

# ITEM No. 4 (a)

Report No 437/98

## ANGUS COUNCIL

PLANNING AND TRANSPORT POLICY COMMITTEE  
ROADS COMMITTEE

30 APRIL 1998  
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**SUBJECT: MONTROSE TOWN CENTRE, REVISED STREETScape DESIGNS**

**JOINT REPORT BY DIRECTOR OF PLANNING & TRANSPORT AND  
DIRECTOR OF ROADS**

**Abstract: The proposed Streetscape Designs for Montrose Town Centre have been revised following extensive public consultation. This report outlines the main elements of the Concept Designs.**

### 1 RECOMMENDATION

1.1 It is recommended that the Committee:-

- (a) approves in principle the revised Streetscape Designs for Montrose Town Centre;
- (b) notes the financial implications of proceeding with the project;
- (c) authorises the Directors of Planning, Roads and Finance to put together a funding package for consideration at the next Committee meeting in June;
- (d) agrees to the Streetscape Designs being presented to the Montrose Area Forum meeting in May.

### 2 INTRODUCTION

- 2.1 Following extensive public consultation on the Streetscape Concept Designs originally prepared by the design consultants, Gillespies, it was agreed that a fundamental review of the proposals be undertaken by Angus Council professional services (Report No 659/97 refers).
- 2.2 This review included a detailed analysis of the responses received from the public (250 written responses) together with responses from bodies such as the Scottish Civic Trust and Historic Scotland. The main public views expressed were that the central reservation should be retained (60%), that the footway surfaces should be improved (14%) but not widened (10%) and that improvements to the shop fronts should be a priority (10%).
- 2.3 The Montrose Area Forum was also used as a means of engendering public debate and feedback on peoples' aspirations for the town centre. Through this the following design objectives were agreed:-

- enhance the pedestrian environment;
- reduce traffic speeds;
- improve pedestrian access at stepped west footway;
- examine flexible traffic management options;
- maintain parking and servicing provision;
- street furniture improvements.

2.4 It has also been generally agreed that an unacceptable number of drivers are continuing to use the High Street as a through route.

### 3 THE REVISED STREETSCAPE DESIGNS

3.1 A number of design options for the town centre have been considered in depth. These included the removal of the central reservation to allow an overall increase in the width of the footways. Other options considered the provision of a widened central reservation possibly with the inclusion of trees. The estimated cost of the options varied but all were upwards of £1m and were based on the assumption that Angus Council and SET would be in a position to share the cost equally over a two to three year period.

3.2 As a result of budgetary constraints however, SET has had to reduce its contributions to a number of projects throughout Tayside, including Montrose town centre (see Financial Implications). The streetscape designs have therefore had to be reviewed again to take account of both the feedback from the ongoing public consultation and the current financial position.

3.3 In recognition of the reduced finance which is likely to be available it is proposed to give priority to the key areas of the High Street. In this way it would be possible to retain high quality improvements in the vicinity of the Town House and the Old Church. Also, having regard to the comments received on the earlier proposals, provision is made for the retention and improvement of the present central reservation. However, there would be practical problems of including trees within the central reservation, but there is scope for the introduction of trees at the south end of High Street. An outline plan of the proposed streetscape design is attached to this report. Larger scale, more detailed plans will be available for the Committee meeting. The main elements of the design are:-

- A slight remodelling of the car park in front (north) of the Town House to increase the pedestrian space and improve the setting of the Hume statue. This will result in a small decrease in car parking (a loss of three spaces) but the servicing arrangements will be unaltered.
- The resurfacing of the footway north of the Town House (up to New Wynd) and around the Old Church in natural stone. Churchyard Walk would also be resurfaced in the same material. The existing concrete slabs around the Old Church would be lifted and, where possible, re-used elsewhere in the High Street.

