

ANGUS COUNCIL

SCRUTINY & AUDIT COMMITTEE – 17 JUNE 2025

PETITION – TRAFFIC CONCERNS AT BALTIC STREET, MILL STREET, MOUNT ROAD & ROSEHILL, MONTROSE.

REPORT BY GRAEME DAILLY, DIRECTOR OF INFRASTRUCTURE & ENVIRONMENT

1. ABSTRACT

- 1.1 This report updates members on actions taken in relation to a petition previously considered by Committee, having been received on behalf of residents of Baltic Street, Mill Street, Mount Road and Rosehill, Montrose, regarding concerns about traffic issues in the area. The report details the findings of investigations carried out and proposes that appropriate action is planned, and that no further action is necessary.

2. ALIGNMENT TO THE COUNCIL PLAN AND COUNCIL POLICIES

This report contributes to the achievement of our priorities in our Council Plan for 2023 – 2028.

Caring for our Place

- Enable inclusive, empowered, resilient and safe communities across Angus Council.
- Make our local services accessible.
- Improve connectivity in and around Angus Council.

3. RECOMMENDATION

- 3.1 It is recommended that the Committee:

- (i) Notes the findings of the investigations as detailed in **Appendix 1**;
- (ii) Notes the engineering options set out in **Appendix 2**; and
- (iii) Agrees that appropriate action is planned, as outlined in section 6 of the report, and that no further action is necessary.

4. BACKGROUND

- 4.1 Baltic Street, Mill Street, Mount Road and Rosehill run in a northerly direction from George Street and in the opposite direction, north to south from Broomfield Road. The length of the 4 streets combined totals approximately 1.6km and they can be accessed from various adjacent side streets. All streets noted in the petition are subject to a 20mph speed limit.
- 4.2 Montrose High Street runs parallel to the west of the 4 streets and the Mid Links area runs parallel to the east. The area to the south of Baltic Street includes the port of Montrose and access to the Broomfield Industrial Estate can be taken from Broomfield Road to the north of Rosehill.
- 4.3 Members were advised at the Scrutiny & Audit meeting of 4 March 2025 (Report No [71/25](#)) that a petition of 79 valid signatures was received by the Director of Legal, Governance & Change on 17 December 2024 in accordance with Standing Order 13 from residents of Baltic Street, Mill Street, Mount Road and Rosehill, Montrose on 17 December 2024, highlighting concerns about speeding vehicles, large vehicles and agricultural machinery.
- 4.4 A copy of the petition with the signatures duly redacted, was included as [Appendix 1](#) to Report No 71/25. Elected members will note the points raised in terms of the petition.
- 4.5 The Scrutiny & Audit Committee heard a Deputation at the meeting of 4 March 2025, requesting that members consider traffic management and traffic calming measures. These are outlined in the petition as follows:

- (i) Implementing traffic calming solutions to curb speeding.
 - (ii) Restricting access for heavy and oversized vehicles on residential streets.
 - (iii) Exploring alternative routes to divert industrial and agricultural traffic away from the area.
- 4.6 The report to the Scrutiny & Audit Committee of 4 March 2025 stated that, in terms of Standing Order 13(3) the Committee could: -
- (i) note receipt of the petition and take no further action;
 - (ii) agree that appropriate action has already been taken or is planned and no further action is necessary;
 - (iii) request a fuller report from the relevant officer;
 - (iv) undertake a detailed scrutiny review, gather evidence and make recommendations to the relevant committee; or
 - (v) simply refer the matter to another Committee or to Angus Council where in the view of the Committee, it is significant enough to merit this.
- 4.7 Committee requested a fuller report from the Director of Infrastructure & Environment be presented to a future Scrutiny & Audit Committee outlining further detail on the investigations that had taken place to-date and with further information.
- 4.8 Report 71/25 also included some information provided by the Roads & Transportation Service to assist members in their deliberation. This included investigations that had been carried out prior to receipt of the petition from residents. This information is provided again with a fuller report including further engineering data and engineering options which can be found in **Appendix 1** and **Appendix 2**.
- 4.8 The streets noted in the petition, Baltic Street, Mill Street, Mount Road and Rosehill, are all subject to a 20mph speed limit. Those 20mph speed limits were introduced as part of the Council's Covid 19 Spaces for People initiative.

5.0 CURRENT POSITION

- 5.1 A search of the Roads & Transportation Services accident database confirmed that there have been 3 recorded injury accidents on the roads listed in the petition, within the period of 1 January 2020 to 24 December 2024. There have been 2 accidents at the junction of John Street with Mill Street; one resulting in serious injury and one resulting in slight injury. A third accident resulting in serious injury occurred at the junction of Rosehill with Gindera Road. All 3 accidents involved collisions between 2 vehicles undertaking manoeuvres at the junctions.
- 5.2 A speed survey carried out on Baltic Street between 28 August 2024 and 4 September 2024 recorded an average speed of 21mph and an 85th percentile speed of 27mph.
- 5.3 Access to a number of retail units is taken from Baltic Street and New Wynd with the need for regular Heavy Goods Vehicle deliveries.
- 5.4 When concerns were first raised with the Roads & Transportation Service regarding the use of Baltic Street by vehicles associated with the nearby Port, officers from the Roads & Transportation Service contacted Rix Petroleum to highlight the reported issues, to determine their prescribed routes and to advise on alternative routes that were available.

