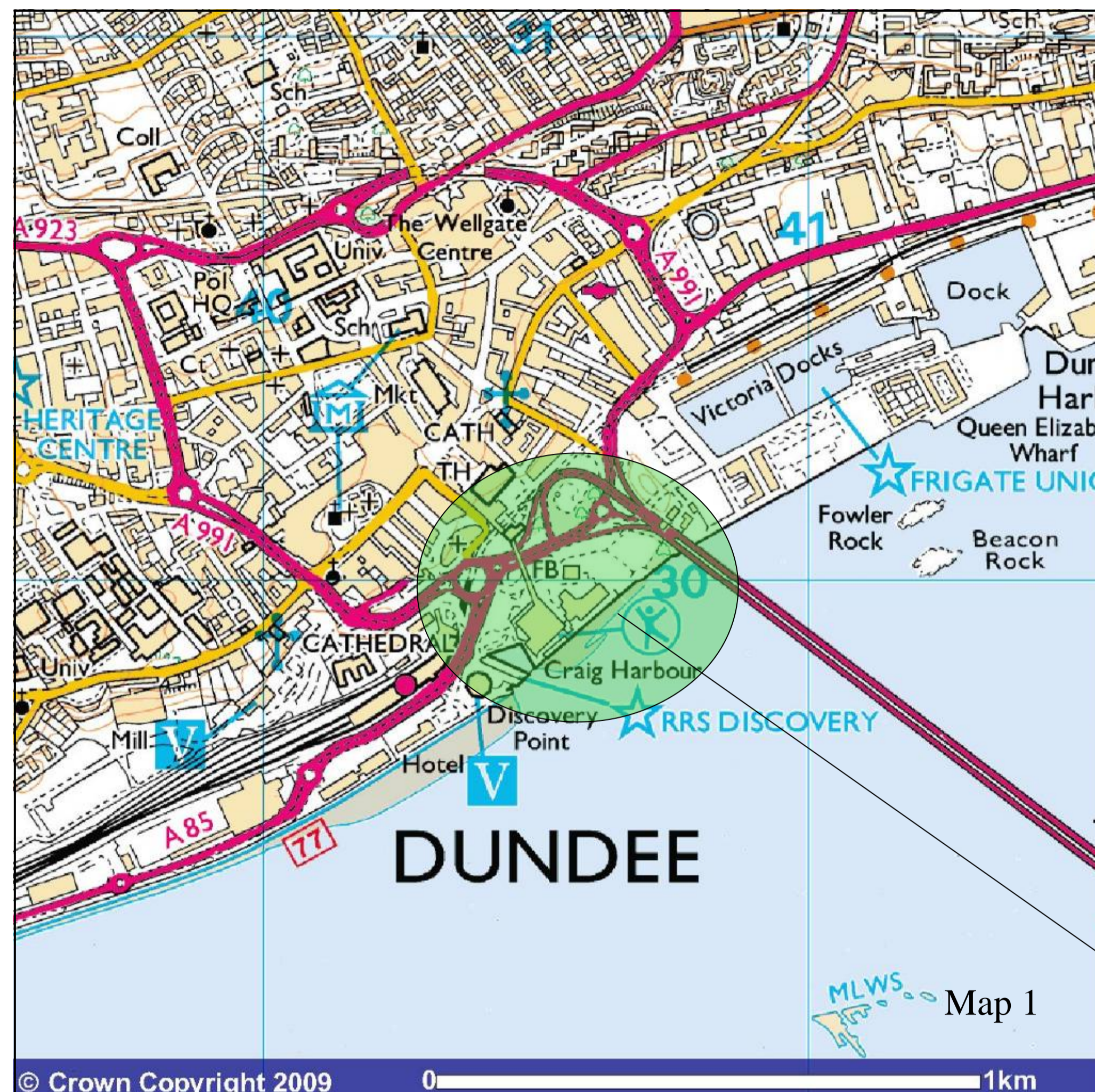


Introduction



(Map 1 appears courtesy of www.ordnancesurvey.co.uk)

(Map 2 appears courtesy of www.dundeewaterfront.com)

Map 1 above shows the location of Dundee's Waterfront redevelopment project (as indicated by the circle) in relation to the rest of the city centre. This location next to the off ramps of the Tay Road Bridge is an important one as it is the entry point to the city for all vehicular traffic from the south and it is therefore imperative that it provides a good first impression for visitors to the city. Map 2 shows an artists impression of how the waterfront may look upon completion.

