

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 20 APRIL 2021

THISTLE STREET, CARNOUSTIE PROPOSED WAITING RESTRICTIONS AND/OR ONE-WAY TRAFFIC MANAGEMENT SYSTEM – RESPONSE TO PUBLIC CONSULTATION

REPORT BY DIRECTOR OF INFRASTRUCTURE

ABSTRACT

This report presents the results of the public consultation process regarding the possible introduction of waiting restrictions and/or one-way traffic management system on Thistle Street, Carnoustie.

1. RECOMMENDATION

It is recommended that the Committee:

- (i) notes the comments received during the consultation process regarding the introduction of waiting restrictions and/or one-way traffic management system on Thistle Street, Carnoustie;
- (ii) note the range of opinions expressed by those who have responded to the consultation;
- (iii) determine if waiting restrictions; a one-way traffic management system; or waiting restrictions and a one-way traffic management system be provided in Thistle Street, Carnoustie; and
- (iv) instructs the Service Leader – Roads & Transportation to initiate the promotion of the necessary traffic orders associated with the chosen option and to procure the required works.

2. ALIGNMENT TO THE ANGUS COMMUNITY PLAN/COUNCIL PLAN

This report contributes to the following local outcomes contained within the Council Plan 2019-2024 and Community Plan 2017-2030:

- an inclusive and sustainable economy;
- safe, secure, vibrant and sustainable communities; and
- an enhanced, protected and enjoyed natural and built environment.

3. BACKGROUND

- 3.1 Report No. 287/20 considered by the Communities Committee on 24 November 2020, detailed the format and timescale for public consultation regarding the option to install waiting restrictions and/or a one-way traffic management system on Thistle Street, Carnoustie. The location of the proposed waiting restrictions (**Appendix 1**) and one-way traffic management system (**Appendix 2**) are presented on plans appended to this report.
- 3.2 The consultation questionnaire (**Appendix 3**) associated with these proposals was available for completion online via the council's website from Friday 15 January 2020. Consultation documents were also sent to all affected groups listed in the proposed list of consultees (**Appendix 4**).
- 3.3 The consultation documents (**Appendix 3**) were also issued to approximately 86 residential addresses within the surrounding area of the proposed waiting restrictions and one-way traffic management system (**Appendix 5**).

4. CURRENT POSITION

- 4.1 Thirty-seven (37) responses to the consultation were received by the closing date of Friday 12 February 2021.
- 4.2 Of these 37 responses, 22 (59%) were in favour of the installation of waiting restrictions on Thistle Street, with 13 (35%) indicating that they were against waiting restrictions. 18 (49%) responses were in favour of the installation of a one-way traffic management system, with 18 (49%) indicating that they were against a one-way system. Additionally, 11 (30%) were in favour of the installation of the waiting restrictions and the one-way traffic management system with 26 (70%) indicating that they were against the installation of both measures. The comments that were provided through the returned questionnaires (**Appendix 6**) are presented on a list appended to this report.
- 4.3 Of the total 37 responses, 21 were received from residents of Thistle Street, with 14 (67%) agreeing with the proposal to install waiting restrictions and 6 (29%) indicating that they disagreed with the proposal.
- 4.4 Of the 21 responses from residents of Thistle Street, 9 (43%) indicated that they agree with the installation of a one-way traffic management system, with 11(52%) indicating that they disagreed with the proposal.
- 4.5 Of the 21 responses from residents of Thistle Street, 7 (33%) indicated that they agreed with the proposal to install waiting restrictions and a one-way traffic management system, with 14 (67%) indicating that they disagreed with the installation of both measures.
- 4.6 A response received from Police Scotland indicated that they agree with each of the options, i.e. waiting restrictions; a one-way traffic management system; or waiting restrictions and a one-way traffic management system on Thistle Street, commenting that they had “no issues with the proposal”.
- 4.7 Members are asked to note the full range of opinions expressed and determine if waiting restrictions; a one-way traffic management system; or waiting restrictions and a one-way traffic management system on Thistle Street should be installed.
- 4.8 Should the committee determine to proceed with one of these options, the installation would be undertaken within financial year 2021/22.

5. PROPOSALS

- 5.1 This report details the result of the responses received to the public consultation regarding the proposed installation of waiting restrictions; a one-way traffic management system; or waiting restrictions and a one-way traffic management system on Thistle Street, Carnoustie.
- 5.2 The committee is asked to note views received in response to the consultation on the options proposed.
- 5.3 The committee is asked to determine if waiting restrictions; a one-way traffic management system; or waiting restrictions and a one-way traffic management system should be installed in Thistle Street, Carnoustie.

6. FINANCIAL IMPLICATIONS

- 6.1 The estimated cost to install a one-way traffic management system, on Thistle Street, Carnoustie is £10,000 for all lit signs, electricity supply, cabling including associated works. The estimated cost to install ‘No Waiting at Any Time’ restrictions on the south side of Thistle Street, Carnoustie is £200. These costs would be funded from the 2020/21 Traffic Capital Road Safety/Traffic Calming Budget.

7. EQUALITY IMPACT ASSESSMENT

- 7.1 An Equality Impact Assessment has been completed for this report – see **Appendix 7**.
- 7.2 The Assessment concludes that there are either no impact or neutral impact on protected characteristic groups for the proposals contained in this report.

