

**REPORT TO:** CITY DEVELOPMENT COMMITTEE - 8 JUNE 2009

**REPORT ON:** LOCHEE FRAMEWORK CONSULTATION

**REPORT BY:** DIRECTOR OF PLANNING & TRANSPORTATION

**REPORT NO:** 288-2009

## **1 PURPOSE OF REPORT**

- 1.1 This report advises Committee on the results of the consultation exercise undertaken within Lochee to update the Community on aspects of the Lochee Regeneration Framework, in particular the public realm environmental improvements, the Façade Enhancement Grant Scheme and to seek approval of Traffic Management measures.

## **2 RECOMMENDATION**

- 2.1 It is recommended that the Committee:
- a note the response to the consultation exercise as indicated in Appendix 1;
  - b note the response to the consultation exercise on the proposed Traffic Management measures in Appendix 2;
  - c resolve in the short term to promote a Traffic Order for the introduction of traffic calming in the form of build-outs at suitable locations throughout the High Street and remove the existing traffic calming measures; and
  - d resolve to promote a Traffic Order to secure one way traffic northwards in High Street as a medium term measure until the re-creation of "Bank Street".

## **3 FINANCIAL IMPLICATIONS**

- 3.1 There are no financial implications for the City Council in approving this Report.

## **4 BACKGROUND**

- 4.1 Reference is made to report 589-2007 and the decision of the Planning and Transportation Committee of 10 December 2007 when it was agreed to:
- a note the terms of the various responses to the consultation undertaken;
  - b approve the attached Lochee Physical Regeneration Framework as a material consideration for future planning applications and refer it to the Development Quality Committee for its information;
  - c approve the associated Action Plan as the basis for realising the objectives of the Draft Lochee Physical Regeneration Framework (both documents are available in the Members' lounges);
  - d remit the Director of Planning and Transportation to bring forward proposals for the development of the opportunity sites contained within the Draft Lochee Physical Framework as appropriate; and
  - e note the formation of a dedicated officer group to progress the Action Plan and approve the promotion of a "Lochee Forum" as a vehicle for engaging the

community in the implementation of the Lochee Physical Regeneration Framework.

- 4.2 Following the circulation of posters and leaflets, an exhibition was held in the Bright Street Church Hall on Tuesday and Wednesday 28-29 April. The exhibition was open till 8.00pm both days and was staffed at all times. Attendees were invited to respond in writing by Friday 15 May 2009. The exhibition provided an opportunity for the community to be updated on the present public realm environmental improvements at Sinclair Street and have a taste of the form future phases are likely to take.
- 4.3 Suggested treatments for the first phase of the Façade Enhancement Grant Scheme to the north and south sides of High Street were displayed for the interest of proprietors, traders and the public. Short term and the longer term vision Traffic Management proposals were displayed with the express intent of seeking the views of the community.
- 4.4 Feedback from Traders and the public was generally enthusiastic in respect of the Façade Enhancement Grant Scheme. There was an initial concern on the part of Traders in respect to the Council's policy of not grant aiding external shutters; however, when the experience of the City Centre and Albert Street Schemes was explained, including the acceptability of the alternative of internal grilles then most traders were reassured.
- 4.5 There is a strongly held view among the traders that the existing traffic calming measures, "speed cushions," have seriously affected trade. There is no question that traffic calming was essential to address a history of pedestrian injury accidents in High Street. The reduction in such accidents since the introduction of traffic calming has proved its worth.
- 4.6 As part of the public realm improvements in Lochee High Street it is intended to replace the present traffic calming measures. The improvements offer an opportunity to achieve the same safe pedestrian environment in a more sympathetic appearance using the same palette of quality materials to be used on the footways. The Traffic calming will both reduce traffic speed and make the crossing for pedestrians easier. This would take the form of a series of footway build-outs at a number of appropriate locations to serve as a precursor to the proposed one-way system as described in 4.8 below. In the short term each buildout location will require traffic in one direction to give way to oncoming traffic. Such a measure to restrict traffic flow and speed will require the promotion of a Traffic Order preceded with appropriate advertisement and consultation.
- 4.7 Feedback from Traders and the public was generally enthusiastic in respect of the public realm environmental improvements particularly the future phases and the widening of footpaths for shoppers. In general, traders were very supportive of the proposed removal of the "speed cushions" but some were less enthusiastic about their replacement by footway buildouts.
- 4.8 There was a mixed reaction to the proposed one way system taking traffic northwards in High Street. Most traders and all members of the public who attended the exhibition were generally in favour of the proposals. However, a minority of traders would prefer the one way system to be one way southwards whereas a similar number would seek no change at. It was explained to those traders that a number of options were explored with the northbound system being the most

favourable short term solution. Justification for this decision is detailed in Appendix 2.

- 4.9 In conclusion, the potential impact of both the public realm environmental improvements and Façade Enhancement Grant Scheme were generally well received. The Council has budgets in place for these projects, although there exists an opportunity to accelerate these works through the Town Centre Regeneration Fund, lottery or Fairer Scotland Fund.
- 4.10 Whilst reaction to the traffic management proposals was mixed, there was general acceptance of the proposals, in particular the longer term vision of the reopening of Bank Street. It should be noted that the reintroduction of Bank Street, widely accepted as bringing significant benefit to the area, is seen at this stage as aspirational and its implementation will depend on securing the cooperation of the owner/developer of the Highgate Centre.

## **5 POLICY IMPLICATIONS**

This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

## **6 CONSULTATIONS**

- 6.1 The Chief Executive, Depute Chief Executive (Support Services), Depute Chief Executive (Finance), Head of Finance and Assistant Chief Executive have been consulted and are in agreement with the contents of this report.

## **7 BACKGROUND PAPERS**

- 7.1 Dundee City Council - Report No 589-2007 - 10 December 2007.
- 7.2 Dundee City Council - Urban Design Guide.
- 7.3 Dundee City Council - Dundee 21 Plan for Sustainability.
- 7.4 Dundee City Council - Dundee Local Plan Review 2005
- 7.5 Scottish Executive - "Designing Places".

