ANGUS COUNCIL

INFRASTRUCTURE SERVICES COMMITTEE

8 JUNE 2004

HIGH STREET, MONTROSE
TRAFFIC MANAGEMENT ARRANGEMENTS

REPORT BY THE DIRECTOR OF ROADS

ABSTRACT
This report considers various aspects of traffic management within Montrose High Street following concerns that have been raised locally.

1 RECOMMENDATION

1.1 It is recommended that the Committee agree:-

(i) to retain the traffic signals at Murray Street, Montrose;

(ii) to retain the widened footway on the west side of High Street, Montrose;

(iii) to retain the current on-street car parking arrangements on High Street, Montrose;

(iv) to instruct the Director of Roads to consult further on the provision of a mini roundabout at the High Street/Hume Street Junction and report back to this Committee.

(v) to instruct the Director of Roads to consult further on the provision of a mini-roundabout at the High Street/George Street junction and report back to this Committee;

(vi) to instruct the Director of Roads to consult further on the possibility of banning all vehicles on High Street between the Town House and Peel Place (except for servicing between the hours of 4pm and 11am) and report back to this Committee;

(vii) to instruct the Director of Roads to investigate the feasibility of permitting wedding and funeral vehicles to park on the periphery of the slabb ed area in front of the Old Kirk and report back to this Committee;

(viii) to retain the existing taxi rank in Hume Street and to provide a passenger shelter at the head of the rank;

(ix) to take no action meantime on the introduction of a 20mph speed limit and traffic calming measures.
(x) to consider the resiting of the bus-stop from Hume Street to Western Road.

2 INTRODUCTION

2.1 The Montrose Inner Relief Road (Basin View and Medicinewell Drive) was constructed to provide a route for through traffic which did not require to stop within Montrose Town Centre. The relief road was completed and officially opened in February 1997. It was always envisaged that, in order to gain the full benefits of the Inner Relief Road, various additional measures would be required within the town centre in order to inhibit through traffic, particularly HGV’s.

2.2 Environmental improvement measures were carried out in the town centre and these were completed by August 1999. The measures included:-

- Resurfacing of footways and carriageways.
- Altering the High Street/George Street/Castle Street junction and the High Street/Hume Street junctions with changed priorities.
- A new set of traffic signals at Murray Street with a pedestrian phase.

2.3 These works were carried out following extensive consultation and were intended to improve the environment for pedestrians, to discourage non-stopping traffic from using High Street/Murray Street, and to promote the use of the Montrose Inner Relief Road. The measures were also intended to reduce traffic speeds, to help cyclists and people with disabilities, to improve public transport provision, and to provide suitable servicing and parking arrangements. In addition lorry signs were provided, a zebra crossing was provided on Hume Street near its junction with High Street, and a puffin crossing was provided near the Town House.

2.4 Report number 285/00 which was approved by the Roads Committee in March 2000 noted the significant reduction in unnecessary through traffic using the High Street.

2.5 In recent times, various concerns have been raised locally regarding the operation of various aspects of the measures and this report considers the issues raised.

3 DETAILS

The main issues which have been raised and which are discussed briefly are considered below. Full details are included in the technical appendix (Appendix A).

3.1 The operation of the traffic signals at Murray Street - The signals were provided to discourage through traffic on the High Street and to help pedestrians. They also enabled the narrow footways to be widened to facilitate pedestrian movement. The signals therefore serve an important safety function and should be retained.

3.2 The footway widening along the west side of High Street - Prior to the footway being provided at the high level along the west side of the High Street, vehicles parked adjacent to the kerb and passengers had nowhere to alight adjacent to the steps. The new footway therefore helps passengers to alight and walk along to the
ramp to connect to the lower level footway. This is particularly helpful for anyone with a disability. The extra footway width is beneficial in general and of great benefit adjacent to the bus stops. It is therefore recommended that the footway widening be retained.