8. CONSULTATION

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

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

- Report No. 287/20: Thistle Street, Carnoustie – Road Safety
- Report No. 57/20: Angus Council (Prohibition and Restriction of Waiting and Loading) (On-Street Parking) (Decriminalised Enforcement) (No.4) Order 2020 – 25 February 2020

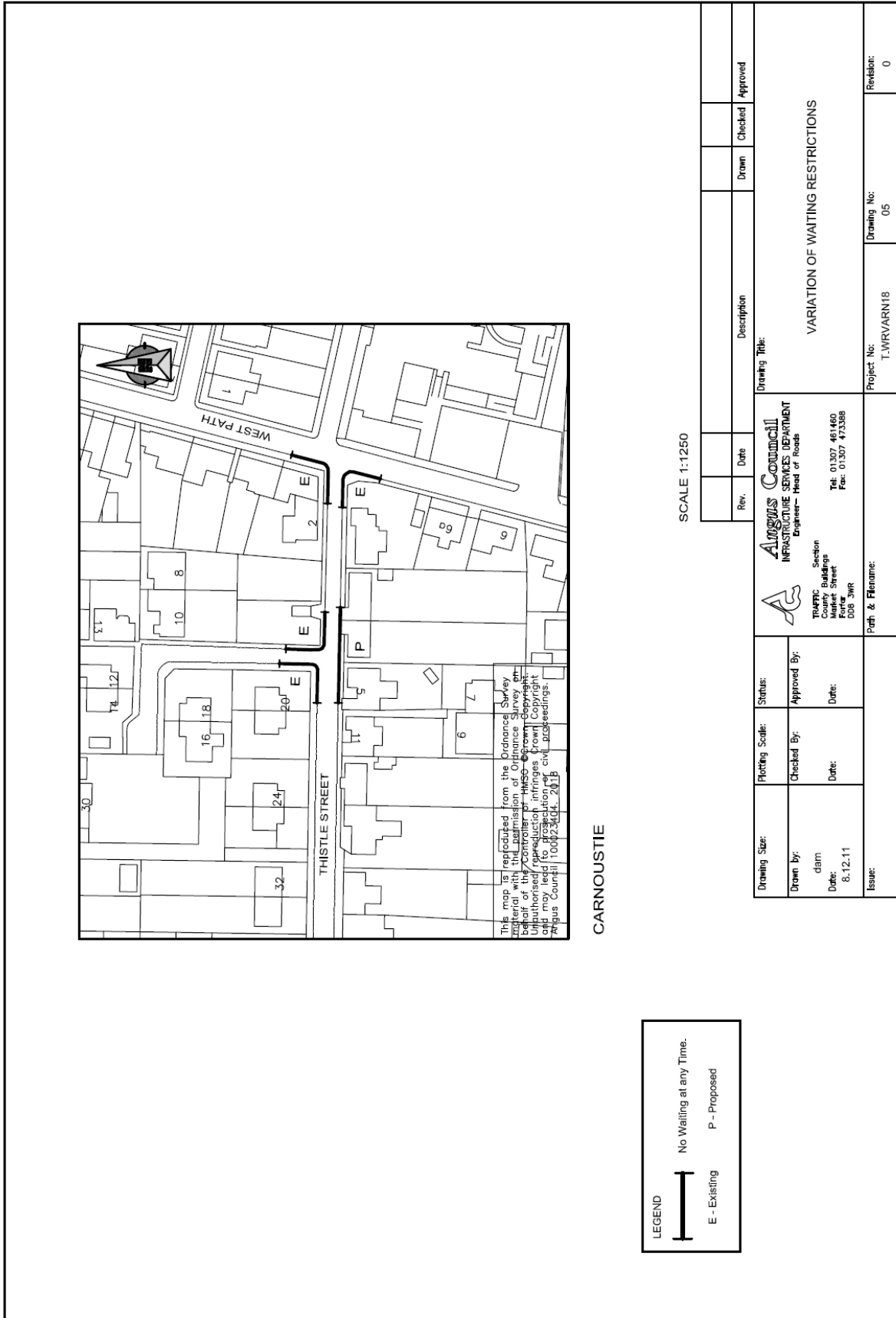
REPORT AUTHOR: Walter Scott, Service Leader – Roads & Transportation

EMAIL DETAILS: Communities@angus.gov.uk

List of Appendices:

- Appendix 1: Thistle Street, Carnoustie – Proposed Waiting Restrictions Plan
- Appendix 2: Thistle Street, Carnoustie – Proposed One-Way Traffic Management System Plan
- Appendix 3: Thistle Street, Carnoustie – Public Consultation Questionnaire
- Appendix 4: Thistle Street, Carnoustie – Public Consultation Location Plan
- Appendix 5: Thistle Street, Carnoustie - Proposed List of Consultees
- Appendix 6: Thistle Street, Carnoustie – Public Consultation Comments
- Appendix 7: Equality Impact Assessment