The city of Dundee finds itself facing many complex and challenging issues due to its structure, size, location and role. Dundee is a regional centre and is Scotland's 4th city so as a result has an important role to play. There are numerous transport issues that need to be tackled including: a lack of integration between different public transport modes; a poorly located bus station; dated and inadequately designed rail station; and poorly designed pedestrian route ways and linkages making people feel unsafe and leaving some parts of the city centre disconnected from the rest of the area. The city as whole suffers from vacant properties which are unsightly and encourage anti social behaviour such as vandalism and can also become drinking dens for youths. It is not only former industrial buildings and empty residential properties that are a problem but there are also many vacant office buildings within the city centre which leave a poor impression of the area for locals and visitors alike. The retail sector of Dundee although relatively healthy suffers from problems of being overly centred towards the Overgate shopping centre with other areas such as the older Wellgate centre and the Seagate being neglected. The city as a whole suffers from a negative image which could be holding businesses and companies back from investing in Dundee.

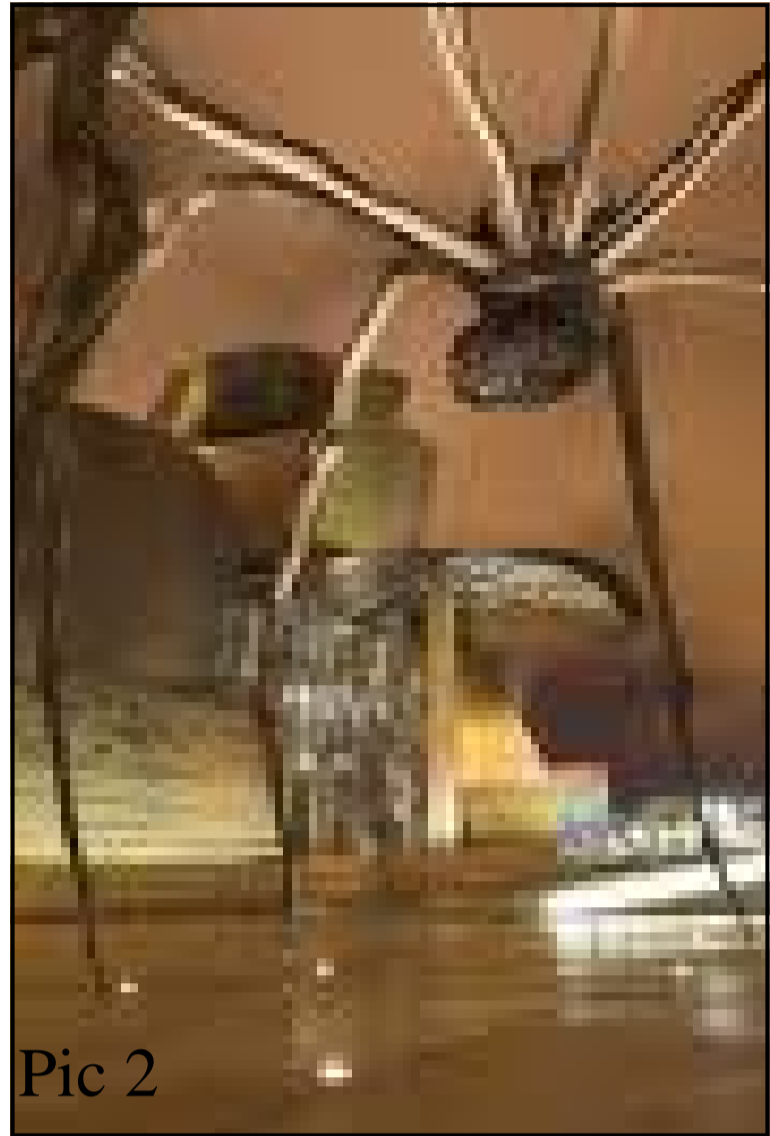


I will be focussing mainly on the transport problems in the city and looking at how the Dundee can use the arrival of the V&A museum to stimulate regeneration throughout the city. Although I will be concentrating mainly on this site and the issues and opportunities raised by it, I will also be looking at the city centre as a whole is affected. To do this I have created a vision of how Dundee can move forward and prepared policies that could be put in place to aid the cities development and regeneration.



