

Local Transport Strategy

Angus

Local Transport Strategy



Preface

This document sets out the Local Transport Strategy for Angus.

It draws together relevant policies and initiatives of the Council and identifies key transport objectives covering accessibility, integration, choice, environment, and safety issues. It develops a broad vision and aims for tackling problems and opportunities in Angus building on the need for Sustainable Transport, Integrated Transport and Inclusive Transport.

The emphasis in Angus is on measures to enhance accessibility, while also providing alternatives to the further spread of car dependence, by encouraging more use of walking, cycling and public transport for a wide variety of journeys. It is not a short term task but requires continuing commitment to a balanced strategy which recognises the role of all forms of transport, including the private car and which promotes the close alignment of transport, land use, environmental and economic policies in Angus.

Following consultation on the Interim Strategy and in accordance with guidance issued by the Scottish Executive in February 2000 this document has been submitted to the Scottish Executive as the Local Transport Strategy for Angus.

Appendix 1 of the document meets the requirements, under the Road Traffic Reduction Act 1997, to undertake a review of existing and forecast levels of traffic on local roads and to prepare a report.

Several Departments of the Council have collaborated in preparing this Strategy. Copies of the document are available from:-

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1. Introduction

Scope and Purpose

The Scottish Integrated Transport White Paper “Travel Choices for Scotland” invites and encourages each Local Authority to develop a Local Transport Strategy for its area. The White Paper envisages a Local Transport Strategy being a comprehensive document prepared with input from all Local Authority Departments and drawing on all forms of Local Authority transport. Local Authorities are also under a statutory obligation to report under the Road Traffic Reduction Act 1997.

This document draws together a Local Transport Strategy for Angus which tackles problems and opportunities in Angus building on the need for Sustainable Transport, Integrated Transport and Inclusive Transport. It takes account of the results of consultation on the Interim Strategy published in 1999 (summarised in Appendix 2 to this document), together with guidance and advice published by the Scottish Executive Development Department.

Appendix 1 to this document meets the requirements of the Road Traffic Reduction Act 1997, which came into force on 21 April 2000. This requires local traffic authorities to undertake a review of existing and forecast levels of traffic on local roads in their area and to prepare a report.

Need for a Strategy

The Government envisages Local Transport Strategies fulfilling a crucial role in translating the Integrated Transport Strategy for Scotland into action on the ground. For its part the Government has indicated that it will attach significant importance to Local Transport Strategies in determining priorities for transport investment.

Preparation of the Local Transport Strategy for Angus is not starting from a clean sheet where the Council has already developed a range of policies and initiatives addressing relevant transport and wider considerations. Various related documents which provide a National and Local context are discussed in Chapter 2 on the Strategy Framework and Policy Linkages.

These related strategies extend across a wide range of policy and service areas confirming the need for better integration not just within and between different modes of transport but embracing policies for the environment, land use planning, education,

health, economic growth and the objectives of a fairer more inclusive society.

Angus comprises a network of towns and villages set in a diverse countryside with a variety of travel patterns and range of travel demands. It is made up of three broad areas, namely the coastal corridor with its major road and east coast rail links and harbours at Arbroath and Montrose; Strathmore with the A90(T) trunk road; and the glens which in transport terms are culs-de-sac.

Accessibility is a key issue throughout Angus as recognised in many of the related strategy documents referred to in Chapter 2 and highlighted by the geography of Angus and its transport links with other areas. Although local employment sources, services and facilities in the main towns in Angus provide some opportunities to reduce the need to travel long distances, for many people and particularly those who live in rural areas, travel is a necessary part of daily life.

For some purposes, notably specialist health services, shopping, entertainment and leisure travel outwith Angus is necessary. Reducing the need to travel particularly by car for longer distance journeys between home and workplace has remained a strategic priority in Development Plans for Angus. However, in rural areas of Angus and especially the remoter areas, there has been a long term decline in the availability of local services both public and private increasing the need to travel. This is reflected in higher rates of car ownership and car dependence where rural transport networks are often operating at a nominal level.

Against this background there is a need to further develop an integrated strategy which will reconcile sometimes competing demands in Angus through a combination of measures and priorities which command widespread local support while meeting national requirements. In addition to ensuring that transport infrastructure in Angus adequately supports business and residents’ needs this requires that transport policies are aligned with other social, economic and environmental policies and priorities of the Council.

2. Strategy Framework and Policy Linkages

National Strategies and Guidance

Scottish Integrated Transport White Paper

The White Paper “Travel Choices for Scotland” sets out the Government’s integrated transport policy:-

- to reduce the need to travel;
- to tackle congestion and pollution;
- to support a strong economy, a sustainable environment and a healthy inclusive society.

The Government’s transport policies seek to achieve better integration:-

- within and between different modes of transport, so that each mode contributes its full potential and people can move easily between different modes;
- of transport policies with environmental aims and policies, so that transport choices do not conflict with the achievement of environmental objectives;
- between transport and land use planning at national, regional and local level, so that the two work together to reduce the need to travel and support more sustainable travel choices;
- of transport and Government policies on education, health, economic growth and the objective of a fairer more inclusive society.

Angus Council welcome the recognition in the White paper of the role which transport policy can play in relation to social inclusion. Many other aspects of the White Paper are also welcomed by the Council but there are some areas of concern from an Angus perspective including the deteriorating condition of local roads. In addressing the issues identified in the White Paper at a local level Angus Council recognises that urban priorities relating to congestion, which are a strong feature of many parts of the White paper, are less applicable in Angus as are policies directed toward very remote rural areas. Rather the issues arising in Angus relate to small towns and their surrounding rural areas where the scale and functions of the towns mean they are not self-contained and the nature of the transport linkages between the towns and the rural hinterland is complex.

The Government published a series of follow-up documents to the White Paper, prior to the introduction of the Transport (Scotland) Bill to the Scottish Parliament on 5 June 2000 including:-

- National Planning Policy Guideline and Planning Advice Note on Transport and Planning.
- Consultation on the Appraisal of Trunk Road Investment.
- Consultation on Regional Transport Partnerships.
- Guidance on Local Transport Strategies and Road Traffic Reduction Reports.
- Sustainable Distribution.
- Bus Policy Consultation Document.
- Walking Strategy.
- New Road Safety Targets for Great Britain for 2010.
- Consultation on Road User and Workplace Parking Charges in Scotland.
- Strategic Reviews of the Trunk Road Programme in Scotland.
- Review of Trust Ports.
- Tackling Congestion Consultation Paper.

Angus Council has responded to these documents individually as they were published and taken them into account in preparing the Local Transport Strategy.

Road Traffic Reduction Act and Guidance

Among the effects of the Road Traffic Reduction Act 1997 is a duty for Councils to:-

- prepare a report containing an assessment of the existing levels of local road traffic in their area and a forecast of expected growth in these levels;
- specify targets for a reduction in the levels of local road traffic in the area, or for a reduction in the rate of growth in the levels of such traffic (this may include different targets for different parts of their area or for different classes of local road traffic).

It is vital that national measures designed with mainly urban concerns in mind do not cause disproportionate hardship in largely rural areas such as Angus. In many rural areas it is neither realistic nor desirable to seek to set targets to reduce road traffic given the level of car dependence and public transport provision. In considering issues arising for road traffic reduction this Local Transport Strategy responds to the circumstances and opportunities arising in Angus based around three broad themes:-

- reducing the need to travel;
- encouraging travel modes/choices other than the lone occupant car;
- travel awareness and other initiatives.

Appendix 1 to this Strategy document further details the relevant considerations in Angus.

