

**ANGUS COUNCIL**

**ROADS COMMITTEE**

**13 JUNE 2002**

**PATONS LANE, MONTROSE - ONE-WAY TRAFFIC**

**REPORT BY THE DIRECTOR OF ROADS**

**ABSTRACT**

This report deals with proposals to introduce one-way traffic in a section of Patons Lane, Montrose.

**1 RECOMMENDATION**

It is recommended that the Committee agree to the promotion of the necessary Traffic Regulation Order to impose one-way traffic only in a section of Patons Lane, Montrose.

**2 DETAILS**

Patons Lane is a narrow two-way street with no footways over much of its length and mainly serves only the rear of properties on Christies Lane. The street is therefore relatively lightly trafficked and to date the present two-way arrangement has not caused any major traffic problems.

Planning consent was recently granted for a Health Care Centre on the eastern section of the former Chapel Bond to the south of Patons Lane. The traffic generated by the development will be mainly on Marine Avenue although staff car parking will be accessed from Patons Lane at its very extreme east end. It is not anticipated that this traffic will impact greatly upon Patons Lane.

Notwithstanding the above, public transport servicing of the development is seen as very important and discussions have been ongoing on the subject between the Planning and Transport Department and the transport operators to arrange suitable services to include this development. At present an existing bus service travels westwards in Christies Lane and in order to drop off/pick up close to the Health Care Centre it is recommended that the service be diverted into Patons Lane to serve the new development.

Public transport operators seem agreeable to this. However, it is considered that Patons Lane is not suitable to accommodate the half hourly bus service on the current two-way traffic basis due to its narrow width. The widening of Patons Lane, whilst possible, would involve the removal of a high boundary wall which the Director of Planning and Transport and the developer wish to retain for aesthetic and security purposes. As such a compromise proposal is to impose one-way traffic westwards

only in the eastern section of Patons Lane. It is not considered that this will significantly disadvantage the residents of Christies Lane who take access from Patons Lane as the alternative route is only slightly longer.

The link road between Patons Lane and Christies Lane is also relatively narrow and to avoid any congestion due to kerbside parking it is also proposed to impose waiting restrictions on this short section of road.

The proposed one-way traffic arrangement and waiting restrictions are indicated on the attached plan.

### **3 FINANCIAL IMPLICATIONS**

The cost of implementing the proposals will be met by the developer of the Health Care Centre. Additional maintenance costs will amount to £300 per annum and this will require to be contained in future years Revenue Budgets.

### **4 HUMAN RIGHTS IMPLICATIONS**

There are no human rights implications arising from the proposals in 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**

In order to provide assistance in the provision of a safe and convenient bus service to the Health Care Centre and in the interest of traffic safety and free traffic flow one-way traffic in the eastern section of Patons Lane, Montrose is considered appropriate. The promotion of a Traffic Regulation Order to implement these proposals is therefore necessary.

R W McNeil  
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.

DAM/JSG  
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