THISTLE STREET, CARNOUSTIE – PROPOSED WAITING RESTRICTIONS



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CARNOUSTIE

LEGEND

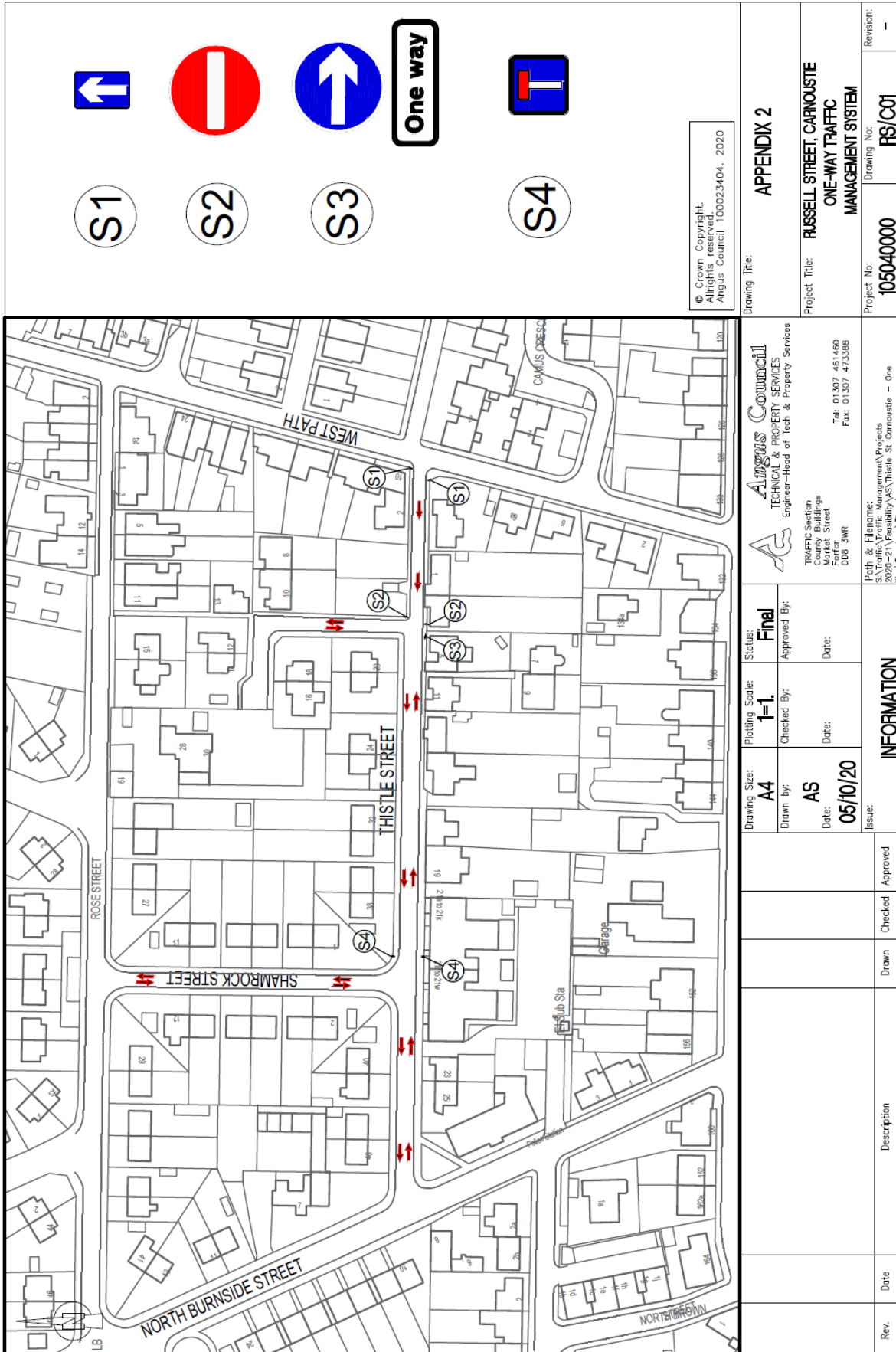
	No Waiting at any Time.
	E - Existing
	P - Proposed

SCALE 1:1250

Rev.	Date	Description	Drawn	Checked	Approved

<p>Drawing Title:</p> <p>VARIATION OF WAITING RESTRICTIONS</p>	
<p>Angus Council INFRASTRUCTURE SERVICES DEPARTMENT Engineer - Head of Roads</p>	<p>Section County Buildings Market Street Dundee DD8 3WR</p> <p>Tel: 01307 461466 Fax: 01307 473369</p>
<p>Drawing Size:</p> <p>Drawn by: clam</p> <p>Date: 8.12.11</p> <p>Issue:</p>	<p>Status:</p> <p>Approved By:</p> <p>Date:</p>
<p>Plotting Scale:</p> <p>Checked By:</p> <p>Date:</p>	<p>Path & Filename:</p> <p>T.WR/VRN18</p>
<p>Project No:</p> <p>T.WR/VRN18</p>	<p>Drawing No:</p> <p>05</p>
<p>Revision:</p> <p>0</p>	

THISTLE STREET, CARNOUSTIE – PROPOSED ONE-WAY TRAFFIC MANAGEMENT SYSTEM





PUBLIC CONSULTATION

Thistle Street, Carnoustie – Proposed Waiting Restrictions and One-Way Traffic Management System

Concerns were raised with Angus Council several years ago regarding vehicles parked on the main carriageway at the east end of Thistle Street, causing difficulties for vehicular traffic entering and exiting the cul-de-sac. It was requested that Angus Council consider potential measures to allow the necessary manoeuvres to be carried out and more specifically to address concerns over potential access for emergency services.

During various site visits by Roads officers, vehicles were observed parking in the affected section of Thistle Street and the matter was subsequently raised for consideration at the Angus Area Traffic Co-ordination Group forum, which comprises amongst others Roads officers and Police Scotland officers. The Highway Code stipulates that vehicles should not be parked opposite or within 10 metres of a junction. The Group agreed that the installation of waiting restrictions (double yellow lines) opposite the cul-de-sac were appropriate to help alleviate the current situation.

The introduction of 'No Waiting at Any Time' restrictions on the south side of Thistle Street for a distance of approximately 20 metres opposite the junction of Thistle Street with its north cul-de-sac (see attached plan) was proposed within Committee Report No. 57/20 on 25 February 2020 at the Communities Committee.

A notice of proposals for the introduction of waiting restrictions on Thistle Street was published in the Courier and Advertiser on 6 December 2019 and in addition Public Notices were erected on Thistle Street.

In response to the publication of the proposals, five objections and one letter of support were received. The 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 currently very limited and that the proposed restrictions would further exacerbate the situation in the street. Several of the objections suggested that the narrow section of Thistle Street should be made one-way, which it was felt would alleviate part of the problem.

The Communities Committee agreed that a decision on Thistle Street be postponed until further investigations into the suggested introduction of a one-way traffic management system are carried out and agreed to a public consultation on the proposals to introduce waiting restrictions and/or a one-way traffic management system on Thistle Street.

The suggestion for a one-way system is to avoid further parking restrictions in the street. Without parking restrictions, the difficulty of turning left out of the cul-de-sac remains. Therefore, the suggested one-way traffic management system would prevent eastbound traffic movements on Thistle Street from its junction with the north cul-de-sac to its junction with Westpath, as shown in the attached plan. By introducing a one-way traffic management system in a westerly direction from Westpath to the north cul-de-sac on Thistle Street it is anticipated that this would only eliminate some of the difficulties experienced by drivers entering and leaving the cul-de-sac.