Air Quality Management Strategy

The Environment Act 1995 required the Government to develop a U.K. National Air Quality Strategy the primary purpose of which is to reduce the levels of eight major pollutants by 2005. At the core of the Strategy is a new duty and responsibility for local authorities to carry out regular reviews and assessments of air quality within their areas, and where air quality objectives are unlikely to be met by 2005, to declare an Air Quality Management Area (AQMA). In such cases, local authorities will have a duty to prepare an action plan for improving air quality in the designated areas.

The dominant source of the eight major pollutants is road traffic. The Government has issued guidance to local authorities on Local Air Quality Strategies and Action Plans, Air Quality and Traffic Management, Air Quality and Land Use Planning, and reviewing Air Quality.

Air Quality does not currently pose any particular problems in Angus and does not require the designation of any Air Quality Management Areas to achieve air quality standards or objectives. Nevertheless Angus Council has conducted an appropriate assessment and review of air quality in accordance with Government guidance and advice.

U.K. Strategy for Sustainable Development

The UK Strategy for Sustainable Development was published in 1994 in response to the Earth Summit in Rio de Janeiro in 1992. More recently the Government has revised the strategy by publishing a White Paper “A better quality of life”. A Strategy for Sustainable Development in the UK which sets out the Government’s vision of sustainable development which is based on four main aims:-

- social progress which recognises the needs of everyone;
- effective protection of the environment;
- prudent use of natural resources;
- maintenance of high and stable levels of economic growth and employment.

A set of seven priorities for the future were also put forward, one of which specifically relates to transport:-

- promoting a transport system which provides choice and also minimises environmental harm and reduces congestion.

The main feature of the White Paper is the development of a set up of 150 sustainable development indicators to be used for monitoring. A number of them relate to transport for example:-

- average fuel consumption of new cars;
- leisure trips by mode of transport;
- freight transport by mode;
- heavy goods vehicle mileage intensity;
- road traffic;
- passenger travel by mode;
- distance travelled relative to income.

Scottish Perspective on Sustainable Development

The document “Down to Earth” provides the Government’s Scottish perspective on Sustainable Development and complements the U.K. “Opportunities for Change” process. The document includes discussion on Social Development; Economic Growth; Concern for the Environment; and on Embedded Approach. Among the areas of particular significance to the development of a local Transport Strategy for Angus are sections on Rural Scotland and on Transport.

Transport and Planning - National Planning Policy Guideline (NPPG17) and Planning Advice Note (PAN57)

The guidance in this NPPG sets out policy on using the land use planning system to assist in reducing the need to travel, especially by car, and in facilitating travel by public transport, cycle and on foot. This NPPG promotes an integrated approach to land use, economic development, transport and the environment, based on the following objectives:-

- to meet Government commitments and targets on greenhouse gases and local air quality;
- to maintain and enhance the quality of urban life, particularly the vitality and viability of town centres;
- to reinforce the rural economy and way of life;
- to maintain and enhance the natural and built environment, through restricting adverse

environmental impacts, minimising environmental intrusion and retaining, improving and enhancing areas for biodiversity;

- to support sustainable economic development within a pattern of land use and integrated transport which serves the economy and communities, promotes genuine choice of transport mode, facilitates a reduction in car use, and supports more use of walking, cycling and public transport;
- to ensure that the impact of development proposals on transport networks does not compromise their safety or efficiency.

Land use planning can contribute to achieving the Government's broad policy objectives for integrated transport and land use planning through:-

- reducing the need to travel by regulating the pattern of land uses in relation to each other and to transport facilities;
- enabling people to access local facilities over local networks by short walking or cycling trips, in turn contributing to social inclusion;
- supporting provision of high quality public transport access to development, in order to persuade motorists that public transport is more attractive to them than car use; and
- supporting the management of motorised travel to enable it to undertake its essential role effectively, but in all other respects to contribute to sustainable transport objectives.

Towards a Healthier Scotland

Published in February 1999, Scotland's white paper on the public Health "Towards a Healthier Scotland" commissions linked action at three levels, with national priorities to improve Scotland's health. These are, improving life circumstances, tackling lifestyles and direct work to tackle illness that can be prevented. At all three levels, tackling inequalities will be the major aim. Tackling lifestyles includes working to encourage active living, that is walking and cycling with less reliance on the car for short journeys. Working across the three areas to tackle illness and promote prevention Health Impact Assessment will be developed as a method of evaluating the likely effects of policies, initiatives and activities on the health of the population and help develop recommendations for health gain and minimise health risk. Health needs assessment guidance will be produced and will be applied to transport strategy. Currently Health Impact

Assessment is being piloted in aspects of urban transport policy.

The Disability Discrimination Act 1995

The Disability Discrimination Act makes it unlawful to discriminate against disabled people in connection with employment, the provision of goods, facilities and services or the disposal or management of premises and allow the Government to set standards and targets for accessible public transport. From October 1999 service providers are required to make reasonable changes to policies, practices or procedures that make it unreasonable or difficult for disabled people to use their service. The Public Transport Vehicles Section of the Act covers taxis, buses, coaches, trains and trams. Transport termini (airport, bus and rail stations etc.) are covered under the Goods and Services Section of the Act. The Act gives the Government the power to require all new public transport vehicles and newly licensed taxis to be accessible to disabled people. Taxis will also be required to carry service animals (guide dogs) without charging extra. Mini-cabs are not covered by the Act. The taxi regulations are expected to come into force in 2002 and buses in 2000.

Angus Council Policy Context

To be effective Local Transport Strategies need to capture the linkages to related policy areas. In Angus the analysis of problems and opportunities, and identification of relevant objectives in this Local Transport Strategy draw on and integrate various aims and priorities already agreed by the Council in relation to a range of documents as summarised below:-

Key Themes and Corporate Priorities

The Strategic Planning approach adopted by Angus Council encompasses several Key Themes and Corporate Priorities which help to set a broad context for the preparation of the Angus Local Transport Strategy including:-

- to aim to provide excellent public services, maximising the use of available resources to meet local needs;
- to improve economic prosperity in Angus;
- to improve the environment and the quality of life in Angus, with an emphasis on sustainability;
- to promote equal opportunities/reduce inequalities in Angus;
- to develop partnerships.

Community Planning

Angus Council is responsible for providing a wide range of services which in some way affect the lives of all residents, businesses and visitors. There is also a wide range of other major bodies such as the Health Board, Scottish Homes and Scottish Enterprise Tayside which also provide essential and valuable services. These bodies recognise the importance of working together to meet the needs of Local communities in the most effective way and are co-operating in the preparation of a Community Plan for Angus.

Community planning requires partnership working, involving extensive consultation, to establish a common vision and develop functional and area based plans to meet that vision. These are the aspirations that underlie and inform the Local Transport Strategy process. This Strategy has particular regard to elements of the Community Plan concerned with social inclusion, community safety, sustainability, environment and accessibility.

Development Plan

The Development Plan (Structure and Local Plans) provides the means for examining the relationships between transport and land use planning, for promoting their integration and co-ordination, and for ensuring that they contribute to strategies to reduce the need to travel. It provides a statutory framework within which competing demands for land use can be evaluated in relation to the objectives of sustainable transport policy. The Local Transport Strategy takes account of this framework in developing locally an integrated approach to planning for transport, land use and the environment.

The Tayside Structure Plan 1993 approved by the Secretary of State in 1997 is the current Structure Plan covering Angus (as well as Dundee and Perth and Kinross). The Structure Plan Development Strategy emphasises the links between employment and communications infrastructure. Strategic aims for transport and communications are:-

- to reduce the effects of Tayside's peripherality from the major European and U.K. markets;
- to utilise transport infrastructure to promote economic development and improve living conditions;
- to ensure that transport policy contributes to addressing issues of sustainability.

