

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE  
3 DECEMBER 2001**

**REPORT ON: BROUGHTY FERRY STUDY – TRAFFIC ORDER UPDATE**

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

**REPORT NO: 729-2001**

## **1 PURPOSE OF REPORT**

- 1.1 To advise Committee on progress with the Traffic Orders relative to the above Study Report.
- 1.2 To advise Committee on the outcome of informal consultations with road users groups and interested bodies.

## **2 RECOMMENDATIONS**

- 2.1 It is recommended that Committee:
  - a Approve the adjustments to the published order as a first phase,
  - b Introduce “loading/unloading only” bays as appropriate.
  - c Remit the Director of Planning & Transportation to advance the process to the formal advertisement of a first phase traffic order,
  - d Remit the Director of Planning & Transportation to report back to Committee on the outcome of the formal advertisement stage,
  - e Remit the Director of Planning & Transportation to report back on the impact of each part of the first phase orders within six months of their implementation,
  - f Remit the Director of Planning & Transportation to report back within a further three months of the implementation of each part of the first phase orders with a package of measures to secure implementation of the remaining measures in a second phase order.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 Costs associated with implementing the specific proposals will be brought back to the Committee for approval.

## **4 LOCAL AGENDA 21 IMPLICATIONS**

- 4.1 The Broughty Ferry Study has addressed existing issues and identified development opportunities to secure a sustainable community. The Broughty Ferry Study has addressed a range of key themes of “Dundee 21”, the particular focus has been all aspects relating to local shopping in a pleasant environment with ease of access for all.

## 5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 The Broughty Ferry Study has attempted to work through a range of parties to arrive at a solution to meet a range of needs by broad consultation in pursuit of an environment appropriate to the community's needs.

## 6 BACKGROUND

- 6.1 Reference is made to the meetings of the Planning & Transportation Committee of 24 January 2000, 26 June 2000, 3 December 2000 and 29 January 2001 (Reports 3/2000, 363/2000 and 630/2000 refer).

- 6.2 Particular reference is made to the decision of the Committee of 4 December 2000 when it was agreed *inter alia* that a package of traffic orders be advanced to consultation stage.

- 6.3 The objective of that package was to identify:

- a Potential changes to traffic flow to reduce congestion and enhance the shopping experience.
- b Areas where alterations to traffic flow are essential for safety, to enhance the environment or to aid public transport.
- c Kerbside to be used exclusively for servicing.
- d Kerbside to be used exclusively for disabled parking.
- e Kerbside to be used exclusively for taxis.
- f Kerbside no longer required for servicing and which may accommodate parking.
- g Kerbside which can potentially accommodate parking either with or without limit of time.

- 6.4 This resulted in Committee approving a traffic order review to secure a package of measures as follows:

Action	Impact
Brook Street to be limited to servicing and buses.	Shopping environment and safety enhanced.
Brook Street to be made one way eastwards.	Space released for additional footway to accommodate planting, furniture or street café, etc to further enhance shopping experience.
Additional parking in Brook Street east of Gray Street.	Additional parking space close to shopping. Traffic speeds reduced.
Action	Impact

Eight dedicated spaces to be provided for disabled drivers.	Dedicated space identified adjacent to shopping core.
Two additional ranks to be provided for taxis.	These would not involve loss of parking space.
Corner/junction improvements to be provided at key locations.	Shorten crossing distance for pedestrians. Releases additional kerbside space for parking. To accommodate approximately 75 cars in short term, approximately a further 50 in long term.