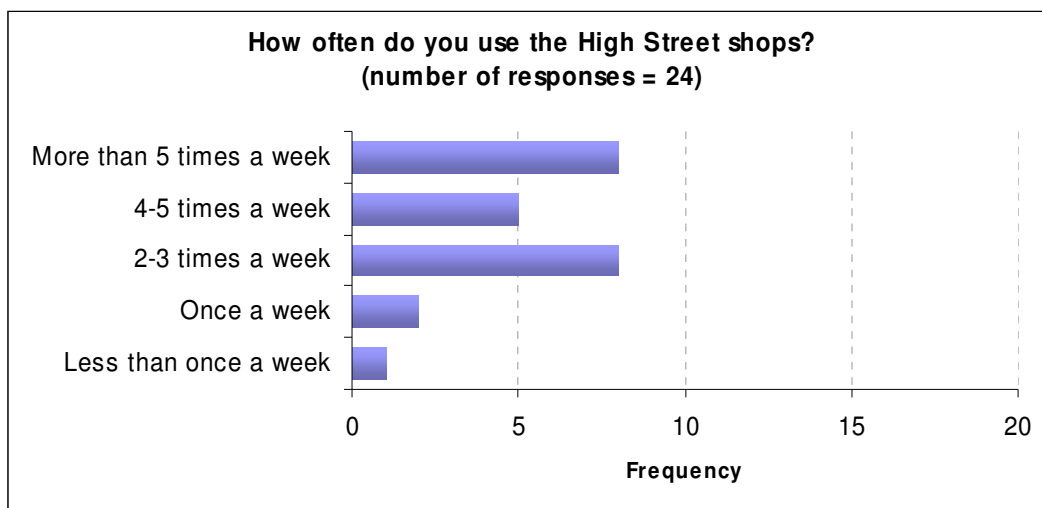
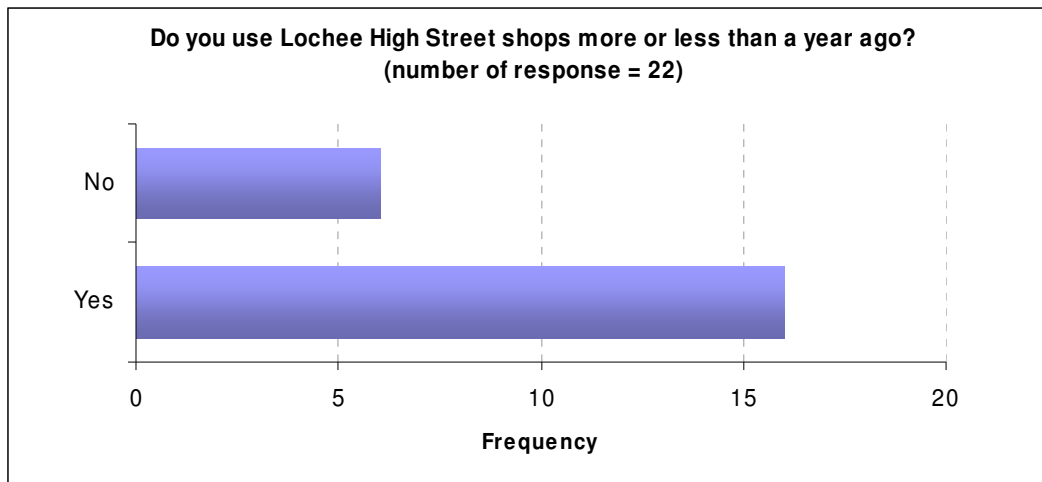
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Director of Planning & Transportation

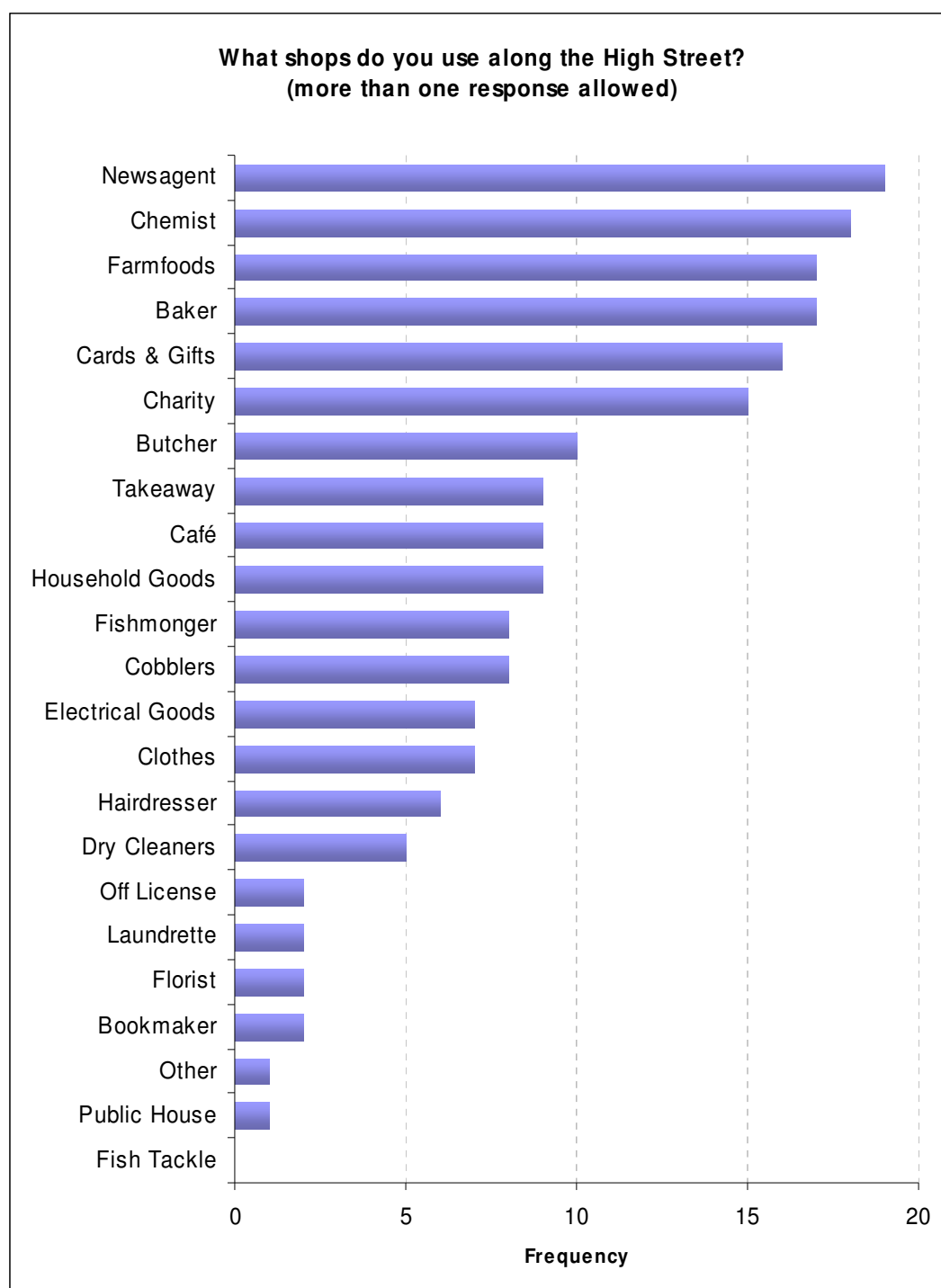
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Head of Planning

