

REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE – 30 APRIL 2001

REPORT ON: TRAFFIC MANAGEMENT – CENTRAL AREA – INTRODUCTION OF FOURTH TRAFFIC ZONE

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 49-2001

1 PURPOSE OF REPORT

- 1.1 To progress the Traffic Regulation Orders necessary in the Central Area to enhance operations for public transport, reduce congestion and improve the pedestrian environment.

2 RECOMMENDATIONS

- 2.1 The Committee is asked to approve the preparation of the Traffic Regulation Orders necessary to create additional controls on cross-city traffic movement in order to improve the environment for walking, cycling and operating conditions for public transport and to enable the operation of the new link road under construction at Middle Street, namely;
- a Meadowside between Reform Street and Chapel Street
Prohibition of Driving except for taxis in an easterly direction.
 - b Bell Street between both legs of Euclid Crescent
Prohibition of Driving
 - i Bell Street/West Bell Street between west of the West Bell Street/Constitution Road junction to its junction with Euclid Crescent (east leg).
 - ii Constitution Road between North Marketgait and south of its junction with Bell Street
Prohibition of Driving

3 FINANCIAL IMPLICATIONS

- 3.1 The costs of this proposal will be met from the Scottish Public Transport Fund for works to improve public transport priorities, walking and cycling.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 The aims of Local Agenda 21 will be taken into consideration throughout the scheme. The scheme is to be designed and consultations will continue to be undertaken to ensure that the sustainable transport modes of public transport, walking and cycling are to the forefront.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 The City Council continues to acknowledge the dominance of the private car within its transport network. The promotion of public transport, walking and cycling routes by measures included in this report aims to move towards redressing the balance for the large numbers of our population who do not have access to the private car or who choose to undertake travel by other means.

6 BACKGROUND

- 6.1 The highly successful pedestrianisation of Dundee City Centre, which has recently received a number of national awards, was made possible by the completion of the Inner Ring Road which allowed non-essential traffic to be removed from the heart of the city. Access for

essential traffic to the area within the Inner Ring Road has still been made possible through the establishment of three separate Traffic Zones. These Zones, in the East (Zone 1), South-west (Zone 2) and North-west (Zone 3) of the City Centre, are accessed and egressed via the Ring Road and direct access between them is not permitted for cars. The Inner Ring Road therefore in effect acts as a large roundabout with key arrival and departure points to and from the City Centre.

- 6.2 While this system has operated successfully in the East (Zone 1) and South-west (Zone 2), problems have been experienced with the considerable flows of eastbound traffic which travel through the North-west (Zone 3) at evening peak times. This has resulted in congestion in Meadowside and Victoria Road, particularly when this conflicts with significant flows from the Ladywell Roundabout to Victoria Road, and a consequential delay to public transport flows at this location. (See attached Plan No 1)
- 6.3 Much of the traffic causing this congestion is bound for the Arbroath Road; but once the new Middle Street Link Road is constructed, this traffic should instead use the Eastport Roundabout to access this route directly from the Ring Road. The resultant reduction in non-essential traffic on Victoria Road will be crucial to the effective operation of the North East Arterial Bus Priority Measures which are being funded through the Scottish Public Transport Fund.
- 6.4 Much of the traffic which crosses through the North-west (Zone 3) uses Bell Street and this presently conflicts with the intense pedestrian activity in front of Abertay University and with the large numbers of High School pupils who cross Bell Street on a daily basis to and from their dining hall. (See attached Plan No 2)

7 PROPOSALS

- 7.1 In order to ensure that the Bus Priority measures proposed for the North East Arterial Route operate effectively, it is crucial to ensure that traffic bound for the Arbroath Road uses the new Link Road via Eastport Roundabout and the Inner Ring Road rather than Meadowside and Victoria Road. It is, therefore, proposed that the use of Meadowside (between Reform Street and Chapel Street) be restricted to taxis only and that traffic be prohibited from Bell Street/ West Bell Street (between Abertay University Library and Euclid Crescent East). Emergency vehicles would of course be exempt from these proposed measures as would vehicles servicing adjacent properties. (See attached Plan No 3)
- 7.2 In promoting these traffic orders for consultation, consideration will also be given to review some of the existing and proposed vehicle movement restrictions in the City Centre to possibly vary the restrictions during specific times of the day. In particular, whilst this report seeks to consult on measures to completely remove all east/west vehicle movement between Ward road, Bell Street, Meadowside and Victoria Road, the possibility of permitting some movements after say 1800 hours and all day Sunday will be considered. It is generally accepted that the presence of traffic in the evening could give a sense of security and increased permeability in the city centre and assist the evening economy.

