

ANGUS COUNCIL**ROADS COMMITTEE****5 JUNE 1997****PANTER CRESCENT, MONTROSE - THROUGH TRAFFIC****REPORT BY THE DIRECTOR OF ROADS****ABSTRACT**

This report considers the question of through traffic using the roads in the Panter Crescent area of Montrose and proposes that the various traffic management options under consideration be discussed with the local residents.

1 RECOMMENDATION

It is recommended that the Committee agree to the various traffic management options considered in this report being discussed with the local residents before a final proposal is brought to Committee

2 INTRODUCTION

Following the opening of the Inner Relief Road (IRR) on 28 February 1997, representations were received from residents in the Panter Crescent area of Montrose regarding the increase in through traffic using Panter Crescent to reach the new road. They felt that Panter Crescent was formerly a quiet residential road, used safely by children, and it now had an almost constant flow of cars, lorries and even buses travelling to/from the bypass. The situation was particularly bad in the late afternoon and early evening. They felt that the road was not designed to cope with that level or size of traffic, and residents were extremely concerned that there would be a serious

accident sooner or later. Much of the traffic was too large to negotiate safely the sharp corners and parked cars. Of even greater concern was the excessive speed of through traffic, much of which was considerably higher than 30 mph in a very narrow street.

3 DETAILS

Panter Crescent runs between the A935 Brechin Road and Borrowfield Road which in turn leads to Newhame Road and the Borrowfield Housing area (see attached plan). Newhame Road connects with Coronation Avenue which leads to the Forties Road Industrial Area and to Hillside. Prior to the opening of the IRR, the major north/south link in this area was via the A92 North Esk Road. With the opening of the IRR, however, an alternative route has been created using Medicine Well Drive, Brechin Road, Panter Crescent, Borrowfield Road, Newhame Road and Coronation Avenue. Traffic can use these streets and thus avoid the busy A92/A937 Coronation Avenue junction and also the traffic signals at the A92/Brechin Road junction. The route is likely to be attractive not only at peak hours but also off-peak in giving access from the housing areas to the supermarkets along the IRR.

In order to ascertain the level of the problem, number plate surveys were carried out in the Panter Crescent area between 3.30pm and 5.30pm on Thursday, 27 March 1997 and between 8.00am and 10.00am on Friday, 28 March, 1997. These surveys (see Appendix 1) indicated that, in the morning and evening peaks, well over half the traffic was through traffic, and in the off-peak situation between 43 % and 56 % of the traffic was through traffic. The overall levels of traffic were higher than to be expected on such a road, particularly in the evening peak. Unfortunately, there are no figures available from before the opening of the IRR.

There are a number of traffic management options available when considering possible solutions:

Closing off Panter Crescent from Brechin Road

Closing off Borrowfield Road at both its junctions with Newhame Road
 Closing off roads between Borrowfield Road and Brechin Road
 Introducing peak hour turning bans
 Introducing traffic calming features such as road humps and throttles
 Introducing priority systems

Each of these options would have a degree of success in removing through traffic from the area. There are drawbacks associated with some of these, and some would not be as successful as others in solving the problem. Any solution would of course require to be agreed as an acceptable solution by the majority of residents affected.

FINANCIAL IMPLICATIONS

There are no financial implications at present.

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

Since the opening of Montrose IRR there has been an increase in the amount of through traffic using the Panter Crescent area. The various options to improve the situation should be discussed with the local residents.

Dr Bob McLellan
 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.

APPENDIX 1**From Newhame Road via Borrowfield Road (West Link) to Brechin Road****Thursday, 27 March 1997**

3.30pm - 4.30pm	Total vehicles	75	
	Through vehicles	42	(56%)
4.30pm - 5.30pm	Total vehicles	170	
	Through vehicles	94	(55.2%)

Friday, 28 March 1997

8.00am - 9.00am	Total vehicles	100	
	Through vehicles	62	(62%)
9.00am - 10.00am	Total vehicles	91	
	Through vehicles	39	(42.8%)

From Newhame Road via Borrowfield Road (East Link) to Brechin Road**Thursday, 27 March 1997**

3.30pm - 4.30pm	Total vehicles	18	
	Through vehicles	8	(44.4%)
4.30pm - 5.30pm	Total vehicles	44	
	Through vehicles	12	(27.2%)

Friday, 28 March 1997

8.00am - 9.00am	Total vehicles	28	
	Through vehicles	14	(50%)
9.00am - 10.00am	Total vehicles	24	
	Through vehicles	11	(45.8%)



ANGUS COUNCIL ROADS DEPARTMENT

DIRECTOR - R. McLELLAN BSc., PhD., C.Eng., M.I.C.E., M.A.P.M.,
M.I.A.T., M.I.H.T., A.C.I.Arb.

PANTER CRESCENT, MONTROSE

Drawn by <i>EAE</i>	Approved by	Amendments	PROJECT NO
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