

## **SCHEDULE**

### **A) DISHLANDTOWN STREET/MOUNT ZION BRAE, ARBROATH**

#### **Proposals**

The introduction of 'No Waiting At Any Time' restrictions on the north-west side of Dishlandtown Street, opposite its junction with Mount Zion Brae, as detailed on plan number AH-E05.

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 the junction. This parking is restricting access and egress for drivers emerging from Mount Zion Brae into Dishlandtown Street.

The current proposal is deemed appropriate in order to protect the free flow of traffic and visibility at the road junction.

#### **Objections**

A single objection was received from a resident in Dishlandtown Street whose main concern related to the removal of the ability to park at or near their property, particularly for vehicle cleaning, and loading and unloading purposes. The objector also raised issues in relation to the devaluation of the property.

#### **Response**

The Director of Infrastructure responded that, during site visits by Roads officers, vehicles were observed parking opposite the junction in Dishlandtown Street which was affecting visibility for drivers emerging at the nearby junction. The Highway Code stipulates that vehicles should not be parked opposite or within 10 metres of a junction. The matter was discussed at Traffic Coordination 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.

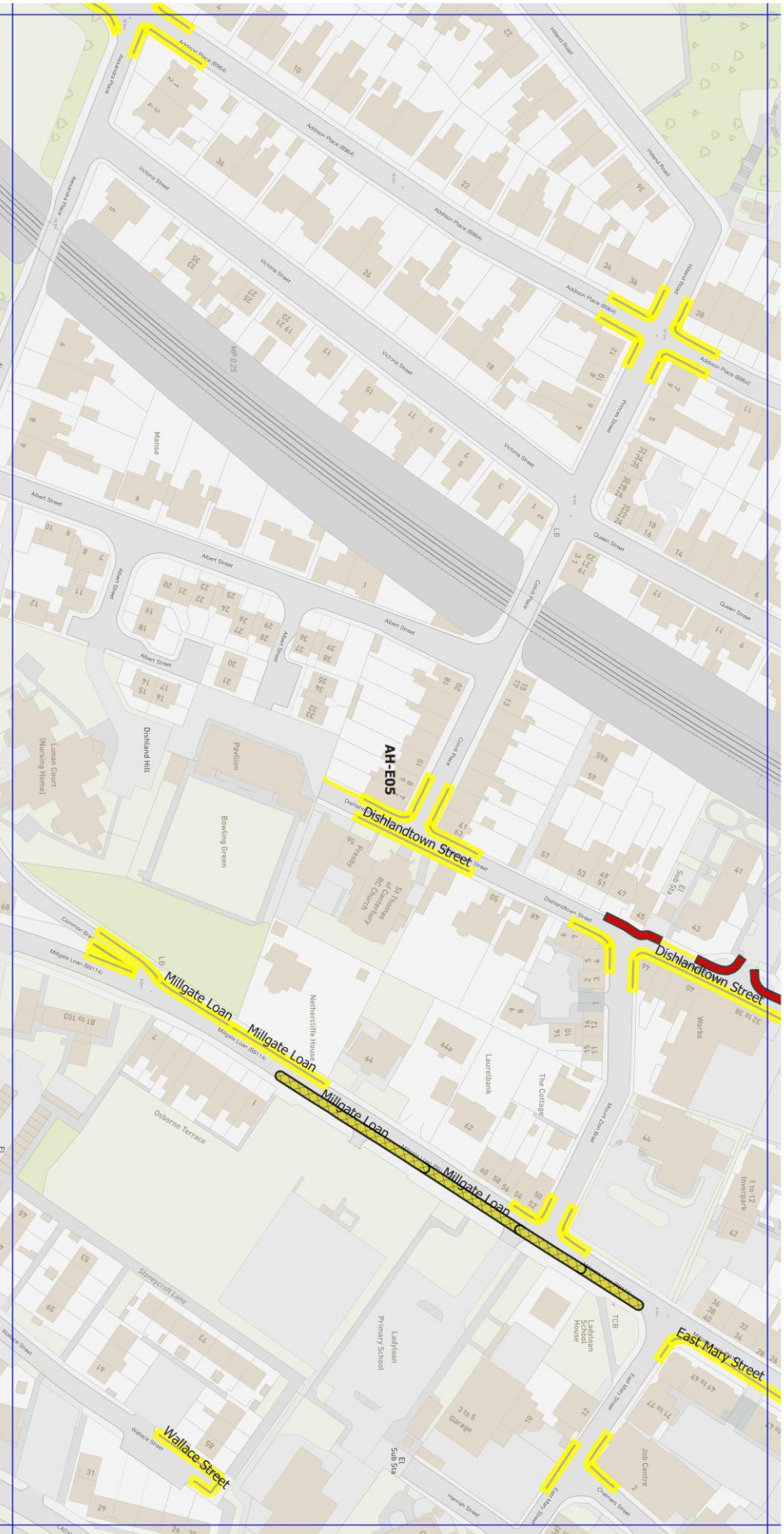
No waiting at any time restrictions do not prevent loading and unloading as such activities are permitted.