3.3 The provision of angled parking in place of parallel parking - At present all parking is parallel to the kerb. Additional parking spaces could be provided by having angled parking. Parking at 45 degrees requires an overall width of 8.7 metres giving a through lane of 3.6 metres. Parking at 60 degrees requires an overall width of 9.6 metres with a through lane of 4.2 metres. There is still a significant level of traffic on High Street however, and angled parking requires vehicles to reverse blindly into the stream of through traffic. Angled parking would also make it more difficult for pedestrians to cross the road. There is insufficient width on the east side of High Street to have angled parking. There is insufficient width to have angled parking on the west side of High Street apart from the north-west section unless the new high level footway was removed which would have the disadvantages outlined above. No change in the current parking arrangements is therefore recommended.

3.4 The operation of the High Street/Hume Street junction - It is accepted that the layout at this junction is not ideal. The zebra crossing creates some confusion and there are often short queues of traffic heading north. A number of options have been considered including converting the zebra to a puffin, providing traffic signals, changing priorities, and providing a mini roundabout. A puffin crossing cannot be provided as close to the junction as a zebra crossing. Traffic signals are difficult to fit into the existing road geometry. If High Street returned to being the main road with Hume Street giving way, this would increase the speed and volume of traffic on High Street. A mini roundabout would have the benefit of slowing all traffic in the vicinity of the junction which would be of benefit to pedestrians also. The zebra crossing would, however, have to be relocated in order to maintain free circulatory traffic movements on the mini roundabout. It is therefore proposed that the Director of Roads investigates this option in more detail and report back to this Committee.

3.5 The operation of the High Street/George Street junction - Concern has been expressed regarding the speed of traffic on George Street and Castle Place. Making George Street traffic give way to High Street traffic would reduce the speed of traffic on George Street but increase the speed and volume of traffic on High Street. A mini roundabout would have the advantage of slowing all traffic in the area and also helping pedestrians. A mini roundabout should therefore be consulted on and investigated in detail and a report brought back to this Committee.

3.6 Pedestrianisation - Some form of restriction on through traffic in the High Street was always envisaged after the opening of the Inner Relief Road. To date, however, the major concern has always been the potential loss of trade to local shopkeepers. If a restriction was applied this would create a more pleasant environment for shopping and may well be a benefit to the shops. However servicing would have to be restricted to say between 4pm and 11am (as in High Street, Arbroath) and there could be a loss of passing trade for some shops. Increased traffic on the alternative routes could cause other problems and there would be some loss of on-street parking. In order to minimise the loss of parking the restriction could be applied to the short length of High Street between the Town House and Peel Place. Experience elsewhere
has shown that, although pedestrianisation schemes generally have a very positive
effect on commercial activity, there is often strong resistance and concern regarding
loss of business from some of the shopkeepers affected. Before proceeding with this
option therefore it would be necessary to investigate it in some detail and carry out an
extensive consultation exercise involving both the local retailers and the wider public.
The outcome of this consultation would be the subject of a further report to this
Committee. It must be stressed however that further consideration of this option is
likely to depend very heavily on the feedback from the consultation exercise.

3.7 One-Way Traffic Flow - Making part of High Street one-way would not have any
great overall benefit and is not recommended for further consideration.

3.8 Parking facilities at Church - This matter has been looked at on several occasions in
recent years. Historically, the pedestrian crossing was at the church, which prohibited
parking. Since the pedestrian crossing was re-located nearer the Town House
wedding and funeral vehicles have been able to sit on the double yellow lines in front
of the Church. However, southbound through traffic is temporarily obstructed in
these circumstances. Because of the limited length in front of the church, it is not
possible to provide an adequate layby. It may however be possible to permit wedding
and funeral vehicles to sit on a restricted section of the slabbed area in front of the
church. Dropped kerbs would have to be provided to allow access; the existing
ornamental bollards would have to be re-located; the pavement structure may have to
be strengthened; and some arrangement would have to be provided to segregate
pedestrians from the area made available for wedding and funeral vehicles during
church services. It is therefore proposed that the Director of Roads investigate the
feasibility of this option in more detail including costs and value for money
considerations, and report back to this Committee.