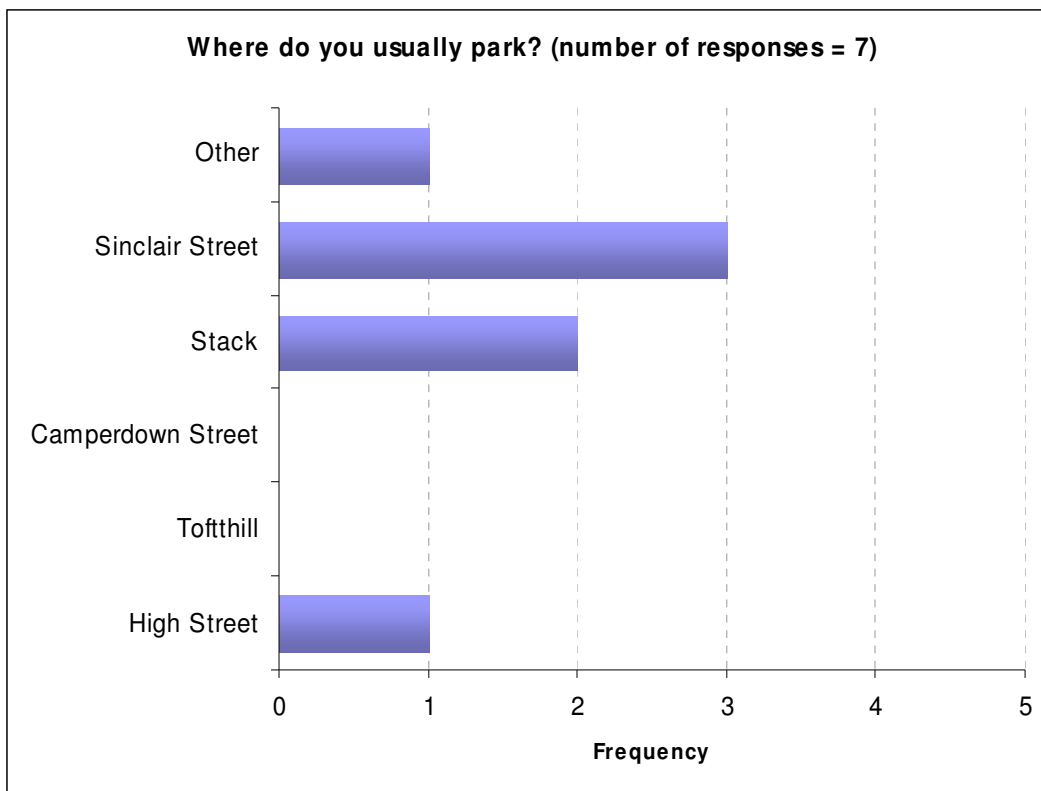
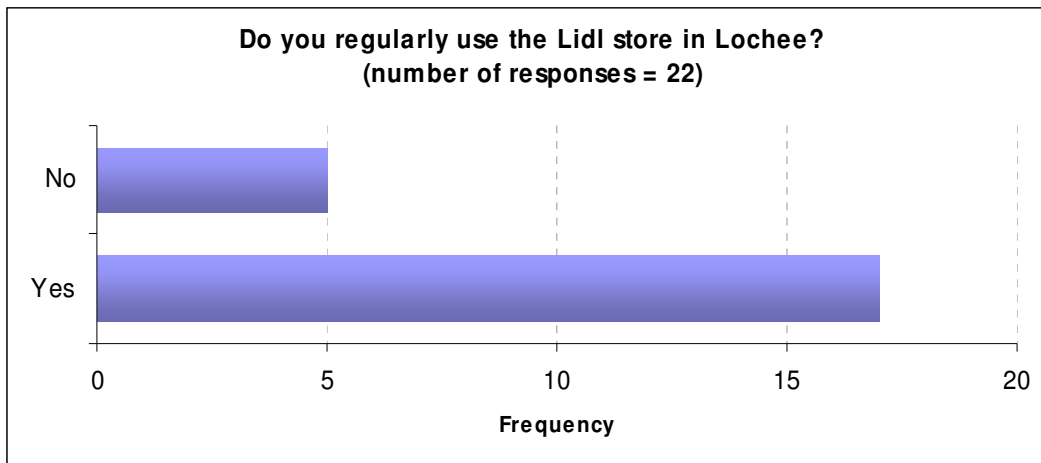
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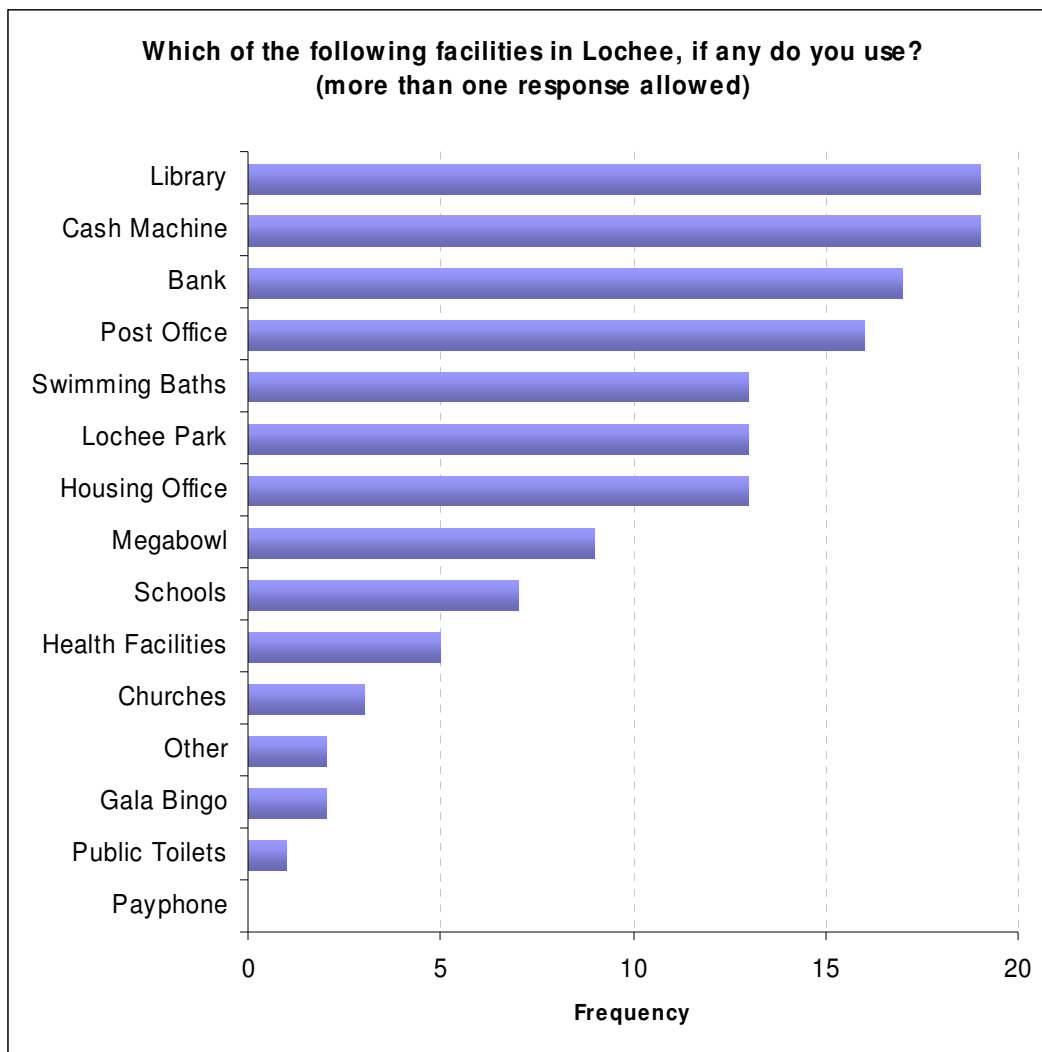
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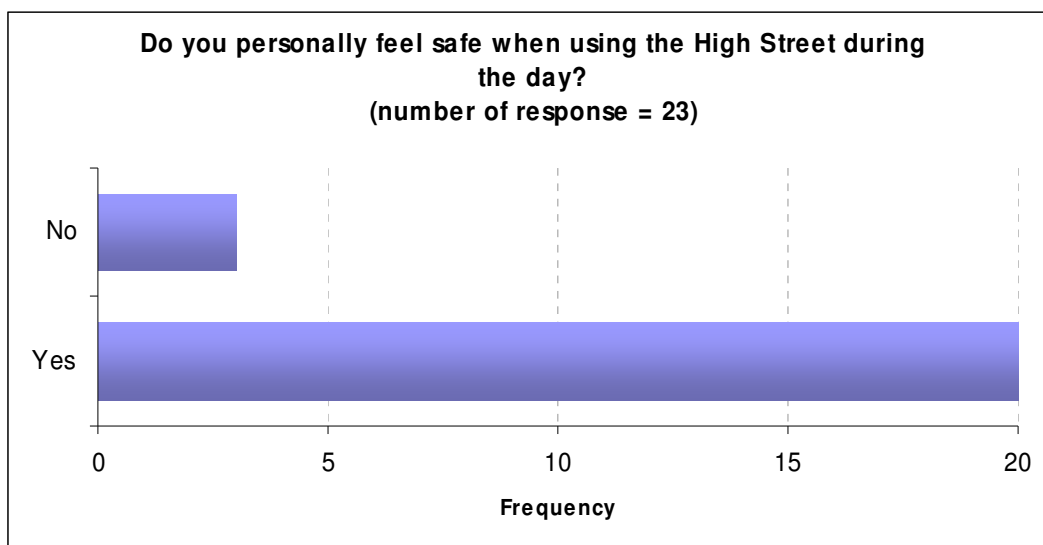
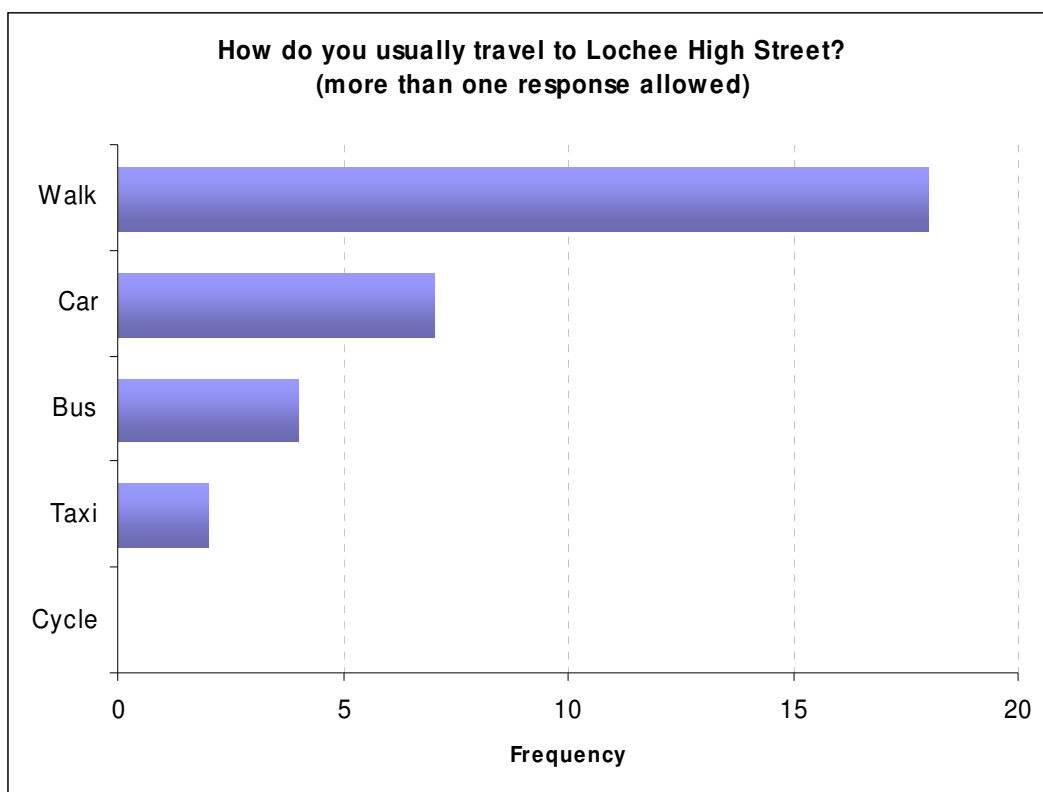
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**APPENDIX 1**

