

ANGUS COUNCIL

INFRASTRUCTURE SERVICES COMMITTEE

2 JUNE 2009

SUBJECT: MONIFIETH TOWN CENTRE, ENVIRONMENTAL ENHANCEMENTS

REPORT BY DIRECTOR OF INFRASTRUCTURE SERVICES

Abstract: This report advises the Committee on the outcome of the public consultation undertaken on a range of environmental enhancements in Monifieth town centre and seeks authority to proceed with the preparation of more detailed proposals for the town centre.

1 RECOMMENDATION

It is recommended that the Committee –

1. notes the outcome of the public consultation undertaken on the range of environmental enhancements in Monifieth town centre;
2. approves the environmental enhancements for the town centre as outlined in this report;
3. agrees to more detailed designs and cost estimates being proposed; and
4. awaits a further report in due course.

2 INTRODUCTION

- 2.1 In January 2009, the Committee approved in principle a range of environmental enhancements in Monifieth town centre and agreed to public consultation being undertaken on the proposed enhancements (report No. 62/09).
- 2.2 The public consultation exercise has been completed and the outcome used to direct the environmental enhancements outlined in the report.

3 PUBLIC CONSULTATION

- 3.1 The range of environmental enhancements was presented to the Monifieth Community Council and the Monifieth Landward Partnership on 11 February 2009 and 17 February 2009 respectively. Both meetings were also attended by around 20 – 25 members of the public. Overall, the proposed enhancements were well received with no major objections being raised,
- 3.2 The drawings of the outline proposals were displayed in the Access Offices and Tesco's store from 12 February 2009 to 31 March 2009 (approx 7 weeks). A questionnaire was also produced and people were asked to indicate which proposals they supported and to rank those in order of priority. Just under 400 questionnaires were taken or distributed throughout the town centre but only 84 have been returned.

This is a disappointing level of response and therefore has to be treated with a degree of caution but may indicate that the people of Monifieth are generally happy with the proposed enhancements.

- 3.3 A copy of the detailed analysis of the responses is available in the Members' Lounge and is summarised below.
- 3.4 Overall, 80% of the respondents agreed that greater priority should be given to pedestrians and a total of 75% agreed with some or all of the traffic measures being suggested. The level of support for each proposed measure is shown in Table 1 below.

| Proposed Traffic Measure | % of respondents who agreed with proposed measure |
|---|--|
| Pedestrian crossing at west end of High Street | 82% |
| Pedestrian crossing and refuge island at Tesco's car park | 80% |
| Light controlled crossings at High Street / Reform Street | 75% |
| Introduction of one-way traffic south at Wellbank Street | 65% |
| Alterations to entrance / exit to petrol filling station | 60% |
| Pavement build-outs on north side of High Street | 45% |

- 3.5 People were also asked if they agreed with the proposed environmental enhancements. The level of support for each proposed environmental enhancement is shown in Table 2 below.

| Proposed Environmental Enhancement | % of respondents who agreed with proposed enhancement |
|--|--|
| Upgrading of street lighting | 78% |
| Landscaped seating area outside shopping centre | 71% |
| Selective interpretation of the history of Monifieth | 67% |
| Installation of suite of street furniture | 62% |
| Provision of gateway features at each end of High Street | 59% |
| Landscaped seating area at Tesco's car park | 60% |

- 3.6 A total of 58% of respondents agreed that the footway on the south side of the High Street should be widened and landscaped areas created and 19% made no comment. Opinion was however mixed on how these areas should be treated. Surfacing, seating and trees only was the preferred option by 39%, 25% preferred this together with the introduction of ground level planters whilst 22% had no preference or made no comment.
- 3.7 People were also given the opportunity to state what other enhancements they would like to see and to make any other general comments. A range of suggestions / opinions was expressed with no obvious themes coming through. Concern was however expressed by a number of respondents that seating would encourage youths to congregate, causing disturbance.

