

## ANGUS COUNCIL

PLANNING AND TRANSPORT POLICY COMMITTEE

14 OCTOBER 1999

**SUBJECT: PROPOSED ALTERATION TO TAYSIDE STRUCTURE PLAN 1993  
NORTH-EAST AND NORTH-WEST ARTERIAL ROUTES, DUNDEE**

**REPORT BY DIRECTOR OF PLANNING AND TRANSPORT**

**Abstract: This report indicates the terms of a draft alteration proposed to the approved Structure Plan, promoted by Dundee City Council, concerning revised traffic management proposals affecting the North-East and North-West Arterial Routes, Dundee.**

### 1 RECOMMENDATION

It is recommended that the Committee:-

1. note the terms and content of the draft alteration proposed to the Tayside Structure Plan 1993 in respect of revised traffic management and land use proposals affecting the North-East and North-West Arterial Routes, Dundee;
2. note that Dundee City Council is the lead Local Authority for this alteration to the approved Structure Plan;
3. note that the results of public consultation on the draft alteration will be considered prior to the submission of a Finalised Alteration to the First Minister for his approval;
4. agree that this proposed alteration to the Tayside Structure Plan 1993 should also form an input to the preparation of the Dundee and Angus Structure Plan closely linking land use and transport policies including issues arising from the upgrading of the A92 from Dundee to Arbroath.

### 2 INTRODUCTION

- 2.1 This Report advises members of proposals advanced by Dundee City Council, including an alteration to the Tayside Structure Plan 1993, to amend the former Tayside Regional Council's proposals to upgrade the North-East and North-West Arterials in Dundee.
- 2.2 The North-East Arterial Road Corridor includes Albert Street, Princes Street, Middle Street and Dura Street, Victoria Road. The North-West Arterial Road Corridor includes Logie Street, Lochee Road, Marketgait.

- 2.3 The proposals, which also include alterations to the Dundee Local Plan 1998, relate to elements of new road construction, traffic management, and land use proposals wholly within Dundee. Angus Council's interests arise as:-
- one of the three Local Authorities, together with Dundee City Council and Perth & Kinross Council, responsible (following Local Government reorganisation in April 1996) for publishing the Tayside Structure Plan 1993 approved by the Secretary of State in March 1997;
  - joint partner with Dundee City Council for preparation of the Dundee and Angus Structure Plan which will, in due course, replace relevant parts of the Tayside Structure Plan 1993;
  - a neighbouring authority where there are strong travel links between Angus and Dundee, including daily commuter flows, relevant to the North-East and North-West Arterial Routes.

### **3 BACKGROUND AND DRAFT ALTERATIONS**

- 3.1 The broad thrust of the proposed alterations is to replace an approach, which included the full upgrading of both the North-East and North West Arterials in Dundee to dual carriageway standard, with a revised strategy involving selective junction improvements and traffic management measures.
- 3.2 The main changes proposed are to Structure Plan Transport and Communications Policy 5, together with associated text and other relevant policies/proposals. The current Policy to reserve until 2006 arterial transport corridors equivalent to four traffic lanes on the North-East and North-West Arterial Routes is replaced by a more selective policy to accommodate improvements and/or realignments to key junctions and to enable limited road widening along particular sections of these routes.
- 3.3 Details of the proposed alterations to the Tayside Structure Plan 1993 are set out in Appendix 1 to this Report. Various material has been prepared by Dundee City Council in support of the proposed Alteration and a brief summary of the background to and justification for the current proposals is included in Appendix 2.

### **4 DISCUSSION**

- 4.1 The proposed Draft Alterations are not intended to represent a comprehensive review of the entire Transport and Communications Chapter of the approved Tayside Structure Plan 1993. They relate purely to the revised traffic management measures proposed for the North-East and North-West Arterials in Dundee.
- 4.2 As indicated in paragraph 2.3 of this Report Angus Council has an interest in these proposals in relation to joint Structure Planning responsibilities and as a neighbouring Authority. The need for a wider strategic review of transport policy, as part of the preparation of the Dundee and Angus Structure Plan, has previously been recognised by the Joint Structure Plan Panel. The current proposed alteration, while confined to two specific transport corridors within Dundee, reflects aspects of recent Government policy on Transport including the need to promote public transport,

maximise the use of the existing road network and minimise the need for new road building.