As a result of the above the current proposed restrictions are considered appropriate to alleviate the current situation in the interests of free traffic flow and road safety.



#### **Recommendation**

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

**ON-STREET PROHIBITION AND RESTRICTION OF WAITING AND LOADING  
CURRENT AS AT 30 JUNE 2022**



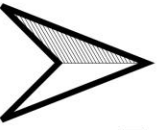
**Legend**

-  Proposed no waiting at any time
-  Existing no stopping Mon - Fri 8.30am - 4.30pm
-  Existing no waiting at any time
-  Existing no waiting Mon - Sat 8.30am - 5.30pm

**Plan no: AH-E05**

**Scale: 1:1250**

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## **B) HENRY COTTON PLACE, CARNOUSTIE**

### **Proposals**

The introduction of 'No Waiting At Any Time' restrictions on both sides of the roads at Anderson Street at the junctions of Anderson Place, Henry Cotton Place and The Maltings, all as detailed on plan number CE-E02.

The request to introduce waiting restrictions at this location was raised by local residents in respect of inconsiderate kerbside parking in the vicinity of the above junctions.

The current proposal is deemed appropriate in order to protect the free flow of traffic and visibility at the road junctions.

### **Objections**

A single objection was received from a resident in Henry Cotton Place whose main concern related to the potential impacts of the proposals on an application for a disabled bay.

### **Response**

The Director of Infrastructure responded that, during site visits by Roads officers, vehicles were observed parking at the junctions which was affecting visibility for drivers emerging into Anderson Street from the side streets. The Highway Code stipulates that vehicles should not be parked opposite or within 10 metres of a junction. The matter was discussed at Traffic Coordination 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.

No waiting at any time restrictions do not prevent parking by Blue Badge holders and the proposals will not impact on any applications by Blue Badge holders for disabled bays.

As a result of the above the current proposed restrictions are considered appropriate to alleviate the current situation in the interests of free traffic flow and road safety.

### **Recommendation**

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

**ON-STREET PROHIBITION AND RESTRICTION OF WAITING AND LOADING  
CURRENT AS AT 30 JUNE 2022**



**Legend**

-  Proposed No Waiting
-  Existing no waiting at any time



**Plan no: CE-E02**

**Scale: 1:1250**

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## **C) THISTLE STREET, CARNOUSTIE**

### **Proposals**

The introduction of 'No Waiting At Any Time' restrictions on both sides of Thistle Street at the junction of a small cul-de-sac with the main leg of the road, as detailed on plan number CE-F04.

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 the junction of the cul-de-sac. This parking is restricting access and egress for drivers emerging from the cul-de-sac into the main leg of Thistle Street.

The current proposal is deemed appropriate in order to protect the free flow of traffic and visibility at the road junction.