- The resurfacing of the car park and the section of carriageway from Hume Street southwards to just south of the Old Church in either a natural stone material or high quality concrete product to match the stone footways (the range of suitable materials is still being investigated). The design and use of materials in this area is intended to discourage through traffic and encourage drivers to use Hume Street instead.
  - The remodelling of the High Street/George Street/Castle Place junction to improve traffic flows and enhance the setting of the Peel statue. A line of trees along the widened traffic island is being considered. Parking and servicing arrangements in this area will be unaltered.
  - The provision of an upper (carriageway) level footway along the west side of the High Street, north of Hume Street. This would be surfaced in the same concrete slab as the existing footway. A new ramp would be incorporated into the step and simple handrails installed at various points along the steps.
  - The widening of the footway along the west side of Murray Street, resulting in a reduction to single carriageway width at the North Port coupled with the installation of a light controlled (Puffin) crossing. Priority would be given to north bound traffic ie exiting the High Street as one of the ways of discouraging through traffic.
  - The retention of the existing central reservation. Minor works to enhance its appearance will be considered.
  - The provision throughout the High Street of a suite of high quality co-ordinated street furniture.
- 3.4 The remaining sections of footway in the High Street will be unaltered and will be resurfaced when necessary through the Roads Department maintenance regime. Equally, the upgrading of the public closes ie those adopted by the Roads Department for maintenance purposes will be considered under the planned maintenance programme.
- 3.5 As stated earlier, the High Street is continuing to be used unnecessarily as a through route by some drivers. It is anticipated that the installation of the "Puffin" crossing at the North Port coupled with the carriageway treatment at the Town House/Old Church may be sufficient to discourage this practice. Should this prove not to be the case, consideration will be given to the introduction of some form of traffic restriction over the above mentioned section of the High Street. This would be the subject of a separate report to Committee.
- 3.6 There is increasing concern locally regarding the condition and appearance of many of the High Street properties. The Council has already endorsed the setting up of a "Town Scheme" in Montrose in partnership with Historic Scotland and other funding partners (Report No 170/98 refers). Consideration is currently being given to also establishing a facade treatment scheme to run in parallel with the streetscape improvements and this will be the subject of a separate report in due course.

## 4 FINANCIAL IMPLICATIONS

- 4.1 It is estimated that the streetscape designs as outlined above will cost in the region of £750,000 inclusive of fees. Scottish Enterprise Tayside has now confirmed that the maximum contribution it is able to make to the project is £100,000 spread over this and next financial year. A total of £145,000 is contained within the Planning and Roads Capital Programmes for the current financial year (£70,000 in Planning and £75,000 in Roads), leaving a funding shortfall of £505,000. Other possible sources of funding will be explored but it is likely that Angus Council will have to meet the bulk if not all of this shortfall. Provisional allowances have been made in the Capital Programme (Roads and Planning) for the financial years 1999/2000 and 2000/2001. On a net basis the total for the two years is £665,000. However, the overall General Services Programme for 1999/2000 is significantly in excess of the current year's allocation (£7,817,000 compared with £4,627,000). In the light of this situation it was considered prudent to have regard to the possibility of the future programme having to be reduced and the scheme has been reviewed accordingly.
- 4.2 The nature and scale of the project is such that it would be very difficult to implement it in a number of distinct phases over several financial years without causing significant disruption. Ideally, the works should be undertaken as a single contract spread, at most over two financial years ie commencing in the autumn of this year and finishing next spring. This would, however, mean that the funding shortfall would have to be met fully in next financial year.

## 5 PROGRESS

- 5.1 Assuming that the streetscape designs are acceptable in principle, it is suggested that they be presented to the Area Forum in May. This would allow the matter to be referred back to Committee for final consideration prior to the summer recess (a prerequisite of a site start in the autumn).

## 6 CONSULTATION

- 6.1 The Chief Executive, Director of Finance, Director of Law and Administration, Director of Recreation Services and Director of Property Services have been consulted during the preparation of this report.

## 7 CONCLUSION

- 7.1 There is little doubt that Montrose High Street continues unnecessarily to be a vehicle dominated thoroughfare and action needs to be taken to improve the quality of the environment, particularly for pedestrians. Equally, the fabric of the town centre has gradually deteriorated and that decline must be halted if the vitality of the core retail area is to be restored.

