ABSTRACT
This report discusses the traffic management and parking arrangements for the Dunhill Cup Golf Championship that is to be held at Carnoustie from 18 October to 20 October 2001 and informs the Committee of the proposals.

1 RECOMMENDATIONS

It is recommended that the Committee agree:-

(i) to note the traffic management and parking arrangements required in the interest of pedestrian/traffic safety and also to allow free traffic flow during the Dunhill Cup golf tournament at Carnoustie.

2 INTRODUCTION

The tournament arrangements for this year’s Dunhill Cup are different from those in previous years. This year the competition is a pro-am tournament which is to be played for the first three days simultaneously on three separate courses i.e. Old Course, St Andrews; Kingsbarns, Fife; and Carnoustie on Thursday 18th, Friday 19th and Saturday 20th October, 2001. The final will be at St Andrews only on Sunday 21st October, 2001.

The anticipated spectator attendance will be split between the three venues and the numbers at Carnoustie will therefore be significantly less than have been catered for at recent major events such as the Scottish Open and the British Open.

3 DETAILS

Because this is the first time for this format, spectator attendance over the three days is difficult to predict, however it is anticipated that the numbers will be significantly less than for events such as the Scottish Open. The estimated attendance at Carnoustie is 3,000 to 4,000 spectators per day based on previous attendance for the “old style” Dunhill Cup at St Andrews (compared to 10,000 for the Scottish Open at Carnoustie). These numbers will require parking facilities to cater for an estimated
500 to 1000 vehicles attending the event at Carnoustie. Tickets will be valid for all three venues and will mainly be purchased on the day.

A one way system is proposed in Ferrier Street, Taymouth Street and Links Avenue. A road closure is proposed in Links Parade from Links Avenue westwards (except for access). Parking restrictions will also be required to be implemented. The one way system and parking restrictions have been used successfully for the Scottish Opens since 1995 and the Open Golf Championship in 1999 and will ensure pedestrian/traffic safety and free traffic flow in the area adjacent to the event.

All traffic and travel arrangements are described in the attached appendix and are shown on the drawings placed in the members lounge.

4  FINANCIAL IMPLICATIONS

There are no financial implications associated with the traffic and travel arrangements as all signing costs will be borne by the organisers.

5  HUMAN RIGHTS IMPLICATIONS

There are no human rights implications arising from the proposals in this report.

6  CONSULTATION

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

R W McNeil
ACTING 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.

BAC/PP
26 September 2001
REPORTS/dunhillcup01
INTRODUCTION

The tournament arrangements for this year’s Dunhill Cup are different from those in previous years. This year it is a pro-am tournament which is to be played over three separate courses i.e. Old Course St Andrews; Kingsbarns, Fife; and Carnoustie on Thursday 18th, Friday 19th and Saturday 20th October, 2001. The final will be at St Andrews only on Sunday, 21st October, 2001. Crowd attendance at Carnoustie is expected to be approximately one-third of the numbers for the Scottish Open. Tickets will cover all three venues and will mostly be purchased on the day.

Tee-off times will be 9.00am with a two-tee start. There will be 26 matches on each course, i.e 13 off each tee and 104 players.

Detailed Arrangements:

1 Dates

Monday, 15th October to Saturday, 20th October, 2001
Monday, Tuesday and Wednesday are practice days.
Thursday, Friday and Saturday are Competition days.
The final is at St Andrews on the 21st October, 2001.

2 Attendance

Approximately 10,000 to 12,000 per day split between the three venues.

3 Traffic Arrangements

3.1 The main traffic flows will approach Carnoustie via the A930 through Monifieth, Reform Street and through the MOD land to the designated car parking area for the public on the practice ground at Barry Buddon.

Traffic from Arbroath and Montrose will use the A92, the C2 Grange of Barry Road and the level crossing to access the same car park.

The highest traffic flows will be on the main competition days but the traffic management system will be put in place for 7am on Wednesday, 17th October to allow the arrangements to be reviewed and “fine-tuned” if required. On Saturday there will be no base commuter flow which will help at Claypotts junction and
Greendykes roundabout in Dundee, although the golf traffic flow will be in the opposite direction to the peak hour commuter flow in any case.