V&A logo taken from
www.hyperempowered.com

Pic 1



Pic 2

It is my vision for all parts of Dundee city centre to become more connected to each other in order for the city as a whole to flourish. I feel that the arrival of the V&A museum in Dundee as part of the waterfront redevelopment project can act as a catalyst for this vision of connectivity to become a reality. By using the V&A as a centre piece project in the city and improving the connectivity and permeability, the city would be able to attract further developments and investment and re-establish itself as an important destination both in Britain and Europe.

The city of Bilbao in the north of Spain found itself in a similar situation to the one Dundee is currently in 1990's. Bilbao was one of Spain's industrial hubs for much of the 20th century but as the industries moved away to more profitable locations the city failed to diversify and fell in to decline. This situation reflects closely on how Dundee suffered following the collapse of the jute industry in the early 19th century sending the city into a decline that some would argue it has never fully recovered. After 2 decades of economic decline in Bilbao, New York's famous Guggenheim Museum set up a branch in the city.

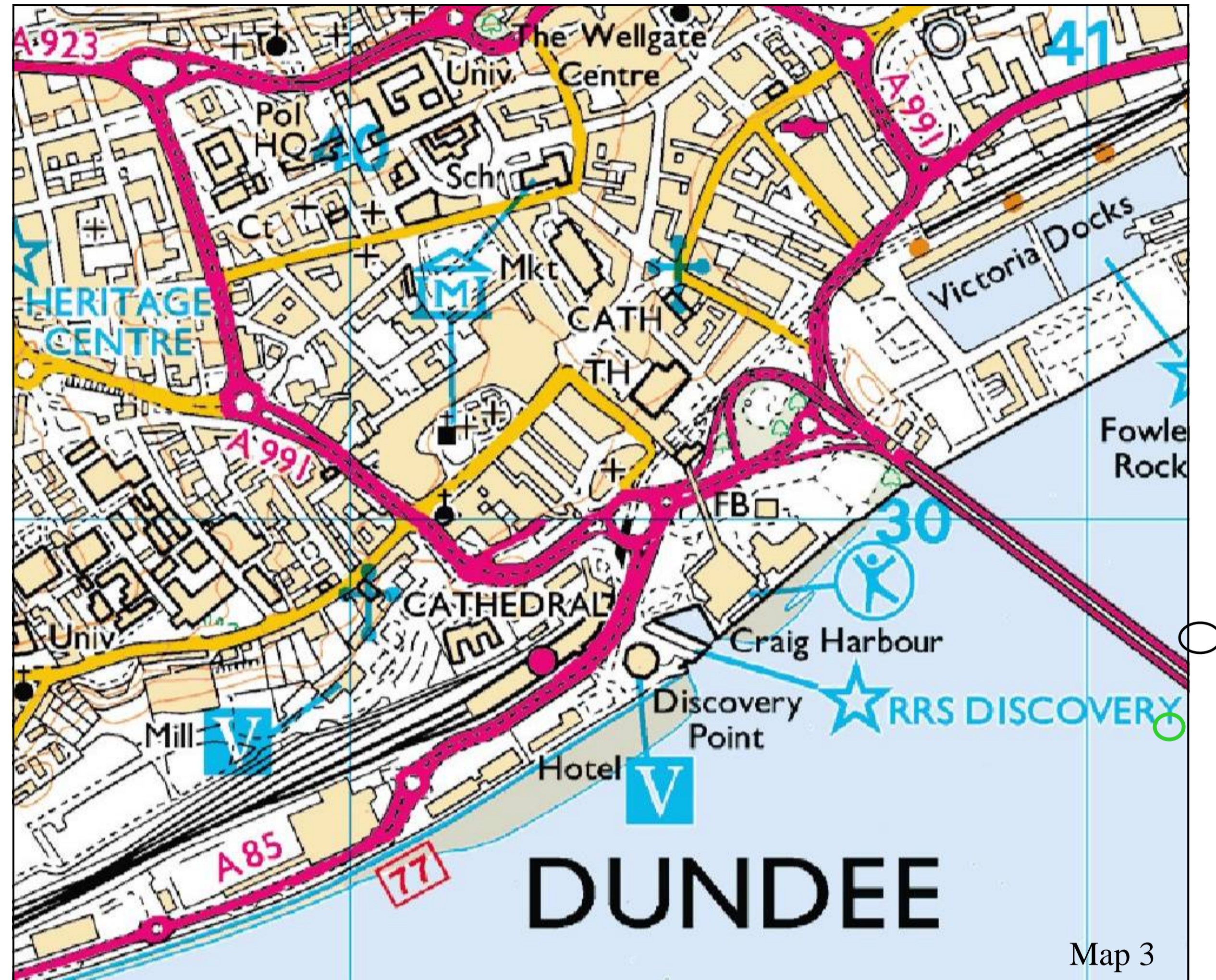
The building itself, from a structural point of view, is an iconic piece of architecture (see Pic 3) without even giving consideration to what is inside. It attracts almost one million visitors a year and has sparked a complete turnaround for Bilbao. The city is now focussed on the tourism and services sectors and is one of the leading cities in Europe in terms of art, architecture and cultural activities.