4 PROPOSED ENHANCEMENTS

- 4.1 Although the level of response to the questionnaire survey was relatively low, it is felt that it nonetheless indicates general support for the majority of the range of traffic measures and environmental enhancements approved in principle by the Committee in January 2009. However, a detailed survey of the petrol filling station site has revealed that more extensive work would be required to provide the alternative vehicular access than was first anticipated. The likely high cost of these works would outweigh the benefits and it is recommended that this element of the proposals does not proceed. That being the case, there would be no benefit in the introduction of a one-way traffic system in Wellbank Place.
- 4.2 As can be seen in Table 1 above, the proposal to build out the pavement at bus stops and crossing points along the north side of the High Street received the lowest level of support (45% in favour). It is nonetheless recommended that this element be retained within the overall project. A build-out of the pavement at the west end of the High Street complements the "gateway" proposal and makes the provision of a pedestrian crossing at this point more achievable. A wider footway would allow the provision of enclosed bus shelters, bus boarders can be positioned on the build-outs and as buses would stop in the carriageway to load and unload passengers, the loss of on-street parking can be minimised. As highlighted previously, however, this would mean more stop start manoeuvres and increase trip times through the High Street.
- 4.3 Assuming that the above recommendations are approved, the proposed traffic measures and environmental enhancements would comprise:-
- the construction of a boundary treatment along the south edge of the High Street which separates the street from the spaces to the south including vertical features to provide a sense of closure including where possible street trees;
 - the installation of a suite of high quality street furniture coordinated with the boundary treatment;
 - selective interpretation of the history of Monifieth as part of the wider Monifieth Town Trail through, for example, the provision of interpretative boards at key locations along the High Street;
 - the upgrading of the utilitarian street lighting by introducing feature lighting at focal points and incorporating decorative lighting columns to match the street

furniture together with modern lanterns to improve colour rendition and, if possible, reduce energy costs;

- the creation of Gateways (decorative entrance) features at each end of the town centre to help define the core retail/service centre;
- the provision of a signalised junction at the High Street / Reform Street junction which would accommodate pedestrian crossings on all three legs together with consideration of the installation of a third pedestrian crossing point close to Union Street. This could involve relocating the taxi spaces and deletion of a number of parking spaces;
- the widening of the footway at various points along the south side of the High Street by incorporating the adjacent landscape strip into the existing footway to create opportunities for landscaped and seating areas and allow the existing footway to be an un-fettered route for pedestrians. This may require the adoption of the strip as part of the road and would necessitate the agreement of the relevant land owners;
- pavement build outs at bus stops and crossing points on the north side of the High Street.

4.4 Drawings of the above outline proposals are available in the Members' Lounge and will be on display at the Committee meeting.

4.5 The proposed enhancements outlined above are still conceptual at this stage and more detailed designs and cost estimates will have to be prepared. Also, initial discussions with the owner of the majority of the units within the shopping centre and Tesco have been constructive but further discussions on the detailed proposals will have to be held and agreement on these and the adoption of the strips of ground on the south side of the High Street reached. This will be the subject of a further report to Committee in due course.

5 FINANCIAL IMPLICATIONS

5.1 The budget available for the environmental enhancements in the Financial Plan 2008/2012 is £250,000 of which £225,000 is allocated in 2009/10. It will not be possible to estimate the cost of the outline proposals with any accuracy until more detailed designs are prepared.

5.2 However, as highlighted in the previous Committee report (report No. 62/09), preliminary indications are that the available budget may not be sufficient to meet the cost of the full package of works as now determined by reference to the new guidance for practitioners in Scotland (Designing Streets (Scotland)). Should this prove to be the case, the package of works will be adjusted to contain it within the available budget unless additional grant can be obtained through the Town Centre Regeneration Fund which is considered elsewhere on the Committee's agenda. The outcome of the public consultation will be used to help prioritise the various elements of the enhancements if necessary. A further report outlining any adjustments will be brought forward to this Committee once the detailed designs and cost estimates are available.

6 HUMAN RIGHTS IMPLICATIONS

6.1 There are no human rights implications arising from this report.

7 EQUALITIES IMPLICATIONS

7.1 The issues dealt with in this report have been the subject of consideration from an equalities perspective (as required by legislation). An [equalities impact assessment](#) is not required.

8 SINGLE OUTCOME AGREEMENT

8.1 This report contributes to the following local outcome contained within the Single Outcome Agreement for Angus.

10. We live in well-designed, sustainable places where we are able to access the amenities and services we need

- Good quality housing is available throughout Angus.
- Crisis response for homeless households is provided.

12. We value and enjoy our built and natural environment and protect it and enhance it for future generations

- The importance and benefits to society of the environment is recognised.

9 CONSULTATION

9.1 The Chief Executive, Director of Corporate Services, Director of Neighbourhood Services, Head of Finance, Head of Law & Administration and Head of Community Services have been consulted during the preparation of this report.

10 CONCLUSION

10.1 The public consultation undertaken during February and March indicated general support for the range of traffic measures and environmental enhancements being proposed. It is therefore recommended that these be worked up in more detail and presented for consideration in due course.

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DIRECTOR OF INFRASTRUCTURE SERVICES

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.

P&T/RM/IAL
22 May 2009