### **Objections**

Three objections were received from residents in Thistle Street whose main concerns relate to:

- the removal of the ability to park outside their property;
- save the planet through climate change, and help support Angus' Green policy and to future proof our street by supporting the use of electric vehicles and displacement of vehicles to neighbouring streets; and
- the resulting increase in difficulties finding parking spaces in the street at a location where no accidents have occurred.

### **Response**

The Director of Infrastructure responded that, during site visits by Roads officers, vehicles were observed parking at the locus which was affecting visibility for drivers emerging at the nearby junction. The Highway Code stipulates that vehicles should not be parked opposite or within 10 metres of a junction. The matter was discussed at Traffic Coordination 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.

As a result of the above the current proposed restrictions are considered appropriate to alleviate the current situation in the interests of free traffic flow and road safety.

### **Recommendation**

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

**ON-STREET PROHIBITION AND RESTRICTION OF WAITING AND LOADING  
CURRENT AS AT 30 JUNE 2022**



**Legend**

- Proposed No Waiting
- Existing no waiting at any time
- Existing no waiting Mon - Sat 8:30am - 5:30pm
- Existing 60 minute limited waiting



**Plan no: CE-F04**

**Scale: 1:1250**

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## **D) BRECHIN ROAD/MARKET STREET, FORFAR**

### **Proposals**

The introduction of 'No Waiting At Any Time' restrictions on both sides of Brechin Road and Market Street at the mini roundabout junction, as detailed on plan numbers FR-E11 and FR-E12.

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 the junction. This inconsiderate parking is restricting visibility and free traffic flow for drivers navigating the mini roundabout.

The current proposal is deemed appropriate in order to protect the free flow of traffic and forward visibility at the road junction.

### **Objections**

A single objection was received from a resident in Brechin Road whose main concerns relate to the removal of the ability to park at or near their property, and the parked vehicles, by their presence, contribute towards traffic calming which slows passing vehicles. The objector also raised issues in relation to the devaluation of the property and detrimental impacts on family life. The objection also refers to the lack of accidents at the location and states that Brechin Road is a wide road with plenty of room for two cars to easily pass without issue when a car is parked on one side of the road. Other locations in Forfar are cited as being worse than Brechin Road in terms of available visibility.

The objector supports the proposals for Robertson Terrace detailed in Item E of the Schedule.

### **Response**

The Director of Infrastructure appreciates the difficulties for residents parking where the properties do not benefit from off-street parking facilities. However, during site visits by Roads officers, vehicles were observed parking in Brechin Road in close proximity to the mini roundabout which was affecting visibility for drivers using the road. The Highway Code stipulates that vehicles should not be parked opposite or within 10 metres of a junction. The matter was discussed at Traffic Coordination 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.

As a result of the above the current proposed restrictions are considered appropriate to alleviate the current situation in the interests of free traffic flow and road safety.

### **Recommendation**

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

**ON-STREET PROHIBITION AND RESTRICTION OF WAITING AND LOADING  
CURRENT AS AT 30 JUNE 2022**



**Legend**

- █ Proposed No Waiting
- █ Existing no waiting at any time
- █ Existing no waiting Mon - Sat 8.30am - 5.30pm
- - - Existing 60 minute limited waiting

**Plan no: FR-E11**

**Scale: 1:1250**

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**ON-STREET PROHIBITION AND RESTRICTION OF WAITING AND LOADING  
CURRENT AS AT 30 JUNE 2022**



**Legend**

-  Proposed No Waiting
-  Existing no waiting at any time
-  No Waiting (To be removed)
-  Existing no waiting Mon - Sat 8.30am - 5.30pm

**Plan no: FR-E12**

**Scale: 1:1250**



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## **E) ROBERTSON TERRACE, FORFAR**

### **Proposals**

The removal of 'No Waiting At Any Time' restrictions on both sides of Robertson Terrace close to its junction with Brechin Road, as detailed on plan numbers FR-E12.

The request to remove a section of the existing waiting restrictions at this location was raised by a local resident to create additional on-street parking spaces.

