ABSTRACT
This report deals with proposals to introduce one-way traffic flow in a section of Erskine Street and Meridian Street, Montrose.

1 RECOMMENDATION

1.1 It is recommended that the Committee agree to the promotion of the necessary Traffic Regulation Order to impose one-way traffic on the southern section of Erskine Street and Meridian Street, Montrose.

2 DETAILS

2.1 Montrose Port Authority are proposing improvements to the security arrangements at Montrose Harbour. This will include alterations to the vehicular access and egress for their facility with access only from Erskine Street and exit only to Ferry Street/Meridian Street.

2.2 As a result of the above proposals it can be anticipated that HGVs may approach the Port access by turning eastwards into Meridian Street at the Ferry Street/Meridian Street junction. Some concerns have been raised that, in the event of a security lock-down of the port, significant congestion could occur close to the port exit due to a build-up of HGV's unable to enter the port at the new access.

2.3 With a view to alleviating this potential problem it has been suggested that incoming traffic should approach the new access along Caledonia Street then southwards into Erskine Street.

2.4 In order to enforce this arrangement it is proposed to introduce ‘one-way’ traffic flow in the southern section of Erskine Street and the eastern section of Meridian Street Street.

2.5 The proposed vehicular access egress arrangements and one-way traffic arrangements are shown on the attached drawing No. T.TRO-MONT/01 (Appendix A).
3 FINANCIAL IMPLICATIONS

3.1 The estimated cost of implementing the proposals is £1500 which will be met from the 2004/2005 Revenue Budget. Additional maintenance costs will amount to £150 per annum and this will require to be provided for in future years Revenue Budgets.

4 HUMAN RIGHTS IMPLICATIONS

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

5 CONSULTATION

5.1 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

6.1 In the interest of traffic safety and free traffic flow ‘one-way’ traffic flow in the southern section of Erskine Street and eastern section of Meridian Street is considered appropriate. The promotion of a Traffic Regulation Order to implement this proposal is therefore necessary.

Ronnie 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
6 May 2004
REPORTS/montrose/port
APPENDIX A