

REPORT TO: PLANNING & TRANSPORTATION COMMITTEE – 29 APRIL 2002

REPORT ON: BROUGHTY FERRY STUDY – PROPOSED TRAFFIC ORDERS – PRELIMINARY CONSULTATIONS

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 244-2002

1 PURPOSE OF REPORT

- 1.1 To advise Committee on the outcome of preliminary consultations on the proposed Broughty Ferry Traffic Orders.
- 1.2 To make recommendations on the next stage of the Traffic Order process.

2 RECOMMENDATIONS

- 2.1 It is recommended that:
 - a The comments of the various “user groups” be noted;
 - b The various Draft Traffic Orders be amended as follows;
 - Permit taxis to travel in a west-east direction in Brook Street between Fort Street and Gray Street and in a north-south direction in Union Street
 - Leave the Brook Street (east) taxi rank as at present
 - Provide an additional bus stop at Brook Street (north side) opposite Brown Street
 - Provide a replacement bus stop at Fort Street (west side) near Long Lane
 - Provide a replacement bus stop in Gray Street (east side) near Long Lane
 - Provide additional dedicated disabled spaces as practicable
 - Provide additional “loading only” bays as determined through ongoing discussions with traders.
 - Resolve minor drafting issues as necessary.
 - c The various Draft Traffic Orders be advertised for public objection.

3 FINANCIAL IMPLICATIONS

- 3.1 There are no financial implications for the City Council at this stage. However, works to implement these orders will be reported prior to expenditure.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 The purpose of the study is to address existing issues and identify development opportunities to achieve a sustainable community. The Traffic Orders would address the following key themes of Dundee 21:
 - Resources are used effectively
 - Local needs are met locally
 - Access to facilities, services, goods and people is not achieved at the expense of the environment and are accessible to all
 - Health is protected by creating a safe, clean pleasant environment
 - All sections of the community are empowered to participate in decision making

- Places, spaces and objects combine meaning and beauty with utility
- Settlements are human in scale and form
- Diversity and local attractions are valued and protected.

5 EQUAL OPPORTUNITIES IMPLICATIONS

5.1 The following Equal Opportunities themes have been addressed:

- Opportunity to create a barrier free city
- Involving and consulting target groups
- Crime prevention and community safety will be used to eliminate violence and harassment
- The needs of minority groups will be considered
- Opportunities will be sought to form new partnerships
- Special measures will be taken to improve participation in community life.

6 BACKGROUND

6.1 Reference is made to the meeting of the Planning & Transportation Committee of 4 December 2000 (Report 630/2000 refers) and to the meeting of the Planning & Transportation Committee of 4 December 2001 (Report 729/2001 refers).

6.2 The Committee will recall that the Broughty Ferry Study Report remit was to seek a comprehensive, wide ranging investigation to enhance commercial and visitor viability through a treatment for Broughty Ferry which would balance competing requirements and aspirations to cover land use patterns, economic diversity, development opportunities and traffic management.

6.3 Following public consultation, the priorities were seen as the provision of an enhanced shopping attractiveness to compete with the perceived Sainsbury threat and to complement other visitor facilities by means of:

- Increased pedestrian safety and comfort.
- Improved servicing at point and time of need.
- Additional parking close by and available.
- Environmental improvements.
- Reduction in traffic speeds.

- 6.4 Committee was advised in Report No 3/2000 of road accident statistics for the study area for the period 1996-1998. See Table 1.

Table 1 - Injury Road Accidents

| Location | Pedestrian | | Cyclist | | Motorist | | Total |
|---------------------------------------|------------|---------|---------|---------|----------|---------|-------|
| | Slight | Serious | Slight | Serious | Slight | Serious | |
| Core Area | 4 | 2 | 0 | 0 | 3 | 0 | 9 |
| District Centre Outside Core | 0 | 2 | 2 | 0 | 3 | 1 | 8 |
| Study Area Outside District Centre | 5 | 1 | 2 | 0 | 8 | 1 | 17 |
| | 9 | 5 | 4 | 0 | 14 | 2 | 34 |
| | 14 | | 4 | | 16 | | |

Source - Dundee City Council Accident Statistics 1996-8

Figures are now available for years 1998-2000. See Table 2.