6. PROPOSALS

- 6.1 **Appendix 1** presents data gathered via additional speed surveys and detailed traffic counts for the 4 streets listed in the petition. Further engagement was held with local retail premises in the area and Rix Petroleum located at the port of Montrose. Members are requested to note the evidence whilst considering the options contained in **Appendix 2**.
- 6.2 **Appendix 2** provides details of a series of engineering options considered by the Roads & Transportation Service for Baltic Street, Mill Street, Mount Road and Rosehill following the concerns raised in the petition. Members are asked to note these options and to agree that appropriate action is planned, and that no further action is necessary.

- 6.3 Following careful consideration of all evidence presented in Appendix 1 and the range of options outlined in Appendix 2, it was concluded by officers that the appropriate action was to implement **Option 4 – Advisory Signage**. This involves the installation of additional advance advisory directional signage only. Signage would be installed on Broomfield Road to guide traffic exiting the Industrial Estate and on George Street, at its junction with Baltic Street, to direct traffic leaving the Port. A location map is provided in Appendix 2B.
- 6.4 This option was considered the appropriate course of action for the following key reasons:
- Targeted intervention: It provides clear directional guidance to HGVs exiting the Industrial Estate and Port, without disrupting access for legitimate deliveries or causing potential displacement to other residential streets.
 - Minimised negative impacts: Unlike physical traffic calming, this approach avoids increased noise, air pollution, and vehicle discomfort often associated with speed cushions or humps.
 - Proportionality: Data shows no significant speeding or accident trends linked to traffic speed in the four streets. Advisory signage is a proportionate response to residents' concerns, without introducing measures that could be seen as excessive or divisive.
 - Cost-effectiveness: At an estimated £1,000, this option represents a low-cost intervention compared to more intrusive and expensive measures, such as speed cushions (£75,000) or a full environmental weight restriction with signage (£35,000).
- 6.5 Committee is asked to note the findings of the investigations as detailed in Appendix 1; to note the engineering options set out in Appendix 2; and to agree that appropriate action is planned and that no further action is necessary. Committee is also asked to note that if Members are not satisfied that appropriate action is planned by way of the advisory signage, a report will require to be taken to Communities Committee for a decision on other options as this is not within the remit of Scrutiny & Audit Committee.
- 6.6 The local elected members for the Montrose area were provided with the information contained in Appendix 2 and invited to share their views on the proposed implementation of Option 4 – advisory signage. Three members expressed their support for the proposal, while one member indicated they did not support it.

7. FINANCIAL IMPLICATIONS

7. The estimated cost of implementing the proposed action outlined in Section 6 of this report is £1,000. This includes installation of two additional signs, with no requirement for lighting. The costs can be contained within the existing Roads and Transportation revenue budget.

8. RISK MANAGEMENT

- 8.1 The risks associated with this report are considered in **Appendix 2**.

9. ENVIRONMENTAL IMPLICATIONS

Positive Impacts

- 9.1 The proposals contained in **Appendix 2** may lead to a decrease in the volume of traffic on the streets affected.
- 9.2 The proposals may therefore lead to a positive impact on air quality that will enhance the environment and will support the Council's environmental targets and outcomes and ensure legislative compliance.

Negative Impacts

- 9.3 The proposals contained in **Appendix 2** could lead to an increase in traffic in the surrounding streets off Baltic Street, Mill Street, Mount Road and Rosehill, if existing traffic flows are displaced. This would lead to a corresponding negative increase in environmental impacts on the surrounding streets and increase the carbon footprint overall by increasing vehicle journey distances and durations.

- 9.4 The proposals in **Appendix 2** regarding the provision of traffic calming measures could lead to a negative impact on air quality and the environment that could affect the Council or people, place or economy. Speed cushions / humps can encourage sudden braking and acceleration of vehicles which may lead to an increase in noise nuisance and increased passenger discomfort, as well as raising pollution levels, both exhaust and particulate.

10. EQUALITY IMPACT ASSESSMENT, HUMAN RIGHTS AND FAIRER SCOTLAND DUTY

- 10.1 An Equality Impact Assessment has been carried out and is attached in **Appendix 3**.

11. CHILDREN'S RIGHTS AND WELLBEING IMPACT ASSESSMENT

- 11.1 A Children's Rights and Wellbeing Impact Assessment has been carried out within the EIA.

12. CONSULTATION

- 12.1 The Chief Executive, Acting Director of Legal, Governance & Change, Director of Finance, and Director of Education & Lifelong Learning have been consulted in preparation of this report.

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: (list them below)

- Report No 71/25 – Petition – Traffic Concerns Baltic Street, Mill Street, Mount Road & Rosehill, Montrose.

REPORT AUTHOR: Graeme Dailly, Director of Infrastructure & Environment.

EMAIL DETAILS: Communities@angus.gov.uk

List of Appendices:

Appendix 1 – Engineering Data
Appendix 1a – Traffic Count Data
Appendix 2 – Engineering Options
Appendix 2a – Traffic Calming Layout
Appendix 2b – Environmental Restriction Layout
Appendix 3 – Equality Impact Assessment