

**REPORT TO: PLANNING & TRANSPORTATION COMMITTEE –
2 DECEMBER 2002**

**REPORT ON: BROUGHTY FERRY STUDY – PROPOSED TRAFFIC ORDERS –
FORMAL ADVERTISEMENT RESPONSE**

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 800-2002

1 PURPOSE OF REPORT

- 1.1 To advise Committee on the outcome of the formal advertisement of the proposed Broughty Ferry Traffic Orders and to seek approval for amended proposals as a result of the comments received and discussions held with the main interested parties.
- 1.2 To seek approval for the re-advertisement of the amended draft Traffic Orders and the confirmation of the unamended orders.

2 RECOMMENDATIONS

- 2.1 It is recommended that the Committee:
 - a notes the various objections and comments received in respect of the proposed Orders, agrees to promote amended draft orders for further statutory consultation purposes on the basis of one way travel (in a west to east direction) for all traffic in Brook Street (between Fort Street and Gray Street), the retention of twelve parking spaces and the provision of dedicated service bays in Brook Street (between Fort Street and Gray Street) and the provision of 40 additional parking spaces in adjacent streets.
 - b agrees to consult on the provision of speed tables and a zebra crossing in Brook Street (between Fort Street and Gray Street) in order to reduce vehicle speeds and create an improved pedestrian environment.
 - c confirms the draft Order as advertised in respect of Fisher Street/ Ambrose Street.
 - d remits the Director of Planning & Transportation to consult with Shopmobility on how they could extend their operation to Broughty Ferry.

3 FINANCIAL IMPLICATIONS

- 3.1 Works to implement the order in Brook Street for a period of one year will cost approximately £12,000 for which provision had been made in the reallocation of Scottish Budget Resources 2002/03. These costs will now require to be contained within the Planning & Transportation Revenue budget 2003/04.
- 3.2 Works to implement the order in Fisher Street will cost approximately £7,000 for which provision has been made in the reallocation of Scottish Budget Resources 2002/03.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 The purpose of the study is to address existing issues and identify development opportunities to achieve a sustainable community. The Traffic Orders would address the following key themes of Dundee 21:
- 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 pleasant environment.
 - All sections of the community are empowered to participate in decision making.
 - Places, spaces and objects combine meaning and beauty with utility.
 - Settlements are human in scale and form.
 - Diversity and local attractions are valued and protected.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 The following Equal Opportunities themes have been addressed:
- Opportunity to create a barrier free city.
 - Involving and consulting target groups.
 - Crime prevention and community safety will be used to eliminate violence and harassment.
 - The needs of minority groups will be considered.
 - Opportunities will be sought to form new partnerships.
 - Special measures will be taken to improve participation in community life.

6 BACKGROUND

- 6.1 The Committee will recall that at its meeting on 29 April 2002, it agreed to the promotion of various Draft Traffic Orders in Central Broughty Ferry for public consultation purposes. These proposals were initiated by the Broughty Ferry Study Report which sought to achieve;
- Increased pedestrian safety and comfort.
 - Improved servicing at point and time of need.
 - Sufficient convenient and available parking.
 - Environmental improvements.
 - Reduction in traffic speeds.

within the District Shopping Centre.

- 6.2 Following formal statutory consultation, the formal Traffic Orders were advertised and notices prominently displayed in Broughty Ferry. In addition, Broughty Ferry Traders Association and Broughty Ferry Community Council, individual residents and traders have met with officers. As a result a large number of representations have been submitted both objecting to and in support of the proposals. Copies of the letters received are available in the Councillor's lounges.
- 6.3 There were some 25 objections to the Brook Street Order and 3 letters of support (including one from the Community Council). There was one objection to each of the

Fisher Street and Mill Lane proposals and there was one letter of support for the proposals to close Long Lane at Gray Street east side.

6.4 In addition, the Broughty Ferry Traders' Association have submitted a list of 76 signatories objecting to the Brook Street proposals. One has since removed their name and 10 of them have also submitted individual letters of objection. A further 7 traders have submitted written objections. In total 52% of the traders in the District Centre have objected, which compares to the figures from the Council's own survey which originally revealed 39% of traders were looking for more comfort and safety within the shopping area, 35% wanted "pedestrianisation" and 17% wanted wider pavements.