## **5 FINANCIAL IMPLICATIONS**

5.1 There are no financial implications upon this Council arising from this Report.

## **6 CONSULTATION**

6.1 The Chief Executive, Director of Finance, Director of Law & Administration, and Director of Roads have been consulted in the preparation of this Report.

## **7 CONCLUSION**

7.1 Dundee City Council has promoted a Draft Alteration which seeks to incorporate revised traffic management proposals for Dundee's North-East and North-West Arterial Routes into the approved Tayside Structure Plan 1993. As an alternative to the full scale upgrading of the Arterials, the proposed measures now consist of a series of junction improvements and realignments at key locations.

7.2 The period set aside for public consultation on the Draft Alteration ends on 15 October 1999, following which the results of consultation will be considered in preparing a Finalised Alteration for submission to the Scottish Executive.

## **NOTE**

The following 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.

Draft Alteration No. 1 to Tayside Structure Plan 1993; North-East and North-West Arterials, Dundee:

- Part A : Revised Traffic Management Proposals.
- Part B : Estimated Financial Implications of Revised Traffic Management Proposals.
- Part C : Written Statement.

AA/CGR/KW  
4 October 1999

Alex Anderson  
Director of Planning and Transport



## APPENDIX 1

**PROPOSED CHANGES TO TAYSIDE STRUCTURE PLAN 1993**

*Delete paragraph 8.3 (p74) of the approved Tayside Structure Plan 1993 and replace with the following introductory text.*

- 8.3 This Review incorporates the concept of a balanced transport strategy for the Dundee area which the Secretary of State approved in April 1993 by way of an Alteration to the 1988 Structure Plan. It also reflects the increased awareness at national, regional and local levels of environmental problems caused by the growth in road transport including pollution, congestion, noise and community disruption. The Review therefore gives attention to how the development strategy should respond to growing personal mobility and influence the need to travel, as well as how improvements in energy conservation and efficiency can be achieved in support of sustainable development including the role of public transport.

*Delete paragraph 8.13 (p76) of the approved Tayside Structure Plan 1993 and replace with the following supporting text.*

- 8.13 A balanced transport strategy was developed for the City in the Dundee Area Transportation/Land Use Study and was approved by the Secretary of State in April 1993 by way of an Alteration to the 1988 Structure Plan. This balanced transport strategy seeks to meet increased demand for travel within Dundee by promoting an enlarged role for public transport, by orientating land use decisions towards minimising the need for vehicular traffic movements and by continuing to restrain the use of the private car at peak periods, while providing increased opportunities for walking and cycling.

*Delete paragraph 8.14 (p76) of the approved Tayside Structure Plan 1993 and replace with the following supporting text.*

- 8.14 While the City Council continues to support the principles of a balanced transport strategy, it now seeks to move away from the full scale upgrading of the North-East and North-West Arterials towards a revised approach along these particular routes which maximises the use of existing road space and minimises the capital costs associated with road construction. An enlarged role for public transport is central to this revised approach. This will be achieved by improving and/or realigning key junctions, by segregating public transport routes as far as possible from private transport and by introducing bus, cyclist and pedestrian priority where practicable along these particular routes. Although a modest increase in road capacity along the North-East and North-West Arterials will assist the segregation of public transport from private as far as possible, a more general shift from private to public transport at a city wide level will be necessary to meet the needs of all sectors of the community in the long term. Similarly, public transport including rail has a vital role to play in meeting future travel demands within Dundee. Early introduction of co-ordinated measures to enhance its operation throughout the city, such as bus priority measures and improved public transport information, are desirable and should be accorded priority in expenditure programmes. It is therefore the policy of the Structure Plan to -

*Delete paragraph 8.18 (p77) of the approved Tayside Structure Plan 1993 and replace with the following supporting text.*

- 8.18 The revised traffic management approach proposed for the North-East and North-West Arterials will allow the removal of blight from inner city areas which were previously reserved for the full scale upgrading of these routes. It will however be necessary to reserve much less extensive pockets of land along the North-East and North-West Arterials to accommodate the revised proposals.

*Delete Transport and Communications Policy 5 (p77) of the approved Tayside Structure Plan 1993 and replace with the following policy.*

#### TRANSPORT AND COMMUNICATIONS POLICY 5A

To reserve areas along the North-East and North-West Arterials until 2006 to accommodate improvements and/or realignments to key junctions and to enable limited road widening along particular sections of these routes.