It is my belief that Dundee could experience a similar change in fortunes and could indeed go on to better the improvements seen in Bilbao given its stronger starting position in comparison to the Spanish cities situation in the mid 1990's. However, for this to be possible the city must improve it's connectivity and linkages or risk missing out on the opportunities that are opened up by the V&A's arrival in Dundee.



Pic 3

Connectivity



(Map 3 appears courtesy of www.ordnancesurvey.co.uk)

Policy 1

Relocation of the Bus Station

As part of the Dundee Waterfront Redevelopment the building Tayside House will be demolished. The building currently houses local government offices and once demolished will leave a brownfield site behind. It is here that the Dundee bus station will be relocated to. By doing so the bus station would be closer to the main city centre activities in Dundee. It would also be in closer proximity to the rail station. This would allow for greater ease of integration between the two main modes of public transport in Dundee. By relocating the bus station it is also opens up the opportunity for the facility to be redesigned in order to provide a more attractive and welcoming gateway to the city of Dundee (Policy 2) helping to improve the image of the city as a whole.

Policy 2

Redevelopment and Redesign of Both the Bus and Rail Stations.

It is essential that Dundee takes full advantage of the opportunities presented by the waterfront development and the arrival of the V&A museum. In order for this to happen then it is important that the city has appropriate and fitting gateways for visitors. For this to be the case the bus and rail stations are in need of major overhauls. As stated in policy 1 the bus station will be relocated and completely redesigned to bring it up to modern standards and provide the city with a first class public transport facility. However the rail station will also need to be redeveloped in order to meet the same requirements. Due to the nature of the rail station it would be unrealistic to move the facility to another location and it is therefore the case that the current station be redeveloped. The arrival of the V&A will not only cause an increase in visitor numbers to the city but also an increase in the number of exhibitions and conferences that the city could attract. The people attending such events would expect certain facilities to be available at the rail station which simply do not exist as things stand. The rail station would need sufficient indoor seating, a first class lounge and an appropriately sized café, not the insufficient one currently in place. Services for the disabled would also need to be improved in order for the rail station to meet the standards expected of it. The outside of the building is in need of refurbishment and redesign to bring a more modern and welcoming picture of Dundee to those arriving in the city. The current façade has naturally become dated and should be replaced with a modern design to bring a fresh look and an injection of energy to this transport hub.