3.9 Taxis - For some years there has been a taxi rank accommodating nine taxis on the
north side of Hume Street facing towards High Street. Taxis wishing to sit on the
rank can use the mini roundabout at Western Road to turn. On leaving the rank and
reaching High Street they can turn north or south. Hume Street can be windy and
there is no shelter for customers. It has been proposed that the rank be moved to the
parking area north of the Town House. This would mean the loss of parking in a key
area, and the herringbone layout of parking would not lend itself to providing a taxi
rank. It is therefore proposed that the rank should remain on Hume Street but that a
shelter be provided.

3.10 Bus-Stop on Hume Street – Consideration should be given to the relocation of the
bus-stop on the south side of Hume Street to a new location in Western Road. Before
proceeding with this option it would be necessary to consult the bus operators.

3.11 Traffic Calming/20mph Speed Limit – A 20mph speed limit would require traffic
calming measures to be self enforcing. Speeds are already low and the introduction of
mini roundabouts would help to reduce speeds further. It is therefore proposed that
no action be taken meantime but that this option be reviewed once the outcome of the
consultation regarding the introduction of the roundabouts is known.
4 FINANCIAL IMPLICATIONS

4.1 The only additional measure recommended for implementation at this stage is the provision of a pedestrian shelter at the taxi rank in Hume Street. The estimated cost of this facility is £3,000 and this can be contained in the capital budget for Traffic Signals/Pedestrian Facilities in the Financial Plan 2003/07 within the current financial year.

4.2 The costs of assessing in more detail the options recommended in this report for further investigation/consultation/feasibility study can be contained in the Roads Revenue Budget for Road Safety and Traffic Management in the current financial year.

4.3 The financial implications of implementing any of these other options would be detailed in a subsequent report to this Committee.

5 HUMAN RIGHTS IMPLICATIONS

5.1 There are no human rights implications arising from the proposals in this report.

6 CONSULTATION

6.1 The Chief Executive, the Director of Law and Administration, the Director of Finance, the Director of Planning and Transport and the Chief Constable have been consulted in the preparation of this Report.

7 CONCLUSION

7.1 Following local concerns regarding various traffic management measures in the town centre, detailed investigations have been carried out. Various measures have been ruled out on technical/road safety criteria and the remaining options are recommended for further investigation and consultation.

Ronnie McNeil
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):-


FDCN/JSG
12 May 2004
REPORTS/mont.high.st.traffic
MONTROSE HIGH STREET

TRAFFIC MANAGEMENT OPTIONS

Traffic Section
Roads Department
May, 2004
OVERALL FUNCTION OF HIGH STREET

The Montrose High Street Improvement Scheme was undertaken following extensive public consultation and additional consultation with bodies such as the Scottish Civic Trust and Historic Scotland. The Montrose Area Forum was also used as a means of engendering public debate and feedback on people’s aspirations for the town. Through this the following design objectives were agreed:

- Enhance the pedestrian environment.
- Reduce traffic speeds.
- Improve pedestrian access at stepped west footway.
- Maintain parking and servicing provision as far as possible.
- Improve street furniture.

The overall function of the High Street is to provide an improved facility and a safe environment for pedestrians, cyclists, public transport users, people with disabilities, and permit servicing of shops with provision of on-street car parking where possible.

With the Montrose Inner Relief Road available as a town centre by-pass, the High Street has been designed to both discourage through drivers and reduce traffic speeds. Facilities have been improved for disabled visitors to the High Street, as has access for goods delivery vehicles. Parking and passenger service vehicle provision has been maintained; and improved street furniture and the use of upgraded construction materials have led to an aesthetically pleasing environment.
### MURRAY STREET – REMOVAL OF TRAFFIC SIGNALS
(TWO WAY TRAFFIC, NARROWER FOOTWAYS)

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1  Reduced traffic delay</td>
<td>1  Insufficient width for footways and carriageway without one or both being substandard.</td>
</tr>
<tr>
<td></td>
<td>2  Substandard width of carriageway may result in vehicles mounting the kerb or vehicles clipping each other.</td>
</tr>
<tr>
<td></td>
<td>3  Substandard width of footway may result in pedestrians over spilling onto carriageway.</td>
</tr>
<tr>
<td></td>
<td>4  Reduced pedestrian safety.</td>
</tr>
<tr>
<td></td>
<td>5  Increased traffic speed.</td>
</tr>
<tr>
<td></td>
<td>6  No inhibitory effect on unnecessary through traffic.</td>
</tr>
<tr>
<td></td>
<td>7  Substandard footway width would restrict accessibility for wheelchair users.</td>
</tr>
</tbody>
</table>

