

REPORT TO: CITY DEVELOPMENT COMMITTEE - 29 OCTOBER 2012

REPORT ON: SEAFIELD ROAD, BROUGHTY FERRY ONE WAY ORDER 2012

REPORT BY: DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 391-2012

1 PURPOSE OF REPORT

- 1.1 To update the Committee on the outcome of the consultation/publication of the proposed Seafield Road, Broughty Ferry One Way Order. With this information Committee will be asked to approve implementation of the Traffic Regulation Order to introduce a one-way traffic restriction in a section of Seafield Road, Broughty Ferry.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee approve the implementation of the Traffic Regulation Order to introduce a one-way traffic restriction in a section of Seafield Road, Broughty Ferry.

3 FINANCIAL IMPLICATIONS

- 3.1 The costs of preparing the Order will be met by Traffic Revenue Minor Works budget.

4 BACKGROUND

- 4.1 During the planning stages in readiness for the relocation of Eastern Primary School into the former Grove Academy building, a Project Board was formed to allow for discussion between stakeholders (the membership of the Project Board is detailed in Appendix 1) who had interest in the new school campus. Meetings of the Project Board commenced in late 2010 and in total four meetings were held with the last meeting on 28 April 2011.
- 4.2 A major area of discussion at the Eastern Project Board was pupil and pedestrian safety and a whole series of traffic management measures were considered with most being implemented ahead of Eastern Primary School opening at Camperdown Street, Broughty Ferry on 18 August 2011.
- 4.3 One location that raised particular concerns was at Seafield Road, where it was felt that there was a higher risk of pupil and vehicle conflict owing to the traffic flow, parked cars, large numbers of pupils and narrow footways. A solution was requested and the Head of Transportation presented a range of possible solutions to the Project Board (see Appendix 2). From these options, and taking on board the range of advantages and disadvantages it was proposed to introduce a one-way restriction on Seafield Road to promote road safety while reducing potential vehicle/pedestrian/pupil conflict in the area.
- 4.4 Taking on board this element of the traffic management improvements to relieve this potential conflict, Dundee City Council is looking to introduce a one-way traffic restriction on Seafield Road, Broughty Ferry between its junction with the northmost access to Grove Academy and its junction with Davidson Street in a northerly direction. Vehicles will be prohibited from driving in a southbound direction within this

restricted section of Seafield Road. This proposal was strongly supported by both Eastern Primary School and Grove Academy Parent Councils.

- 4.5 It was identified that alternative routes are available in close proximity which will minimalise disruption for road users and residents.
- 4.6 The City Development Committee approved preparation of a Traffic Regulation Order and to consult and publicise this proposed order at it's meeting of 23rd April 2012.
- 4.7 The consultation stage was undertaken between 16 August and 05 September 2012 and 19 objections were received from local residents. Copy correspondence has been sent to Group Leaders, Bailies Scott, Borthwick and Councillor Macpherson. The main areas of objection were.
- Restriction of movement of long vehicles
 - Potential increased vehicle speeds
 - Diversion route as a result of one way system
- 4.8 It is still the Head of Transportation's opinion that for the vast majority of local and through journeys this restriction of movement will have minor impact, with alternative options available. However following consideration of Mr Tom Docherty's objection it was necessary to undertake vehicle movement road test demonstrations which confirmed that very long vehicles (trailers/caravans) will no longer have a route available to egress from Mount Rosa, 45 Seafield Road, Broughty Ferry - the combination of vehicles and trailers affected are in excess of 16 metres in length and are very much out of the ordinary. Owing to the configuration of Mount Rosa's main access gate at the junction of Seafield Road/Davidson Street, and if the one way Order is made, Mr Docherty will no longer be able to exit with the long vehicle combinations he currently operates in a southbound movement.
- 4.9 There is no current, height, weight or length restriction in any of the streets where the proposed restriction will divert traffic onto (primaily Davidson street both east and west bound).
- 4.10 No comments were raised from statutory consultees (which include utilities, emergency services, bus operators taxi operators and community representative groups), however Tayside Police have commented that the introduction of the one - way restriction may result in increased vehicle speeds and on the basis of no identifiable accident record that this restriction should not be implemented. These views were not put forward by Tayside Police during consideration by the Project Board in 2011.
- 4.11 The main plans with the proposals can be accessed online at weblink: <http://www.dundee.gov.uk/citydevelopment/trafficorders/>. A paper copy can also be made available on request from the Head of Transportation.

5 POLICY IMPLICATIONS

- 5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management.

