

INVESTIGATIONS AND ENGINEERING DATA FOR BALTIC STREET, MILL STREET, MOUNT ROAD AND ROSEHILL, MONTROSE.

Speed Survey

Speed surveys were carried out on the 4 streets from 30th April to 7th May 2025. Black Box radar devices were placed in all 4 streets for a 7-day period with data captured over 24 hours for the full 7 days.

The survey taken at Rosehill was considered null and void due to a malfunction with the radar device. A second survey was taken from 14th May to 21st May 2025.

The speed data is summarised in the following table:

	Average Daily Traffic Volume	Average Speed (mph)	85 th ile Speed (mph)
Baltic Street	1198	23	29
Mill Street	1846	25	30
Mount Road	1631	23	29
Rosehill	4406	27	33

Traffic Count Survey

Detailed traffic counts were undertaken from 22 April 2025 for a period of 7 days. Although data is provided in the speed surveys for the average numbers of vehicles per day, more detailed surveys have been carried out to identify the types of vehicles travelling north and southbound, using both Baltic Street and Rosehill. The survey data is shown in **Appendix 1a**.

In summary, the five-day average (Monday to Friday) showed that heavy goods vehicles (defined as vehicles with three axles or more) accounted for 6.9% of traffic on Baltic Street and 6.9% on Rosehill. The seven-day average was slightly lower for both locations (6.3% and 6.2% respectively). In 2023, HGVs (Heavy Goods Vehicles) accounted for 10.2% of all vehicle miles travelled on the strategic road network in the UK, and 10.9% on motorways, according to a report from the [Campaign for Better Transport](#).

The percentages of HGV traffic taken from the counts on Baltic Street and Rosehill can therefore be considered below the UK average.

Engagement with Local Premises

In advance of the traffic count survey, Council officers carried out engagement with local retail premises that require Heavy Goods/Large Vehicle deliveries, accessed via Baltic Street.

Alongside visiting retail premises, Council Officers also engaged further with Rix Petroleum at the Port of Montrose. Further discussions were held regarding the concerns raised locally about the use of the four streets mentioned in the petition. Rix Petroleum confirmed that, following prior engagement with Angus Council, their Head Office in Hull had issued a directive requiring all vehicle operations to use the Montrose Inner Relief Road for their activities. It was acknowledged that other companies operating at the Port of Montrose may still use the four streets. Rix also informed that their operations are periodic, and they do not expect any large deliveries until October 2025 that would require associated storage operations.

The following retail premises were visited, and the following breakdown summarises each premises weekly delivery schedule:

- **Argos - Unit 1, New Wynd, Montrose DD10 8AD**

One HGV delivery per day apart from Sunday, between late morning and 6 pm. Delivery to yard at rear of premises that backs onto Baltic Street (shared with Screwfix).

- **Screwfix - Unit 2, New Wynd, Montrose DD10 8AD**

One HGV delivery on Tuesday and one on Wednesday, AM normally between 9am and 10am. Delivery to yard at rear of premises that backs onto Baltic Street.

- **Peacocks - 69/75 High Street, Montrose DD10 8JF**

Mid-size box type vans, no HGV's. One delivery per week, AM on a Thursday: Delivery to rear of property, New Wynd car park area via Baltic Street.

- **Boots - 63-65 High Street, Montrose DD10 8QZ**

One HGV delivery per day, Mon/Wed/Fri only, AM normally between 9:30am and 11am. Delivery to rear of property in New Wynd car park area via Baltic Street.