**RECOMMENDATION**

The current traffic management solution gives sufficient road width to vehicles, and footway width to pedestrians. To reduce either of these design standards to below the minimum required in the Council’s Roads Standards would be a retrograde stop and would leave the Council exposed to increased public liability risks. Therefore the traffic signal arrangement should be retained.
2 HIGH LEVEL FOOTWAY

At present a high level footway is located on the west side of the north-bound carriageway. The footway is in place to link the difference in level between the carriageway and the pedestrian footway serving the shops. A ramp links the high level footway and the footway serving the shops.

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Would increase carriageway width, creating potential for more on-street parking.</td>
<td>1. Channels all pedestrian and disabled drivers to defined crossing points, bus stops and ramp linking high and low level footway and therefore:-</td>
</tr>
<tr>
<td></td>
<td>2. Provides better disabled access to shopping area.</td>
</tr>
<tr>
<td></td>
<td>3. Provides better access to bus stops.</td>
</tr>
<tr>
<td></td>
<td>4. Provides safer pedestrian crossing facilities.</td>
</tr>
<tr>
<td></td>
<td>5. Increases overall level footway width.</td>
</tr>
<tr>
<td></td>
<td>6. Provides safe landing area for passengers alighting from parked cars.</td>
</tr>
</tbody>
</table>

RECOMMENDATION

The high level of footway is of considerable benefit to pedestrians, the disabled and bus passengers and should remain.
3 INCREASED ON-STREET CAR PARKING (ANGLED PARKING)

At present parking bays run parallel to the footways on both carriageways. There is, in addition, provision for both disabled parking and service delivery vehicles. The feasibility of introducing angled (herringbone) parking has been investigated.

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Angled parking would provide more bays.</td>
<td>1. Overall reduction in carriageway width.</td>
</tr>
<tr>
<td>2. Easier to park in bays.</td>
<td>2. Vehicles would have to reverse out of parking bays into on-coming traffic.</td>
</tr>
<tr>
<td></td>
<td>4. Pedestrians may try to cross road from between parked cars, no defined crossing points.</td>
</tr>
<tr>
<td></td>
<td>5. Fewer parking spaces inhibit congestion in town centre.</td>
</tr>
<tr>
<td></td>
<td>6. Reduces visibility for both drivers and pedestrians.</td>
</tr>
</tbody>
</table>

The width available for parking, servicing of shops and maintaining free flowing traffic is restricted by the presence of the footways on one side and the central islands on the other. Angled parking would restrict this width still further below that required for servicing/breakdowns with traffic still moving alongside. Furthermore the traffic safety risks associated with reversing out of angled parking bays with potentially restricted visibility to left and right are unacceptable.

RECOMMENDATION

Angled parking cannot be provided and the present arrangements should remain.
4 HIGH STREET/HUME STREET JUNCTION

CONSIDER CONVERTING THE ZEBRA TO A PUFFIN, THE PROVISION OF TRAFFIC SIGNALS, A CHANGE OF PRIORITIES OR THE PROVISION OF A MINI ROUNDABOUT

The existing layout (Plan 1) is a compromise which is not ideal, and a number of "near misses" have been reported. Some pedestrians are reported to be uncomfortable with using the crossing. There is also the issue of vehicles queuing on High Street itself. Southbound vehicles are tending to drive straight ahead into the southern part of the High Street rather than down Hume Street towards the relief road.

4(a) Zebra to Puffin (Plan 2)

• A Puffin Crossing option was considered at the time of the Zebra installation and rejected due to the recommendation in the guidance document which states that the minimum distance from a side road junction should be 20m. The desire line would not be accommodated at 20m from the junction, and the crossing would not be used. Pedestrians would be at increased risk when crossing over the zig zag lines but not actually using the crossing.