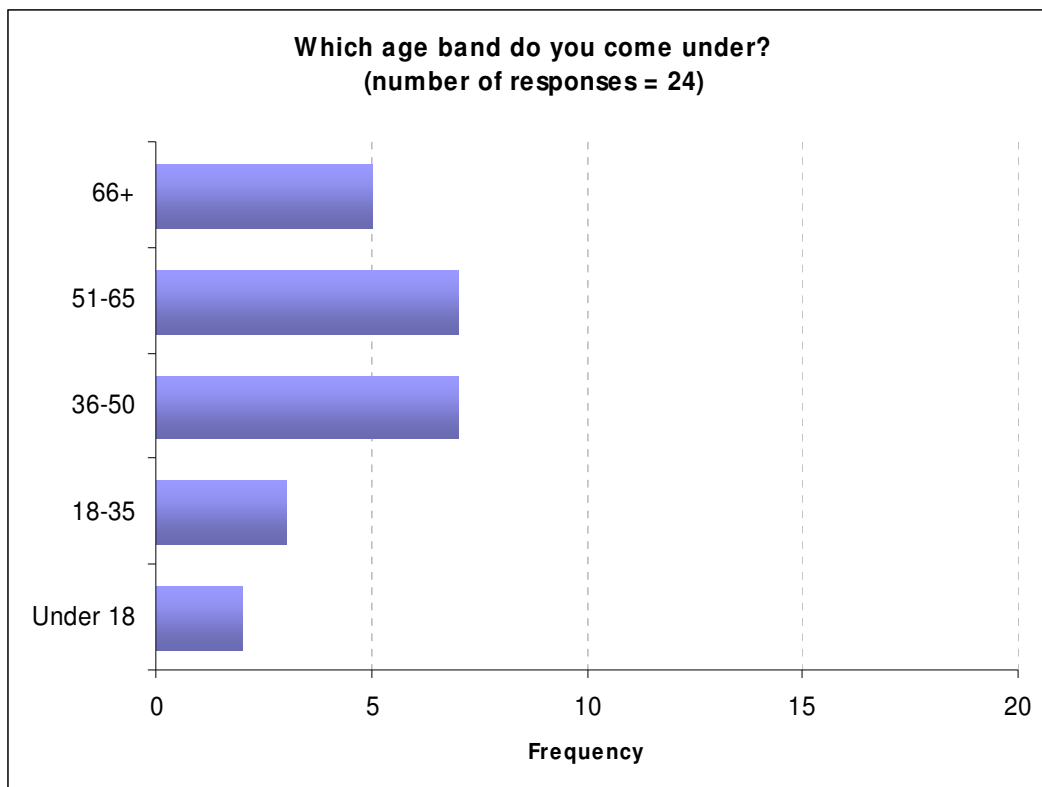
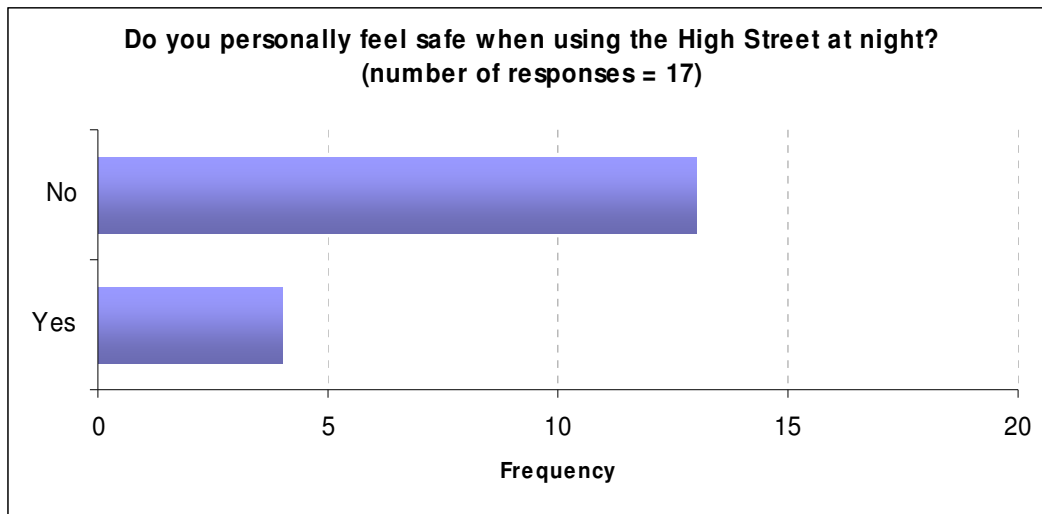