In translating these aims into specific actions the following measures in the Structure Plan are considered to be particular priorities in Angus:-

- improvements to road links to both Arbroath and Carnoustie;
- enhanced sea links with Europe;
- reducing the need to travel particularly by car for longer distance journeys between home and workplace;
- restraining further growth in the use of private transport where public transport can meet a greater part of future travel demand;
- further developing provision for cycling and walking as important transport modes particularly for local trips, the safety and attractiveness of which need to be enhanced;
- the needs of pedestrians which should have priority over vehicles within residential and shopping areas.

Within the broader strategic policy framework provided in the Structure Plan the **Angus Local Plan** further guides development and changes in land use in the way that can best serve the needs of communities throughout Angus. In addressing land use and accessibility issues arising from transport and communication needs in Angus, the Local Plan seeks to:-

- promote projects which improve road safety, encourage economic development and improve living and environmental conditions;
- promote, support and facilitate the operation of public transport recognising the environmental and social benefits arising;
- encourage the provision of facilities for cyclists, pedestrians and people with mobility problems;
- support measures which make the best commercial and recreational use of harbours at Montrose and Arbroath;
- encourage the development of passenger and rail freight facilities and opportunities, including the electrification of the east coast rail line through Angus from Aberdeen to Edinburgh;
- facilitate telecommunications development whilst ensuring that the effect on the environment is minimised.

Public Transport Policy Statement

Angus Council's Public Transport Policy Statement sets out the Council's general policies on public

transport services within Angus. The Policy Statement provides a framework across a wide range of functions relating to meeting public transport requirements in Angus based on the following objectives:-

- to seek to halt the decline and accentuate the role of public transport services, particularly as a means of stemming rural depopulation and supporting the provision of other services and employment opportunities;
- to maximise the economic, environmental and social benefits from expenditure on public transport within the limits of the available resources;
- to develop the role of public transport within the community, providing mobility for those without access to cars, as an attractive alternative to those with access to cars and contributing to addressing issues of sustainability;
- to seek the provision of socially necessary public transport services not provided commercially, commensurate with the demand for such services and the cost of provision;
- to have particular regard to the needs of the elderly and disabled in the provision of transport services;
- to ensure that the public are kept informed of the public transport services available;
- to ensure the best value for money from the total expenditure on passenger transport, taking into account the full range of the Council's responsibilities.

Roads Policies

Interim Roads Policies adopted by Angus Council define the Council's priorities, standards and aims and the way in which the Council chooses to exercise its discretionary powers across a range of policy areas, including:-

- Road Maintenance priorities, including winter maintenance;
- Street Lighting requirements and standards;
- Road Safety issues including accident reduction measures;
- Road Network and Traffic Management measures;
- Pedestrian Crossing facilities and needs;
- Car Parking and Lorry Parking provision;
- Roads Standards and Design;
- Bus Priority measures;
- Harbour maintenance and development, particularly Arbroath Harbour;
- Obstructions on Public Roads.

The Interim Roads Policies are supplemented by further specific policies such as the Council's Policy for Cyclists in Angus:-

- Angus Council is committed to improving the provision and conditions for cyclists and will give particular attention to the needs of commuters, shoppers, children, leisure cyclists and tourists. Specific consideration will be given to the needs of cyclists when preparing the Local Plan, Environmental Strategies, Road Safety Plans, Road Standards, when considering new developments, when maintaining roads, building new roads and when introducing traffic management schemes, and when considering leisure and tourist facilities. Further, in consultation with appropriate cycling interests and subject to the resources available, a programme of measures to meet cycling needs in Angus will be undertaken.

Road Safety Plan

Local Authorities have a duty under Section 39 of the Road Traffic Act 1988 to promote road safety on the roads for which they have responsibility. A Road Safety Action Plan for Angus has been prepared. The Council has a positive corporate approach to community safety issues of which road safety is very much a part. Improving road safety in Angus is viewed as a Council wide activity.

The Road Safety Action Plan for Angus sets challenging targets for the reduction of casualty numbers in Angus. By the year 2010 the target is to cut by 50% the average number of people killed or seriously injured each year between 1996 and 1998 on roads within Angus. As well as setting targets the Road Safety Action Plan contains details of specific actions to be carried out by the various Departments of the Council and the other outside bodies to strive to meet those targets.

Environment Strategy

Angus Council's Environment Strategy outlines the Council's intentions for addressing environmental and sustainability issues. The Council will integrate sustainability into Council Strategies, policies, programmes and activities and is developing an Angus Local Agenda 21 programme to promote sustainability at the local level. The Environment Strategy proposes actions in relation to:-

- Education and Awareness Raising;
- Pollution;

- Waste;
- Purchasing;
- Natural Environment;
- Built Environment;
- Transport;
- Energy.

Among the objectives guiding the development of an action plan the Environment Strategy seeks to:-

- reduce local pollution of air, land, water and to reduce the incidence of noise and light pollution;
- minimise pollution from Council buildings, vehicles and equipment and from Council working practices;
- encourage a sustainable managed approach to public access to the natural environment;
- encourage design in new or regeneration developments which will improve access for the disabled and create an environment free from the fear of crime;
- maintain and enhance the public transport network;
- encourage walking and cycling as alternatives to the car;
- review the Council's business transport use;
- reduce the Council's use of energy in buildings, transport and equipment.

Rural Strategy

The rural strategy adopted by Angus Council highlights various measures necessary to maintain viable communities which lie at the centre of rural concerns in Angus. The costs of providing both public and consumer services is generally greater in rural areas and this has led to pressures to centralise provision raising problems of accessibility particularly where rural public transport networks are often operating at a nominal level. A key aim of the Rural Strategy is therefore to:-

- support and develop approaches to rural public transport provision in Angus which address locally identified needs and demands recognising the higher degree of car dependence in rural areas.

Angus Health for All

Angus Health for All Task Group includes representation from Angus Council, Tayside Health Board, the NHS Trusts, Local Health Care Co-operatives and the Voluntary Sector. The aim of

Angus Health for All is to promote and improve the health of the people of Angus. Amongst the priority issues is physical activity with the group supporting and promoting active living in Angus e.g. through leaflets on walking and cycling and reduction in car reliance for short journeys.

Social Inclusion

The Scottish Integrated Transport White Paper sets out the Government's intention to ensure that its transport policies fit with its priorities in combating social exclusion. Transport policy at both national and local level can play an important role in relation to social inclusion and is already an integral part of Angus Council's Public Transport Policy Statement.

A Framework for Social Inclusion in Angus is currently being prepared underpinned by the concepts of citizenship and democracy, and related to the social, economic, political rights and responsibilities of individuals in their communities. Key questions to be addressed in providing an Angus perspective on social inclusion include:-

- What are the barriers to social inclusion?
- Where are the barriers to social inclusion?
- Who are excluded?
- Where are people excluded?
- In what ways are some people excluded?

An emphasis on promoting social inclusion in Angus raises issues in relation to mobility and accessibility which are key features in developing the Local Transport Strategy.

Strategic Transport Partnerships

Angus Council works closely with a wide range of other bodies across a variety of issues concerning transport policy and associated matters. In addition to neighbouring Local Authorities and transport operators, this includes national and local agencies together with community groups and public, private and voluntary sector interests.

