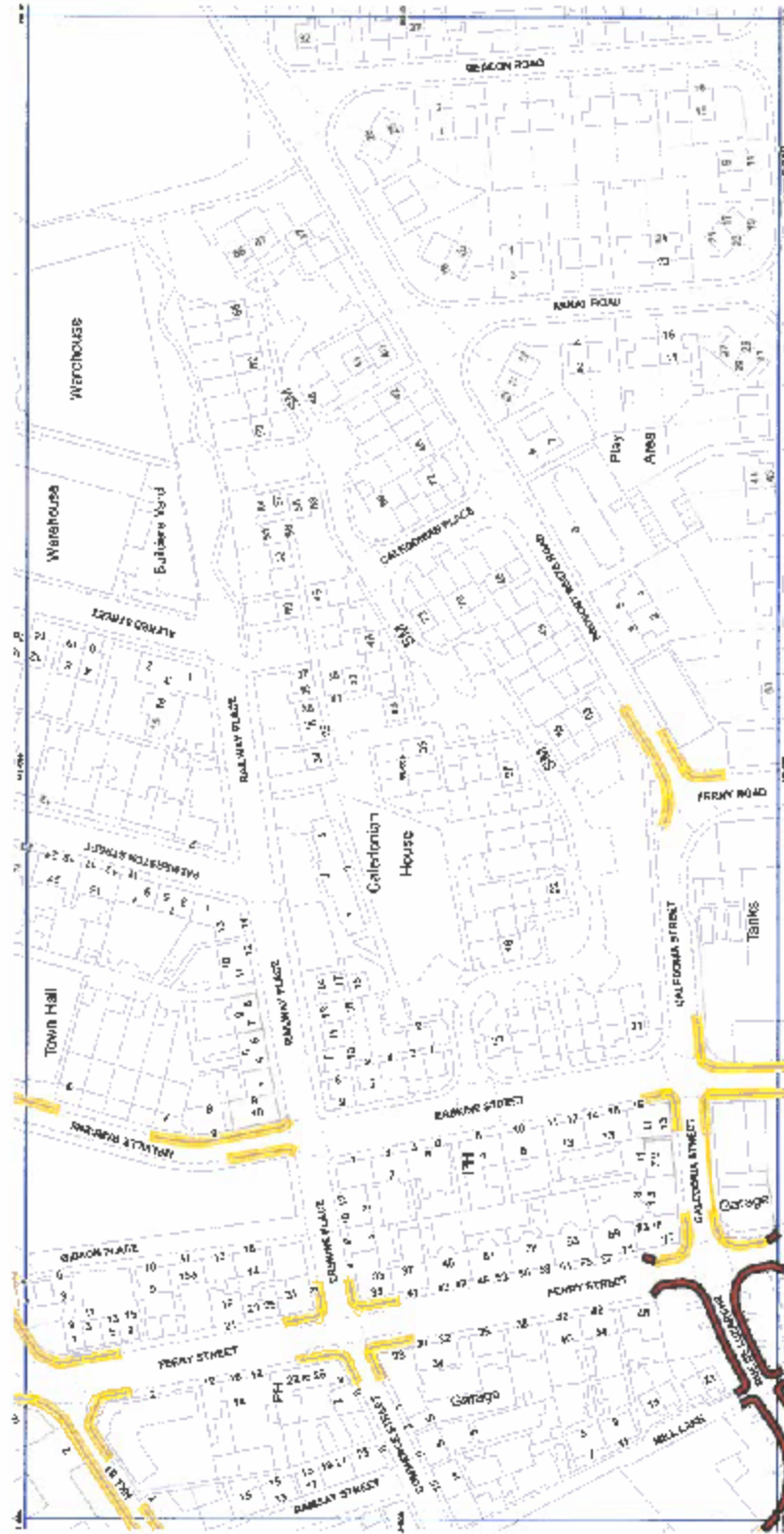
Legend
 Proposed No Waiting at any Time
 Existing No waiting at any time

Scale: NTS

Plan no: ME-C04

© Crown copyright and database right 2017. Copied from the Ordnance Survey database. You are permitted to use the data for non-commercial purposes only. You are not permitted to copy, in whole or in part, the data for commercial purposes. All rights reserved.

ON-STREET PROHIBITION AND RESTRICTION OF WAITING AND LOADING
CURRENT AS AT 31 NOVEMBER 2010



Legend

- Proposed No Waiting at any Time
- Existing No Waiting at any Time
- Existing No Waiting Mon - Sat 8.30am - 5.30pm



Scale: NTS

Plan No: ME-CD5

© Crown copyright and database right 2012. Copying or reuse of any part of this document is prohibited without the express written permission of the copyright owner. This document is provided for your personal use only. It is not to be distributed, reproduced, or stored in a retrieval system. The copyright in this document remains the property of the Crown.

J) QUARRY ROAD MUIRHEAD

Proposals

The introduction of additional 'No Waiting At Any Time' restrictions on the north side of Quarry Road extending eastwards from its junction with Edward Place as shown detailed on plan number BL – A03.

The proposed restrictions came about from concerns raised by the local roads supervisor in relation to restricted access to the street for gritter vehicles due to kerbside parking close to the Quarry Road/Edward Place junction.

Objections

One objection to the proposals was submitted by a local resident. The nature of the objection is that the affected section road is the only area available for visitors and carers cleaning and medial provision for elderly residents in the street.

