

ANGUS COUNCIL

ROADS COMMITTEE

9 MARCH 2000

PANTER CRESCENT, MONTROSE - THROUGH TRAFFIC

REPORT BY THE DIRECTOR OF ROADS

ABSTRACT

This report considers the findings of the "after" through traffic survey on Panter Crescent, Montrose since the completion of the junction improvements on the A92 at Coronation Avenue and at Newhame Road. The report seeks to obtain approval to proceed with road closure orders on Borrowfield Road and to introduce waiting restrictions at the junction of Brechin Road and Panter Crescent, Montrose.

1 RECOMMENDATIONS

It is recommended that the Committee agree:

- (a) to proceed with the necessary Traffic Order to prohibit entry between Borrowfield Road (east) and Newhame Road and between Borrowfield Road (west) and Newhame Road.
- (b) to proceed with the necessary Traffic Order to effect the changes to the waiting restrictions around the junction of Panter Crescent and Brechin Road.

2 INTRODUCTION

Report number 649/97 was approved by the Roads Committee in June 1997. It considered the question of through traffic using the roads in the Panter Crescent area of Montrose, and the Committee agreed that various traffic management options be discussed with the local residents.

Report number 874/97 was approved by the Roads Committee in August 1997. The report presented the results of the surveys and consultation carried out, and the Committee agreed to proceed with road closure orders on Borrowfield Road and to introduce waiting restrictions at the Brechin Road/Panter Crescent junction

Report number 892/98 was approved by the Roads Committee in August 1998. The Committee agreed

- i) to note that there had been a significant number of responses both for and against the proposed closure.
- ii) to note that it was intended to improve the A92 Charleton Road/A937 Coronation Avenue junction.

- iii) to examine the timings at the A92 North Esk Road/A935 Brechin Road Junction.
- iv) to provide a mini-roundabout at the A92/North Esk Road/Newhame Road Junction.
- v) to carry out surveys at both the A92 Coronation Avenue and the A92/Newhame Road junctions before and after the junction improvements took place.
- vi) to defer the traffic orders for the road closures and waiting restrictions.
- vii) to hold a public meeting to explain the situation and to obtain feedback
- viii) to note that a further report would be submitted to Committee once the junction improvements and surveys were complete.

3 DETAILS

Following the advertising of the proposed road closure orders approved by the Roads Committee of 28 August 1997 an unusually large number (124) of written responses were received with 59 objecting to the Draft Order and 65 expressing support.

The promotion of the Orders was not pursued at that time pending the provision of junction improvements at the A92 Charleton Road/A937 Coronation Avenue junction and at the A92 North Esk Road/Newhame Road junction. It was agreed however that the Director of Roads would monitor the traffic flows in Panter Crescent before and after carrying out these junction improvements to assess the extent to which they were successful in encouraging through traffic to use the main A-class roads (A93/A92/A935) rather than “short-cutting” on local roads through Borrowfield (Newhame Road, Borrowfield Road, Renny Crescent, Panter Crescent, etc).

In accordance with the recommendations in Report Number 892/98 the relevant “before” studies were carried out. Traffic signals with pedestrian phases were installed at the A92 Charleton Road/A937 Coronation Avenue junction. These have been successful in reducing delays, helping traffic to enter the main road safely and providing safe crossing points for pedestrians. The mini roundabout was provided on the A92 at Newhame Road and this also has been working well. The public meeting was held.

The “after” survey (a number plate survey to determine the number of through vehicles on Panter Crescent) was carried out on Tuesday 1st February 2000 between the hours of 0800 - 1000 and 1530 -1730 to mirror the previous survey times carried out in 1997.

A comparison of the “before” and “after” figures for all vehicles is shown in Appendix 1. A comparison of the “before” and “after” figures for through traffic is shown in Appendix 2.

The results show that while there has been reduction in the overall traffic flow between Newhame Road and Brechin Road via Borrowfield Road and Panter Crescent, the through traffic has in fact increased. Thus, although the junction improvements put in place at A92 Charleton Road/A937 Coronation Avenue and A92 North Esk Road/Newhame Road have been effective in improving road safety and traffic management at these junction they have not had the desired secondary effect of reducing through traffic on Panter Crescent. It is therefore recommended that road closures be promoted on Borrowfield Road at Newhame Road as the most cost effective way of dealing with this problem. Following comments received on the previous proposed closures however, it is now proposed to close Borrowfield Road at its east and west ends close to Newhame Road as shown in Appendix 3. The through traffic which is displaced can be safely catered for at the two newly improved junctions.

Although the previously approved Draft Order had proceeded through to the public advertisement stage, it will necessary to repeat the consultation process and re-advertise a new Draft Order in view of (a) the proposed amendments to the actual points of closure, (b) the improvements to the traffic management arrangements in the area since the previous Draft Order was advertised, and (c) the time which has elapsed since then.

In addition waiting restrictions will be required at the Panter Crescent/Brechin Road junction as previously proposed and as shown in Appendix 4.

4 FINANCIAL IMPLICATIONS

The cost of introducing waiting restrictions at the Panter Crescent/Brechin Road junction and the road closures on Borrowfield Road is estimated to be in the region of £2000 which can be met from the Roads Department Revenue Budget for Traffic during 2000/2001.

5 CONSULTATION

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

6 CONCLUSION

There is still a significant volume of through traffic using Panter Crescent. The solution is to promote a road closure order. Displaced vehicles can now be safely accommodated at the two improved junctions which have been provided.

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 649/97 Roads Committee June 1997 Panter Crescent, Montrose – Through Traffic
Committee Report 874/97 Roads Committee August 1997 Panter Crescent, Montrose – Through Traffic
Committee Report 892/98 Roads Committee August 1998 Panter Crescent, Montrose – Through Traffic

FDCN/PP

11 February 2000

REPORTS/panter crescent

ANGUS COUNCIL – ROADS DEPARTMENT

PANTER CRESCENT, MONTROSE

“BEFORE” AND “AFTER” SURVEY OF ALL VEHICLES

LOCATION	TIME	27 March 1997 (Before Junction Improvements)	1 February 2000 (After Junction Improvements)	DIFFERENCE	
				No	%
Newhame Road/Borrowfield Road West Link	08.00 – 10.00	191	125	-66	-35%
	15.30 – 17.30	245	205	-40	-16%
Newhame Road/Borrowfield Road East Link	08.00 – 10.00	52	37	-15	-29%
	15.30 – 17.30	62	50	-12	-19%

ANGUS COUNCIL – ROADS DEPARTMENT

PANTER CRESCENT, MONTROSE

“BEFORE” AND “AFTER” SURVEY OF THROUGH TRAFFIC

LOCATION	TIME	27 March 1997 (Before Junction Improvements)	1 February 2000 (After Junction Improvements)	DIFFERENCE	
				No	%
Newhame Road/Borrowfield Road West Link	08.00 – 10.00	101	107	+6	+6%
	15.30 – 17.30	136	155	+19	+14%
Newhame Road/Borrowfield Road East Link	08.00 – 10.00	25	31	+6	+24%
	15.30 – 17.30	20	32	+12	+60%