• The Zebra Crossing gives priority to the pedestrians, as vehicles must give way to pedestrians immediately. Pedestrians do not have to wait for traffic to be stopped by a red light.

• The Zebra crossing does not have any intergreen times, so vehicles are stationary for less time (therefore reduced delays compared to a puffin).

4(b) Signal Controlled Junction (Plans 3 & 4)

• A signal controlled junction was considered as one option prior to the installation of the existing layout, and also prior to the design stage of the environmental improvements. However traffic flows at that time (prior to the reduction in through traffic) did not justify the installation of a signal controlled junction.

• This option was considered again at the time of the Zebra crossing installation.

• It would accommodate the pedestrian desire line.

• Increased vehicle delay.

• Possibility of "rat running" through the parking area for southbound ahead traffic when signals are at red. (Unless the stop line was located north of the car park entrance. but this would result in unnecessarily long intergreens).

• Problems with queuing vehicles blocking the exit from the car parking area north of the Town House, unless the stop line was located north of the car park entrance (would need to consider either a yellow box junction or banning the right turn into the car park).
• Pedestrians landing area on East side not adequate. It is not recommended that pedestrians land on what is effectively a large pedestrian island without giving them a crossing to get off the island again. (Zebra crossings off the island (one towards the town house and one towards the post office) may solve this, but again it is not recommended to mix different types of crossing for pedestrians this way as it causes problems for visually impaired pedestrians. An audio facility would not be possible on the signals if this was done)

• The installation of traffic signals at this junction would have significant visual intrusion on the area.

4(c) **Change priority at junction (High Street Straight through)** (Plan 5)

• Increased vehicle speeds and probably volume of traffic on High Street.

• Reduced vehicle speeds on Hume Street, but increased congestion.

• Difficult Right Turn for High Street southbound into and out of Hume Street.

• Would encourage unnecessary through traffic, reduced pedestrian safety, increased congestion.

• Existing block paviors would confuse southbound motorists to turn right across northbound traffic, so this would have to be changed.

4(d) **Change priority at junction (Hume Street to High Street South)** (Plan 6)

• Would encourage rat running through car park.

• Existing block paviors layout might confuse motorists and would need to be changed.

• Would increase congestion on the northern section of the High Street without reducing congestion on the southern section of the High Street as going from south to north would become the right turn.

4(e) **Mini Roundabout** (Plan 7)

• Pedestrian crossing would have to be moved so that road markings were not confusing. This would result in the crossing not being used and reduce pedestrian safety.

• Road surface might have to be re-laid (block paviors would be confusing)

• All traffic would be slowed down

**RECOMMENDATION**

Consult further on the provision of a mini roundabout.
5. HIGH STREET/JUNCTION GEORGE STREET
CHANGE OF PRIORITY AT JUNCTION OR MINI ROUNDABOUT

5(a) Change Priority of Junction

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Would reduce vehicle speeds on either Castle Street or George Street, whichever has the give way.</td>
<td>1. Encourage unnecessary through traffic</td>
</tr>
<tr>
<td>2. Would reduce congestion on High Street</td>
<td>2. Would increase vehicle speeds on High Street which will impact on pedestrian safety in an area with a larger number of pedestrians.</td>
</tr>
</tbody>
</table>

5(b) Mini Roundabout (Plan 8)

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Would reduce vehicle speeds on Castle Street/George Street.</td>
<td>1. Would remove a significant amount of parking</td>
</tr>
<tr>
<td>2. Traffic would flow slightly better, reduced congestion.</td>
<td></td>
</tr>
</tbody>
</table>

RECOMMENDATION

Consult further on the provision of a mini roundabout.

6 PEDESTRIANISATION

6(a) PEDESTRIANISATION OF PART LENGTH OF HIGH STREET (TOWN HOUSE TO PEEL PLACE) (Plan 9)

If this part of the High Street is pedestrianised it would create a more pleasant shopping experience in Montrose thus boosting the local economy. With no vehicles in this part of the High Street area it will become more environmentally friendly, and easier to hold events such as street fairs or farmer markets etc.