Response

The Director of Infrastructure indicated that Roads staff had visited the location and observed vehicles parked near the entrance to Quarry Road as well as vehicles parked near the turning head which would restrict access to the street and turning of vehicles at the road end. The introduction of waiting restrictions in the street is considered appropriate in order to maintain access to the street for large vehicles such as the gritter, delivery and emergency vehicles.

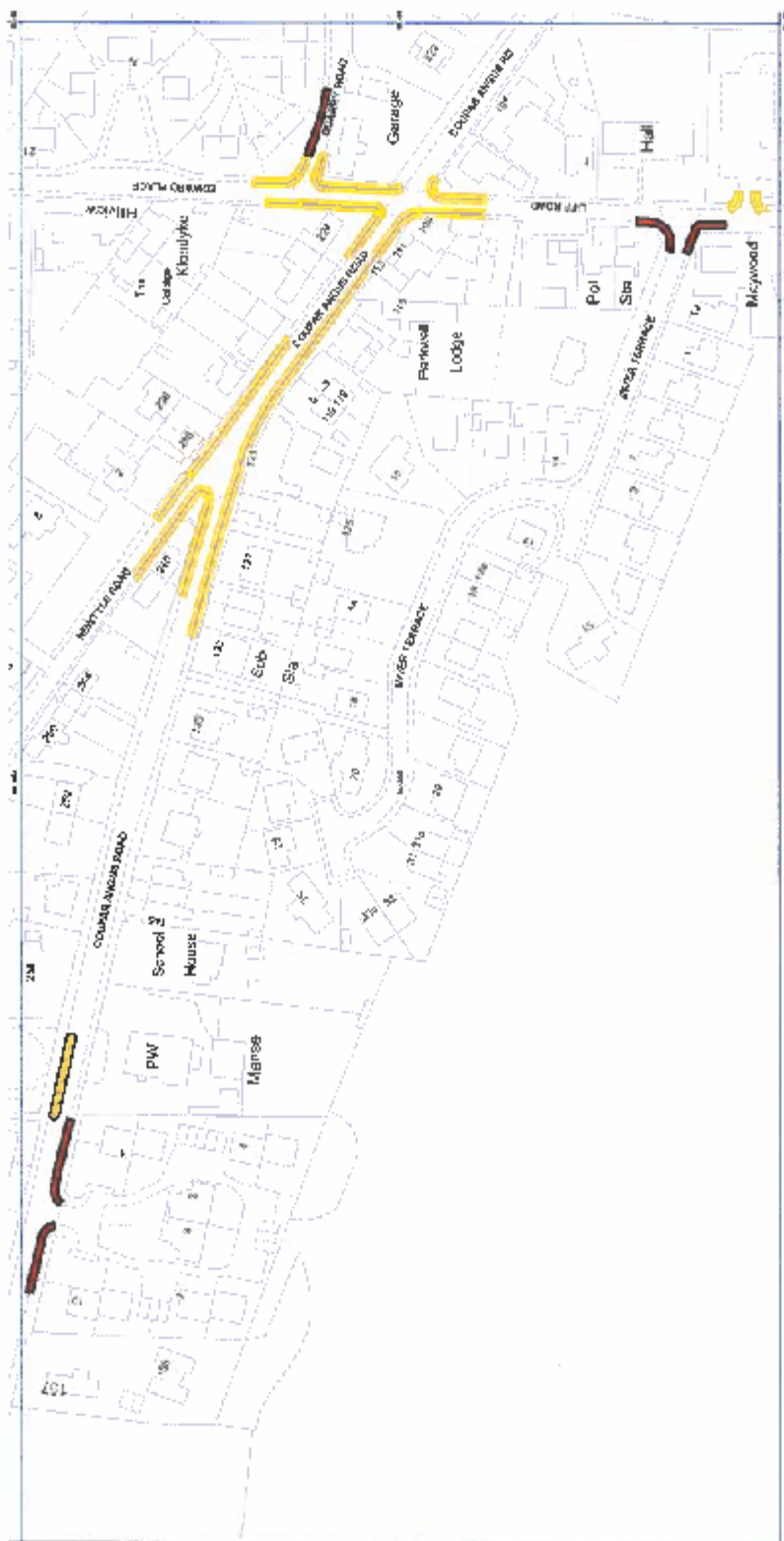
He appreciates that kerbside parking is at a premium in this area and that these additional restrictions will create some inconvenience for residents however the main concern must be to maintain free traffic flow.

The proposed restrictions would not prevent vehicles waiting for a short time in order to pick and drop persons or for loading and unloading shopping, etc. from a vehicle.

Recommendation

It is recommended that the proposals be approved as currently drafted.

**ON-STREET PROHIBITION AND RESTRICTION OF WAITING AND LOADING
CURRENT AS AT 31 NOVEMBER 2019**



Legend

- Proposed No waiting at any time
- Existing No waiting at any time
- Existing No stopping Motor Vehicle 3.35m - 4.30m



Scale: NTS

Plan no: BL-A03

© Crown copyright and database rights 2017. Information is provided for your information only. It is not to be used for any other purpose without the written permission of the copyright owner. All rights reserved. This document is the property of the Auckland Council and is not to be distributed outside the Council. It is not to be used for any other purpose without the written permission of the copyright owner. All rights reserved.