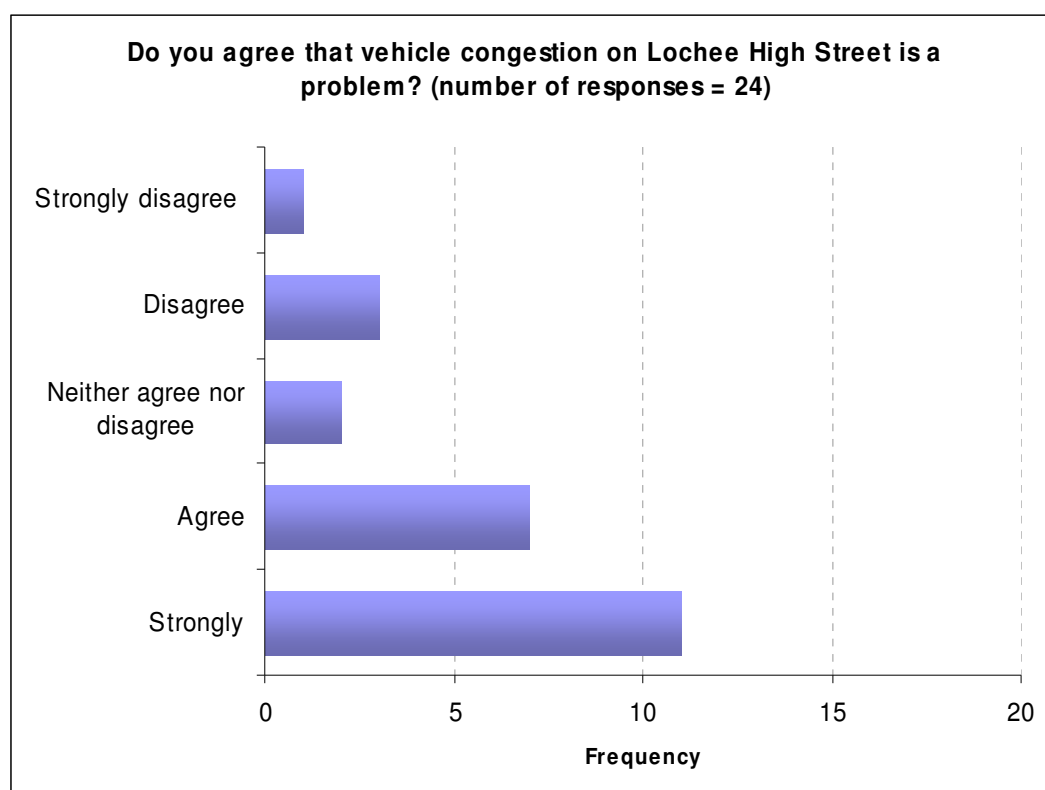
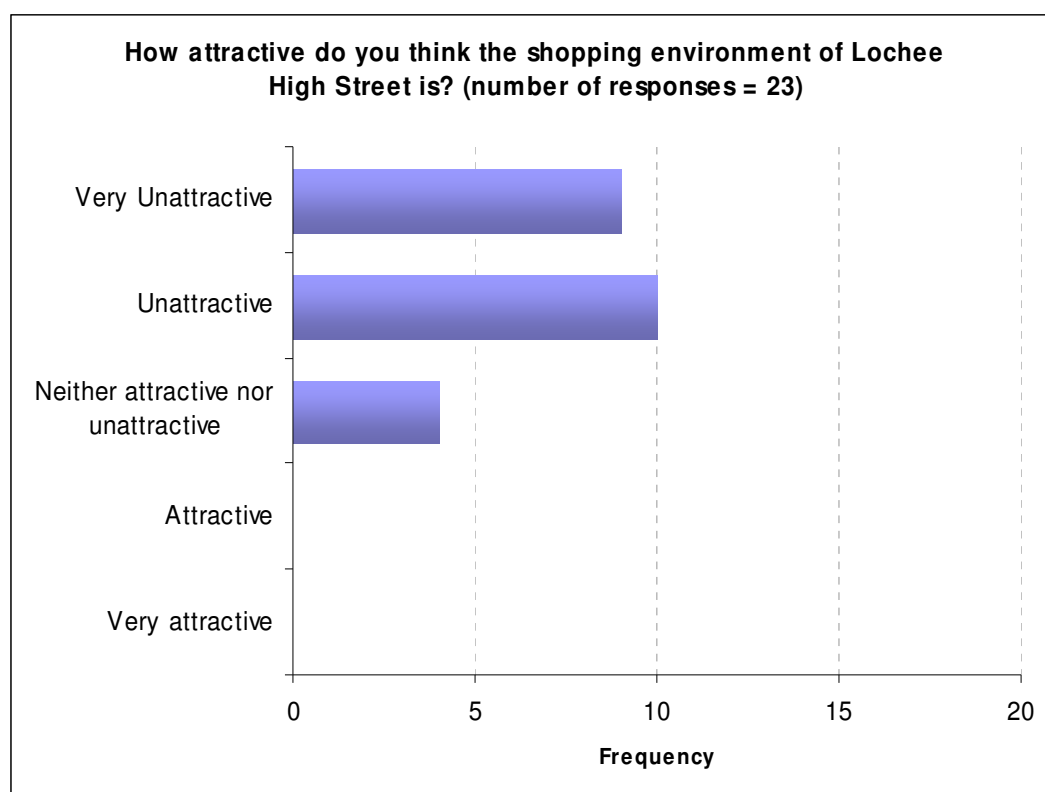