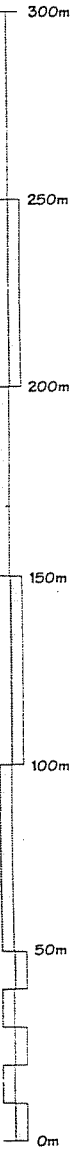
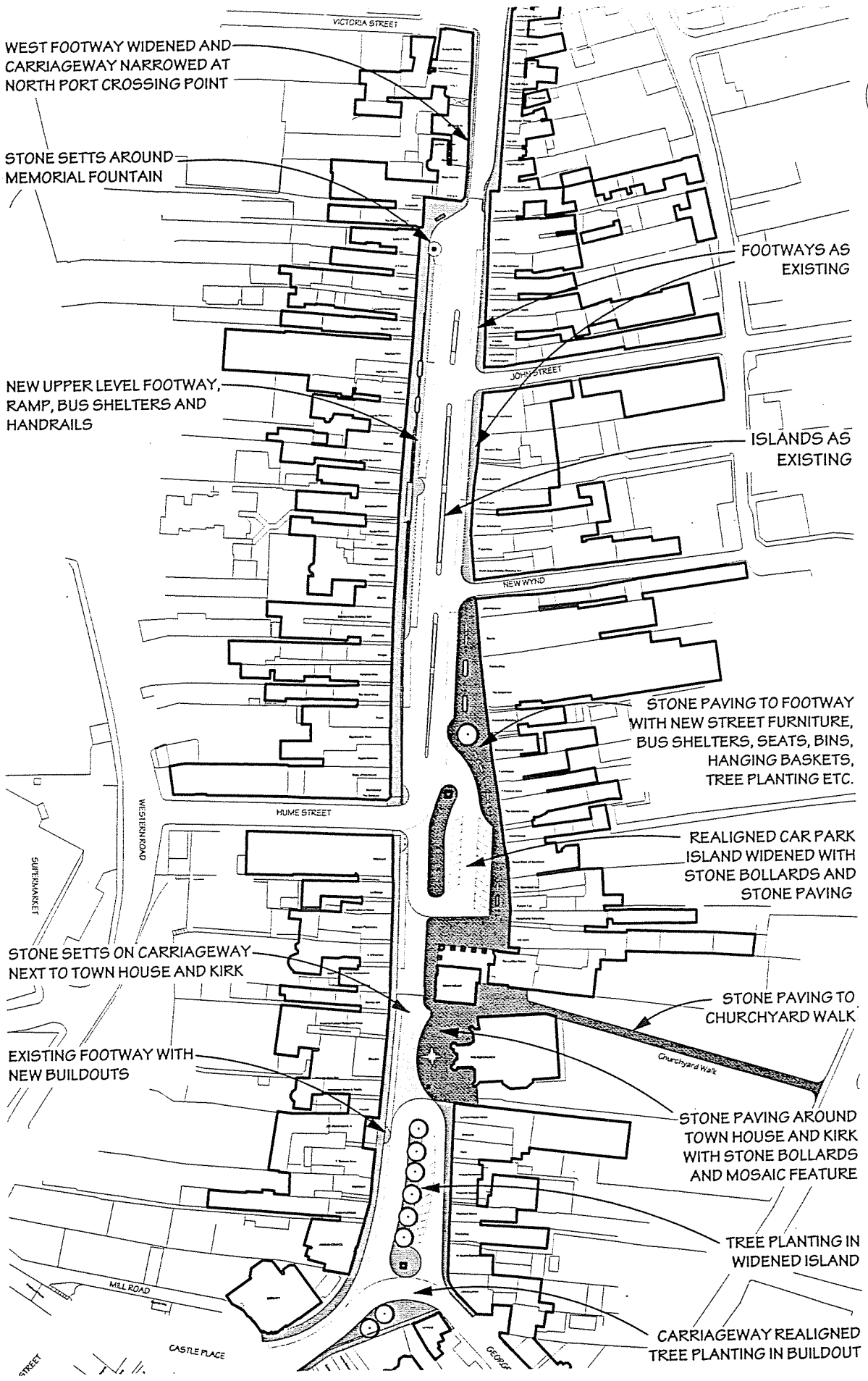
- 7.2 Despite the financial constraints, the revised streetscape designs should meet these aims in a way which has responded to and taken account of public opinion in the town.