6.5 The key points made in objection to the orders relate to:

- Timing – the traders wished to see additional floors of parking at Queen Street before the Brook Street order is implemented.
- Enforcement – the traders saw no point in providing additional short-term spaces if the existing spaces are not properly enforced.
- Parking – additional spaces were not seen to be conveniently located.
- Service Vehicles – there was a view that service vehicles cause congestion and should be removed from Brook Street during the working day.
- Access for taxis – there was a view that taxis should not be permitted in Brook Street.
- Access for buses – there was a view that buses should not be permitted in Brook Street. The public transport operators had objected to the routes and apparent lack of provision of stops.
- Traffic Speed – there was a desire to reduce traffic speeds to 15 mph.
- One Way Access – there was a view that Brook Street should be one way west to east with parking retained.
- Mill Lane – there was concern regarding a potential danger to road users.
- Fisher Street – the need for the proposals were queried.

6.6 In response to these points the following comments are offered:

- Timing – the provision of additional floors of parking at Queen Street as a prerequisite is unrealistic. The order will release an additional 40-50 on street spaces immediately with the possibility of that increasing as a result of a second phase order. The Queen Street car park has already been extended recently by some 50 spaces. This compares to the loss of 18 limited waiting spaces in Brook Street. To defer the order until a developer can produce a package for the Queen Street site would not resolve the present and immediate problems of traffic congestion, servicing of shops would continue to be a major problem and problems of pedestrian and shopper safety would not be addressed. This would prejudice the attractiveness of Broughty Shopping in the meantime.
- Enforcement – this is an operational police matter and the Police have already given undertakings that the enforcement issue will be considered. Decriminalisation of parking and enhanced enforcement should be in place during 2003/04, and this will have the effect of securing additional turnover of parking.

- Parking - there are 130 spaces within the controlled parking area at present. Feedback from traders indicate that between 25-40% of these spaces enjoy no turnover throughout the day. 20-25% have a turnover approximately every hour and 40-50% spaces where motorists stay longer than one hour. This equates to a daily rate of 450 spaces. With the proposed restrictions and enforcement, along with the additional spaces proposed, a turnover of approximately 1600 spaces per day would be achieved. Concerns regarding the loss of spaces in Brook Street itself have, however, been noted and it is proposed that the Orders be amended to retain as many of these as possible.
- Access for Service Vehicles – to remove servicing from Brook Street between 9.00 am – 6.00 pm would seriously compromise the viability of the shopping centre. The local traders tend not to be large multiple stores and therefore cannot dictate the schedules of delivery firms. It is proposed that the Orders be amended to ensure dedicated service bays are available at all times of the day.
- Access for taxis – giving taxis access to Brook Street is essential to secure parity between taxis and buses as per the Council's policy throughout the city.
- Access for buses – the new proposed bus stops located at the pavement buildouts secure a degree of traffic calming; to relocate these bus stops to the kerb would cause footway congestion and would make it difficult for buses to pull out into traffic. To remove buses from Brook Street entirely would deny access to a great number of visitors. The various routes and stops provided for in the amended Order are now as agreed with the bus operators.
- One Way Access – To introduce one way operation of mixed general traffic in Brook Street could result in problems of excessive speeds which would be at odds with the increased pedestrian priority which is being sought. It is therefore proposed that traffic calming measures be introduced to avoid this situation occurring, and that consequently the Order be amended to permit full one way operation in an eastbound direction.
- Traffic Speed - the Council shares the desire to reduce vehicle speeds within Central Broughty Ferry, but the creation of formal 15 mph speed limits would be impractical and unenforceable. It is therefore proposed that traffic calming measures be introduced in Central Brook Street in order to secure this shared objective.
- Mill Lane - the objection to Mill Lane closure would result in the loss of an important opportunity to enhance parking and access to Castle Green and cannot therefore be supported.
- Fisher Street - the representation made regarding Fisher Street closure is in the form of a range of questions regarding implications for vehicle movements. The proposals have been discussed with local residents and traders who have expressed their support. The proposed vehicle movements have been examined and found to be entirely satisfactory.