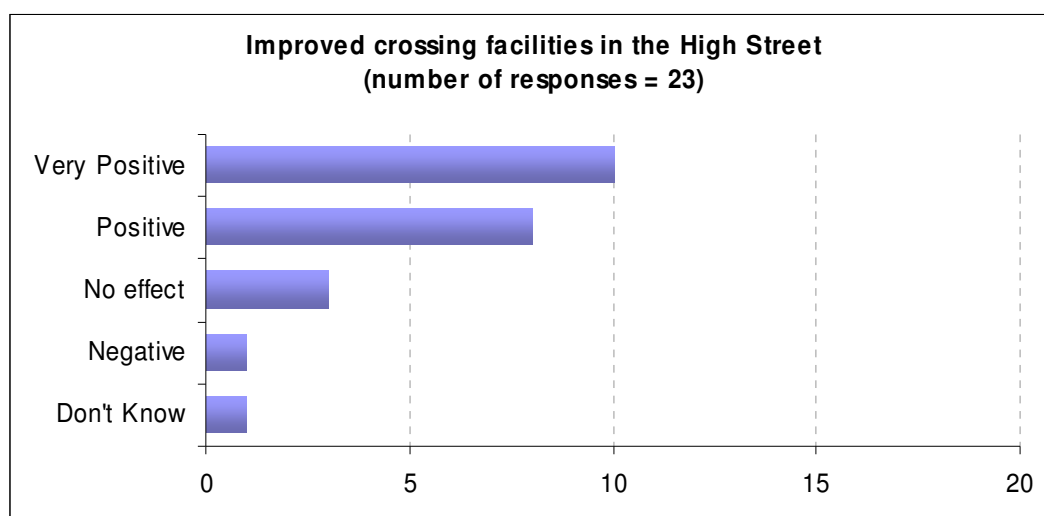
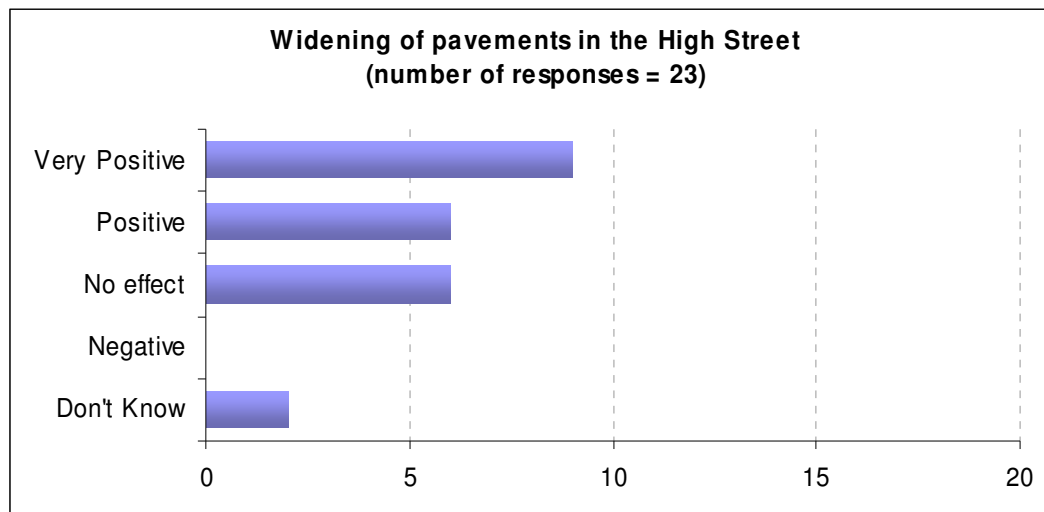
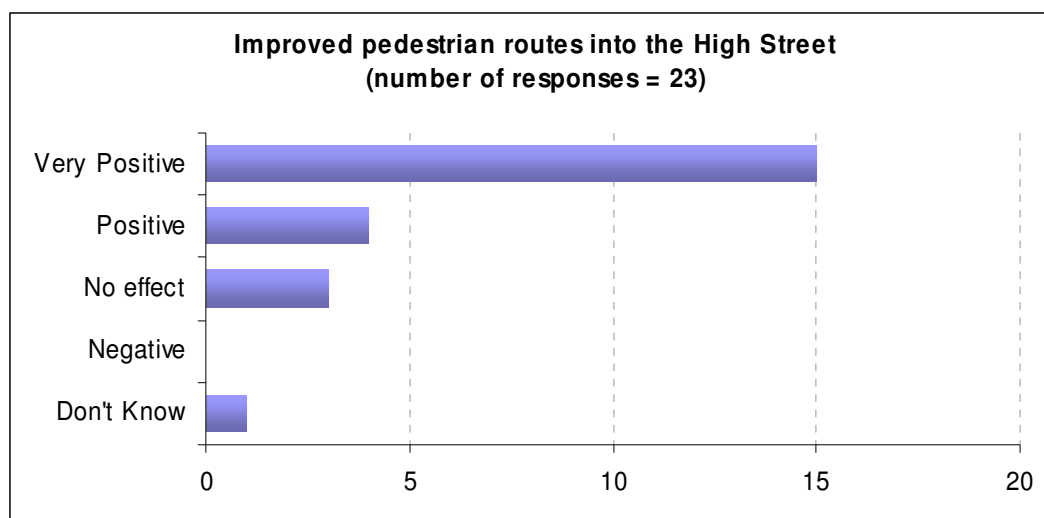


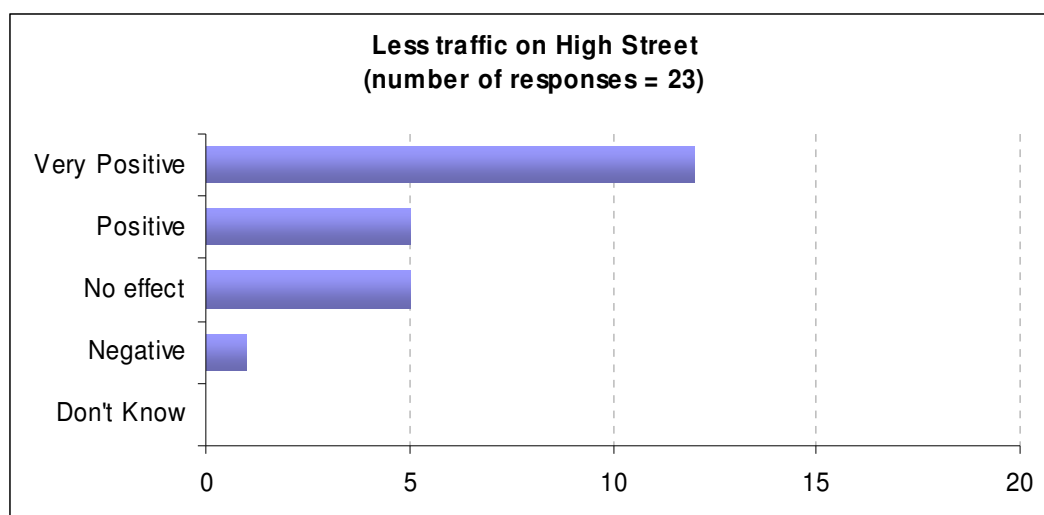
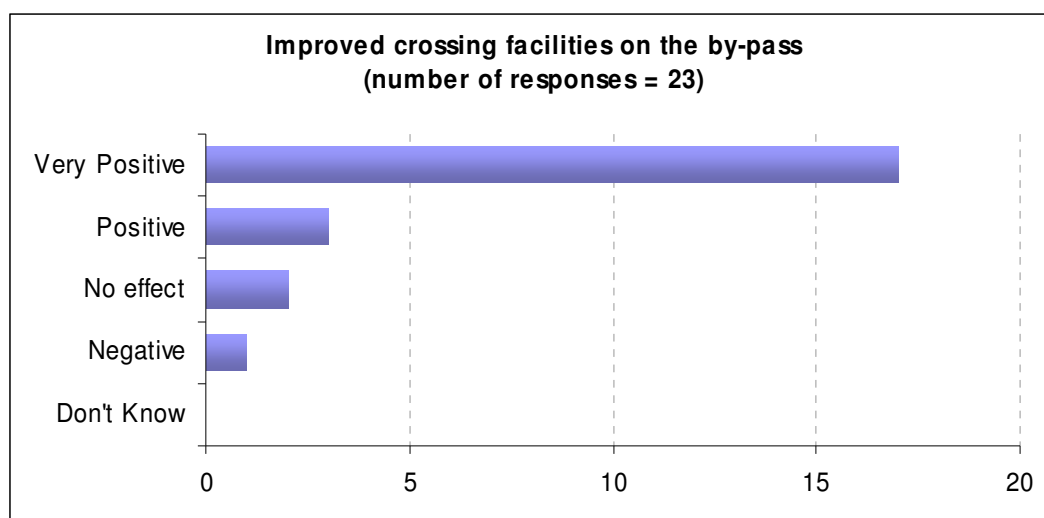
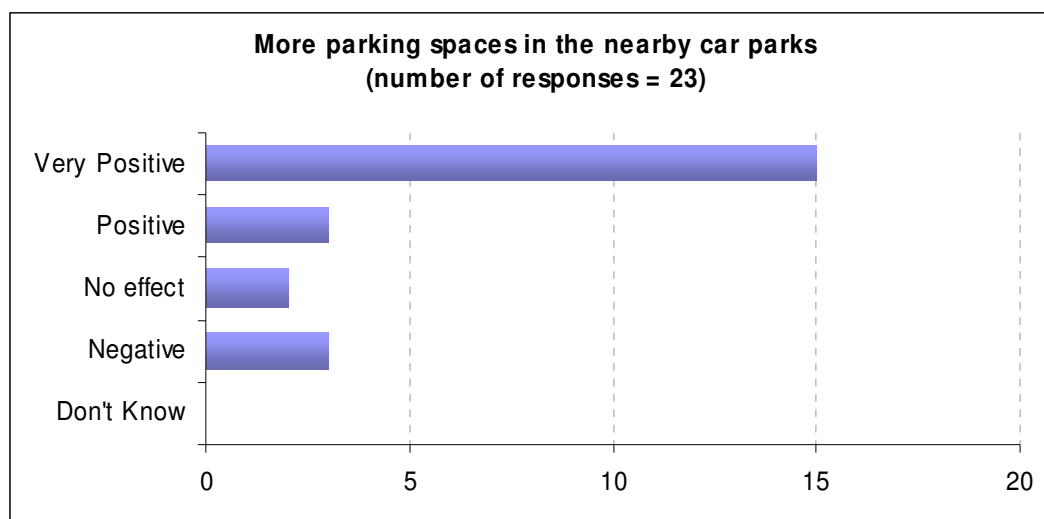