Your opinion is now being sought on whether or not you are in agreement with the introduction of waiting restrictions and/or a one-way traffic management system on Thistle Street, Camoustie.

Whatever your opinion, Angus Council would be obliged if you would take the time to look at the attached option plans, respond to the question below and return it to the Council by **Friday 5 February 2021** so that your views can be taken into consideration.

Please complete the questionnaire and return it to:

Traffic & Transport Manager

Angus House
Orchardbank Business Park
FORFAR
DD8 1AN

or www.angus.gov.uk/hys or ROADS@angus.gov.uk

Note: Consultation period has been extended by 1 week to allow residents to respond to the public consultation questionnaires delivered by Royal Mail

Question: Do you agree with the introduction of 'No Waiting at Any Time' restrictions on the south side of Thistle Street for an approximate length of 20 metres opposite the junction of Thistle Street with its north cul-de-sac:

Yes

No

Question: Do you agree with the introduction of a one-way traffic management system in a westerly direction from West Path to the north cul-de-sac on Thistle Street:

Yes

No

Question: Do you agree with the introduction of 'No Waiting at Any Time' restrictions on the south side of Thistle Street for an approximate length of 20 metres opposite the junction of Thistle Street with its north cul-de-sac **AND** a one-way traffic management system in a westerly direction from West Path to the north cul-de-sac on Thistle Street:

Yes

No

Comments:

Name:

Name of Business (if applicable):

Address:

.....

.....

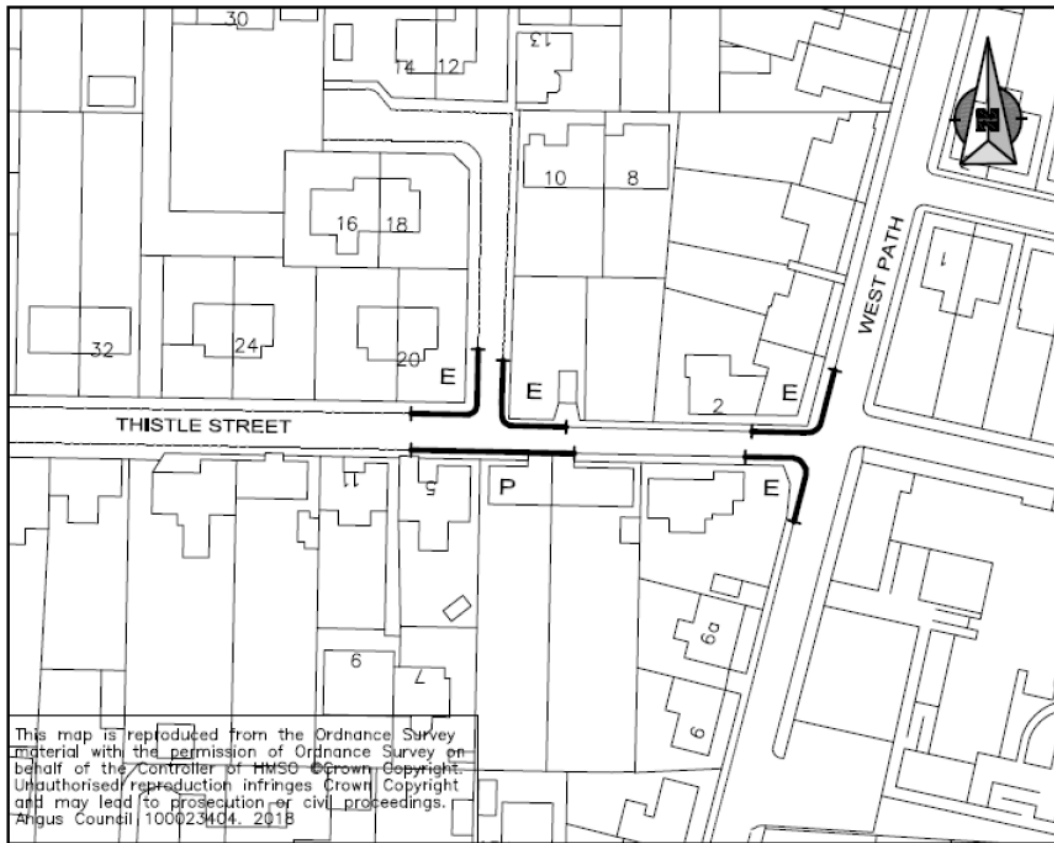
Do you use the area as a:

Pedestrian

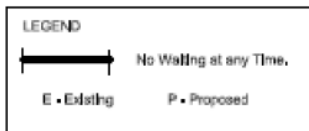
Driver

Both

PROPOSED 'NO WAITING AT ANY TIME' RESTRICTIONS



CARNOUSTIE



PROPOSED ONE-WAY TRAFFIC MANAGEMENT SYSTEM

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<p>© Crown Copyright. Anyplan Council 100023404. 2020</p>							
<p>Drawing Title: APPENDIX 2</p>							
<p>Project Title: RUSSELL STREET, CARROUSTE ONE-WAY TRAFFIC MANAGEMENT SYSTEM</p>							
<p>Project No: 105040000 Drawing No: RS/C01</p>							
<p>Augustus Council 100 Burnside Street Department of Sub & Property Services Tel: 01207 441840 Fax: 01207 433288 www.augustuscouncil.govt.nz</p>	<p>INFORMATION</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Drawing Scale: A4</td> <td>Final Scale: Final</td> </tr> <tr> <td>Drawn by: AS</td> <td>Checked by: AS</td> </tr> <tr> <td>Date: 05/10/20</td> <td>Date: AS</td> </tr> </table>	Drawing Scale: A4	Final Scale: Final	Drawn by: AS	Checked by: AS	Date: 05/10/20	Date: AS
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Additional comments:

THISTLE STREET, CARNOUSTIE – PUBLIC CONSULTATION LOCATION PLAN



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							Drawing Size: A4 Plotting Scale: 1-1 Status: Final Drawn by: AS Date: 14/10/20 Checked By: _____ Date: _____ Approved By: _____ Date: _____	Drawing Title: APPENDIX 4 CONSULTATION LOCATION PLAN Project Title: RUSSELL STREET, CARNOUSTIE ONE-WAY TRAFFIC MANAGEMENT SYSTEM Project No.: 105040000 Drawing No.: RS/C02 Revision: -

Ardgays Council
 TECHNICAL & PROPERTY SERVICES
 Engineer-Head of Tech & Property Services

TRAFFIC SECTION
 County Buildings
 Market Street
 Forfar
 DD8 3JR

Tel: 01307 461460
 Fax: 01307 473388

Path & File Name:
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 2020-21\Fossilby AS\Thistle St. Carnoustie - One
 Way\ThistleHigh-Handing

PROPOSED LIST OF CONSULTEES

1. Local ward members for the Carnoustie and District area
2. Carnoustie Community Council
3. The local Divisional Police Commander for Tayside
4. The Scottish Fire & Rescue Service Area Manager
5. The Regional Officer for the Scottish Ambulance Service
6. Angus Access Panel

Additionally, each resident within the area indicated on the attached plan (Appendix 4) will be provided with an individual copy of the consultation pack.

It is envisaged that the consultation will be included on the Angus Council website and that consultation packs will be made available at the Carnoustie Access Office for the general public who wish to comment on the proposed option. Completed questionnaires can be completed online or posted to The Traffic Manager, Angus Council, Angus House, Silvie Way, Forfar DD8 1AN.

THISTLE STREET, CARNOUSTIE – PUBLIC CONSULTATION COMMENTS

Thistle Street, Carnoustie

- We have a requirement for parking spaces the house I am in is over 100 years old so have a lot longer than the council houses and should have been considered when building them. I do agree it would be better coming from West path to be one way.
- If the residents of the flats at 21 Thistle Street used the large car park provided there would be fewer cars on street and more space for residents' cars from west end of street.
- The introduction of a one-way system in a westerly direction from West path will only exacerbate the issue. Vehicles coming down the cul de sac north to south would still have to negotiate with great difficulty vehicles moving along the one-way system. This is due to restricted views in an easterly direction towards West path and so it is very difficult to gauge if a vehicle (often at speed) was coming westerly. If a one-way system was to be introduced, it should be easterly towards West Path as there is no restricted view when looking west along Thistle Street.
- Parking both sides of Thistle Street (coming from North Burnside Street) also causes issues when trying to leave driveway.
- If one way is westerly it will mean as you exit the cul de sac there will be increased traffic with no visibility as you exit and will increase the problems of safety and visibility. If the one way was easterly, it would mean that traffic would be visible when exiting the cul de sac. No waiting on South side of street should be implemented to allow for space to manoeuvre safely past wall at end of cul de sac, currently if cars are parked directly across it is very difficult to exit safely. These measures would also allow for emergency service access to cul de sac.
- The one-way system is a great idea, but could it come from the direction of the police station. When you come down the cul de sac there's a hedge and wall difficult to see turning right.
- One-way system better heading towards West Path as exit.
- Having complained many times about vehicle access into my home/driveway. If a one-way system is introduced, I will have problems either leaving or entering as people will park in the narrow end of Thistle Street being no longer able to park opposite the cul-de-sac entrance. There will be a scenario where I will be unable to exit without going the wrong way in a one-way street. This would also affect my neighbours at numbers 2 and 10. I think with years of a two-way system on such a short stretch the one-way system will not be adhered to. In my opinion double yellow lines should be applied from West Path to the end of your proposal. I am going to contact my councillors with photographic evidence of continual inept parking over the years.
- One-way system better going from police station end to West Path. The cul-de-sac has a left turn blind view.
- My concerns re the double yellow lines on the south side of Thistle Street. The pavement on my side (south Side) is 3 feet wide and on the other side, (north side) it is 6 feet wide, as is the pavement further down the south side of the street And this makes a huge difference when entering and exiting from my off-street parking. The addition of double yellow lines on the south side will force people to park on the north side of the road, opposite my off street parking and because of the narrow pavement, I would not be able to enter or exit, my drive. (I would like to send photographs to substantiate my claims but unfortunately your survey form won't allow download If you can send me an email address. I would be happy to send you the photographs) these formed part of my presentation that I was going to present at the meeting in February 2020. An adjournment on Thistle Street, on the day, meant I couldn't deliver my presentation. We are only residents that have off street parking on the narrow part of the pavement making this particular only to us. The house across the road has off street parking but it is diagonally opposite ours, therefore is of no benefit to us while trying to park, should people park cars opposite our drive. Depending on where the yellow lines stop on my side of the street, will determine the severity of nu situation. Councillors Boyd and Cheape handed out notices which state that the double yellows go past my house, your website shows that they stop halfway across the garage of No.5 If the yellow lines go past my

house this will help my situation however, if parking is permitted on the other side of the road, opposite my off street parking, then the yellow lines going past my house, will not benefit my situation at all. If I read the Council plans correctly then the lines will stop halfway across the garage of No.5. Again, I have to emphasise that any parking on the North side of the street won't only cause me to lose entry and exit from my off-street parking but will also cause congestion in this narrow part of the street. My solution to the problem of parking as I see it are as follows:

(1) Deal solely with the parking space directly across from the cul-de-sac junction by the painting of double yellow lines ... this would mean that the street would only lose 1 parking space (parking is of a premium).

(2) Painting the double yellow lines on the North side of the street, from the junction of the cul-de-sac right down to the drop down kerb at No.22, would enable me to enter and exit my off street parking space and stop congestion in this part of the street. Historically no one has parked on the North side however the situation will change with the introduction of the yellow lines on the South side of the street. Thank you for giving me this opportunity to state my case and preferences... appreciated.