If pedestrianised, service deliveries to the existing shops may have to be restricted to either early in the morning and/or late in the evening.

With no vehicles passing through this part of the High Street, some shopkeepers may lose passing trade.
The diverted traffic that used to pass through the High Street may not necessarily use the relief road; they may elect instead to use Market Street, John Street, and Baltic Street. Residents on these streets will complain of the increase in traffic, and the speed of vehicles, which in turn will lead to calls for traffic calming in these areas. This environmental impact on the surrounding streets will be detrimental to the residents there.

With the loss of parking in the High Street, which pedestrianisation will bring, the existing council car parks at Baltic Street, Murray Street and Lower Hall Street may not be able to cope with the additional demand. Consideration will also have to be given to disabled parking. If there is none within the High Street, additional bays may have to be provided on side streets, thus displacing any residential parking at that particular location.

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1  Peds can cross High Street freely (safer).</td>
<td>1  Delivery to shops awkward (either early morning and/or late at night).</td>
</tr>
<tr>
<td>2  Environmentally better.</td>
<td>2  Complaints from shop keepers regarding the loss of passing trade.</td>
</tr>
<tr>
<td>3  Potentially more pedestrians shopping therefore better for local economy.</td>
<td>3  Traffic diverted elsewhere, side roads may not be able to cope.</td>
</tr>
<tr>
<td>4  Easier for public events.</td>
<td>4  Environmental impact on other streets, (pollution noise etc).</td>
</tr>
<tr>
<td></td>
<td>5  Cost</td>
</tr>
<tr>
<td></td>
<td>6  Loss of Parking on High Street : Council Car parks may not cope with additional demand.</td>
</tr>
<tr>
<td></td>
<td>7  Difficult for disabled drivers to access shops (i.e. cannot park near to shops).</td>
</tr>
<tr>
<td></td>
<td>8  Cyclists would have to push bikes.</td>
</tr>
</tbody>
</table>

**RECOMMENDATION**

Consult fully with all parties (retailers, public, Community Council, etc.), on the possibility of banning all vehicles on High Street between the Town House and Peel Place before proceeding with any further consideration of this proposal.

6(b) **ONE-WAY TRAFFIC FLOW BETWEEN HUME STREET AND GEORGE STREET**

To make the High Street one way consideration would have to be given to the implications of faster vehicle speeds. Again traffic may divert on to side roads which might not cope with the traffic as mentioned above. Shopkeepers may complain about the loss of passing trade if the High street is made one-way.
<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Easier for peds to cross</td>
<td>1 Faster vehicle speeds.</td>
</tr>
<tr>
<td>(only need to look one-way</td>
<td>2 Diversion of traffic on to</td>
</tr>
<tr>
<td>although this may be</td>
<td>side roads.</td>
</tr>
<tr>
<td>negated by increased</td>
<td>3 Complaints from shop keepers</td>
</tr>
<tr>
<td>vehicle speeds (see cons)).</td>
<td>regarding the loss of passing</td>
</tr>
<tr>
<td></td>
<td>trade.</td>
</tr>
<tr>
<td></td>
<td>4 Short cutting on side roads.</td>
</tr>
<tr>
<td></td>
<td>5 Cost.</td>
</tr>
</tbody>
</table>

**RECOMMENDATION**

No advantage overall therefore no further consideration to be given.

**7 PARKING FACILITIES AT CHURCH**

**7(a) LAY-BY**

The construction of a lay-by at the church would ease traffic congestion during funerals, weddings or any Christmas events. However, there is insufficient length to provide a layby with sufficient length for a funeral cortege (hearse and second car for immediate family).

The area around the church has been environmentally improved recently and any alteration will be expensive due to the natural stone paving laid there.