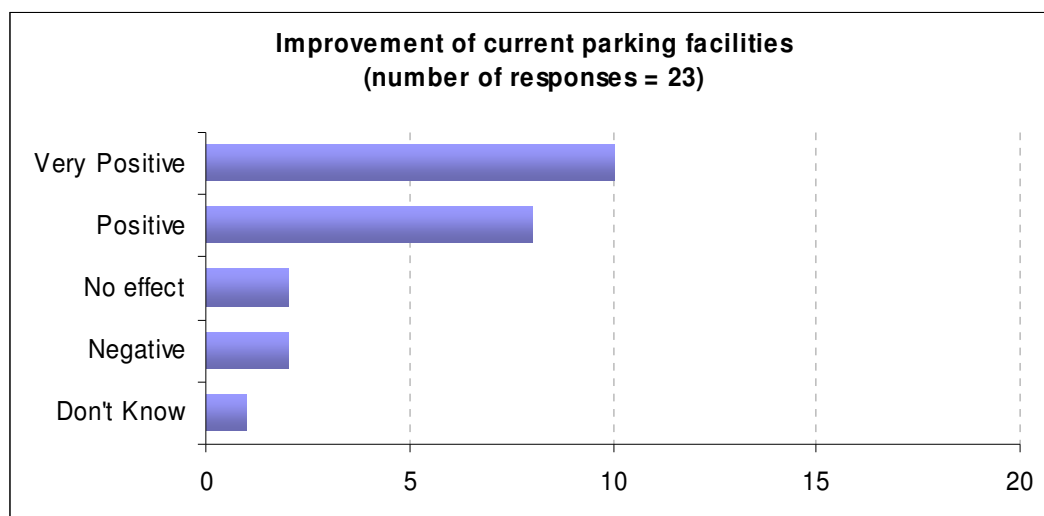
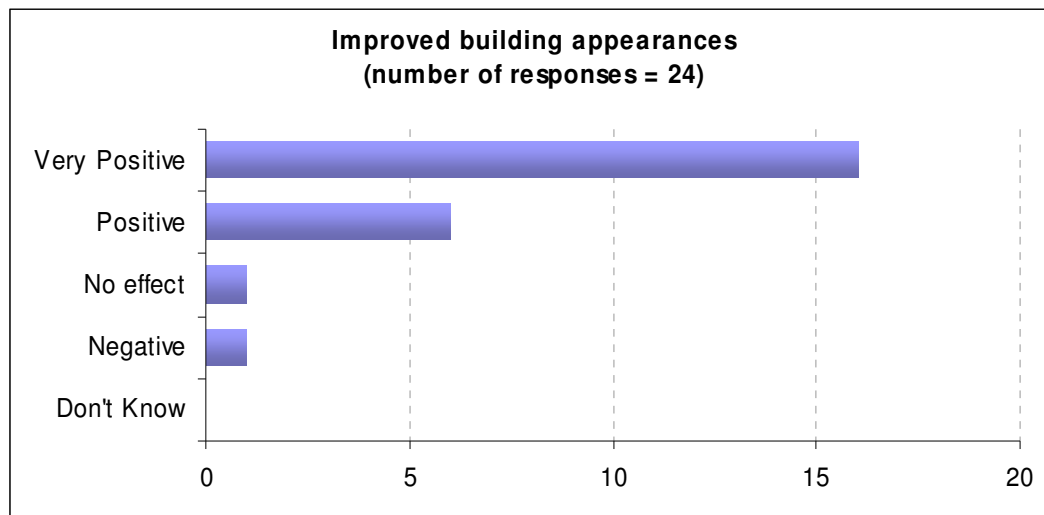
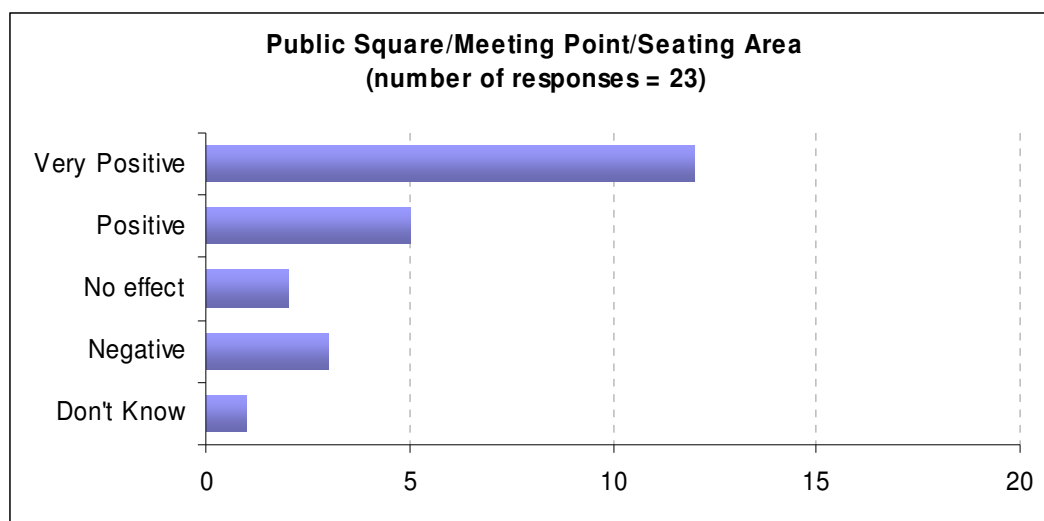