#### 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.

AA/RM/SP/IAL  
23 April 1998

Alex Anderson  
Director of Planning and Transport



# MONTROSE TOWN CENTRE REVISED STREETSCAPE

**Angus Council, Roads Department - Consultancy Unit  
RAILTRACK BRIDGES  
19 No.**

**ITEM No. 6**

ELR	Railtrack Reference		Angus Council Reference				Assessment Financial Year		
	Bridge Number	Local Name	Reference Zone	Reference Number	Name	Material		Form	Grid Reference
ECN3	237	Arbroath	RTSC	A933/001	High Road Rly	Concrete	Slab	639415	1998/99
ECN4	279	Montrose	RTSC	A935/001	Brechin Road	Masonry	Arch	710591	1998/99
ECN3	234	Arbroath	RTSC	B9095/001	Keptie Street Rly	Steel	Truss	639405	1998/99
ECN4	274	Craig	RTSC	C45/001	Barns of Craig Rly	Concrete	Beam/Slab	708564	1998/99
ECN4	263	Lunan Bay	RTSC	C45/002	Braehead Rly	Masonry	Arch	689523	1998/99
ECN4	251	Inverkeilor	RTSC	C46/001	Inverkeilor Rly	Masonry	Arch	667491	1998/99
ECN4	247	Letham Grange	RTSC	C48/001	Letham Grange	Masonry	Arch	634454	1998/99
ECN5	269	Craig	RTSC	U437/001	Craig Rly	Masonry	Arch	689643	1998/99
ECN4	268	Boddin	RTSC	U478/002	Boddin Rly	Masonry	Arch	707536	1998/99
ECN3	222	Carnoustie	RTSC	MA/016	West Haven	Concrete	Beam/Slab	572348	1998/99
ECN5	266	Logie	RTSC	U438/001	Logie Rly	Masonry	Arch	699635	1998/99
ECN5	264	Denhead	RTSC	U438/002	Mains of Logie Rly	Masonry	Arch	704628	1998/99
ECN4	273	Inchbrayock	RTSC	U476/001	Inchbrayock	Masonry	Arch	716562	1998/99
ECN4	271	Usan	RTSC	U477/001	Mains of Usan	Masonry	Arch	717556	1998/99
ECN4	270	Usan	RTSC	U478/001	Fishtown of Usan Rly	Masonry	Arch	718547	1998/99
ECN4	253	Inverkeilor	RTSC	U481/001	Ironshill Rly	Masonry	Arch	670497	1998/99
ECN4	248	Cauldcots	RTSC	U485/001	Cauldcots Rly	Masonry	Arch	658472	1998/99
ECN3	232	Arbroath	RTSC	MA/005	Alexandra Place	Masonry	Arch	636405	1998/99
ECN3	233	Arbroath	RTSC	MA/006	Colvil Place	Masonry	Arch	637407	1998/99

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Angus Council, Roads Department

BRITISH RAIL PROPERTY BOARD BRIDGES

22 No.

British Rail Property Board Reference				Angus Council Reference				Grid Reference	
Engineers Line Ref.	Bridge Number	Type	Status	Local Name	Reference Number	Name	Material		Form
KAS	189	Overbridge	Public Road	Warren Rly	A928/001	Warren Rly	Masonry	Arch	377489
KAS	231	Overbridge	Public Road	Heughhead	A933/005	Heughhead	Masonry	Arch	589506
KAS	253	Overbridge	Public Road	Broomley	A935/003	Broomley	Masonry	Arch	686596
DDF	36	Overbridge	Public Road	Kirkbuddo Road	B9127/002	Rosekinghall Rly	Masonry	Arch	497439
DDF	50	Overbridge	Public Road	Pitscandly Road	B9134/001	Whitehills Rly	Steel/Brick	Jack Arch	469515
DDF	22	Overbridge	Public Road	Lovehall Road	B978/003	Saddlestone Rly	Masonry	Arch	478382
DDF	35	Overbridge	Public Road	Dundee Road	B978/005	Kemphill Rly	Masonry	Arch	502427
KMB	1	Overbridge	Public Road	Ballindarg	C22/003	Ballindarg Rly	Masonry	Arch	409513
FBL	4	Overbridge	Public Road	Overboe	C29/002	Quilkoe Rly	Steel	Beam/Trough	442533
FBL	25	Overbridge	Public Road	Carestow Station	C33/001	Careston Rly	Steel/Brick	Jack Arch	538610
KAS	254	Overbridge	Public Road	Pugeston	C39/001	Pugeston Rly	Masonry	Arch	690599
KAS	217	Overbridge	Public Road	Auldbar Station	C44/001	Auldbar Station Rly	Masonry	Arch	538509
DDF	42	Overbridge	Public Road	Mossie Road	C55/001	Mossie Rly	Steel/Brick	Jack Arch	488477
DDF	39	Overbridge	Public Road	Craichie Mill Road	C58/001	East Main Rly	Concrete	Beam/Slab	493463
DDN	30	Overbridge	Public Road	Auchterhouse Road	C6/003	Auchterhouse	Masonry	Arch	332377
DJM	5	Overbridge	Public Road	Marine Avenue	MA/017	Marine Drive, Montrose	Masonry	Arch	722575
DDN	31	Overbridge	Public Road	Davidson Road	U339/002	Davidson Rly	Masonry	Arch	315395
KAS	197	Overbridge	Public Road	Drumgley	U364/001	Drumgley	Masonry	Arch	420510
KAS	203	Overbridge	Public Road	Whitehills	U368/001	Suttieside Road Rly	Concrete	Beam/Slab	463516
KAS	200	Overbridge	Public Road	Forfar, Kirriemuir Road	U374/001	Turbeg	Masonry	Arch	443517
EDB	6	Overbridge	Public Road	Newton Farm	U429/002	Newton Farm Rly	Masonry	Arch	597645
EDB	2	Overbridge	Public Road	North Keithock	U430/001	North Keithock Rly	Masonry	Arch	598629
KAS	234	Overbridge	Public Road	Kinnell	U470/001	Kinnell Rly	Masonry	Arch	605526
DDF	43	Overbridge	Public Road	Kingsmuir Station	U518/001	Lownie Moor	Masonry	Arch	486485

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