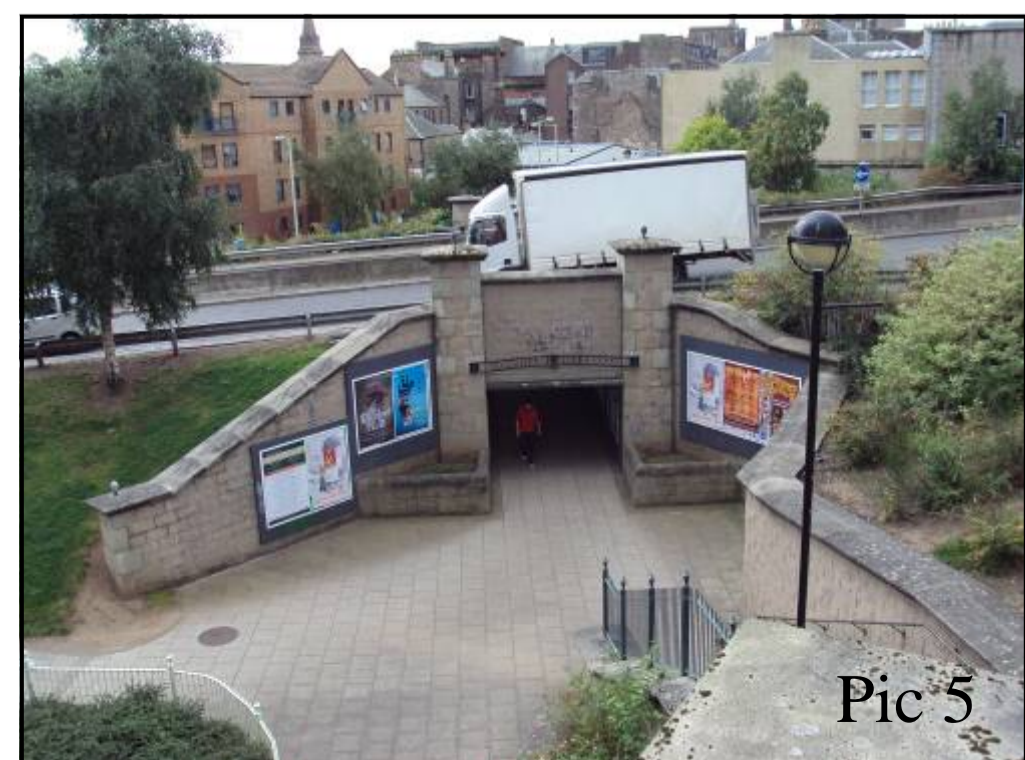


Pic 4 shows the current façade of the rail station. (all pictures that are without a reference have been taken personally.)

Policy 3

Improvements to Design and Safety of Pedestrian Route Ways

In order for the city centre to work as a whole it is important that pedestrians can move freely and easily throughout. Connections between important sites in the city are vital if the city is going to function to its full potential. The draw of the V&A for visitors must be taken advantage of to get these visitors to stay in the city and make use of the other facilities, services and attractions on offer. Crossings must be made safe for all who would use them and routeways must be made to feel safe and accessible. Accessibility for disabled members of the community must also be improved in order for the city centre to be considered a permeable space. With regards to safety the underpass and at-grade crossing of the Marketgait is of particular concern (detailed in Policy 4). Other routes around the city suffer from poor lighting and fear of crime Horse Wynd and Peter Street on the Murraygate It is also important that these pedestrian routeways are attractive spaces or people will not be willing to use them. Simple changes to the streetscape such as the introduction of trees, hanging baskets or public artwork can give an injection of colour and energy to a space and make people feel more comfortable using it. It is imperative that public transport hubs, major attractions (the V&A, MacManus Galleries, Discovery Point etc) and the main retail sector are all connected well in order to allow for a flow of pedestrians between them. For this to happen it is important that there is a consistency of design, materials, layout and signage (as detailed in Policy 4) used so that there is a natural flow for people to follow allowing the different attractions of the city centre to connect to each other as seamlessly as possible.