More formal or emerging partnerships in which the Council has a direct or indirect interest include:-

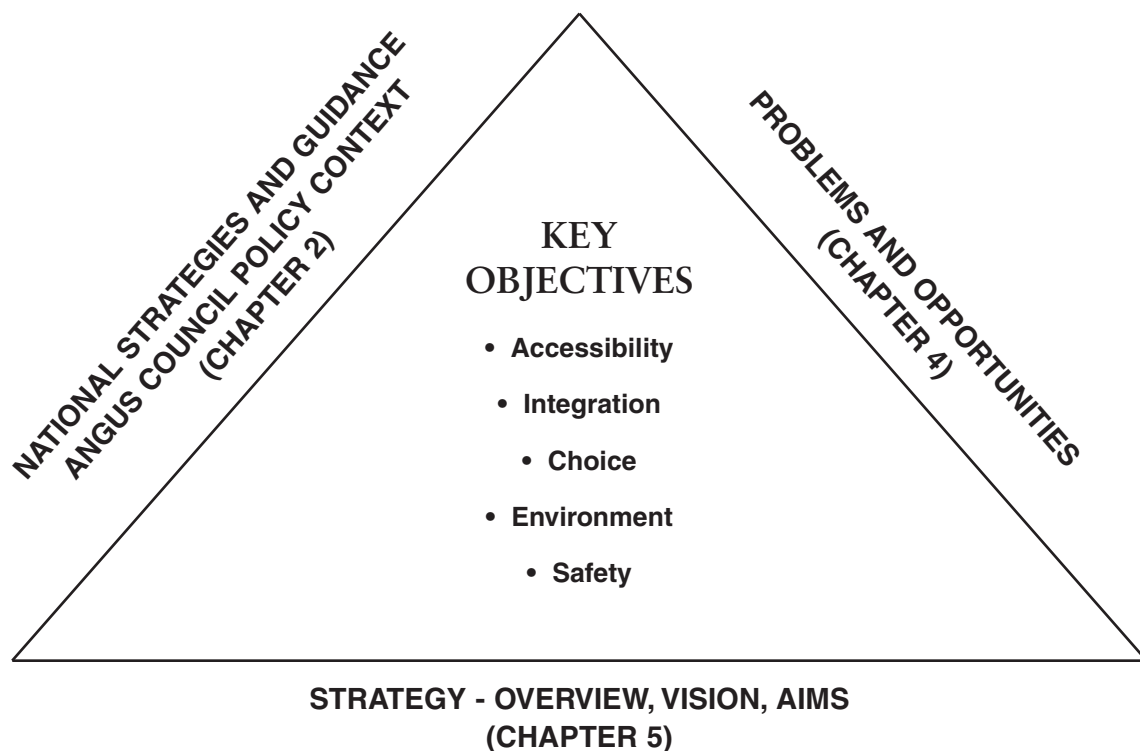
- National Transport Forum for Scotland;
- Regional Transport Partnership;
- Campaign for Rail Enhancement Aberdeen to Edinburgh (CREATE).

3. Key Objectives

The five Key Objectives encompassed by the Angus Local Transport Strategy are:-

- To maintain and improve accessibility to jobs, services and facilities for all members of the Angus Community in the most sustainable way.
- To promote greater integration within and between transport modes and across transport, land use, social, economic and environmental policies aimed at reducing the need for travel.
- To widen travel choices and improve the convenience and efficiency of transport services for the benefit of Angus residents, visitors and businesses.
- To take full account of the effect of transport movements on the environment and to reduce adverse environmental impacts.
- To reduce accident casualties associated with the transport network, improve road safety and assist safe travel throughout Angus.

These Key Objectives are consistent with the Government's integrated transport policy and guidance, and with the existing Angus Council Policy Context (Chapter 2). They set challenging aspirations and provide a basis for considering Problems and Opportunities (Chapter 4) and developing a Strategy (Chapter 5). More detailed aims addressing specific issues and building on these key objectives are developed in subsequent chapters. Performance Measures related to the Key Objectives are identified in Chapter 6.



4. Problems and Opportunities

Existing Travel Patterns

In the absence of detailed travel diary information an indication of travel patterns in Angus can be drawn from various sources, including:-

- 1991 Census, including Travel to Work Information.
- Local surveys of bus users/bus usage.
- Travel survey of Angus Council employees.
- Shopper and visitor surveys.
- House purchaser surveys.
- Origin/destination surveys.
- Various Road Traffic Data.

The broad picture which emerges from the above information highlights overlapping travel patterns with significant features including:-

- Strong travel links to Dundee particularly daily commuter flows.
- Significant and increasing traffic flows on A90 and A92 road corridors with a mix of commuting, leisure, business and HGV traffic.
- Variety of linkages among the seven Angus Burghs with local flows strongest between Forfar/Kirriemuir; Brechin/Montrose; Arbroath/Carnoustie.
- Important role of seven towns as local service centres for surrounding rural catchments attracting work, school, shopping, leisure trips.
- Significant numbers of trips to town centres made by foot and by public transport as well as by car.
- Proportion of Angus residents living and working in Angus decreased from 70% in 1981 to 61% in 1991 with an increased number working in Dundee, Perth & Kinross and Aberdeen.
- Nearly 60% of travel to work by Angus residents is by car (as driver or passenger) with 18% by foot, 6% by bus and 3.5% by cycle.
- Car ownership in Angus as a whole is above the Scottish figure, ranging from high levels of car ownership and car dependence in many rural parts of Angus to lower than the Scottish figure in Arbroath and Montrose.
- A local bus network ranging from frequent well used commercially operated peak services on the main coastal corridor (Montrose/ Arbroath/ Carnoustie/ Monifieth/ Dundee) and inland

corridor (Brechin/ Forfar/ Kirriemuir/ Dundee) to low volume subsidised services operating less than five days a week linking rural communities.

- Greater use of local bus services by female passengers and significant proportion of elderly public transport users throughout Angus.
- Use of rail services for longer distance travel and for more limited local travel including 21,000 local journeys by Angus concessionary travel pass holders.

Concerns arising for the transport system extend across road and public transport networks serving Angus and specific challenges are identified in more detail in the various measures discussed in Chapter 5. At a broad level problems and concerns include:-

- Existing configuration of the A92 road between Dundee and Arbroath and need to upgrade this important route and associated roads to improve the safety, quality of life, and economic opportunity in the Angus coastal corridor.
- Need for the provision of grade separated junctions on the A90(T) Forfar Bypass, particularly at the A94 and A926 junctions, in the interests of road safety and to improve access to existing and new industrial, commercial and residential development.
- Deteriorating condition of local road network as a result of continued financial constraints on maintenance budgets.
- Increasing pressure on revenue support for subsidised local bus network and for concessionary travel.
- Need to protect town centres from the adverse effects of additional traffic, particularly through traffic and heavy vehicles, whilst ensuring good access to the town centres for locals and visitors alike.
- Pressures to centralise the provision of services and facilities raising problems of accessibility in rural areas where rural public transport networks are often operating at a nominal level and there is a much higher degree of car dependence.
- Issues of peripherality highlighting the importance of attractive rail and sea transport to and from Angus including rail electrification and support for enhanced sea links from Montrose with Europe.

Future Travel Demands

Potential issues which may be anticipated from future travel demands in Angus arise from the desire to maximise accessibility for all to a range of services and job opportunities while taking full account of the environmental, social and economic impact of transport. Future land use patterns will be important in shaping patterns of travel in the longer term. Future travel demands in Angus will also vary among different groups, individuals and communities; for different purposes; and across different parts of Angus.

The land use planning framework set by the Tayside Structure Plan 1993 and Angus Local Plan gives attention to how the development strategy should respond to growing personal mobility and influence the need to travel, and how improvements in energy conservation and efficiency can be achieved in support of sustainable development, including the role of public transport. Important elements of the locational strategy include giving priority to:-

- improving transport links with economic development and other development opportunities in the Coastal Area;
- promoting the locational advantages of the A90(T) route corridor through Strathmore by increasing the range of serviced employment land; seeking resolution of infrastructure constraints; and allocating housing land;
- maintaining the viability of local communities in the Glens and rural areas through a wide range of measures including supporting local services and access to services and facilities.