The major issues identified are:

a. Sustainability

Road safety initiatives promote a safer environment for all road users and encourage walking and cycling which are key principles of Transport and Travel.

b. Strategic Environmental Assessment

There are no implications in relation to this report.

c. Anti-Poverty

Road safety initiatives promote safety, especially for vulnerable groups such as the elderly and children, thus ensuring that the local road network meets the transport needs of all road users, allowing equal access to all services.

d. Equality Impact Assessment

There are no implications in relation to this report.

e. Risk Management

The promotion of road safety initiatives helps the Council to manage the accident risk to all users of the local road network and to minimise the consequences that arise.

6 CONSULTATIONS

- 6.1 The Chief Executive, the Director of Corporate Services and Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

- 7.1 136-2012 SEAFIELD ROAD, BROUGHTY FERRY ONE-WAY ORDER 2012

Mike Galloway
Director of City Development

Neil Gellatly
Head of Transportation

NHG/LG

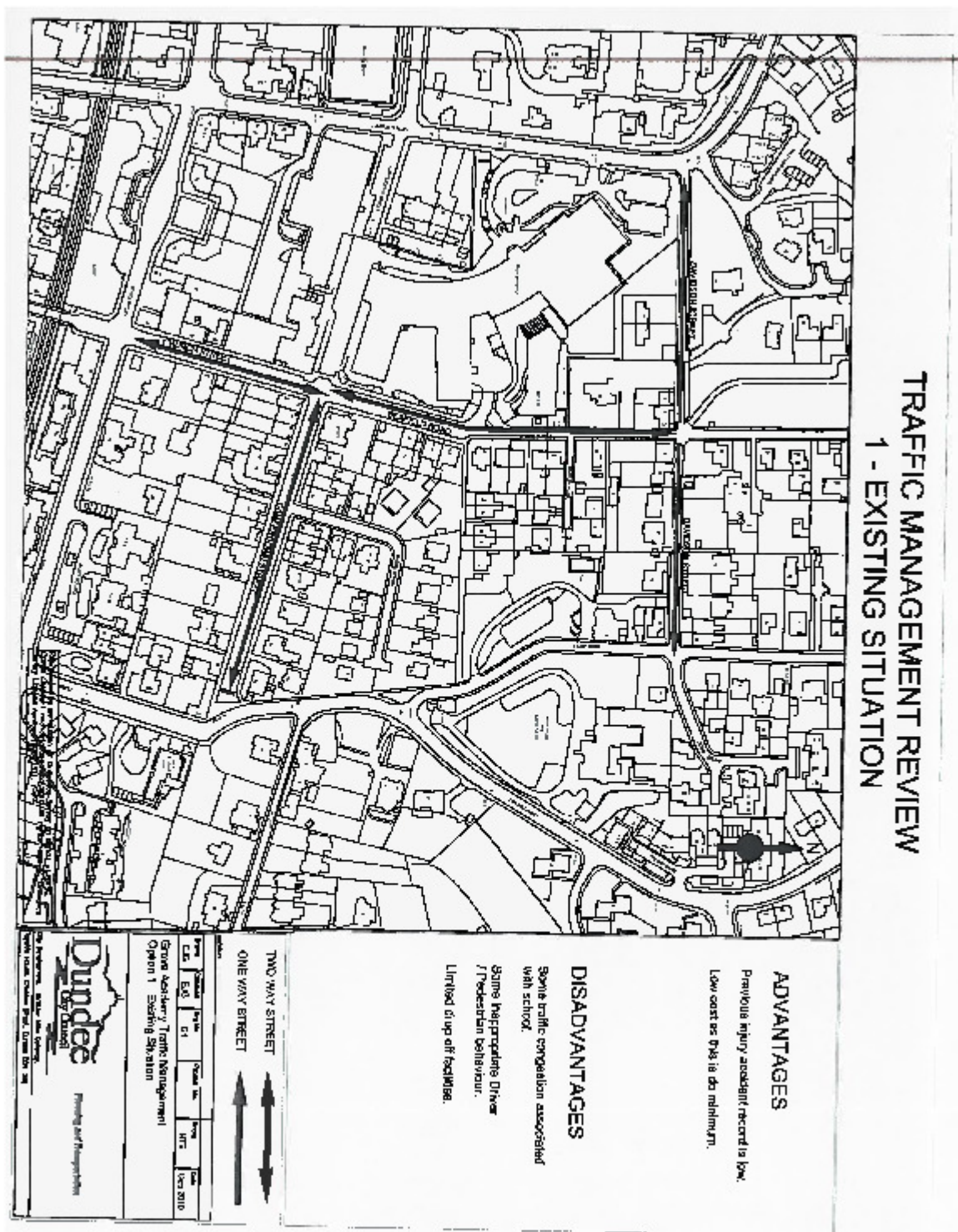
17 October 2012

Dundee City Council
Dundee House
Dundee

APPENDIX 1**MEMBERSHIP OF THE EASTERN PRIMARY SCHOOL PROJECT BOARD (DECEMBER 2010 TO APRIL 2011)**

Chief Executive OF Dundee City Council (Chair)
Convenor of Education Committee
Four Ferry Ward Members
Two representatives from Grove Academy Parent Council
Two representatives from Eastern Primary Parent Council
Teacher's Trade Union Representative
Headteacher Eastern Primary School
Headteacher Grove Academy
Chair of Broughty Ferry Community Council
Communities Officer (Ferry Ward)
Director of Education
Head of Primary Education
Head of Transportation/Team Leader Traffic and Transport
Principal Architectural Services Officer
Environment Department (Construction) Officer
Inspector of Road Policing (Dundee)

TRAFFIC MANAGEMENT OPTIONS CONSIDERED FOR SEAFIELD ROAD



TRAFFIC MANAGEMENT REVIEW 2 - CAMPERDOWN STREET - REOPENED



ADVANTAGES

Improves walkable traffic accessibility to the area by opening Camperdown Street. Possible reduction of drop off/pick up area at the Camperdown Street.