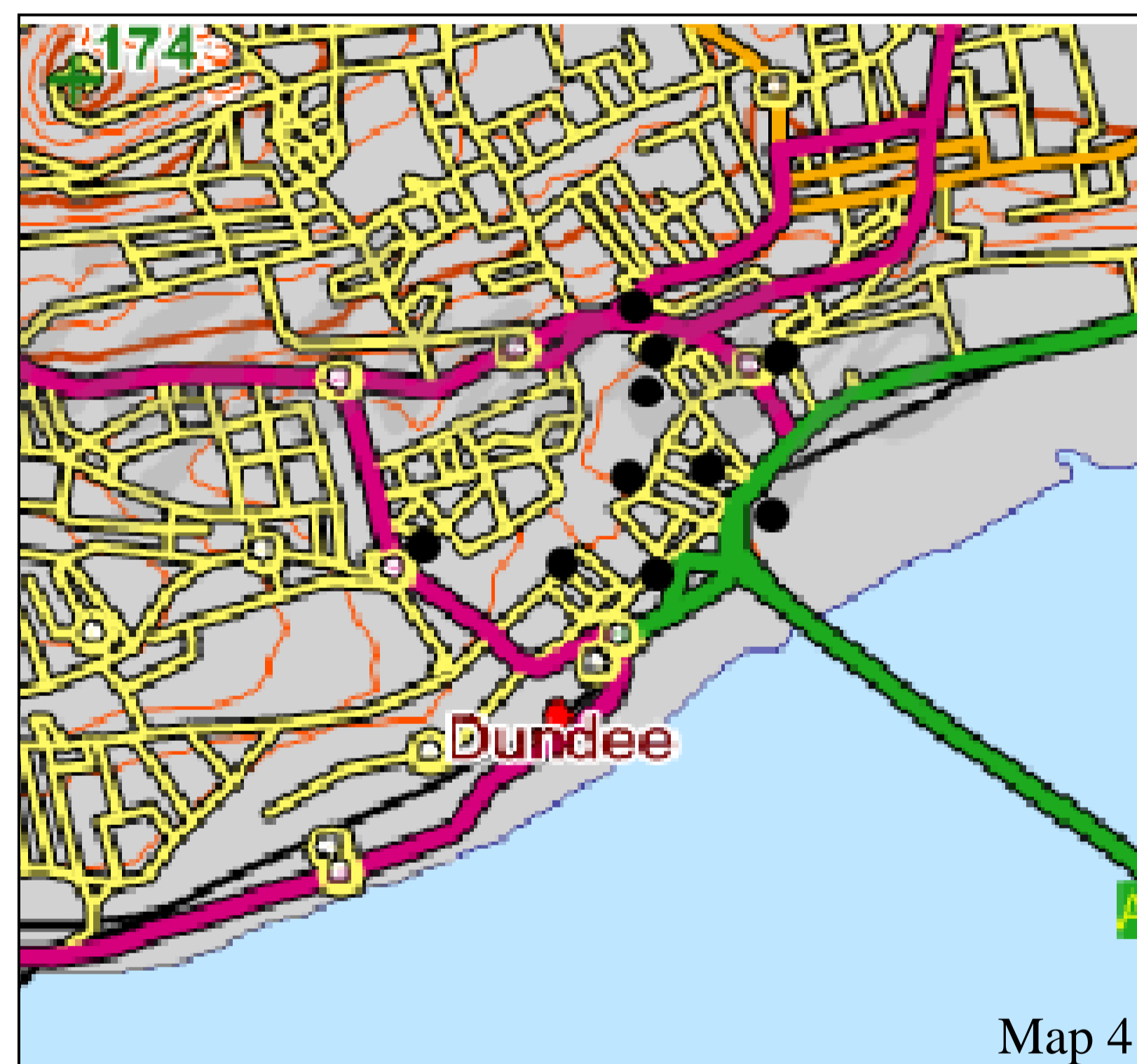


Pic 5 shows the unpopular underpass of the Marketgait. Pic 6 shows the vehicle and pedestrian conflicts experienced on Commercial Street.