The current proposal is deemed appropriate as 20 metres of waiting restrictions will be maintained at the junction, thereby allowing queueing space for vehicles turning into the road from Brechin Road and protecting visibility for vehicles exiting into Brechin Road.

### **Objections**

Two objections were received from residents in Bankhead Road whose main concerns relate to the potential for backing up of traffic into Brechin Road due to parked vehicles in Robertson Terrace preventing the free flow of traffic, as used to happen before the waiting restrictions were implemented. This would be detrimental to the safety of pupils walking to the nearby Forfar Academy/Community Campus.

One of the objectors supports the proposals for Brechin Road described in Item D of the Schedule.

The objector also raised issues in relation to the devaluation of the property and detrimental impacts on family life. The objection also refers to the lack of accidents at the location and states that Brechin Road is a wide road with plenty of room for two cars to easily pass without issue when a car is parked on one side of the road. Other locations in Forfar are cited as being worse than Brechin Road in terms of available visibility.

### **Response**

The Highway Code stipulates that vehicles should not be parked opposite or within 10 metres of a junction. The removal of 20metres of the existing waiting restrictions will result in a residual length of 20 metres remaining in place at the junction with Brechin Road. The remaining restrictions will allow for the queueing of approximately three vehicles as they enter Robertson Terrace where forward movement is blocked by vehicles approaching in the opposite direction. The matter was discussed at Traffic Coordination Group meetings which comprise amongst others, Roads officers and Police Scotland officers, where it was agreed that waiting restrictions should be removed as requested.

As a result of the above the current proposed removal of a 20metres section of restrictions is appropriate to create additional on-street parking for nearby residents.





### **Recommendation**

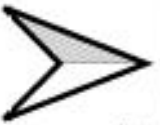
**It is recommended that the proposals are approved as currently drafted.**

**ON-STREET PROHIBITION AND RESTRICTION OF WAITING AND LOADING  
CURRENT AS AT 30 JUNE 2022**



**Legend**

-  Proposed No Waiting
-  Existing no waiting at any time
-  No Waiting (To be removed)
-  Existing no waiting Mon - Sat 8:30am - 5:30pm



**Plan no: FR-E12**

**Scale: 1:1250**

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## **F) PANTER CRESCENT, MONTROSE**

### **Proposals**

The introduction of 'No Waiting At Any Time' restrictions on the west side of Panter Crescent between its junctions with Brechin Road and Renny Crescent as 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.

The current proposal is deemed appropriate in order to protect the free flow of traffic and visibility at the road junction.

### **Objections**

Four objections have been received in relation to the proposals. The nature of the objections is that the main problem affecting the street is through traffic between Brechin Road and Borrowfield running along Panter Crescent 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, particularly where no driveway can be provided at the adjacent property for off-street parking facilities.

Further the objectors feel that the removal of kerbside parking in the street would encourage higher traffic speeds and other measures should be implemented to reduce traffic speeds and prevent use of the road by through traffic.

Additionally, the existing restrictions extend 15 metres from the junction with Brechin Road which exceeds the minimum requirements of The Highway Code.

### **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 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.

It is noted that the proposed restrictions are on Panter Crescent between its junctions with Brechin Road and Renny Crescent only, a distance of 42 metres or thereby which includes a road hump with associated white solid lining, along with dropped pedestrian crossings. The dropped crossings are not on the pedestrian desire line and would seem to be associated with the property fronting on to the road.

The Highway Code stipulates that vehicles should not be parked where the kerb has been lowered to help wheelchair users and powered mobility vehicles.

As a result of the above the current proposed restrictions are considered appropriate to alleviate the current situation in the interests of free traffic flow and road safety, including that of pedestrians and wheelers using the tactile dropped crossing.

### **Recommendation**

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

**ON-STREET PROHIBITION AND RESTRICTION OF WAITING AND LOADING  
CURRENT AS AT 30 JUNE 2022**



- Legend**
- Proposed No Waiting
  - Existing no waiting at any time

**Plan no: ME-812**

**Scale: 1:1250**

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