8 BENEFITS OF THE PROPOSALS

- 8.1 In addition to ensuring the effective operation of the North East Arterial Bus Priority Measures and the new Link Road at Middle Street, the proposed traffic management measures will have a number of additional potential benefits.
- 8.2 The existing congestion being experienced due to conflicting movements at Meadowside/ Victoria Road and the Ladywell Roundabout would cease, thereby benefiting all road users in the city centre particularly public transport vehicles.

- 8.3 The aspirations to implement environmental improvements in Bell Street/West Bell Street as part of an Abertay University Campus Plan would be enabled by these proposed traffic measures. In addition, the present conflict between traffic and high pedestrian flows by students and pupils would also be removed.
- 8.4 Both the High School and Abertay University generate a large number of car trips in order to drop off or collect passengers. Currently these manoeuvres can be difficult and do raise road safety concerns due to the high volume of vehicle and pedestrian movements at specific times of the day. These concerns could be addressed and allayed through the implementation of the proposed measures.
- 8.5 The Albert Institute, one of the city's principal visitor attractions, has for many years been a traffic island surrounded by over-imposing roads. Removing non-essential traffic from this area would allow the creation of a more fitting setting to this important building as well as a potential multi purpose public space capable of use as an outdoor events venue and an occasional car park. Many years ago the north side of the Albert Institute was used as a popular and convenient parking area offering direct, short term access to the shops and businesses in Reform Street, Bank Street and Commercial Street. This facility could be reintroduced into any environmental improvements enabled by these proposed traffic management measures.

9 CONSULTATIONS

- 9.1 The Chief Executive, Director of Finance, Director of Support Services and Director of Corporate Planning, have been consulted and are in agreement with the contents of this report. Further detailed consultation will be undertaken with frontagers such as the High School of Dundee and D C Thomsons. The Wellgate Centre have been briefed on the outline proposals and have agreed in principle.

10 BACKGROUND PAPERS

- 10.1 None.