- I am co-owner of 10 Thistle Street. The west boundary of our property runs down the east side of the cul-de- sac. The problem the council seeks to alleviate is the difficulty of vehicles safely accessing and exiting the cul-de-sac, including possible access difficulties for Emergency Vehicles. The main (and acknowledged) reason there is this difficulty is the pretty consistent parking of vehicles on the south side of Thistle Street opposite the cul de sac. In my opinion, the simplest, most effective, and most economical way, to alleviate the problem is to introduce the proposed parking restrictions. It is acknowledged that the parking opposite the cul-de-sac is contrary to the Highway Code and it seems to me that by introducing a one way system without parking restrictions, the Council would be tacitly condoning parking which is contrary to the Highway Code. I am against the one-way system. Thistle St at its East end is narrow. We have created off street parking for our property off the main street. If vehicles park on the south side of Thistle Street opposite our parking area, it is difficult to access or exit our parking area. Sometimes it is only possible to squeeze the car in or out in one direction – meaning we could on occasion only get our car out (or in) by going the wrong way down the one-way street! Our property has vehicle and pedestrian access from the main Thistle Street and a side access to the house for those with walking difficulties. With the proposed one-way system, whilst all accesses would be accessed from the east, only the side entrance would be accessible from the West. Probably not a major inconvenience, (it could be fun directing visitors and deliveries the right way in!), if there was a major benefit for all from the proposed one-way system, but I just don't see it. The problem unfortunately is caused by the cars parking opposite to the entrance to the cul de sac, and IF the Council decide they wish to address this problem, then the no parking restrictions should be introduced.
- West Path end really too narrow for cars to go both directions.
- The one-way system should be east towards West Path as vehicles attempting to leave the cul-de-sac have their view blocked westerly at present oncoming traffic is almost impossible to see. The access for emergency vehicles to the cul-de-sac at the east end of Thistle Street is non-existent/severely hampered by parked vehicles opposite to the cul-de-sac.
- (1) Waiting/parking restriction. Rather than the no waiting restriction opposite the cul de sac, more benefit would be gained from making the narrow section from the cul de sac to West Path no waiting on both sides. When cars park in this narrow section it is not possible to pass them without driving onto the pavement. Emergency vehicles such as a fire engine would find it difficult to pass through this narrow section of the street with a car parked on it.
(2) One-way section proposal. If this were to be done, how would traffic heading east along Thistle Street, on finding the narrow section between the cul de sac and West Path to be one way west, be able to turn to head back, the street is narrow and has a lot of parked cars meaning no room for manoeuvring? It would be better to make the whole of Thistle Street east of Shamrock Street one way with the exception of the cul de sac.
(3) My suggested alternative. As a resident of Thistle Street for over 30 years I would like to make a suggestion to reduce traffic congestion in the street. Add speed bumps or similar. Cars heading east along the main road intending to head north up West Path often turn up North Burnside Street then east along Thistle Street, at speed, to avoid the busy section on the main road. The above suggestion, either on its own or in conjunction with making the whole of Thistle Street east of Shamrock Street one way, would reduce traffic using the street, calm traffic movement, reduce congestion in the street and likely make the street quieter by reducing the likelihood of non-residents using the street as a thoroughfare or for parking.

- As stated in my previous emails from last year, I DO NOT agree with “no waiting at any time” restrictions on the south side of Thistle Street, due to the fact that as soon as the Wardens have “knocked off” for the day, vehicles will be parked on the “no waiting” area. Having been a resident for over 16 years, I have witnessed this on the existing “no waiting” areas at the junction countless times, I have previously emailed a picture of this happening last year proving that the “no waiting restrictions” don’t work. I also DO NOT agree with the proposed one way in a westerly direction, as when there are vehicles parked on the south side of Thistle Street opposite the junction of the cul-de-sac, any vehicle heading west will then be on the wrong side of the road to pass any parked vehicle, which if there are any vehicles trying to leave the cul-de-sac will certainly increase the chances of a serious accident, as when a vehicle is leaving the cul-de-sac, at least 1.2m of the vehicle is over the junction to get any visibility from the left. Couple this to the fact that there are several drivers that do not realise that there is actually a junction there until it’s too late, and several drivers that have a blatant disregard for the allotted 20mph limit already in place. I suggested last year, along with other residents that it would be safer to have an easterly one way system from the bottom of the cul-de-sac towards West Path in place, with NO “no waiting restrictions” as there is clear view from the right all the way along Thistle Street. There are 12-14 vehicles belonging to residents that require safe access to and from the cul-de-sac on a daily basis. Making an easterly one-way, will greatly reduce the chance of any accidents happening at all in the future, and speaking with a few neighbours, they agree with this. There are 5 persons in my household, 3 use the cul-de-sac as pedestrians and 1 daughter and myself use it both as pedestrians and as drivers.
- If parking restrictions came into place where could the cars go? West Path is mostly full of cars, same applies to Thistle Street.
- If a one-way system is introduced, make it in an easterly direction as it will be easier to see vehicles coming from the west. I hope this goes through ahead this time.
- I think the one-way system is a good idea, regardless of the parking restriction issue. I am in two minds about the parking restriction, realising it probably should be put in place, but it would certainly exacerbate the kerbside parking issue in the street (this would not affect me, because I my own off-street parking). Would it be possible to widen the entrance to the cul-de-sac (on the west side), by a couple of feet or so, to make access for vehicles a bit easier? I guess not, as I suppose it would mean taking over part of someone’s garden.