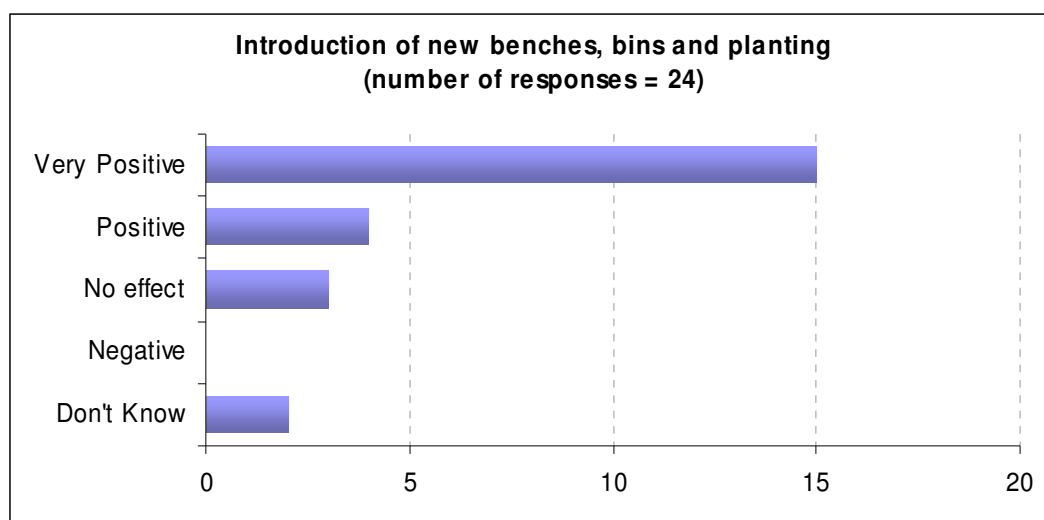
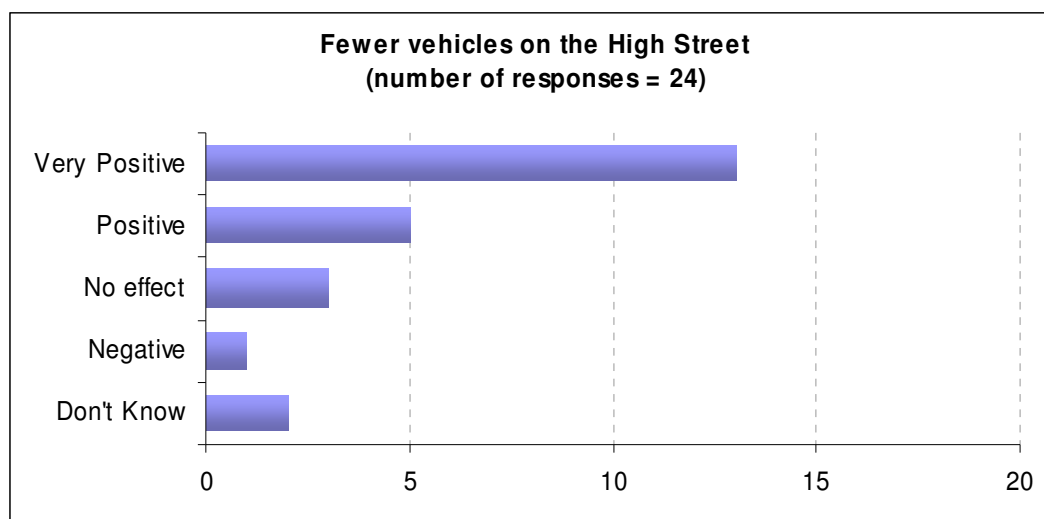
What kind of an effect do you feel the following options would have on the accessibility of the High Street?

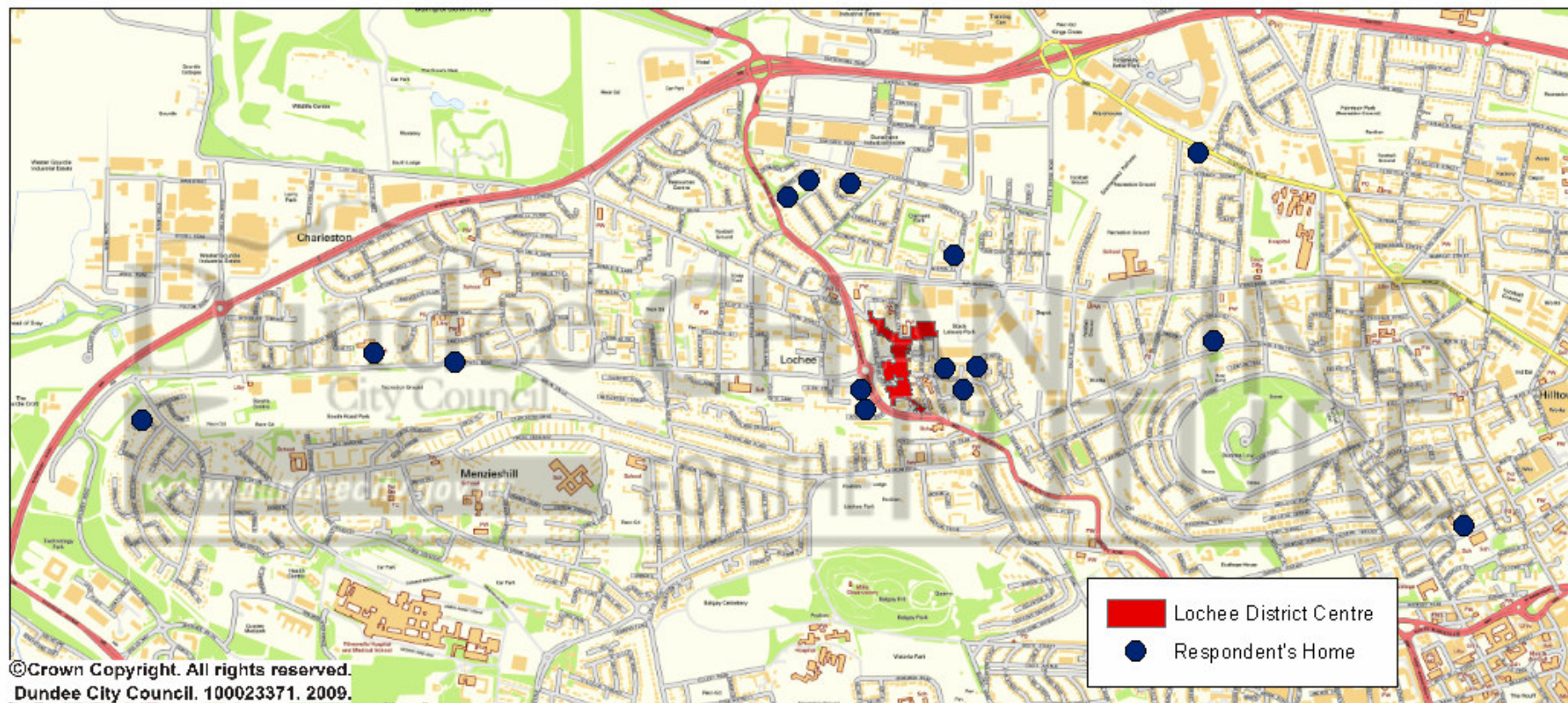




**What kind of effect do you feel the following options would have on the quality/appearance of the High Street?**







Location of postcode of respondents' homes.

**APPENDIX 2 - CONSULTATION ANALYSIS**

<b>Traffic Management Feedback</b>	<b>Dundee City Council Response</b>	<b>Action</b>
<p>Several traders opposed to the short-term option of one way traffic north bound along the High Street. They wish us to consider either keeping the traffic two way or implementing the one way system from north to south.</p>	<p>A series of Traffic Management options were explored with the one way system north being the most favourable short term solution.</p> <p>The one way system will allow the release of additional carriageway space which will provide opportunities to reallocate kerb space, enhancing the public realm and in turn increasing shopper comfort.</p> <p>The one way system north has the added benefits of allowing buses travelling northbound access to the High Street and southbound buses to drop off passengers safely on the "right" side of the bypass.</p> <p>The issue of the rat-run through Bright Street will also be resolved.</p>	<p>Proceed with promotion of traffic management order and provide traders with the reasons/justification why this is the preferred route.</p>