The key traffic junctions will be A90 Kingsway/Forfar Road, the Scott/Fyffe Roundabout and the A92 Claypotts junction, in Dundee. Meetings have been held with Dundee City Council, the Trunk Road Authority and the Police to agree the arrangements. Claypotts Junction has CCTV which will allow traffic flows to be monitored and signal timings to be adjusted as necessary. All police personnel will have access to radio link communications.

Monitoring of traffic flows will take place for future reference.

3.2 Main traffic routes:

Dundee: via A930 to Monifieth.
Perth: A90, A972, Strips of Craigie Road and A930 to Monifieth.
Glasgow: A9, A90, A972, Strips of Craigie Road and A930 to Monifieth.
Inverness: A9, A90, A972, Strips of Craigie Road and A930 to Monifieth.
Edinburgh: M90, A90, A972, Strips of Craigie Road and A930 to Monifieth.
Aberdeen: via A90 A972, Strips of Craigie Road and A930 to Monifieth.
Fife: via A92 to Dundee and A930 to Monifieth
Montrose and Arbroath via A92 and C2 Grange of Barry Road
Reform Street, Monifieth.
Within the MOD area, a two way flow traffic system will be used with the level crossing used as the alternative access for traffic from the north.

Any rush to leave at close of play each night will have to be managed through the police traffic points.

In addition a one way system will be required on Ferrier Street (southwards), Links Avenue (northwards), and Taymouth Street (westwards from Ferrier Street to Links Avenue).

Temporary Traffic Orders will require to be prepared for these one way arrangements, and the Police will to put out cones for roads subject to temporary parking restrictions.

Traffic Management Plans have been drawn up for “in” and “out” arrangements as well as more detailed plans for Town Centre traffic management.

All routes will be checked for signing, lining, surfacing, overhanging bushes etc.

Traffic signal timings will require to be adjusted (Grange Road)

3.3 Routes to car parks

Barry Buddon - All public Parking - via Scott-Fyffe roundabout, Strips of Craigie Road, A930 to Monifieth and M.O.D. land. From north via A92 and C2 Grange of Barry road.
Black Slab Car Park – Reserved parking - via Carlogie Road Church Street and Station Road

3.4 Coaches

Only about five shuttle buses with players etc. no designated long term parking required.

3.5 Access for TV and Press

Via North Anderson Street crossing to Burnside Course. From Upper Victoria Road, Barry Road and Victoria Street. Gate to be manned for urgent items. Police to liaise with TV Company. Limited TV coverage at Carnoustie.

3.6 Service Vehicles

Route for tankers etc. Station Road overnight, from Carlogie Road junction. Waste vehicles etc. confined to stipulated times. Tented village parking. Vehicles delivering portacabins, tents, etc. will arrive prior to the start of the tournament.

3.7 Helipad

There will be a helipad on the Buddon Course for emergency use.

3.8 Practice Days

To take place on Monday, Tuesday and Wednesday. Traffic Management Signing arrangements will be in place on Wednesday only (see 3.1 above).

4 Parking

Will be free. 600 to 1,000 spaces to be provided at Barry Buddon. Black Slab Car Park (Reserved Parking) Parking for disabled to be arranged Hotel and Golfers car park also available. No grassed areas available.

5 Residents

Information in local press, Access Offices and libraries. Leaflets through doors on streets subject to temporary parking restrictions.

6 Emergency Services

Caravan on site. A930 to Ninewells Hospital. Upgraded golf path to south of railway line available. Services (i.e. fire, ambulance) have been notified.
7 Hospitality vehicles

Black Slab or Barry Buddon

8 Waiting restrictions

Coring required. Detailed plan prepared. Police to put in place.

9 Signing

To be designed and approved by Police and Roads Traffic. Meetings have been arranged with the tournament organisers to agree the arrangements. Roads Department to order temporary signage through Tayside Contracts. Costs to be recharged to organisers.

10 Statutory Undertakers

Have received preliminary notification. Further details to follow. Also Scottish Executive, BEAR, Dundee City Council, Tay Bridge Board, Fife Council and Aberdeenshire Council have been notified.

Confirmation of final arrangements to be issued.

11 Publicity

To be arranged by the organisers in the local and national papers.

Web site has been set up - www.dunhilllinks.com