

ANGUS COUNCIL

ROADS COMMITTEE

9 MARCH 2000

MONTROSE HIGH STREET-TRAFFIC FLOWS

REPORT BY THE DIRECTOR OF ROADS

ABSTRACT

This report looks at the traffic flows through the centre of Montrose and considers the effects of the completion of the Inner Relief Road in February 1997 and the improvements carried out within the High Street last year.

1 **RECOMMENDATIONS**

It is recommended that the Committee agree:-

- i) to note the contents of this report
- ii) to note the substantial reduction in the volume of unnecessary through traffic using the High Street as a combined effect of the opening of the Montrose Inner Relief Road and the completion of the Town Centre Environmental Improvements.
- iii) that the Director of Roads continue to monitor the traffic flows within Montrose.

2 **INTRODUCTION**

As reported to the Roads Committee on 14 October 1999 (Report No1025/99 refers) the Town Centre improvements were subject to a detailed post completion audit. From that audit, action points were agreed and detailed in the report. These action points have now been considered in detail and additional works, where required, carried out. This further report is to provide an overview of the overall level of traffic continuing to use the High Street following the construction of the Inner Relief Road in 1997, and the completion of the various measures throughout the High Street last year.

3 **DETAILS**

The Inner Relief Road was constructed to provide a route for through traffic which did not require to stop within Montrose town centre. The road was completed and officially opened in February 1997. It was always envisaged that, in order to gain the full benefits of the Inner Relief Road, various additional measures would be required within the town centre in order to inhibit through traffic, particularly HGV's from using the High Street or other alternative routes.

Initial additional measures were carried out in conjunction with the environmental improvement of the Town Centre and were completed in August 1999. These included: -

- Resurfacing of footways and carriageways,
- Altering the High St/George St/Castle Place junction and the High St/Hume St junction with changes of priorities,
- A new set of traffic signals at Murray St with a pedestrian phase and priority set for northbound traffic.

All of these works were carried out to improve the environment, to discourage through traffic from going through the town centre, and to promote the use of the Inner Relief Road. In addition, lorry signs are being provided to encourage southbound lorries to use the Inner Relief Road, and a zebra crossing is being provided on Hume Street near its junction with High Street.

Throughout the whole process of altering the town centre and the traffic management through it, traffic counts have been carried out to ascertain exactly what level of change has been achieved. The recent counts at the High Street/Hume Street junction are included in Appendix 1.

In 1990, before the start of the Inner Relief Road the traffic flow on the High Street south of Hume Street was 12,500 vehicles over a 12 hour day.

Following the opening of the Relief Road, this traffic flow dropped to 8526 vehicles (a reduction of 32%). Flows along the Relief Road were recorded at 5150 vehicles south of the Hume Street roundabout, 6520 vehicles north of the Hume Street roundabout and 3950 vehicles between Medicinewell Drive and North Esk Road (all 12 hour average weekday flows).

Prior to the start of the recent Town Centre Environmental Improvements Works, counts were carried out between 7am and 7pm in February, 1999 at the High Street/Hume Street junction (see Appendix 1). These were repeated in October, 1999 once the works were completed and traffic had settled down again (see Appendix 2). As can be seen, the two-way flow on High Street, north of Hume Street reduced from 8247 vehicles to 7245 vehicles (a reduction of 12%). On High Street south of Hume Street the traffic flow reduced from 8526 vehicles to 6569 vehicles (a reduction of 23%). Hume Street has had an increase from 2729 to 3064 vehicles (12%). The southbound flow on High Street north of Hume Street has dropped from 3939 to 3356 vehicles (a reduction of 15%) and the northbound flow has dropped from 4308 to 3889 vehicles (a reduction of 10%).

With regard to HGV's, the number of southbound HGV's has dropped from 137 to 81 (a reduction of 41%) and the northbound HGV's have dropped from 150 to 84 (a reduction of 44%).

Therefore, the works carried out last year have had the desired effect of removing a significant percentage of vehicles, including a high proportion of HGV's from the High Street/Hume Street area of the town and redirecting the traffic onto the Montrose Inner Relief Road.

A study was also carried out during the construction period of the town centre improvements. The survey was carried out when the High Street was closed to vehicular traffic between Hume Street and George Street. The survey results are detailed in Appendix 3.

As can be seen from these results there was at this time obviously no traffic flow on High Street south of Hume Street. In addition there was a reduction in two-way traffic flows on High Street north of Hume Street from 8247 to 4511 vehicles (a reduction of 45%).

Overall, these results (summarised in Appendix 4) show that the works already carried out along the length of the High Street have reduced the through traffic within the town centre. It also suggests that a further reduction would be achievable if further traffic management measures were to be carried out. Traffic levels on the Relief Road are not as high as anticipated before construction, probably because the high traffic growth rates which were predicted have not been achieved. The installation of the zebra crossing on Hume Street will

provide further pedestrian priority within the town centre and help to further deter through traffic that is still using High Street instead of the Relief Road.

It is intended therefore to continue monitoring of the traffic flows in the town centre and on the Inner Relief Road after the installation of the zebra crossing in Hume Street.

4 **FINANCIAL IMPLICATIONS**

There are no financial implications arising from this report.

5 **CONSULTATION**

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

6 **CONCLUSION**

The improvements to Montrose High Street have reduced the through traffic flows within the town centre. These traffic flows should continue to be monitored.

Dr Bob McLellan
DIRECTOR OF ROADS

NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report (list papers concerned): -

Committee report No: 1249/98 Montrose town Centre Environmental Improvements Tender Acceptance.

Committee Report No: 1025/99 Montrose Town Centre.

FDCN/PP
10 February 2000
REPORTS/montrose high street

MONTOSE HIGH STREET – TRAFFIC FLOWS

LOCATION	DIRECTION	BEFORE Town Centre Environmental Improvements	DURING Town Centre Environmental Improvements		AFTER Town Centre Environmental Improvements	
		Number of Vehicles	No of Vehicles	%'age Change	No of Vehicles	%'age Change
High Street between George Street and Hume Street	Northbound	4565	0*	100*	3549	-22% (reduction)
	Southbound	3961	0*	100*	3020	-24% (reduction)
	Total	8526	0*	100*	6569	-23% (reduction)
High Street North of Hume Street	Northbound	4308	1780	-59% (reduction)	3889	-10% (reduction)
	Southbound	3939	2731	-31% (reduction)	3356	-15% (reduction)
	Total	8247	4511	-45% (reduction)	7245	-12% (reduction)
Hume Street	Eastbound	1247	1780	+43% (increase)	1534	+23% (increase)
	Westbound	1482	2731	+84% (increase)	1530	+3% (increase)
	Total	2729	4511	+65% (increase)	3064	+12% (increase)

*High Street closed between George Street and Hume Street