7 CONCLUSIONS

- 7.1 During detailed discussions with the Broughty Ferry Traders Association, the traders took the opportunity to submit alternative proposals for central Brook Street and these reflect basically Option 2 as presented to Committee previously, ie one-way traffic west to east, allowing access for all traffic and retaining parking. The scheme comprises rearranging the existing parking spaces/service areas to identify 5 key pedestrian priority locations separating 4 service bays and 4 parking bays.
- 7.2 The alternative proposals put forward by the traders would not in themselves achieve any reduction in levels of traffic congestion within central Brook Street. There is a strong likelihood that unless they were accompanied with appropriate traffic calming measures they could significantly increase turning movements in the Brook Street/Gray Street/King Street/Fort Street block and increase vehicles speeds in Brook Street. It is therefore proposed that additional engineering measures be introduced to
- a reduce speed
 - b discourage circling of the street block
- and that a pilot scheme be monitored for a period of one year to measure its actual effect on congestion and speeds.
- 7.3 The additional measures would need to include the introduction of speed tables to slow general traffic but permit flow of buses and service vehicles. These would be located at the approach to each "pedestrian priority location". In addition a zebra crossing would be introduced in the central "pedestrian priority area".
- 7.4 These measures would be monitored in respect of
- a reduced congestion in Brook Street
 - b traffic speed in Brook Street.
 - c impact on manoeuvres in adjacent streets.
 - d turnover of parking spaces.
 - e adequacy of disabled spaces.
- 7.5 The Shopmobility organisation, which provides mechanical wheelchairs on loan to shoppers with ambulatory difficulties, have expressed an interest in extending their operation to Central Broughty Ferry. These negotiations should be advanced.
- 7.6 The objections to Fisher Street/Ambrose Street Order run counter to the objectives to make the area more attractive and accessible to pedestrians, visitors and residents, etc and it is therefore proposed that this order remains unaltered. Similarly, the objection to the Castle Street element of the main order is also contrary to the wider environmental objectives and it is proposed that this element remains unaltered. None of these objections are from statutory consultees and, therefore, a hearing is not required.
- 7.7 In summary it is recommended that the proposed orders be redrafted to incorporate the alternative proposals put forward by the Traders Association, ie:

- To permit general traffic to travel in a west-east direction in Brook Street between Fort Street and Gray Street and in a north-south direction in Union Street.
- Introduce appropriate speed tables and a zebra crossing in Brook Street to discourage extraneous traffic movements and reduce traffic speeds.
- Retain 12 parking spaces within Brook Street between Gray Street and Fort Street.
- Provide additional taxi ranks at Gray Street (west side), north of the level crossing and Brook Street (south side), near Brown Street.
- Provide an additional bus stop at Brook Street (north side) opposite Brown Street.
- Provide a replacement bus stop at Fort Street (west side) near Long Lane.
- Provide a replacement bus stop in Gray Street (east side) near Long Lane.
- Provide additional dedicated disabled spaces immediately adjacent to the District Centre.
- Seek to introduce Shopmobility to Central Broughty Ferry.
- Provide additional kerb side parking at locations throughout Broughty Ferry by relaxing existing waiting restrictions.
- Close Mill Lane between Windmill Gardens and Castle Green.
- Close Fisher Street at the Pilot Pier and reopen Ambrose Street.

and that the Council commence the appropriate statutory consultation procedures.

8 BACKGROUND PAPERS

- Report 3-2000, Planning & Transportation Committee, 24 January 2000.
- Report 363-2000, Planning & Transportation Committee, 24 June 2000.
- Report 630-2000, Planning & Transportation Committee, 4 December 2000.
- Report 729-2001, Planning & Transportation Committee, 3 December 2001.
- Report 244-2002, Planning & Transportation Committee, 29 April 2002.
- Various objections/comments.

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IJ/DMacD/EJ TEMP18

28 November 2002

Dundee City Council
Tayside House
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Diagram 1
 Brook Street
 Proposed Treatment