- 6.5 It was anticipated that the review of the Waiting Restrictions Order would facilitate the introduction of approximately 75 additional kerbside parking spaces in the short term with a further 50 in the longer term (see table Appendix 1 – Report 630/2000).
- 6.6 In detailing the various traffic orders, it was considered prudent to adopt a phased approach to test for potential conflict caused in the early stages by traffic from the restricted length of Brook Street reassigning on to the various side roads. The possible increase in traffic on the side roads, ie Church Street, Brown Street, Fort Street, Gray Street and St Vincent Street could, it is feared, cause congestion at the proposed junction improvements and corner buildouts if care is not taken in implementing these proposals.
- 6.7 As a first phase therefore, the pavement widenings on Brook Street and King Street, will be advanced with the exception of those at Brook Street/Fort Street and Brook Street/Gray Street. The corner footpath widenings on the side roads will be deferred meantime.
- 6.8 This will accommodate safer north/south pedestrian movement by reducing crossing distance and containing vehicle movement. However, the heavier pedestrian movements are generally east west heading for the retail areas, particularly from areas of unrestricted kerbside parking.
- 6.9 The deferral of the full widening proposals will have the effect of retaining many of the parking restrictions. Consequently, the number of additional spaces released in the short term will be between 40 and 50 instead of the 75 originally anticipated.

## 7 SECOND PHASE

- 7.1 As each order in the first phase is implemented, the impact of altered traffic movements on the surrounding streets will be monitored for a six-month period.
- 7.2 Thereafter, if necessary, measures will be advanced to be brought to Committee, within three months thereafter, to secure the full junction improvements treatment as approved at Committee on 4 December 2000 in order to:
- a Enhance safety for pedestrians moving between the retail area, visitors' facilities, public transport and car parking.

- b Facilitate east/west pedestrian movements, particularly to shopping from the extents of Brook Street.
- c Facilitate north/south pedestrian movements, particularly to visitor attractions such as beach, castle, harbour and riverfront.
- d Increase the number of kerbside parking spaces.
- e Effectively reduce traffic speed within the Study Area.
- f Provide opportunity for localised footpath widening to accommodate pavement seating, etc.

## **8 CONCLUSIONS**

- 8.1 The Committee will recall that the Broughty Ferry Study Report remit was to seek a comprehensive, wide ranging investigation to enhance commercial and visitor viability through a treatment for Broughty Ferry which would balance competing requirements and aspirations to land use patterns, economic diversity, development opportunities and traffic management.
- 8.2 Following public consultation, the priorities were seen as the provision of an enhanced shopping attractiveness to compete with the perceived Sainsbury threat and to complement other visitor facilities by means of:
- Increased pedestrian safety and comfort.
  - Improved servicing at point and time of need.
  - Additional parking close by and available.
  - Environmental improvements.
  - Reduction in traffic speeds.
- 8.3 Since there is no scope for additional off street car parking space and no rear servicing to the main shopping parades in Brook Street and Gray Street, there is, therefore, a need to maximise the availability of kerbside space by imposing parking restrictions to provide:
- Dedicated servicing space.
  - Bus stops/taxi ranks.
  - Dedicated parking for disabled.
- 8.4 This would be balanced by removing parking restrictions in appropriate locations to provide:
- Additional parking space for shoppers.
  - Convenient space for residents.
  - Amenity build outs/café society/including seasonal space.
- 8.5 In order to maximise kerbspace use and to protect dedicated servicing space, the use of "loading/unloading only" bays will be used where the information from the Traders' Servicing Survey indicates this would be appropriate.

- 8.6 Whilst there is always doubt as to how reassigned traffic will behave and the resultant impact on surrounding streets, there is some merit in being cautious in the short term. Following a monitoring stage, the preferred works will be implemented in two stages. The preferred strategy is to address any perceived problems by positive action rather than to defer implementation of parts of the orders with a consequent diminution of the quality of the environment and adverse impact on the attractiveness of Broughty Ferry as a visitor/shopping experience.

## **9 CONSULTATION**

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

## **10 BACKGROUND PAPERS**

Report 3-2000 Planning & Transportation Committee 24 January 2000  
Report 363-2000 Planning & Transportation Committee 26 June 2000  
Report 630-2000 Planning & Transportation Committee 3 December 2000

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