Reducing the Need to Travel

The development strategy provided by the Structure Plan and Local Plan already reflects the aim to reduce the need to travel within the particular circumstances applying in Angus. In a largely rural area such as Angus it is not considered necessary or indeed appropriate to attempt to set Angus wide targets for the reduction of existing levels of local road traffic or the rate of growth in the levels of such traffic. However, in accordance with the requirements of the Road Traffic Reduction Act, a report on issues and measures for relevant parts of Angus is included as Appendix 1 to this Strategy document.

It is within the coastal corridor that the main opportunities exist in Angus for taking action. However, because of the situation within Angus

which is outlined above, the strategy for reducing traffic growth must focus on making alternatives to car travel more attractive. This is an integral part of the Local Transport Strategy which seeks to encourage travel by bus and by rail as well as by cycle and by foot. The need for inter-authority action along the coastal corridor is recognised and reflected in the development of a joint Coastal Corridor Public Transport Services Statement with Dundee City Council. In this way the measures taken in Angus will also assist Dundee City Council to meet its target for road traffic reduction.

Greater personal mobility has helped to improve the quality of life for many individuals including access to job opportunities and facilities. The approach proposed in this Local Transport Strategy for Angus is therefore to continue to offer freedom of choice while:-

- creating the right conditions to encourage a reduction in the need to travel;
- widening the realistic choices among travel modes for various types of journey including enhancing walking, cycling and public transport opportunities;
- monitoring local road traffic levels to establish a baseline and trends.

Influencing the Choice of Travel and Modal Shift

A range of measures can together help to influence the choice of travel and encourage a modal shift away from car travel in appropriate circumstances. This Local Transport Strategy for Angus focuses on the “carrots” rather than the “sticks” which may help to highlight the opportunities to undertake various journeys without relying solely on car travel, including:-

- short trips where walking and cycling are encouraged;
- journeys within Angus where more use is made of the public transport network which is being maintained and extended to include additional rural bus services;
- external links where the Council is continuing to work in partnership to help to secure better rail services and improved interchange facilities.

Relatively high car ownership is already apparent in many parts of Angus including rural areas where alternative transport is sometimes problematic.

Fairness and equity of opportunity are important principles underpinning elements of sustainable development and social inclusion. Constraining the opportunities to own a car through higher tax or other penalties appear less productive in an area like Angus than influencing the use of cars by offering feasible alternatives. This does not mean that unlimited car access throughout all our towns and villages should be encouraged where this is to the detriment of the local environment or other road users. It does however support a balanced approach where the important role of the car for many purposes is correctly set alongside other transport opportunities and requirements.

A good example of this balanced approach applies to the Council's strategy toward public car parking provision in the Angus Towns. Car parking has an important role to play in maintaining the vitality and viability of Town Centres in Angus including reducing leakage of retail expenditure to other locations. Indeed in a study of 17 small towns throughout Scotland (including Montrose) the amount of car parking ranked as the second most important factor out of 28 town centre issues identified among shoppers, visitors and retailers.

If parking provision is poorly related to our town centres then Angus residents and visitors may drive longer journeys to existing out of centre locations and other destinations outwith Angus where extensive parking is available. This would be clearly contrary to a sustainable approach in Angus where our town centres act as a focal point for surrounding rural areas in which car dependence is high.

Influencing the choice of travel and modal shift in Angus is therefore essentially concerned with both recognising the legitimate needs of car users, while encouraging the role of other modes of transport to address as wide as possible a range of needs of car and non-car users alike. This includes providing car users with suitable alternative and interchange opportunities where possible, e.g. car parks at rail stations, to encourage modal shift to more sustainable forms of transport while recognising that private transport will remain the only viable option for many journeys in Angus.

Across the network of small towns, villages and countryside which makes up Angus, the Local Transport Strategy therefore seeks to satisfactorily meet the demand arising for car travel from rural areas while more closely managing the demand for

car travel in and around towns, particularly along the more heavily trafficked coastal corridor.

5. Strategy and Policies

Overview

The Angus Local Transport Strategy is constructed around three inter-connected themes encompassing:-

- Sustainable Transport
- Integrated Transport
- Inclusive Transport

These overarching themes set the context for a combination of measures which build on the strategy framework and policy linkages (outlined in Chapter 2), address the Key Objectives (identified in Chapter 3), and respond to the Problems and Opportunities (indicated in Chapter 4). The measures, which extend across development and land use planning, the environment, transport mode and choice, traffic management, road safety, transport information and travel awareness, are discussed individually in subsequent parts of this chapter. However, it is important to view these measures in combination as linked elements of an holistic approach. This is illustrated diagrammatically below:-

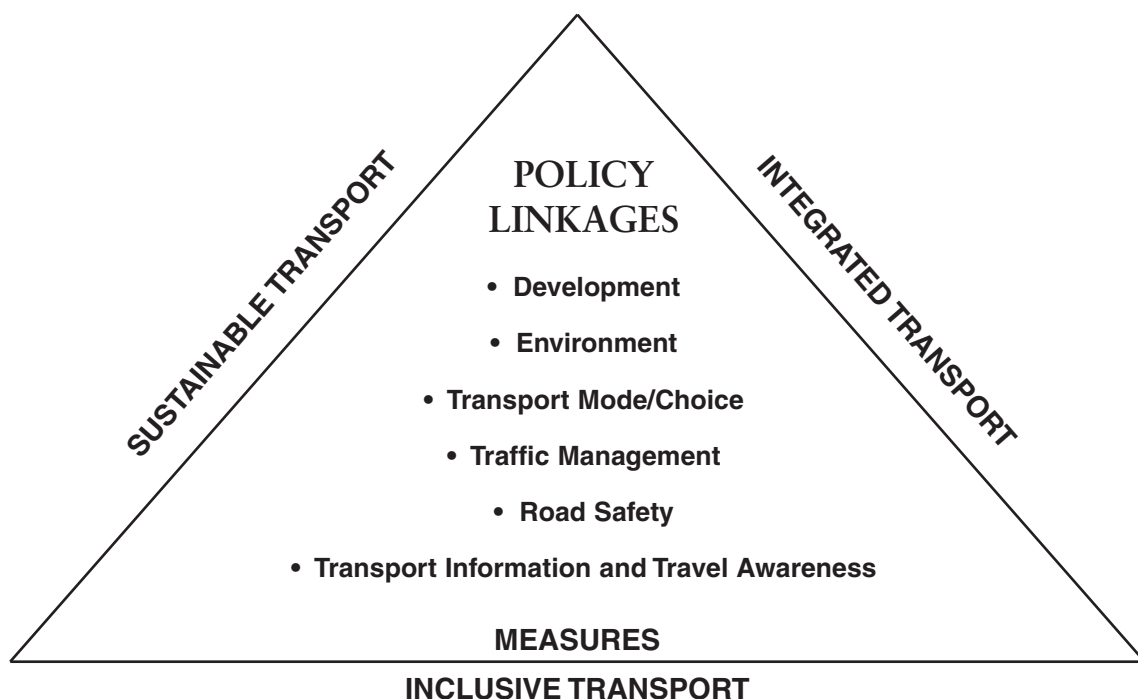
A summary of the visions/aims identified for each measure is contained in Table 5.1 and targets for each component of the Strategy are identified in Chapter 6.

Sustainable Transport

Angus Council supports the principle of sustainable development and is committed to improving the quality of life for present and future generations in Angus. By a process of integrating responses to environmental, social and economic issues the Council will help to maximise human welfare while enhancing the environment in Angus.

The Council will integrate sustainability into Council strategies, policies, programmes and activities. The approach to this Local Transport Strategy is therefore based on reconciling the travel needs of Angus communities and business with the transport impacts on the local and wider environment.

