ANGUS COUNCIL  
INFRASTRUCTURE SERVICES COMMITTEE – 25 NOVEMBER 2004  
ANGUS COUNCIL (ERSKINE STREET/MERIDIAN STREET, MONTROSE)(ONE-WAY TRAFFIC)  
ORDER 2004  
REPORT BY THE DIRECTOR OF LAW AND ADMINISTRATION

ABSTRACT
This Report relates to the introduction of an Order to introduce a one-way traffic flow in sections of Erskine Street and Meridian Street, Montrose.

1. RECOMMENDATION
The Committee is requested to approve the making of the Order.

2. INTRODUCTION
Reference is made to Article 32(a) of the minute of meeting of the Infrastructure Services Committee held on 8 June 2004 instructing and authorising the preparation of an Order to introduce a one-way traffic flow southwards on the southmost section of Erskine Street and westwards on the eastmost section of Meridian Street, Montrose.

3. BACKGROUND INFORMATION.
Montrose Port Authority has recently carried out alterations to the North Quay entry and exit arrangement at Erskine Street/Meridian Street as part of a review of the overall security requirements at the Port.

These works included the introduction of separate vehicle entry and exit arrangements with the existing Ferry Street gate being retained as the exit only for the North Quay, and a disused access on Erskine Street being upgraded to provide a secure entry only with security barriers, CCTV, etc.

In discussions between staff of the Roads Department, the Port Authority, and Tayside Police concerns were raised that in the event of vehicles being prevented from entering the North Quay for whatever reason (eg. security lockdown) large vehicles waiting in Ferry Street or Meridian Street could restrict vehicles exiting the North Quay. Erskine Street on the other hand is wide and generally lightly trafficked and it was considered that limited congestion would be caused by large vehicles waiting in this street.

Further, HGVs approaching the new North Quay entrance may attempt the restricted turns from Ferry Street into Meridian Street and then into the new entry in Erskine Street. As such it was considered that a more suitable arrangement for vehicles entering the North Quay was for them to be directed from Ferry Street into Caledonia Street then into Erskine Street which would provide a straight ahead approach to the new entrance.

Concerns have been raised by local residents about increased HGV movements in the western section of Erskine Street and to mitigate this, formal signing has been erected directing HGVs to use the Caledonia Street/Erskine Street route.

Whilst traffic movements in the southern section of Erskine Street and the eastern section of Meridian Street are generally very low it was proposed to introduce a one-way traffic arrangement which will restrict the direction of traffic flow in these streets to the south and east only respectively in order to avoid potential conflict of vehicle movements.
4. CONSULTATION AND PUBLICATION

The appropriate Order was drafted and during the statutory Consultation period no objections were received. However a 50-signature petition organised by a local resident requesting ‘a review of the use of the Erskine Street access due to the unacceptable increase in HGV traffic in surrounding residential streets …’ was received.

In response it was indicated to the objectors that the alterations to the access/exit arrangements at the North Quay were a matter for the Port Authority. However, the Director of Roads and Tayside Police are of the opinion that in order to reduce potential congestion in the area as a result of these arrangements the proposed one-way traffic restrictions are appropriate.

The proposed Traffic Order was duly advertised and one letter of objection was received. This related to concerns about HGVs using the residential section of Erskine Street which has been addressed by additional direction signing and the potential hazard of a lorry fire in this area which the Director of Roads considers would be no greater than in any other street in the vicinity.

It is accordingly recommended that the order should be approved.

4. CONSULTATION

The Chief Executive, the Director of Finance and the Director of Roads have been consulted in the preparation of this Report.

5. FINANCIAL IMPLICATIONS

There are no financial implications arising from this Report.

6. HUMAN RIGHTS IMPLICATIONS

There are no Human Rights implications arising from this Report.

Catherine Coull
Director of Law and Administration

NOTE: The background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) which were relied on to any material extent in preparing the above Report are contained in file TA/1/186.