

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE
1 DECEMBER 2003**

REPORT ON: BROOK STREET, BROUGHTY FERRY, DRAFT TRAFFIC ORDER

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 651-2003

1 PURPOSE OF REPORT

- 1.1 The purpose of the Report is to report back to Committee on the results of the objections stage of the above Draft Traffic Order and to seek the approval of Committee to implement a temporary scheme of works to enable the effects of the order to be monitored.

2 RECOMMENDATIONS

- 2.1 It is recommended that Committee:

- a note the responses to the advertisement of the Draft Traffic Order including a single objection from a public transport undertaking;
- b note that the Director of Planning and Transportation will continue to attempt to resolve this objection, but that, in the event that this objection cannot be so resolved, the Council are required to hold a public hearing to consider the objection to the draft Traffic Order;
- c confirms the terms of the Draft Traffic Order in the event that this objection is resolved by discussion and negotiation; and
 - i approve the expenditure of £12,000 to implement a temporary scheme of works to facilitate the Traffic Order; and
 - ii remit the Director of Planning and Transportation to report back on the result of a monitoring exercise within twelve months of the date of this Committee.

3 FINANCIAL IMPLICATIONS

- 3.1 Provision is made in the Planning and Transportation Department Capital Budget for the year 2003-2004 for the estimated expenditure of £12,000 for temporary works to implement the Traffic Order.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 The purpose of the Traffic Order is to provide a safer, high quality environment within the principal shopping area of Broughty Ferry District Centre and that it addresses the following key themes of "Dundee 21":

- a Health is protected by creating safe, clean pleasant environments:
 - The purpose of the traffic order is to secure a safe, clean, pleasant environment both for users of the site and nearby residents, whilst removing dereliction.
- b All sections of the community are empowered to participate in decision making:
 - The purpose of the report is to report on consultations with the public.
- c Places, spaces and objects combine meaning and beauty with utility:
 - The purpose of the Traffic Order is to secure a quality environment.
- d Settlements are human in scale and form:
 - The purpose of the Traffic Order is to stress the importance of the individual resident, the shopper and the visitor within the principal shopping area.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 It is the purpose of this report to report back on consultations with the public and appropriate groups on those issues which affect them.

6 BACKGROUND

- 6.1 Reference is made to the decision of the Planning and Transportation Committee on 30 June 2003 when it was agreed to approve;
 - a a revised draft Order to implement the provisions for Brook Street as presented to and approved by Committee on 2 December 2002, for public advertisement; and
 - b that the Director of Planning and Transportation report back in respect of the public response within a period of four months.
- 6.2 The terms of the draft order were subsequently advertised in the local press and copies made available at both Broughty Ferry Community Library and the reception area, Tayside House.
- 6.3 Three comments and one objection have been received within the prescribed period. These are as outlined in the attached appendix. The appendix contains a detailed response to each comment.
- 6.4 The terms of the draft Order follow from a previous order to which there were a considerable number of objections. The revised Order was intended to resolve the conflicting views of the various consultees and objectors at that time.
- 6.5 Since the single objection is a public transport undertaking the relevant legislation requires that any unresolved objections be considered by a public hearing. Efforts will continue to resolve the single objection by discussion and negotiation. Should this be resolved before the date of the Committee then the outcome will be reported verbally.

7 CONSULTATIONS

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

8 BACKGROUND PAPERS

- 8.1 Dundee City Council – Broughty Ferry Study 2000.
- 8.2 Dundee City Council – Report No 3-2000 – 24 January 2000.
- 8.3 Dundee City Council – Report No 363-2000 – 24 June 2000.
- 8.4 Dundee City Council – Report No 630-2000 – 4 December 2000.
- 8.5 Dundee City Council – Report No 729-2001 – 3 December 2001.
- 8.6 Dundee City Council – Report No 244-2002 – 29 April 2002.
- 8.7 Dundee City Council – Report No 800-2002 - 2 December 2002.
- 8.8 Dundee City Council – Report No 384-2003 – 30 June 2003.

Mike Galloway
Director of Planning & Transportation

Iain Mudie
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IGSM/DMacD/KM/TEMP18

3 November 2003

Dundee City Council
Tayside House
Dundee

APPENDIX 1

BROOK STREET, BROUGHTY FERRY – DRAFT TRAFFIC ORDER

| | Objector/Comments | Response |
|---|--|---|
| 1 | <p><u>Travel Dundee</u></p> <p>Seek reassurance regarding the location/relocation of various bus stops within Central Broughty Ferry.</p> | <p>This assurance has already been provided on the occasion of the consideration of the Waiting Restriction Order. That order, approved in May 2003, made provision for the stops sought by Travel Dundee ie Brook Street eastwards near Brown Street, Gray Street southwards near Long Lane and Fort Street northwards at Long Lane.</p> |
| 2 | <p><u>IGC MacDonald (Fyvies)</u></p> <p>Seeks reassurance that the access to a site north of Brook Street between Fyvies and Woolworth's will not be blocked off or restricted.</p> | <p>This access will not be blocked off or restricted.</p> |
| 3 | <p><u>CTC (Working for Cycling)</u></p> <p>Very disappointed that the original Order has been so radically amended.</p> <p>Would like to see the proposals further amended to include widening of pavements even at loading only and parking sites.</p> <p>Further cycle parking</p> | <p>Unfortunately, this group, like many others, did not express their support for the previous Order. As a result the Committee has to try to resolve the objections. This Order attempts to meet all concerns and aspirations in the community.</p> <p>During the first 12 months the Order will be monitored. Opportunity for cycle parking will be considered and our optimum locations identified.</p> <p>This will be incorporated into any permanent scheme and should the budget permit some principles may be achieved during the monitoring phase.</p> |
| 4 | <p><u>Strathtay Scottish</u></p> <p>This is a formal objection on the following grounds:</p> <ol style="list-style-type: none"> 1 Increased mileage, cost and congestion because Brook Street will be one way. 2 Bus stop will be relocated further away. | <p>Increased mileage will be minimal. The Order will reduce congestion.</p> <p>This is not so. See 1 above.</p> |

| | Objector/Comments | Response |
|--|--|--|
| | 3 The Order does not improve access for buses. | By reducing the number of parking spaces in Brook Street and by reducing the direction of traffic access will be improved. |