Mike Galloway
Director of Planning and Transportation

Iain Sherriff
Roads and Transportation Manager

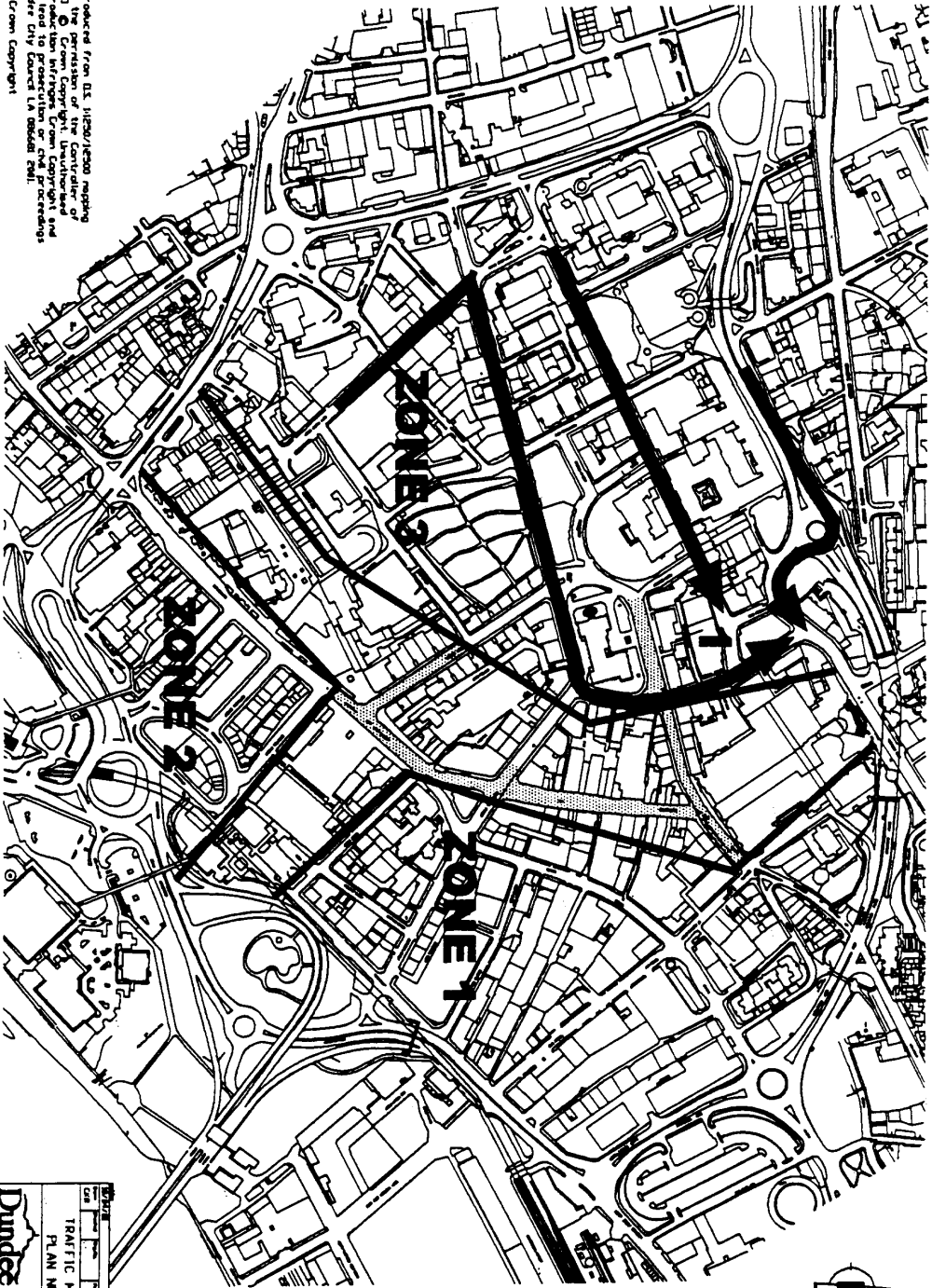
IFS/EN

19 April 2001

Dundee City Council
Tayside House
Dundee

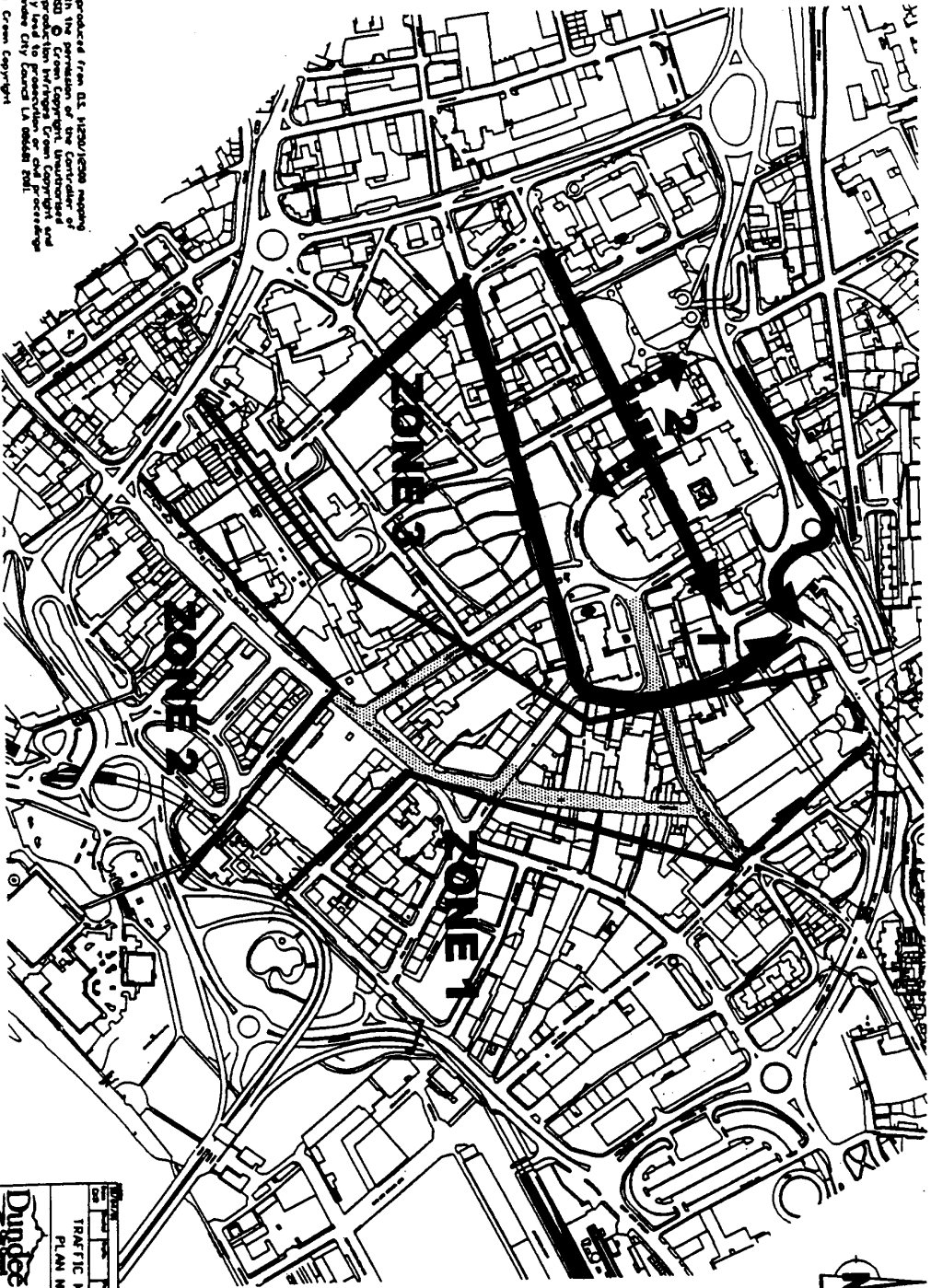
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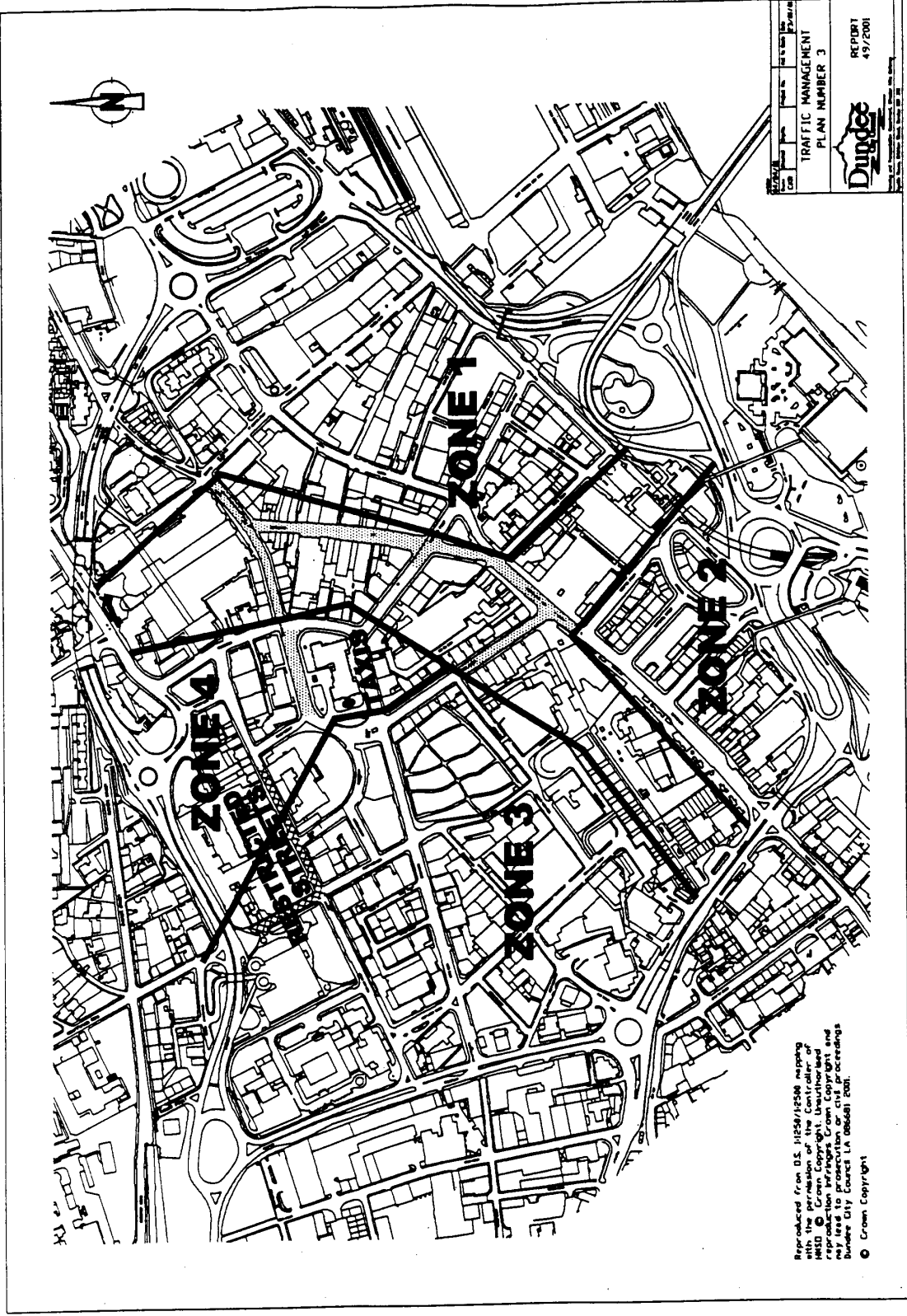



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TRAFFIC MANAGEMENT PLAN NUMBER 1				
RE PRINT 4/9/2001				

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Dunlop			
REPORT			
49/2001			



TRAFFIC MANAGEMENT
 PLAN NUMBER 3

 REPORT DATE
 4/9/2001

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