

REPORT TO: PLANNING & TRANSPORTATION COMMITTEE – 27 MAY 2003

REPORT ON: CAMPERDOWN STREET, BROUGHTY FERRY STOPPING-UP

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 300-2003

1 PURPOSE OF REPORT

- 1.1 This report considers the necessity to stop-up the length of Camperdown Street, Broughty Ferry to remove the pedestrian right of passage between the two parts of Grove Academy.

2 RECOMMENDATIONS

- 2.1 The Committee is asked to approve the preparation of a Stopping-Up Order under the powers of The Roads (Scotland) Act 1984 to stop up that length of Camperdown Street, Broughty Ferry over its frontage of Grove Academy to remove the pedestrian right of passage as depicted on the attached plan.

3 FINANCIAL IMPLICATIONS

- 3.1 All costs associated with this order will be met from the revenue budget allocation to the PPP project.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 The health and safety of the school pupils will be enhanced by controlling access to the school environs.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 None

6 BACKGROUND

- 6.1 In 1994, Tayside Regional Council promoted a stopping-up order under the Roads (Scotland) Act 1984 to close Camperdown Street which runs through the middle of Grove Academy. The reasons given were that the road was unnecessary. There were three objections to the order. Two were concerned with vehicular access to their properties and were withdrawn. The remaining objection was withdrawn on the understanding that pedestrian access would be maintained. This exemption was never written into the order but an undertaking from the Education Department that the gates would never be locked satisfied the objector.
- 6.2 Grove Academy is to be leased to a PPP company for 30 years and it would be preferable to lease the whole site to them. Also it is not ideal, from a security point of view, for the public to be able to walk through the school grounds.
- 6.3 Since pedestrian access has never been interrupted it is considered prudent to promote a further stopping up order to extinguish the pedestrian right of passage.

- 6.4 It is possible that objections may be received on the grounds that the alternative route is excessive for pedestrian traffic. It involves an extra distance of about 230 metres or thereby a part of which is on a gradient.
- 6.5 Any unresolved objection would have to be adjudicated by a Scottish Executive appointed reporter, whose decision would be binding.

7 CONSULTATIONS

- 7.1 The Chief Executive, Director of Finance, Director of Support Services, Director of Corporate Planning, Director of Education, Legal Manager and the Chief Constable, have been consulted and are in agreement with the contents of this report.

8 BACKGROUND PAPERS

- 8.1 None

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