- **Dominos - Unit 3, New Wynd, Montrose**

3 HGV deliveries per week, Mon/Wed/Fri only – 9pm and 11:30pm.

ATC Counts carried out by Nationwide Data Collection

KEY TO ATC VEHICLE CATEGORY DESCRIPTIONS

No. of Axles	Typical Description	Class		Additional Information
2	Very Short - Bicycle or Motorcycle	MC	1	L <1.7m & No. of Axles = 2
2	Short Vehicle - Covers most Cars, SUVs and Light Vans	SV	2	L between 1.7m and 3.2m & No. of Axles = 2
3, 4 or 5	Short Vehicle Towing a Trailer, Caravan, etc.	SVT	3	L(Vehicle) between 2.1m & 3.2m & L(Trailer) >=2.1m & No. of Axles = 3,4 or 5
2	Large Car, Transit/Sprinter Type Van, Small Truck, Minibus, etc.	TB2	4	L >3.2m & No. of Axles = 2
3	Three axle truck or Bus	TB3	5	L >3.2m & No. of Axles = 3
>3	Four axle truck	T4	6	L >3.2m & No. of Axles > 3
3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	L(Vehicle) >3.2m, L(Trailer) >2.1m & No. of Axles =3
4	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	L(Vehicle) >3.2m, L(Trailer) >2.1m & No. of Axles =4
5	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	L(Vehicle) >3.2m, L(Trailer) >2.1m & No. of Axles =5
>=6	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	L(Vehicle) >3.2m, L(Trailer) >2.1m & No. of Axles =6
>6	B-Double or Heavy truck and trailer	BD	11	L(Vehicle) >3.2m, L(Trailer) >2.1m & No. of Axles >6
>6	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	L(Vehicle) >3.2m, L(Each Trailer) >2.1m & No. of Axles >=6

APPENDIX 1A

Contractor ATC Count - Location 1 - Baltic Street

Time	Total	Virtual Week (1)											
		Classification (See "Classification Key" tab for details)											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
Mon	1224	24	1115	2	72	4	4	0	3	0	0	0	0
Tue	1312	21	1194	4	74	12	2	1	3	1	0	0	0
Wed	1411	30	1269	5	94	8	4	0	1	0	0	0	0
Thu	1375	25	1258	3	69	17	1	0	1	1	0	0	0
Fri	1460	26	1345	5	63	16	2	0	2	0	0	0	1
Sat	1149	16	1076	3	44	8	1	0	1	0	0	0	0
Sun	805	14	763	0	21	6	1	0	0	0	0	0	0
5 Day Ave.	1356	25	1236	4	74	11	3	0	2	0	0	0	0
7 Day Ave.	1248	22	1146	3	62	10	2	0	2	0	0	0	0

Contractor ATC Count - Location 2 - Rosehill

Time	Total	Virtual Week (1)											
		Classification (See "Classification Key" tab for details)											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
Mon	3633	47	3360	22	171	19	4	1	9	0	0	0	0
Tue	4154	42	3823	19	237	22	4	1	6	0	0	0	0
Wed	4053	34	3715	22	250	18	6	1	5	2	0	0	0
Thu	3956	27	3665	18	209	14	4	5	14	0	0	0	0
Fri	3935	44	3600	25	237	12	4	4	6	3	0	0	0
Sat	3084	29	2921	15	103	10	4	1	1	0	0	0	0
Sun	2435	32	2331	11	56	4	1	0	0	0	0	0	0
5 Day Ave.	3946	39	3633	21	221	17	4	2	8	1	0	0	0
7 Day Ave.	3607	36	3345	19	180	14	4	2	6	1	0	0	0

ENGINEERING OPTIONS FOR BALTIC STREET, MILL STREET, MOUNT ROAD AND ROSEHILL, MONTROSE.

Residents request that members consider various traffic calming options. These are outlined in the petition as follows:

- (i) Implement traffic calming solutions to curb speeding.
- (ii) Restricting access for heavy and oversized vehicles on residential streets; and
- (iii) Exploring alternative routes to divert industrial and agricultural traffic away from the area.

The following options, which align with the above, have been considered in response to the specific request from the residents in Baltic Street, Mill Street, Mount Road and Rosehill:

Option 1 – Do Nothing.

Data confirms that there is no significant speeding in the 4 streets.

A detailed analysis of the accident data outlined in section 5.1 of the main report confirms that all incidents occurred at junctions. Traffic speed was not identified as a contributing factor in any case. Rather, the accidents were attributed to driver error during manoeuvres at these junctions.

Whilst the concerns of the residents are both acknowledged and understood, the speeds and accident record combined, act as an evidence base to suggest that the 4 streets are not significantly different to many other 20mph streets in Angus.

Enforcement of any prohibition of driving will be a matter for Police Scotland and as access to Commercial premises for deliveries is legitimately required by retailers in the area, the burden of proof against the drivers of other Heavy Goods Vehicles will be difficult, potentially making enforcement an unviable option.

Option 2 – Implement traffic calming solutions to curb speeding.

Road humps are generally reserved for residential streets in urban locations, where there is evidence of significant speeding and/or an accident history.

Regarding physical traffic calming measures and speed cushions/humps; these measures encourage the braking and acceleration of vehicles which can lead to an increase in noise nuisance, increased passenger discomfort and raise pollution levels, both exhaust and particulate.