Typically the promotion and delivery of sustainable transport will require and encourage a reduction in car use, and support more use of walking, cycling and public transport through a combination of measures. While there are opportunities to actively pursue this in Angus, particularly in the coastal corridor and in and around the seven main towns, the rural nature of Angus precludes an approach based exclusively on a major switch away from car travel.



A more closely tailored approach is required recognising the higher car ownership and car dependence in rural

parts of Angus; relationship between mobility, car availability and access to services; and implications for the costs and quality of rural life. Sustainable transport should not result in further economic, social or mobility penalties for those living or working in rural parts of Angus nor be to the detriment of Angus generally in relation to other parts of Scotland and the U.K. including urban areas.

In order to address sustainable transport issues and opportunities in an Angus context the broad approach proposed includes:-

- To encourage new development in locations which reduce the enforced need to travel long distances and where there are alternatives to access only by car. This includes retaining services locally where possible both in respect of the role of town centres in Angus and in sustaining basic service provision in rural communities.
- To maintain and where possible enhance the opportunities to walk, cycle and to use public transport including combined journeys.
- To develop the role of public transport within the community in contributing to addressing issues of sustainability, providing mobility for those without access to cars and as an attractive alternative to those with access to cars.
- To maintain and improve accessibility to services and job opportunities giving attention to the needs of people ahead of vehicles and including the increased use of communications technology (e.g. tele-working, video conferencing etc.)
- To encourage rather than enforce the use of viable alternatives to the car for journeys to work and school, and for shopping, social and leisure trips, recognising that in some circumstances car use will be the only realistic option.
- To encourage car sharing and voluntary and community transport initiatives to complement conventional and innovative public transport provision including in rural areas.
- To raise public awareness of the impact of personal travel choices and to demonstrate the Council's commitment including the preparation and implementation of a Green Transport Plan.
- **To improve road safety and assist safe travel throughout Angus.**

Integrated Transport

Integrated transport applies at various levels both within and between transport modes and across transport, land use, social, economic and environmental aims and policies. It can extend from better connections, information and through ticketing; to park and ride and interchange facilities; to a series of linked engineering and other measures for example on traffic calming, bus priorities, cycling and pedestrian facilities.

In Angus considerable progress has already been made toward Integrated Transport across a number of fronts, including:-

- Cross cutting policy linkages between the Development Plan, Public Transport Policy Statement, Environmental Strategy and other Corporate Council Strategies and Initiatives, including the emerging Angus Community Plan (see Angus Council Policy Context in Chapter 2).
- Organising the provision of socially necessary public transport ensuring a seamless fit between the tendered and subsidised bus service networks.
- Organising the provision of school transport services and encouraging operators of school contract services to register contracts as local bus services where capacity permits in order to maximise the network, particularly in rural areas.
- Improving the standard of passenger waiting facilities including the provision of bus stops, shelters and operation of Arbroath Bus Station.
- Publishing and widely distributing comprehensive information on public transport services throughout Angus, including maintaining timetable information boards at over 200 bus shelters and key bus stops.
- Facilitating joint-ticketing arrangements on a specific corridor in Angus.
- The design and implementation of Town Centre improvement schemes in several of the Angus Burghs including pedestrian, cyclists, bus facilities and signing.

Initiatives supporting better integrated transport will continue to be developed as part of the package of measures summarised in Table 5.1 and including:-

- Upgrading of the A92 between Arbroath and Dundee, including provision for public transport, walking and cycling.
- A cache of measures including bus priority, real time information and improved bus access on the Carnoustie to Ninewells Hospital, Dundee corridor.

- Infrastructure improvements and enhanced interchange facilities commencing at Montrose Rail Station, followed by Carnoustie and Monifieth Rail Stations.
- Consideration of other opportunities for park and ride facilities in association with new development.
- Pursuing further opportunities for joint ticketing and for co-ordinating local bus services with other transport requirements such as those for school and college transport.
- Further development of integrated transport information in Angus and input to development of a national public transport information system.
- Operation of Angus Taxicard Scheme to help people with permanent and severe disabilities who cannot use ordinary buses.
- Financial support to assist in the provision of accessible vehicles such as super-low floor buses in Montrose.

Opportunities for working in partnership with Bus Companies also continue to be sought following the successful introduction of a Quality Partnership on the Auchmithie, Arbroath, Brechin, Stracathro corridor. This has benefited passengers through the provision of a quality vehicle accessible to disabled and mobility impaired persons, together with wheelchair access improvements at Arbroath Bus Station.

Inclusive Transport

Transport and accessibility issues are important considerations for promoting social inclusion in Angus. The travel needs of young people, women, the elderly and those on low incomes together with access for disabled people require particular attention. In Angus questions of rural disadvantage, areas of priority need in Arbroath, and a significant number of unemployed and low income households throughout Angus all contribute towards the need for inclusive transport provision.

Over one third of Angus households do not have access to a car, with considerably greater numbers of non-car owning households in several of the Angus towns. Clearly the number of people who rely on public transport, at least in part, will be still higher. A large proportion of public transport users throughout Angus are elderly.

The provision of a good public transport network is therefore essential to maintain accessibility for the public as a whole and particularly for some of the more vulnerable groups and communities. In continuing to provide socially necessary bus services not provided commercially, the Council financially support over one fifth of the total local bus network mileage in Angus. For remoter areas and off peak journeys the subsidised services are an essential link.

The development of transport policies and provision of public transport services in Angus has had specific regard to the needs of various groups, and transport for the mobility impaired and disabled persons, including:-

- Operation of Travel Concession Schemes for Senior Citizens, Disabled Persons, Severely Disabled Persons, Blind Persons.

Transport provision in rural areas is particularly problematic and can contribute significantly to rural disadvantage. Higher car dependency and car ownership in rural areas is well documented, including the often significant proportion of disposable income devoted to car ownership and use by rural communities. Public transport networks continue to be fragile but essential to many groups in rural Angus and the Council has actively pursued initiatives and funding to introduce additional rural bus services following consultation with rural communities on their transport requirements.

Access for mobility impaired persons includes the need for safe and convenient car parking provision. These needs are met in part by the provision of informal parking bays outside residences and providing reserved bays both on and off-street. Angus Council, in exercising its own functions and in consideration of applications for planning permission for public access buildings or facilities, will require the provision of suitable parking and facilities which afford easier access for the mobility impaired.

The Angus Community Plan and Angus Social Inclusion Strategy (see Chapter 2), will further integrate inclusive transport actions with wider measures to address issues of social exclusion in Angus.

TABLE 5.1: SUMMARY OF VISION/AIMS

- To promote a **pattern of development** and land use which encourages sustainable methods of transport and supports a choice of travel across the close network of towns, villages and countryside throughout Angus and linking to other areas.
- To promote a transport system which reduces harm to the **environment** and seeks to protect or enhance the character of Angus towns, villages and countryside.
- To promote **walking** as an important mode of travel throughout Angus and to encourage people to walk more, particularly for short journeys for all purposes, including reducing barriers which discourage trips on foot and improving links with other forms of transport.
- To promote **cycling** as an important, healthy mode of travel throughout Angus and to encourage people to cycle more, particularly for journeys to work and school.
- To provide local **bus services** to meet the needs of local residents and visitors to the area, providing access for those without a car and an attractive and sustainable alternative for those with access to a car.
- To secure and maintain fast, frequent and attractive **rail services** to and through Angus, as an integral part of the passenger and freight rail network, providing a principal mode of transport linking improved stations and rail infrastructure in Angus with major Scottish cities, England and Europe.
- To provide a **taxi service** or private hire service which meets the needs of both residents and visitors, ensuring accessibility for those without a car and choice to those who opt to travel by taxi or private hire vehicle as an alternative to using their own car.
- To promote the use of **community transport** services as a means of meeting transport needs which are not provided for by conventional services.
- To provide comprehensive, accurate and accessible **public transport information** to inform the public of the services available to them and encourage bus use.
- To ensure that any increase in usage of **mopeds and motorcylces** is accompanied by improved training and safety measures.
- To promote enhanced **sea-based** transport links, including links with Europe, and support measures which make the best commercial and recreational use of harbours at Montrose and Arbroath.
- To provide a safe, well maintained, accessible and uncongested **roads network** to enable people and goods to move in the most effective and efficient way throughout Angus.
- To ensure that sufficient, secure **public parking** is provided at appropriate locations to meet the needs of shoppers, tourists, short term business visitors, orange/blue badge holders and commuters and to maintain the economic viability of town centres.
- To ensure that the economic viability of the towns in Angus is maintained and enhanced by the proper **management of traffic** and parking and by improving conditions for pedestrians, cyclists, public transport and those with mobility difficulties.
- To improve **road safety** and reduce the number of people killed or injured on Angus roads as a result of road traffic accidents.
- To increase **awareness** of the impacts of transport on the environment and encourage people and companies to adopt a more sustainable approach to their transport habits.