Shamrock Street, Carnoustie

- I have previously made comment in this matter & would like this taken into consideration, as far as I am aware this issue is constantly being raised by one person in the cul-de-sac off Thistle Street. So far it is my understanding that Angus Council have painted double yellow lines & had to remove them because they had not carried out the proper procedure before laying the lines (waste of tax payers money), this issue has previously been raised, dismissed, raised again & then deferred. Are we going to continue raising this matter until the person in question who keeps raising the matter gets their own way. Installing double yellow lines in the manner suggested will only further limit parking & move the problem to surrounding streets. Solving one person’s issue to cause many other resident’s issues is not the sensible way forward. You could apply the same logic to many other streets within Carnoustie. Therefore, the only logical solution is to introduce a one way system leading from West Path towards North Burnside Street, despite the fact this will cause an additional environmental impact of requiring vehicles to now follow a one way system rather than take the shortest route.
- This is a good idea, long overdue. I live in Shamrock Street and avoid going into Thistle Street from West Path it’s not the first time I have met a car heading east I have had to go up onto pavement, I always go by Burnside Street to enter Thistle Street or use Rose Street to go onto Shamrock Street.
- I suspect those that want a one-way system are those properties that do not have a driveway of their own. A one-way system in my opinion would cause the cul-de-sac to be a turning point causing more problems.

North Burnside Street

- Rose Street should be considered too as residents in the narrow part insist on parking on the pavement when there is a car park 20 metres away.

- Other streets in this area will become busier. For me this is a neighbour issue. It is easy resolved. The parking at the moment HELPS slow fast vehicles that use the street as rat run. No entry signs should be put on Braehead, Rose Street and Thistle Street with main entrance to the area from Lochend Road and North Burnside Street. This would reduce traffic and make the whole area safer as you would only come into the area if you stay there. Not used the roads as a rat race from West Path to Barry Road.

West Path

- The only problem is the car parked directly across from the T-junction at the end of the cul-de-sac. I don't think there is any need for a one-way system. Another thing would be to reduce the speed limit to 20mph on West Path. The speed of some of the cars is dangerous and it's only a matter of time Please can you seriously think about reducing the speed limit to 20mph. All streets perpendicular to West Path are. It would be safer to make it the same.

Collier Street, Carnoustie

- A large number of drivers in Carnoustie can't drive exactly where they want to as a result of our inherited narrow streets. For example, I can't turn left from Collier Street onto Terrace Road, I have to take the long way round on West Path. The one person complaining about not being able to turn left should be told that if they are unable to do so they should turn right and use Burnside Street.

Elizabeth Crescent, Carnoustie

- Being one way would help. Because I know how the street is I tend to avoid turning into Thistle Street from West Path. However, this in itself wouldn't avoid the problem of getting out of the cul-de-sac. As for causing extra parking problems for the rest of the street, that could be said for most of Carnoustie. Residents would just have to park further away. At least the street is wider further along. Too many people think they have a right to park at their front door, but they don't. Especially when they park on public roads.

Kirkton Terrace, Carnoustie

- Agree with the principle of double yellow lines immediately opposite the cul-de-sac in question but not for 20m either side of it on the south side. It can be shorter than 20m and rather have double yellow lines on the north side of Thistle Street from the cul-de-sac going west. That will stop cars parking there and blocking the drives of houses on the south side of Thistle Street. If a one-way system is being considered would it not be better to be in an easterly direction with traffic exiting out into West Path rather than coming in from West Path as the latter will not help vehicles turning out of the cul-de-sac which seems to be the main issue here.

Panbride

- I previously owned 5 Thistle Street when a similar proposal came up in 2011. There has been no material change to the neighbourhood since this was last proposed. I urge the Councillors to think very carefully before proceeding agreeing to remove parking: There is little general evidence of widespread disruption to most residents (a very small number of abstinent residents - who purchased their properties with full knowledge of the street conditions is not the basis to make such decisions). The proposal to remove parking will have a material negative impact on surrounding terraced properties where there is no possibility of off-street parking. In the immediate vicinity there are several streets which are narrower - if this precedent has been set with Thistle Street why not Maule street? Or Rose Street? This is a can of worms that threatens to undermine neighbourhood relations. We have been here before and the Council need to lay this to rest once and for all by rejecting the proposal to restrict parking. Further, the proposal to remove parking will significantly impact on those with mobility issues and young children. The impact of this for some residents will be significant. Further, displacing parking further down Thistle Street will have wider implications for neighbourhood cohesion. The Council risks inserting itself into and exacerbating neighbourhood tensions with little evidence of a broad concern, and little empirical evidence of actual safety issue. This has previously been adjudicated by the Council which reached the correct decision to leave well alone – this remains the only sensible course of action. As a compromise, I believe a one-way system will facilitate traffic movement without unnecessarily compromising parking amenity for surrounding properties should the Council be minded to make a change – just be prepared for similar requests in the surrounding streets.
- I can't believe this is back in front of Council for a 3rd time due to one complainer (the wording in the introduction is False!). What a waste of council taxpayers' money. There has been no material change in the last 9 years so why are we wasting time here? I hope this will be an end to these costly exercises. If there are no further material changes then let's stop this nonsense once and for all.

Maule Street, Carnoustie

- I live on a narrow street.

Police Scotland

- No issues with this proposal.



Equality Impact/Fairer Scotland Duty Assessment Form

Step 1

Name of Proposal (includes e. g. budget savings, committee reports, strategies, policies, procedures, service reviews, functions): Thistle Street, Carnoustie Proposed Waiting Restrictions and/or One-Way Traffic Management System - Committee Report

Step 2

Is this only a **screening** Equality Impact Assessment ~~Yes~~/No

(A) If Yes, please choose from the following options **all** reasons why a full EIA/FSD is not required:

- | | |
|--|--------------------|
| (i) It does not impact on people | Yes /No |
| (ii) It is a percentage increase in fees which has no differential impact on protected characteristics | Yes /No |
| (iii) It is for information only | Yes /No |
| (iv) It is reflective e.g. of budget spend over a financial year | Yes /No |
| (v) It is technical | Yes /No |

If you have answered yes to any of points above, please go to **Step 16**, and sign off the Assessment.