The Road Hump (Scotland) Regulations 1998 advises that where a roads authority propose to construct a road hump under section 36 of the Act, in addition to consulting the chief officer of police in accordance with section 37(1) of the Act, they shall consult –

“such persons or organisations representing persons who use the road or who are otherwise likely to be affected by the road hump, as the roads authority think fit”.

If members are minded to proceed with this option, legislation dictates that a full public consultation would be undertaken.

The plan in **Appendix 2a** shows a sample layout for the installation of speed cushions in the 4 streets listed in the petition. Speed cushions would be preferred to road humps as it is evidenced that HGV access will still be required to service retail premises in Baltic Street/New Wynd. Larger vehicles can pass over cushions without causing the noise nuisance. Double yellow lines may be required at specific points in the streets to allow large vehicles to straddle the cushions.

The estimated cost to introduce physical traffic calming measures (speed cushions) - **£75,000.**

Risk –

- Not everyone wants road humps/speed cushions, and public consultations are a way to gauge local opinions and ensure the implementation of road humps is well considered. While some residents may support them as a traffic calming measure, others may object due to potential damage to vehicles, disruptions for cyclists and emergency services, or concerns about safety and noise nuisance.
- Displacement: drivers may take an alternative route to avoid streets with physical traffic calming measures and in this case, this could lead to displacement of traffic to adjacent, nearby streets, eg Mid Links, where similar complaints and requests for mitigating measures would likely follow.

Option 3 – Restricting access for heavy and oversized vehicles on residential streets.

The Traffic Signs Manual, Volume 3 describes the group of signs that prohibit traffic or categories of traffic (including pedestrians) from certain roads. It includes signs that prohibit vehicles because of their weight or size. Except where stated otherwise, the signs may be used only to give effect to a Traffic Regulation Order.

If an environmental restriction was implemented to give effect to an order prohibiting vehicles over 7.5 tonnes in the 4 streets, engagement with local retail outlets has confirmed that access for loading is still required and therefore any restriction would require exceptions for access and the restriction would be signed as “Except for loading”. This would allow continued servicing of retail premises; it is further acknowledged that streets with a high density of residential properties will also require occasional deliveries, e.g. furniture, electrical goods etc.

The Traffic Signs Manual, Volume 3 provides guidance on the provision of advance directional signage to accompany an Environmental Weight Limit. Provision of said signage has been allowed for as part of the restriction. The advance signage is advisory only and therefore compliance cannot be guaranteed.

A layout plan (**Appendix 2b**) shows the location of signage required in association with the Traffic Regulation Order.

The estimated cost to implement an environmental restriction (including traffic regulation order) - **£35,000.**
(Cost includes 21 no. lit restriction signs, electrical connections and lighting infrastructure)

Risk –

- Displacement. HGVs are likely to be diverted to alternative routes, potentially leading to increased traffic and environmental impacts on roads that are not specifically designed or designated for HGVs. This may lead to similar requests for mitigating measures elsewhere on nearby, surrounding streets.
- Signage for alternative routes associated with a restriction is advisory only and therefore compliance cannot be guaranteed.
- A ban on HGVs in residential areas can be difficult to enforce, as it may be challenging to determine which vehicles are actually prohibited and which are allowed.

Option 4 – Advisory Signage.

There would be the option to provide additional advisory advance directional signage only. Signs would be placed on Broomfield Road for traffic exiting the Industrial Estate and on George Street, at the junction of Baltic Street, for traffic leaving the Port (**Appendix 2B**). Signage would be similar to that currently in place to the south of Montrose Bridge, that advises HGV traffic heading northbound to use the A92. Similar signage is in place at the North Esk Road roundabout for southbound traffic.

The estimated costs to implement advisory signage only at Baltic Street & Rosehill - £1,000.
(Cost includes 2no. signs. No requirement for lighting).

Risk –

- Signage for alternative routes associated with a restriction is advisory only and therefore compliance cannot be guaranteed.

NOTE: It was highlighted in advance of writing this report that there was a lack of advisory signage for traffic heading south on the A92 into Montrose, regards the presence of Montrose Port and suggested directions. Officers have ordered additional signage to be placed on the A92, south of Newhame Road, that will advise HGV traffic that they should use the A92 when heading to the Port of Montrose. The sign will be provided in 2025/26.