Policy 4

Improved linkages between different areas of the City Centre

Certain parts of the city centre find themselves isolated from the rest of the area due to poor linkages. The north eastern area of the Seagate is an example of one such area. The Marketgait dual carriageway acts as a significant barrier to this part of the city centre and the main retail sector. The underpass at the Marketgait between the eastern section of King Street and the Cowgate is unpopular with pedestrians due to safety fears and is far from ideal for the disabled to use. The at-grade crossing at the same point is also not acceptable due to safety fears owing to the volumes and speed of the traffic using the Marketgait. There are fears that new road layout adjacent to the V&A building will lead to a similar physical barrier being created between the apartments at City Quay and the new waterfront development. It therefore must be a priority to improve problem linkages such as these detailed above if the



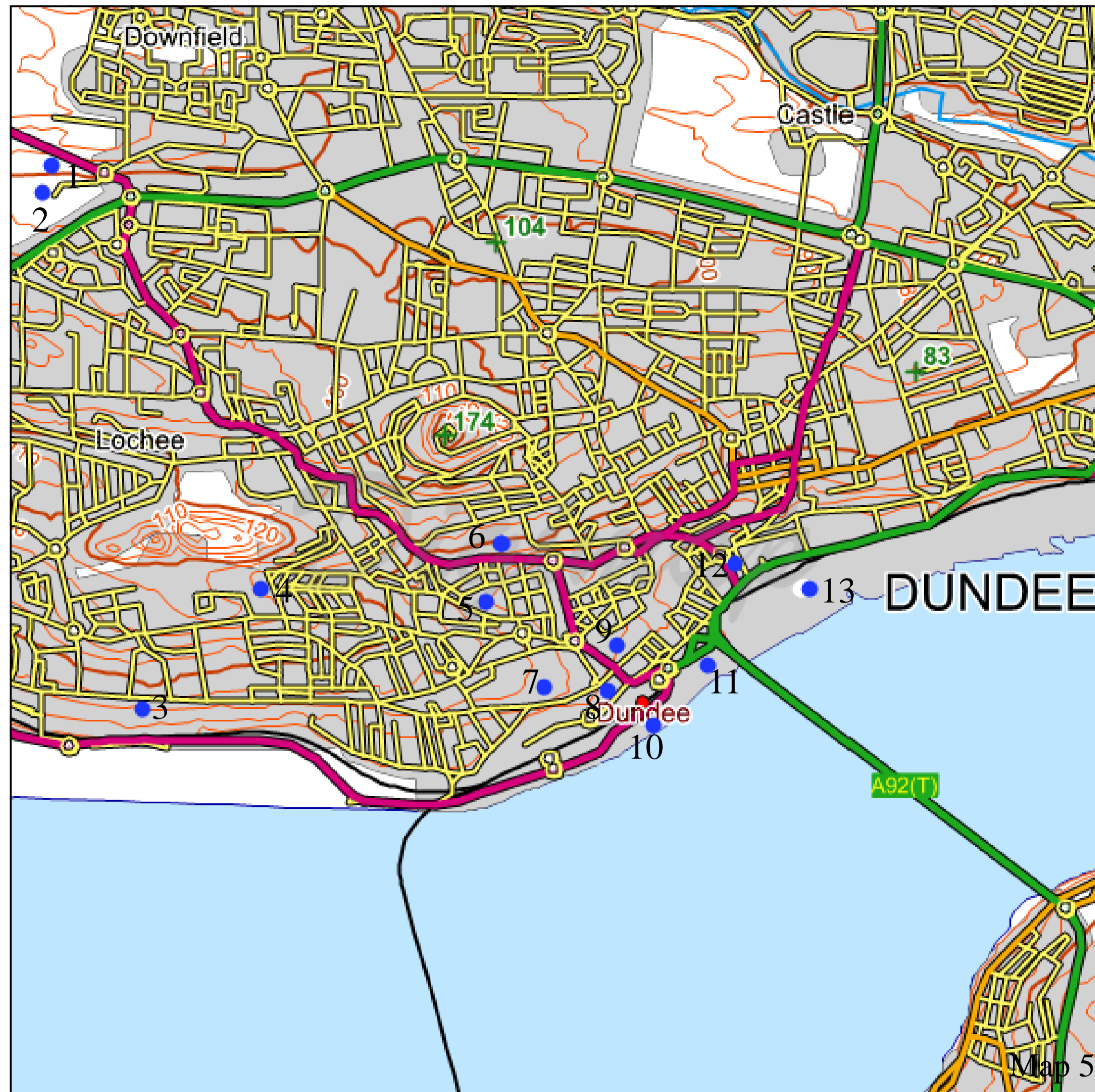
(Map 4 appears courtesy of www.digimap.edina.ac.uk)