Table 2 - Injury Road Accidents

| Location | Pedestrian | | Cyclist | | Motorist | | Total |
|---------------------------------------|------------|---------|---------|---------|----------|---------|-------|
| | Slight | Serious | Slight | Serious | Slight | Serious | |
| Core Area | 2 | 0 | 0 | 0 | 2 | 0 | 4 |
| District Centre Outside Core | 1 | 1 | 0 | 0 | 1 | 0 | 3 |
| Study Area Outside District Centre | 6 | 2 | 0 | 0 | 10 | 2 | 20 |
| | 9 | 3 | 0 | 0 | 13 | 2 | 27 |
| | 12 | | 0 | | 15 | | |

Source - Dundee City Council Accident Statistics 1998-2000

- 6.5 Since there is no scope for additional off street car parking space and no rear servicing to the main shopping parades in Brook Street and Gray Street, there is, therefore, a need to maximise the availability of kerbside space by imposing parking restrictions to provide:
- Dedicated servicing space.
 - Bus stops/taxi ranks.
 - Dedicated parking for disabled.
- 6.6 This would be balanced by removing parking restrictions in appropriate locations to provide:
- Some 40-50 additional parking space for shoppers.
 - Convenient parking space for residents.
 - Amenity build outs/café society/including seasonal space.
- 6.7 Report 630/2000 identified a package of Traffic Orders to achieve the objectives of the Broughty Ferry Study. Report 729/2001 updated Committee on the result of

informal consultations with road users and recommended alterations to the Draft Order.

- 6.8 This report will outline the responses from road users and interested groups consulted in the formal pre advertisement stage of the order process.

7 CONSULTATIONS

- 7.1 All user groups were invited by letter to comment on the draft order, copy of which had been issued to each group. In addition key groups were invited to meet with officers. Seven groups availed themselves of this offer. See Appendix 1.

- 7.2 Subsequently their comments were submitted and are responded to below. Copies of letters and the petition submitted are available in the Committee's lounge along with response.

- 7.3 In the main there was general support for the proposals from the seven organisations consulted. Broughty Ferry Traders Association did consult their membership and notwithstanding the level of support among members, six traders submitted individual letters generally hostile to the proposals. A petition (incorporating 119 names including 8 traders) against the provisions of the orders has been submitted.

- 7.4 Key responses which would require alteration to the order relate to:

- Timing – the traders wish additional floors of parking at Queen Street before the order is implemented.
- Enforcement – the traders see no point in providing additional short-term spaces if the existing spaces are not properly enforced.
- Access for taxis – the taxi operators both seek access to Brook Street to secure parity with the buses. One operator seeks access to Union Street.
- Access for the disabled – the Access group expressed concern that disabled shoppers might not be able to walk from the proposed dedicated disabled parking spaces to the shops.
- Access for buses – the public transport operators will require a number of bus stops to be relocated to take account of the proposed restrictions.

- 7.5 In response to these points the following comments are made:

- Timing – the provision of additional floors of parking at Queen Street as a prerequisite is unrealistic. The order will release an additional 40-50 on street spaces immediately with the possibility of that increasing as a result of a second phase order. The Queen Street car park has already been extended recently by some 50 spaces. This compares to the loss of 18 limited waiting spaces in Brook Street. To defer the order until a developer can produce a package for the Queen Street site would not resolve the present and immediate problems of traffic congestion, servicing of shops would continue to be a major problem and problems of pedestrian and shopper safety would not be addressed. This would prejudice the attractiveness of Broughty Shopping in the meantime.
- Enforcement – this is an operational police matter. The Police have already given undertakings that the enforcement issue will be considered. To defer the

order until the Police have additional resources to increase enforcement would have the same repercussions as above.