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Ease congestion.</td>
<td>1 Proximity to Puffin crossing.</td>
</tr>
<tr>
<td>2 Improved access for weddings, funerals, etc.</td>
<td>2 Cost - natural stone slabs, granite setts, etc.</td>
</tr>
<tr>
<td></td>
<td>3 Restricted space would require sub-standard lay-by and would not provide the length stated to be required by the local funeral director.</td>
</tr>
</tbody>
</table>

**7(b) ALLOW PARKING FOR WEDDINGS AND FUNERALS ON THE PEDESTRIAN AREA EX ADVERSO THE CHURCH**

This could be achieved by providing dropped kerbs and by installing suitable bollards to restrict the area where vehicles can sit; the slabbed area may require strengthening.

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Eases traffic flow.</td>
<td>1 Cost – natural stone slabs etc.</td>
</tr>
<tr>
<td></td>
<td>2 Disadvantage to pedestrians</td>
</tr>
</tbody>
</table>
RECOMMENDATION

Investigate further the feasibility of permitting wedding and funeral vehicles to park on the slabbed area.

8 TAXIS: RELOCATION TO AREA NORTH OF THE TOWN HOUSE

Taxis would be more prominent at the Town House and this may have the potential for a modal shift of transport from private cars to taxis. However removing the taxi stance to town house will disperse any parking available to the public at this location. A taxi rank at this location is further from Tesco and the taxi firms may lose some business as a consequence. The area for the taxis may be less than the existing rank in Hume Street; therefore fewer taxis will be able to pick up from the Town House.

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 One central area for taxis.</td>
<td>1. Loss of on-street car parking at Town House.</td>
</tr>
<tr>
<td>2 Taxis in the main shopping area.</td>
<td>2. Further away from Tesco.</td>
</tr>
<tr>
<td></td>
<td>3. Less space for taxis therefore less taxis.</td>
</tr>
<tr>
<td></td>
<td>4. Difficulty of providing kerbside parking</td>
</tr>
</tbody>
</table>

RECOMMENDATION

Retain the existing rank and provide a suitable shelter for passengers.

9 TRAFFIC CALMING/20MPH SPEED LIMIT

If a 20mph speed limit were to be introduced it would require traffic calming measures to be self-enforcing. This would mean the provision of speed cushions as opposed to road humps because of the presence of buses/HGV’s. These factors would be required from Hume Street to Medicinewell Drive.

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Reduced Speeds</td>
<td>1. Requires traffic calming measures which allow bus and HGV movement.</td>
</tr>
<tr>
<td>2 Safer for Pedestrians</td>
<td>2. 20mph difficult to enforce.</td>
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<td></td>
<td>3. Speeds already low.</td>
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<td>4. Precedent for other towns.</td>
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</tbody>
</table>

RECOMMENDATION

Formal Traffic Calming/20mph Speed Limit to be reviewed once the outcome of the consultation regarding the introduction of roundabouts at George Street/High Street Junction and Hume Street/High Street Junction is known.
10 RELOCATION OF BUS STOP FROM HUME STREET TO WESTERN ROAD

There is a “both ways” bus stop on the south side of Hume Street opposite the taxi rank on the north side (see Section 8 above). When buses are stopped at this flag Hume Street is effectively restricted to a single lane width.

The stop is well used particularly during the main part of the operating day (ie 0800 – 1800). The Montrose Town service from Ferryden uses this stop en route to the Railway Station meaning that any passengers for the High Street do not have to travel down to the station and back again before getting off the bus. It is also used by passengers coming from Hillside/Borrowfield etc who are heading to TESCO, thereby avoiding the need to walk further and cross Basin View if they were to get off at the Station.

Moving the bus stop to Western Road may therefore solve one problem but create others.

<table>
<thead>
<tr>
<th>PROS</th>
<th>CONS</th>
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<tr>
<td>• Would maintain two way traffic on Hume Street at all times.</td>
<td>• Would perhaps be less convenient for and less popular with passengers.</td>
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<td></td>
<td>• Cost.</td>
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</tbody>
</table>

RECOMMENDATION

Consult bus operators and passengers on preferred location and review feedback in consideration with traffic management benefits.
Plan 1

Hume Street, Montrose
Zebra Crossing at existing dropped kerbs

Drawn by IB
Approved by NJ
Amendments
PROJECT NO T99-48

Checked by RS Date 14/12/99

Angus Council Roads Department