DEVELOPMENT

Vision/Aims: To promote a pattern of development and land use which encourages sustainable methods of transport and supports a choice of travel across the close network of towns, villages and countryside throughout Angus and linking to other areas.

The statutory land use planning context set by the approved Tayside Structure Plan 1993 and the Finalised Angus Local Plan is summarised in chapter 2. This includes various strategic and local transport aims and priorities addressed through the Development Plan and operation of Development Control in Angus.

Integrated transport and land use planning, including the careful location of new development, lies at the heart of developing a sustainable approach to guiding and meeting travel needs. However new build or redevelopment will only impact on a small proportion of transport movements in the short term and should therefore be viewed as part of a longer term approach. Development location decisions are often dictated by a range of factors. In rural areas like Angus, which has a dispersed settlement pattern, the transport/development relationship is particularly complex.

In seeking to guide development throughout Angus and influence travel requirements, the Development Plan:

- promotes local employment opportunities to reduce the need to commute and encourages the application of energy conservation measures;
- views favourably opportunities for home working;
- promotes urban renewal through the development of brownfield sites and adopts a sequential approach to new housing and retail development;
- identifies new housing sites taking account of public transport networks;
- requires Development briefs to be prepared for certain new housing sites including taking full account of public transport needs, pedestrian/cyclists requirements and road safety issues;
- highlights accessibility to bus routes, footpaths, cycle routes as major factors in considering various forms of residential development;
- encourages a diversity of uses and activities in attractive safe town centres with good access by both car and non car users;
- requires that large foodstore development is well located in relation to public transport, walking

and cycling and would not lead to a significant increase in travel by car;

- promotes access to the countryside through safeguarding and developing path systems and effectively linking towns and countryside;
- seeks to maintain and enhance basic service provision and delivering of community and health services in Angus, particularly in rural communities, in an integrated and co-ordinated manner;
- safeguards major road improvement alignments for the upgrading of the A92/A930;
- requires development proposals to show that satisfactory provision has been made for the needs of public transport and for safe and convenient pedestrian and cyclist routes and access;
- promotes the case for rail electrification from Aberdeen to Edinburgh through Angus and for local rail infrastructure and service improvements;
- supports the examination and development of conventional and innovative approaches to addressing rural transport needs;
- requires the adequacy and location of taxi stances and related facilities to be kept under review;
- supports the use of appropriate traffic management measures in towns and villages to improve their environment and road safety for pedestrian, cyclists and the mobility impaired;
- supports the integration and development of opportunities for establishing cycle routes in towns and countryside areas;
- promotes the continued development of a safe routes to school policy;
- requires relevant development proposals to make provision of facilities, access and parking for the mobility impaired;
- requires development proposals to make provision for parking and servicing needs;
- applies requirements governing the provision of roadside services on the A90;

- supports measures which make the best commercial and recreational use of harbours at Montrose and Arbroath.

The land use development strategy for Angus includes the following broad aims underpinning planning policies which complement and contribute to elements of the Local Transport Strategy:

- to secure the continuing maximum advantage from the attractive environment and varied natural resources of Angus, which are among its most valuable and valued assets, as a desirable area in which to live, work, invest and visit;
- to guide and encourage the majority of development towards the principal and larger settlements of Angus, where positive provision can best be made for a range of well located brownfield and greenfield opportunities pursuing energy conservation and efficiency measures, and where such settlements are generally better able to accommodate and absorb the impact of new development;
- to contribute towards an integrated, flexible and sustainable framework for rural development supporting the maintenance of viable communities and encouraging local initiatives which positively respond to the needs of villages and countryside throughout Angus, including the Glens and remoter upland areas;
- to seek to ensure, where and when required, facilities and infrastructure to support and facilitate physical development, and to require and promote a high quality of design for all new developments which respects local tradition and character and which takes account of the needs of relatively disadvantaged people.

ENVIRONMENT

Vision/Aims: To promote a transport system which reduces harm to the environment and seeks to protect or enhance the character of Angus towns, villages, and countryside.

The Council's Environmental Strategy (as described earlier in Chapter 2) includes various objectives regarding the effects of transportation.

The impacts of transportation on the environment are many and varied. Not only are there significant impacts affecting air, land and water quality but traffic can also be visually intrusive and alter the character of our towns, villages and countryside. It creates noise, uses up non-renewable resources, creates waste and can adversely affect habitats and wildlife.

Transport emissions are the single biggest source of air pollution and transport accounts for one-third of total energy consumption in the UK. Traffic on roads has risen steadily and is set to keep on rising. It is now generally recognised that building new roads attracts more traffic rather than solving problems of congestion. Combustion of fossil fuels in transport already accounts for 23% of the UK's CO₂ emissions and significant percentages of other greenhouse gases. These contribute to global warming and have various impacts. Air quality is reduced affecting human health and the natural and built environment. Transport contributes to acid deposition effecting soils, surface water and vegetation and ground level ozone is formed affecting vegetation, buildings and health. In addition, both the manufacture and running of vehicles contributes to the depletion of non-renewable resources through material and energy usage and the scrapping of some 1.4 million vehicles in the UK each year creates a large landfill need despite 75% of materials being reused or recycled.

Traffic noise is another environmental effect which can be a major nuisance factor for people, causing stress and reducing the amenity value in localised areas.

Although there is little traffic congestion in Angus, where and when it does occur, it leads to greater fuel consumption and higher emissions.

The Council recognises that the transport strategy can contribute to meeting the UK commitment agreed following the Kyoto conference on climate

change to reduce a basket of six greenhouses gases by 12.5% in period 2008-2012. Similarly the Council acknowledges the important role traffic reduction can play in the Government goal of reducing emissions of carbon dioxide by 20% by 2010.

Action has already been taken to reduce emissions from Council owned vehicles, Since June 1998 all fleet vehicles have been run on ultra low sulphur fuel (Green Energy City Diesel) and all new heavy vehicles fitted with 'CRT' exhaust systems to minimise particulate and gas emissions. Another avenue the Council is investigating is the provision of free emission testing of cars for both staff and the general public along with on the spot minor adjustments to improve emission standards.

Work has commenced on preparing a Green Transport Plan initially concentrating on in-house action with a view to extending into the business community.

Air quality monitoring began in December 1997 and work on the Review of Air Quality in Angus was submitted to the Scottish Office in March 1999. The monitoring of air quality is an ongoing process and one which is being further developed. A more comprehensive picture will only become available once this more detailed information has been collated over a longer period of time.

