

**ANGUS COUNCIL****ROADS COMMITTEE****30 APRIL 1998****OPEN GOLF CHAMPIONSHIP - CARNOUSTIE 1999**  
**TRAFFIC AND PARKING ARRANGEMENTS****REPORT BY THE DIRECTOR OF ROADS****ABSTRACT**

The Open Golf Championship returns to Carnoustie in 1999. This report considers the traffic and parking arrangements which will be necessary to allow access to the course and to the town.

**1 RECOMMENDATION**

It is recommended that the Roads Committee:-

- (i) note and agree the traffic and parking arrangements which are being made in preparation for the Open Golf Championship in 1999 and note also that the detailed arrangements will be the subject of ongoing discussions with all the relevant parties;
- (ii) agree to the promotion of a Temporary Traffic Regulation Order to effect tidal flow operations on the A92 and one-way flow operations in Ferrier Street and Links Avenue throughout the period as detailed in the report;
- (iii) agree that all measures be taken to promote, encourage and support the enhancement of public transport facilities for the period of the Open.

## 2 INTRODUCTION

The Open Golf Championship returns to Carnoustie in July 1999 for the first time since 1975. It is extremely important that the Angus area gains the maximum advantage from this event in terms of tourism, economic development, publicity etc. This report, however, deals only with the traffic and parking arrangements for the event which are the subject of ongoing discussions between the Director of Roads, the Chief Constable, the Royal and Ancient Golf Club, the Links Management Committee, the Director of Planning and Transport and the Public Transport Operators etc. In the region of 150,000 to 170,000 visitors are expected to attend the event which will take place over the week from 11 to 18 July 1999 and it is vitally important that the traffic and parking arrangements operate as smoothly as possible.

## 3 DETAILS

(Plans will be on display to show the proposed arrangements)

### **Traffic Arrangements**

The A92 between the B962 Ardestie cross-roads and the A930 Muirdrum cross-roads will act as a 1-way tidal flow system. It will operate northwards in the first half of the day (7am to 2pm) and southwards in the second half of the day (2pm to 9pm). The alternative route for traffic will be via B962, B961 through Newbigging and Craigton to Crombie Mill cross-roads, and B9128 to Muirdrum. This will act as a two way diversion. All northbound traffic would use the A92 in the 7am to 2pm situation. In the situation up to 2pm, traffic heading to Dundee via the diversion route would use the B961 Drumsturdy Road. All southbound traffic would use the A92 in the 2pm to 9pm situation.

The diversion route will require traffic calming measures. In light of the significant through traffic already using the B961 Drumsturdy Road it has previously been agreed by Committee that a speed limit of 40 mph be promoted on Drumsturdy Road. Although during the Open there will inevitably be some disruption to traffic this will

be short term and the proposals give the greatest overall benefit. Balmachie Road and the Westhaven Road will form the main links into Carnoustie. Balmachie Road will be two-way at all times, and the Westhaven Road would require to be one-way from the A92 to the A930 and towards Carnoustie as far as Panbride Road in the 7am to 2pm situation. From 2pm until 9pm the A930 will be one-way northwards from Panbride Road to the Westhaven Road. This will allow the right hand lane to be signed for Arbroath and the left hand lane for Dundee. Panbride Road/Westhaven Road will act as the alternative.

The main traffic flows will be Thursday to Sunday but the system will start operation on the Tuesday, as flows are still high and this will allow a practice run. On Saturday and Sunday there will be no base commuter flow which will help at Claypotts junction and Greendykes roundabout in Dundee, although the Open traffic flow will be in the opposite direction to the peak hour commuter flow.

All traffic will be encouraged to approach Carnoustie via the A92 with traffic from the north being signposted down the A90 to Dundee and joining the A92 from the Kingsway.

Locally, it will be necessary to make Ferrier Street one-way southwards and Links Avenue one-way northwards. A temporary traffic regulation order will be required to impose all the one-way systems. This is similar to the arrangements which were adopted previously for the Scottish Open.

### **Parking**

The main public parking area will be on an area of farmland to the north of Newton Road (7,500 spaces) with access from Balmachie Road and Carlogie Road. An area at Barry Buddon (2,500 spaces) will be reserved for special ticket holders (issued by the R & A.), with access through the MOD land. There will also be parking (1,000 spaces) reserved for competitors, caddies and special ticket holders off Links Parade which will be accessed from Carlogie Road, Church Street and Station Road.