DISADVANTAGES

Additional urban traffic will be generated in front of schools as vehicles do not have other access (like parking).

Vehicle most likely will start to arrive early again junction on Queen Street. This additional traffic will cause more congestion and road safety will be affected.

The junction of Camperdown Street has very poor visibility, sightlines and will lead to an increase in road accidents at this location.

It is considered that the junction was closed on the grounds of road safety and 'not turning' in 1982.

Relatively high cost of constructing new junction.

TWO WAY STREET
ONE WAY STREET



Year	From	To	By	For	Use
2011	2012	2013	2014	2015	2016
2017	2018	2019	2020	2021	2022

Open Access Traffic Management
Option 2 - Reopened Camperdown Street

Dundee
Engineering and Planning

100-110, 112-114, 116-118, 120-122, 124-126, 128-130, 132-134, 136-138, 140-142, 144-146, 148-150, 152-154, 156-158, 160-162, 164-166, 168-170, 172-174, 176-178, 180-182, 184-186, 188-190, 192-194, 196-198, 200-202, 204-206, 208-210, 212-214, 216-218, 220-222, 224-226, 228-230, 232-234, 236-238, 240-242, 244-246, 248-250, 252-254, 256-258, 260-262, 264-266, 268-270, 272-274, 276-278, 280-282, 284-286, 288-290, 292-294, 296-298, 300-302, 304-306, 308-310, 312-314, 316-318, 320-322, 324-326, 328-330, 332-334, 336-338, 340-342, 344-346, 348-350, 352-354, 356-358, 360-362, 364-366, 368-370, 372-374, 376-378, 380-382, 384-386, 388-390, 392-394, 396-398, 400-402, 404-406, 408-410, 412-414, 416-418, 420-422, 424-426, 428-430, 432-434, 436-438, 440-442, 444-446, 448-450, 452-454, 456-458, 460-462, 464-466, 468-470, 472-474, 476-478, 480-482, 484-486, 488-490, 492-494, 496-498, 500-502, 504-506, 508-510, 512-514, 516-518, 520-522, 524-526, 528-530, 532-534, 536-538, 540-542, 544-546, 548-550, 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TRAFFIC MANAGEMENT REVIEW 3 - SEAFIELD RD - NORTHBOUND



ADVANTAGES

Remove Southbound traffic from narrow section of Seafield Road.
Traffic progression is more reliable as vehicles can start flow via Davidson Street (East or West).
Not necessary for vehicles to U turn in Seafield Road for north bound flows outside alignment.