(B) If you have answered No to the above, please indicate the following:

Is this a full Equality Impact Assessment	Yes/ No
Is this a Fairer Scotland Duty Assessment	Yes /No

If you have answered Yes to either or both of the above, continue with Step 3.
If your proposal is a **strategy** please ensure you complete Step 13 which is the Fairer Scotland Duty Assessment.

Step 3

(i) Lead Directorate/Service:

Infrastructure/Road & Transportation

(ii) Are there any **relevant** statutory requirements affecting this proposal? If so, please describe.

Changes to the waiting restrictions and implementation of one-way traffic management will require Traffic Regulation Orders, which have statutory requirements.

(iii) What is the aim of the proposal? Please give full details.

To consider if waiting restrictions; a one-way traffic management system; or waiting restrictions and a one-way traffic management system be provided in Thistle Street, Carnoustie.

(iv) Is it a new proposal? Yes/No Please indicate OR

This is a proposal for new waiting restrictions; a one-way traffic management system; or waiting restrictions and a one-way traffic management system – see previous Report Nos. 287/20 and 57/20.

Is it a review of e.g. an existing budget saving, report, strategy, policy, service review, procedure or function? Yes/No Please indicate

Step 4: Which people does your proposal involve or have consequences for?

Please indicate all which apply:

Employees Yes/No

Job Applicants Yes/No

Service users Yes/No

Members of the public Yes/No

Step 5: List the evidence/data/research that has been used in this assessment (links to data sources, information etc which you may find useful are in the Guidance). This could include:

Internal data (e.g. customer satisfaction surveys; equality monitoring data; customer complaints).

Public consultation exercises on the options have been undertaken, which are reported.

Internal consultation (e.g. with staff, trade unions and any other services affected).

N/A.

External data (e.g. Census, equality reports, equality evidence finder, performance reports, research, available statistics)

N/A.

External consultation (e.g. partner organisations, national organisations, community groups, other councils).

See Appendix 6 of the report, which lists the local Police Commander for Tayside Division and Angus Access Panel, who were consulted.

Other (general information as appropriate).

N/A.

Step 6: Evidence Gaps.

Are there any gaps in the equality information you currently hold? ~~Yes~~/No

If yes, please state what they are, and what measures you will take to obtain the evidence you need.

Step 7: Are there potential differential impacts on protected characteristic groups? Please complete for each group, including details of the potential impact on those affected. Please remember to take into account any particular impact resulting from **Covid-19**.

Please state if there is a potentially positive, negative, neutral or unknown impact for each group. Please state the reason(s) why.

Age

Impact: Neutral benefit – Traffic Signage would be provided for any changes.

Disability

Impact: Neutral benefit – Traffic Signage would be provided for any changes. Road layout would not change materially for those with visual impairments. Blue Badge holders are unaffected by the proposals.

Gender reassignment

Impact: No impact

Marriage and Civil Partnership

Impact: No impact

Pregnancy/Maternity

Impact: No impact

Race - (includes Gypsy Travellers)

Impact: No impact

Religion or Belief

Impact: No impact

Sex

Impact: No impact

Sexual orientation

Impact: No impact

Step 8: Consultation with any of the groups potentially affected

If you have consulted with any group potentially affected, please give details of how this was done and what the results were.

No specific protected characteristic groups were consulted.

If you have not consulted with any group potentially affected, how have you ensured that you can make an informed decision about mitigating action of any negative impact (Step 9)?

Public consultation exercises on the options have been undertaken, which are detailed in the committee report.

The local Police Commander for Tayside Division was consulted and the proposal was discussed at the Traffic Coordination Group meeting, which is made up of Police Scotland and officers from a range of council services.

Step 9: What mitigating steps will be taken to remove or reduce potentially negative impacts?

No or neutral impacts.

Step 10: If a potentially negative impact has been identified, please state below the justification.

N/A.

Step 11: In what way does this proposal contribute to any or all of the public sector equality duty to: eliminate unlawful discrimination; advance equality of opportunity; and foster good relations between people of different protected characteristics?

No or neutral contribution.

Step 12: Is there any action which could be taken to advance equalities in relation to this proposal?

N/A.

Step 13: FAIRER SCOTLAND DUTY

This step is only applicable to **strategies** which are key, high level decisions. If your proposal is **not** a strategy, please leave this Step blank, and go to Step 14.

Links to data sources, information etc which you may find useful are in the Guidance.

Step 13(A) What evidence do you have about any socio-economic disadvantage/inequalities of outcome in relation to this strategic issue?

Step 13(B) Please state if there are any gaps in socio-economic evidence for this strategy and how you will take measures to gather the evidence you need.

Step 13(C) Are there any potential impacts this strategy may have specifically on the undernoted groupings? Please remember to take into account any particular impact resulting from **Covid-19**.

Please state if there is a potentially positive, negative, neutral or unknown impact for each grouping.

Low and/or No Wealth (e.g. those with enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future.

Impact

Material Deprivation (i.e. those unable to access basic goods and services e.g. repair/replace broken electrical goods, warm home, leisure and hobbies).

Impact

Area Deprivation (i.e. where people live (e.g. rural areas), or where they work (e.g. accessibility of transport).

Impact

Socio-economic Background i.e. social class including parents' education, people's employment and income.

Impact

Other – please indicate

Step 13(D) Please state below if there are measures which could be taken to reduce socio-economic disadvantage/inequalities of outcome.

Step 14: What arrangements will be put in place to monitor and review the Equality Impact/Fairer Scotland Duty Assessment?

No formal arrangements other than addressing reported impacts.

Step 15: Where will this Equality Impact/Fairer Scotland Duty Assessment be published?

As an appendix to this Committee Report at Angus Council website: angus.gov.uk

Step 16: Sign off and Authorisation. Please state name, post, and date for each:

Prepared by: Walter Scott, Service Leader – Roads & Transportation, 25 March 2021

Reviewed by: Doreen Phillips, Senior Practitioner (Equalities), 25 March 2021

Approved by: Ian Cochrane Director of Infrastructure 25 March 2021