Residents in the centre of Carnoustie will only be allowed to park on-street overnight. Extensive coning of the central area of Carnoustie and approach roads will be essential.

### **Park and Ride**

A park and ride system will operate from the main public car park to the north of Newton Road. Buses will pick up at two points on Newton Road and run via Newton Road, Carlogie Road, Church Street, High Street, Dundee Street, Ferrier Street, Kinloch Street (Pick-up and drop-off point), Camus Street, West Path, Balmachie Road and Newton Road. The parking fee at the public car park will include the park and ride bus, although many visitors will choose to walk and this in turn will allow them to take in the facilities within Carnoustie.

### **Coaches**

Coaches will be directed to follow the A92 and then proceed down the Grange of Barry road to the A930 and on to Pitskelly Park where there is space for about 120 coaches.

### **Existing Service Buses**

These will require to use the A930 Dundee Street, High Street, Church Street, Arbroath Road, Westhaven Road and A930 to Muirdrum in the 7am to 2pm situation. Southbound would be as normal.

From 2pm to 9pm northbound buses would be as normal but southbound buses would require to leave the A930 and follow Westhaven Road and Arbroath Road.

**Taxis**

The car park at Links Avenue will be set aside for taxis.

**Trains**

Discussions are ongoing with Scotrail, Virgin and GNER in order to maximise the use of trains. The main station will be used and combined rail travel/golf entry tickets will be available.

**Signing**

Extensive signing will also be required and this will be arranged by the AA in consultation with the Director of Roads and Chief Constable and paid for by the R&A.

**Servicing of the Site**

Servicing of the site will be carried out at defined times, normally overnight.

**Statutory Undertakers**

All the Statutory Undertakers have been given preliminary notice of the event and this will be regularly followed up.

**Emergency Services**

The Chief Constable is making the necessary arrangements for cover by the Emergency Services.

**Shuttle Buses**

Any additional shuttle buses, say from Dundee, would require to use the A930, turn right at Ferrier Street and pick-up/drop-off at Kinloch Street, returning via Victoria Street.

**Competitors and Caddies**

Competitors and caddies from the south will be directed via the Scott-Fyffe roundabout, Strips of Craigie Road, A930 low road, Ferrier Street and into Links Parade. From the north the route will be via Scryne Road, Arbroath Road, Long Row, Norrie's Road and Tayside Street.

**Access for TV and Press**

Access will be via the North Anderson Street crossing. Vehicles will be on site before the start of the competition and leave after the finish.

**Caravans**

A site has been designated for the Caravan Club to the north of the main car parking area with access from Carlogie Road. Other sites in the area will also be publicised.

**Heli-Pad**

A heli-pad will be established at Hatton aerodrome with access to the course via Arbroath Road, Long Row, Norrie's Road, Tayside Street and Links Parade.

**Hospitality Vehicles**

Hospitality vehicles will be able to pick-up and drop-off at the west end of Kinloch Street and, if necessary, park at Pitskelly Park.

**Publicity**

It is essential that the proposed arrangements are publicised as fully as possible. This will take place through the TV, Press, Libraries, Area Forums, Supermarkets, Access Offices, Police Offices etc.

**4 FINANCIAL IMPLICATIONS**

From the Roads Department's point of view considerable staff time is required in discussing the arrangements and preparing the necessary plans. However all such costs will be contained with the 1998/99 Roads Revenue budget provision.

The costs of providing car parks, the park and ride buses and traffic signing will be met by the R&A.

**5 CONSULTATION**

The Chief Executive, the Director of Law and Administration, the Director of Finance, the Director of Planning and Transport and the Chief Constable have been consulted in the preparation of this Report.

**6 CONCLUSION**

The main broad traffic and parking proposals for the Open Golf have now been agreed. Nevertheless, a great deal of detailed work still requires to be done and these matters will be the subject of ongoing discussions with all relevant parties, to ensure that the traffic and parking arrangements operate as smoothly as possible.

Dr Bob McLellan  
DIRECTOR OF ROADS

NOTE

No background papers as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

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