DISADVANTAGES

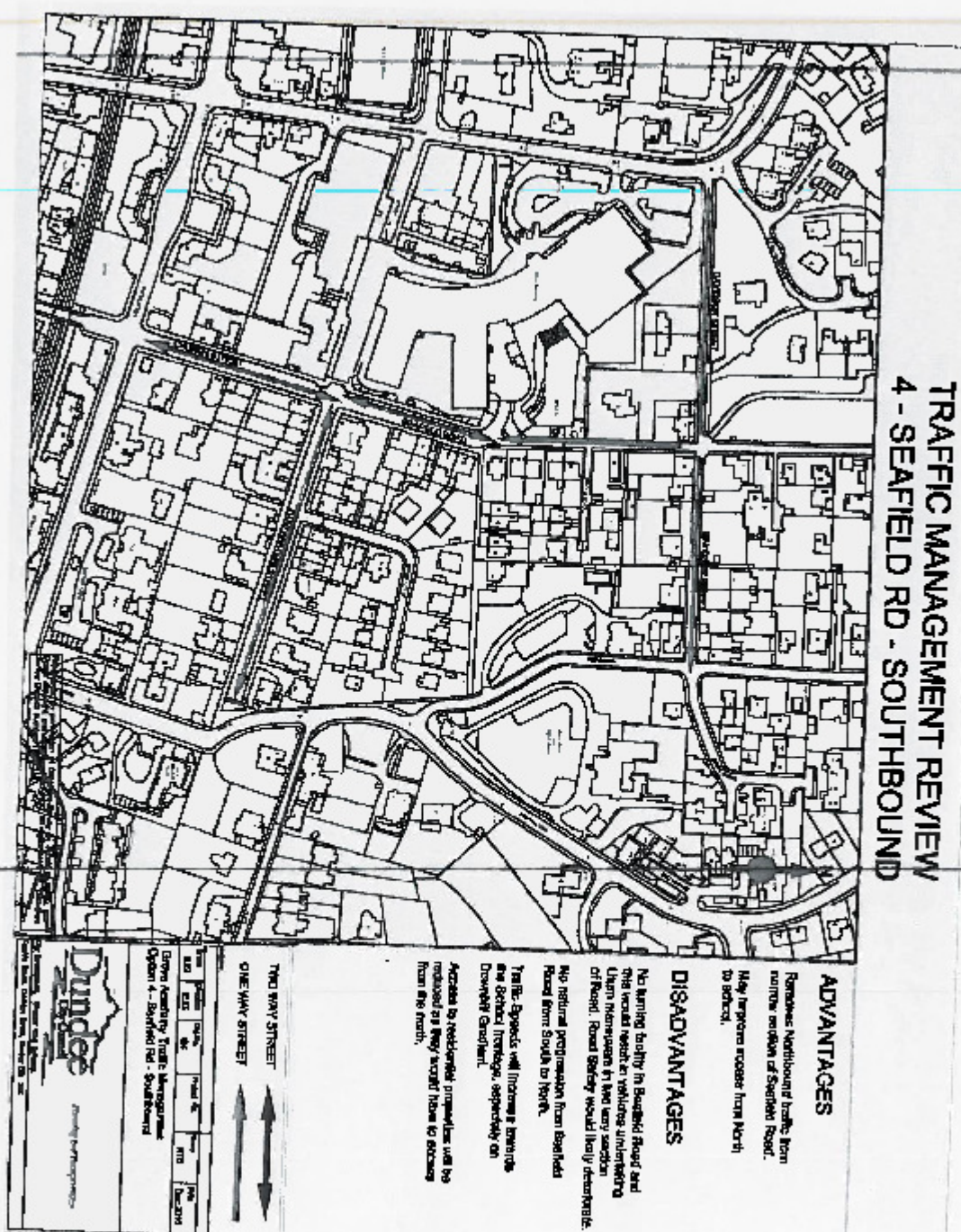
Traffic spreads away from the narrow section of Seafield Road. However this is better than flow into an even wider gradient.
Residential properties will be less accessible especially from North.
Vehicles will only be able to access via Church Street.

TWO WAY STREET
ONE WAY STREET



Scale: 1:10,000
Date: 10/10/11
Author: [illegible]
Drawn: [illegible]
Checked: [illegible]
Approved: [illegible]

Dunec
Planning & Engineering





TRAFFIC MANAGEMENT REVIEW 6 - SEAFIELD RD - Road Closure



ADVANTAGES

Removes Traffic flow from North towards Green Academy and permits all through traffic from zone.

DISADVANTAGES

Accessibility of residential properties decreases due to restriction.

No turning locally and vehicles would have to U-turn in road (if possible). Road safety is likely to deteriorate.

Servicing of properties in very restricted which corporations, rubbish collections, water maintenance, emergency services access restricted.

Drop off for schools would be very difficult on Church Street, rise to level of through route. Driver behavior would be poor due to this. Again this would create Road Safety issues.

TWO WAY STREET

ONE WAY STREET



Scale	Feet	Meters	Feet	Meters	Feet	Meters
0	100	0	100	0	100	0
0	200	0	200	0	200	0
0	300	0	300	0	300	0
0	400	0	400	0	400	0
0	500	0	500	0	500	0
0	600	0	600	0	600	0
0	700	0	700	0	700	0
0	800	0	800	0	800	0
0	900	0	900	0	900	0
0	1000	0	1000	0	1000	0

Green Academy Traffic Management
Defined - Seafield Rd - Road Closure