- Access for taxis – access to Brook Street to secure parity between taxis and buses would be consistent with policy throughout the city. Access to Union Street, to taxis exists at present. Taxi operators will therefore be aware of possible conflict with servicing of commercial premises in the street (public house and kitchen specialists).
- Access for the disabled – to accede to requests to permit disabled parking in Brook Street would conflict with servicing and pedestrians. At present due to parking and servicing, disabled drivers have no guarantee that they can park directly at the shop of their choice. A possible solution would be to explore the expansion of “Shopmobility” to Broughty Ferry. Consideration is being given to further increase the number of dedicated disabled spaces, however to amend to order permit disabled vehicles into Brook Street would create the same problems as outlined in bullets 1 and 2 above.
- Access for buses – relocated bus stops can be secured with minor impact on the provision of kerbside parking. Parking can be relocated to the existing bus stop in Gray Street.

8 CONCLUSIONS

- 8.1 To defer the order until there is additional parking would not solve the immediate problems. The order in general terms should therefore progress.
- 8.2 To defer the order until the Police have additional resources to increase enforcement would have the same repercussions as above. To defer the order until enforcement is improved would not solve the original problems. The order in general terms should therefore progress.
- 8.3 To afford access for taxis to Brook Street would be consistent with the approach taken elsewhere. The order should be amended to permit taxi access to Brook Street.
- 8.4 To permit disabled parking in Brook Street would maintain many of the existing problems. The order should be amended to identify more disabled spaces if practicable.
- 8.5 Efforts should be made to investigate that “Shopmobility” is extended to Broughty Ferry. It would be essential to identify a suitable base for this operation.
- 8.6 It is essential to cater for the bus facility therefore the order should be amended to accommodate revised bus stop locations.
- 8.7 It would be appropriate to amend the draft order to ensure consistency and resolve minor drafting issues.
- 8.8 In summary the order should be amended as follows prior to formal advertisement.

- Permit taxis to travel in a west-east direction in Brook Street between Fort Street and Gray Street and in a north-south direction in Union Street
- Leave the Brook Street (east) taxi rank as at present
- Provide an additional bus stop at Brook Street (north side) opposite Brown Street
- Provide a replacement bus stop at Fort Street (west side) near Long Lane
- Provide a replacement bus stop in Gray Street (east side) near Long Lane
- Provide additional dedicated disabled spaces as practicable
- Provide additional "loading only" bays as determined through ongoing discussions with traders.
- Resolve minor drafting issues as necessary.

9 BACKGROUND PAPERS

- Report 3-2000, Planning & Transportation Committee 24 January 2000
- Report 363-2000, Planning & Transportation Committee 24 June 2000
- Report 630-2000, Planning & Transportation Committee 4 December 2000
- Report 729-2001, Planning & Transportation Committee 3 December 2001

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19 April 2002

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APPENDIX 1**Organisations Consulted at this Stage**

British Telecom
British Gas Transco
The Automobile Association
Freight Transport Association Ltd
Road Haulage Association Ltd
Dundee & Tayside Chamber of Commerce & Industry
Perth Letter District Office
Scottish Hydro Electric
Environmental & Consumer Protection Department
Travel Dundee**
Strathtay Scottish Omnibuses Ltd**
Angus & Dundee Tourist Board
Cyclists Touring Club*
Ambulance Service
Dundee Voluntary Action
Stagecoach Buses
Transport & General Workers' Union**
Director of Education
ETAK (Digital Mapping Company)
Environmental & Consumer Protection Department
Dundee Taxi Owners Association**
Broughty Ferry Traders Association**
Ancrum/Blackness Community Council
Broughty Ferry Community Council**
Caird Community Council
Fintry Community Council
Dundee Access Group**
Hilltown District Community Council
West End Community Council
Mercury Communications
Thus (Communications)
Telewest Communications

In addition, Tayside Police, Tayside Fire Department and NoSWA were consulted at the initial stage.

*organisations which responded

**organisations which met with officers (all responded)