

**REPORT TO:** PLANNING & TRANSPORTATION COMMITTEE – 24 JUNE 2002

**REPORT ON:** NORTH EAST ARTERIAL CAPITAL EXPENDITURE –  
ALBERT STREET IMPROVEMENTS

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

**REPORT NO:** 478-2002

## **1 PURPOSE OF REPORT**

- 1.1 The purpose of the Report is to seek approval for the allocation of £472,000 for the North East Capital Budget Expenditure 2002/03.
- 1.2 The plans for the proposed improvement works will be displayed in the Members Lounges and prior to the Committee Meeting.

## **2 RECOMMENDATIONS**

- 2.1 It is recommended that the Committee remits the Director of Planning and Transportation to implement the following improvement works which will upgrade the whole the Albert Street District Centre:

- Repaving of the Stobswell Junction footway with new slabs and associated street furniture.
- Formation of build out areas to provide on-street parking facilities and bus stops and services.
- Upgrading of the street lighting to Albert Street.
- Upgrading and re-orientation of the Dura Street car park.
- Upgrading and re-alignment of the Ferguson Street car park.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 The works identified within the Report will be met from the budget of £472,000, for the North East Corridor improvements within the P&T Department's 2002-03 Capital Budget..

## **4 LOCAL AGENDA 21 IMPLICATIONS**

- 4.1 The purpose of the proposed improvements to Albert Street, encompassing the surrounding streets and car parks, is to promote the residential and commercial sustainability of the northern entrance to the city and to augment the existing character of this established neighbourhood. The provision of a proposed physically enhanced environment to Albert Street, and the surrounding area, is an opportunity that has arisen from the approved Albert Street and North East Corridor road traffic strategy and the Albert Street Study. (See Section 8, Background Papers).
- 4.2 The proposed improvements will address the following key themes of Dundee 21:
  - 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 and pleasant environment.
- Places, spaces and objects combine meaning with beauty and utility.
- Diversity of local attractions are valued and protected.

## 5 EQUAL OPPORTUNITIES IMPLICATIONS

5.1 Special consideration has been given to improve participation in community life by the promotion of the environmental proposals through the Stobswell Community Forum.

- The improvements seek to augment the promotion of public transportation, walking and cycling routes within the city and to redress the imbalance of provision of services for those who do not possess a car or choose to travel by other means.
- Opportunity to create a barrier-free city by the affirmation of Albert Street area as a safe and attractive neighbourhood well served with transportation connections to residential, commercial and leisure facilities.

## 6 BACKGROUND

6.1 The Albert Street Study highlighted the decline of the commercial amenity of Albert Street area with the indication of the high levels of traffic accessing other parts of the city, and associated road traffic accidents, effectively created a barrier to individuals accessing the shops and pedestrian movement through the area.

6.2 The formation of the Stobswell Junction to the Albert Street/Pitkerro Road junction to direct commuter and freight traffic along Dura Street to the across town routes, offers the opportunity to create a prominent focal area formed from quality paving materials and street furniture which will augment the present environment and will display an enhanced and positive image to the residents of the area and those entering the city from the North.

6.3 The strategy to remove the heavy commuter flows from Albert Street, to provide a two-way traffic route along the length of Albert Street and the reinforcement of the direct public transportation link from the city centre to the periphery, offers the potential to create core areas along Albert Street where services, new bus stops and public telephones, etc can be collectively grouped for ease of use. The balanced transportation route will enable the Albert Street and the surrounding area to successfully function as a district centre.

6.4 The provision of the service core areas at strategic locations along Albert Street offers the opportunity to introduce street trees to make the visual connection from the newly formed avenue of Lower Princes Street to the proposed deflection area at the Pitkerro Road/Albert Street junction and the Morgan Academy lawn.

6.5 As fundamental to the proposed improvements the Ferguson Street and Dura Street car parks are to be refurbished to provide safe and attractive areas for shoppers and residents to park in the area. The refurbishment will include the renewal of the existing surfaces, re-orientation of existing car parking layout and the use of standard trees to form the visual boundaries to each car park.

## 7 CONSULTATIONS

7.1 The Chief Executive, Director of Finance, Director of Support Services, Director of Corporate Planning, Director of Economic Development and Scottish Enterprise Tayside have been consulted and are in agreement with the contents of this report.

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- 7.2 The Environmental Group of the Stobswell Community Forum and the Stobswell Parish Church Committee – Albert Street Group, have been consulted and are supportive of the proposed Environmental Improvements.
  - 7.3 Informal consultations over the Albert Street and the North East Corridor road traffic plans were carried out in 2002 with the Albert Street Traders, Stobswell Community Council (no longer in existence) and the Stobswell Environmental Group.

## **8 BACKGROUND PAPERS**

- 8.1 Planning and Transportation Committee, 25 March 2002, Agenda Note, pre-purchase of paving materials for the Stobswell Junction Improvements.
- 8.2 Planning and Transportation Committee, 29 October 2001, Item 5, Report 660/2001, Albert Street and North East Corridor.
- 8.3 Planning and Transportation Committee, 25 October 1999, Item 10, Report 339/2000, Albert Street Study.

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12 June 2002

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