city centre is going to be able to flow and connect properly.

Pelican and zebra crossings can be introduced where suitable to help to alleviate these problems but it is also of great importance that proper and appropriate signage is put in place. If this is the case then it is possible for people to flow in the direction of proper crossing points and make use of them rather than try crossing roads at points which are unsafe and inconvenient. Fit and proper signage allows for information to be put across to pedestrians easily making for a smoother navigation of the city. This is of greater im

portance if Dundee is looking to promote itself to visitors, many of whom will be unfamiliar with the city and its route ways.

The black spots on Map 4 above show the linkages and connections around the city centre which are in need of improvement. The reasons for improvement vary from substandard lighting to unsafe crossings and fear of crime to poor layout.



(Map 5 appears courtesy of www.digimap.edina.ac.uk)

Key

- - Stop on free city centre bus route
- . 1- Camperdown Country Park and Wildlife Centre
- . 2- Dundee Ice Arena
- . 3- University of Dundee Botanic Gardens
- . 4- Mills Observatory
- . 5- Verdant Works
- . 6- Dudhope Castle
- . 7- Cultural Quarter
- . 8- Sensation Science Centre
- . 9- Main Retail Sector
- . 10- Discovery Point
- . 11- V&A Museum
- . 12- Olympia Leisure Centre (new location following completion of Dundee Waterfront Redevelopment Project)
- . 13- HMS Frigate Unicorn

Policy 5

Introduction of City Centre Tourist Route Bus Service

In order for the Dundee and the surrounding area to take full advantage of the extra interest and visitor numbers created by the arrival of the V&A museum in the city then it is important that these visitors can get from A to B quickly and efficiently. A bus service which connected the main tourist attractions and services in the area would allow this to happen. This service would cater for: the V&A museum; Discovery Point; the McManus Galleries; Sensation Science Centre; Broughty Ferry Castle; Camperdown Country Park and Wildlife Centre; Dudhope Castle; Mills Observatory; HM Frigate Unicorn; Olympia Leisure Centre; Botanic Gardens; Dundee's Cultural Quarter (including DCA and Dundee Rep) and the main retail area of the city centre. This service would allow all of Dundee's main attractions to be better connected to each other and allow them to feed off of each others' success and popularity. Tickets would be free for the service but could only be obtained by making use of one of the attractions on the route.

Policy 6

Car Parking Provision at the V&A Museum

It is critical that there is sufficient car parking provision put in place to cope with demand at the V&A museum. A multi storey car park will be put in place adjacent to the V&A building itself. This will provide space for around 800 vehicles and will be similar in size to the Green Market multi storey facility. Next to the multi storey car park there will be spaces for buses to park in order to cope with school trips and other such outings.

By implementing these policies it is my view that the vision of a more connected Dundee City Centre can be realised. The city centre would flow better and all of the businesses in the area could take full advantage of the opportunities provided by the arrival of the V&A museum. From that point on Dundee should be able to flourish and establish itself as a powerful city both at home and abroad.