*Delete paragraph 8.19 (p77) of the approved Tayside Structure Plan 1993 and replace with the following supporting text.*

- 8.19 Consideration needs to be given to the desirability and need to reserve transportation corridors on the Eastern and Western Arterials. The opportunity exists to upgrade these Arterials relatively easily to four traffic lanes throughout their length without demolition of property. Given the opportunity and the uncertainty of future transport needs, reservations to four traffic lanes are considered appropriate. It is the policy of the Structure Plan -

*Delete Transport and Communications Proposal 3 (p77) of the approved Tayside Structure Plan 1993 and replace with the following proposal.*

#### TRANSPORT AND COMMUNICATIONS PROPOSAL 3A

To incorporate segregated public transport and cycle routes into the North-East and North-West Arterial Routes (and other appropriate strategic routes) as far as practicable, along with bus and cyclist priority measures which support the balanced transport strategy.

## APPENDIX 2

**SUMMARY OF BACKGROUND AND JUSTIFICATION FOR DRAFT ALTERATION**

The balanced transport strategy concept developed in Dundee through the Dundee Area Transportation/Land Use Study was incorporated into the current Structure Plan following the Secretary of State's approval of a previous Alteration to the 1988 Structure Plan. The balanced transport strategy seeks to meet increased demand for travel within Dundee by promoting an enlarged role for public transport, by orientating land use decisions towards minimising the need for vehicular traffic movements and by continuing to restrain the use of the private car at peak periods, while providing increased opportunities for walking and cycling.

While the principles of the balanced transport strategy are still supported, the City Council now seeks to move away from the full scale upgrading of the North-East and North-West Arterial Routes towards maximising the use of existing road space and minimising capital costs associated with any new road build. Accordingly, the Council is promoting a new Local Transport Strategy which will bring forward a series of revised traffic management proposals along both routes constituting an alternative partial upgrading approach.

The package of revised traffic management proposals for these routes will seek to optimise public transport while continuing to restrain the private car for commuter trips via a combination of junction improvements and realignments at key locations, segregated public and private transport routes as far as practicable, and improved conditions for walking and cycling, coupled with bus, cyclist and pedestrian priority.

By segregating public and private transport as far as possible with a modest increase in road capacity, the partial upgrading approach will offer public transport significant travel time advantages over the private car. It also seeks to retain the accessibility and environment of the city centre whilst enabling urban renewal within the inner city through qualitative improvements to areas previously blighted by the North-East and North-West Arterials full scale upgrading proposals.

The revised approach supports the Government's U.K. Integrated Transport White Paper and complements the Government's Manifesto for Scotland which acknowledges the central role of transport in delivering a wider commitment to sustainable development. Similarly, it reflects the provisions of "Travel Choice for Scotland - The Scottish Integrated Transport White Paper" recently presented to Parliament and within which the Government acknowledges "that the 'predict and provide' approach to road building is unaffordable, unsustainable and, ultimately, self-defeating" (Scottish Office, July 1998).

The full scale upgrading of the North-East and North-West Arterials to four traffic lanes was largely to allow the creation of segregated bus lanes along the entire length of these routes. Nevertheless, in relation to the North-East Arterial, this meant that private traffic would be transferred in most part onto a major section of new road build along this route. It is this latter element of the full scale upgrading proposals which goes against recent Government policy advice, which encourages sensible road usage within an integrated transport strategy and the provision of attractive alternatives to the private car. In this sense, the scale of new road space which was to be created along the North-East Arterial to meet projected growth is now considered self-defeating, as the level of extra capacity created would purely result in extra demand, especially from private traffic in the long term.

The revised approach is therefore compatible with recent National Planning Policy Guidance (Scottish Office Environment Department, April 1999). It will help create the right conditions for maximising the proportion of travel on foot, by cycle and by public transport within Dundee. It will also contribute towards a better integration of transport and land use at strategic and local levels with equal regard to the impact of transport infrastructure and traffic on the natural and built heritage, land use, air quality, biodiversity and quality of life.

Clearly, new road capacity can in many instances generate more private traffic and add to congestion. With positive management however, a modest increase in road capacity can enable a redistribution of existing traffic flows to improve the effectiveness of public transport and non-motorised modes of travel, though bus segregation, improved conditions for pedestrian and cyclists and by allowing bus, cycle and pedestrian priority, as far as possible. The revised approach being put forward by the City Council for the North-East and North-West Arterial Routes will therefore help manage Dundee's on and off peak travel demands in a way which is both financially viable and politically acceptable.