Building new or upgrading existing roads has construction and extraction impacts on the environment such as habitat disruption or fragmentation, loss of amenity and also adds to the depletion of non-renewable resources. The transport infrastructure and the ancillary car parks, bus stations and railway sidings account for significant area of land take. However, transport routes can provide useful linear wildlife corridors. Pollution of watercourses can also occur as water run off from roads can have a detrimental effect on local watercourses.

Various measures have already been or are in the progress of being implemented to mitigate against environmental impacts.

The Finalised Angus Local Plan seeks for example to reduce the need to travel through its location policies for housing industry and retail uses etc. and by encouraging the provision of facilities for those on foot or bicycle.

Road maintenance techniques can help to safeguard wildlife through for example suitable road verge cutting regimes to avoid times when birds are nesting and to allow sufficient time for wild flowers to seed. Such measures are already being implemented along designated stretches of road.

Trials have already been carried out using an in situ recycling technique when carrying out road maintenance work. This considerably reduces the amount of waste going to landfill and the amount of new materials required. The quality and efficiency of this technique will be assessed with a view to expanding this approach to future road maintenance works.

To minimise the amount of salt used for de-icing roads, more sophisticated ice prediction and thermal mapping equipment is being installed which will

reduce salt spray damage to roadside verges and lower the amount of salt entering watercourses from road water run off.

The requirement to provide separate storm water effluent discharges provides the opportunity to request the use of more permeable surfaces in, for example, car parks and more natural alternatives to road drainage systems which have the potential to create new wildlife habitats.

It is the aggregated impacts of transport that cause the problems. In an area such as Angus, which experiences little in the way of congestion and delays or high emission levels, the upward trend in road traffic growth is less discernable. This makes it all the more difficult for individuals to accept that a change in their transport arrangements can have a significant effect. Nevertheless, the Council as a major employer and estate holder in the area can encourage others by leading by example.

Angus Council will:-

- continue to seek means by which the Council can reduce the environmental impact of its own vehicles and transport related operational practices;
- monitor air quality on an ongoing basis and develop further assessment techniques as appropriate;
- seek to reduce the environmental impacts of maintenance, upgrading or new building of roads;
- develop a series of measures leading to Green Transport Plan and seek ways to encourage other employers in Angus to develop their own Green Transport Plans;
- seek to reduce non-essential traffic in town centres and other settlements in Angus;
- endeavour to assess the transport and environmental impacts of new developments.

WALKING AND PEDESTRIANS

Vision/Aims: To promote walking as an important mode of travel throughout Angus and to encourage people to walk more, particularly for short journeys for all purposes, including reducing barriers which discourage journeys on foot and improving links with other forms of transport.

Walking is a free, healthy and environmentally friendly means of transport well suited for short journeys and widely available across all age groups including people with some mobility problems. Journeys on foot extend across a broad range of travel purposes throughout Angus including journeys to work and school, and for shopping, social and leisure trips.

An analysis of Travel Patterns in Scotland (1997) indicated that although almost one in five of all journeys were by foot, they accounted for only 4% of the distance covered. In many cases walking will be part of a combined journey linked with other public or private transport modes. Even in rural areas walking is the second most important mode of travel as identified in a study of Car Dependence in Rural Scotland (1998).

Despite an increase in the number of Angus residents working outwith the area, walking remains an important means of travel to work locally. In 1991 18% of Angus residents aged 16 and over travelled to work on foot. This figure is significantly greater for females (26%) and varies among individual settlements and rural parts of Angus. A survey of Angus Council employees in 1997 indicates that 22% of respondents walked to work with the great majority of these involving a return trip of 5 miles or less. Significantly a similar number travelled to work by car over the same distance.

The vitality and viability of small towns in Angus depends to a considerable extent on local walk-in trade. A study of 17 small towns throughout Scotland carried out in 1997 on behalf of the Historic Burghs Association of Scotland found that almost 50% of local shoppers interviewed travelled by foot to the town centre. In Montrose, one of the towns surveyed, 46% of local shoppers normally travelled to the town centre by foot. Similar or indeed higher proportions of travel by foot are likely in the other Angus Towns reflecting their compact form.

There is much that can be done and considerable scope to encourage people to walk more, even for

short distances, including those who may have a car available. In Angus efforts are continuing to be directed toward improving the safety, attractiveness and convenience of the walking environment:

- In areas of high pedestrian activity especially our town centres.
- In and around our towns and settlements.
- In the wider Angus countryside including the coastal area and upland area.

Accessibility to and within the seven town centres in Angus, particularly for those without a car, is an important requirement underlying the Council's objective of retaining services locally, which also reduces the need to travel. A programme of works is ongoing aimed at creating attractive and safe town centres in Angus for pedestrians, cyclists and others. Each town centre in Angus presents different local opportunities and challenges and work has been undertaken, is currently underway or is being planned in each of the seven town centres. In addition to the development of the Angus CCTV System this has comprised environmental improvements incorporating traffic calming measures favouring pedestrians and making provision for the needs of those with disabilities.

The development of a Paths for All Network around each of the seven Angus Burghs is currently underway which will encourage and enable local journeys to be made without using a car and also improve countryside access for leisure and tourist use as well as for local residents. This initiative builds on work undertaken as part of the Angus Millennium Forest and will be an important input to the Angus Access and Recreation Strategy and the Physical Activity Action Plan, part of Angus Health for All, both of which are under preparation. The object is to create a path network around each of the seven Burghs with a strong emphasis on interlinking circular routes but with connections also to the wider countryside.

Although there are many footpaths, tracks and bridleways in and around the Angus towns and villages, and within the open countryside which are

used by the general public, there are at present only a handful of vindicated “public rights of way”. Paths and public rights of way are important for informal recreation and as a means of access for walking and other activities. Public access to the countryside continues to be an important issue in rural areas such as Angus and the Council, in conjunction with other relevant agencies is currently preparing an Angus Access and Recreation Strategy.

Paths, in coastal, upland and other scenic areas, provide a recreational and tourism resource as well as having a transport function. Outwith the four principal coastal towns there is currently limited accessibility to the Angus coastline. Certain specific points such as Lunan Bay and Auchmithie act as attractions for car borne passive recreation. Less accessible areas of coastline may also come under greater pressure. The opportunity is therefore being

taken to pursue managed public access to the coast and Angus Council will, in conjunction with relevant agencies and landowners, investigate the provision of an integrated coastal path and cycle network.

The “Safer Routes to Schools” initiative has as one of its primary objectives the promotion of walking as an alternative to private car travel for pupils going to and from school. Angus Council has been very active in developing this initiative within a local context. Two pilot studies have been carried out , one at Grange Primary School, Monifieth, and the other at Arbroath High School. Various measures have been implemented to encourage walking as a preferred mode of travel and the effectiveness of these measures is being monitored with a view to extending the programme to other schools in Angus.

Walking is at the top of the hierarchy of travel modes. In order to prioritise the value of walking within an integrated transport system, Angus Council will:

- continue to ensure that pedestrian crossing facilities are provided at locations where the need is justified;
- maintain close working links with the Angus Access Panel, and groups representing visually impaired people to ensure that appropriate consideration of their needs is an integrated element of design for pedestrian improvements;
- ensure that new development and road schemes include pedestrian facilities with the emphasis on safety and accessibility;
- promote “combined” journeys by enhancing the links between walking and public transport;
- promote schemes, including traffic calming measures, to improve the environment for pedestrians in areas where there are likely to be high numbers of pedestrians including around schools and leisure facilities and within town centres;
- pursue public rights of way and work in partnership to develop footpaths and secure access requirements around towns and villages, in coastal areas and in upland Angus;
- develop a paths for all networks in each of the seven Burghs;
- prepare an Angus Access and Recreation Strategy;
- further develop and introduce improved pedestrian facilities as part of the Council’s ongoing “Safer Routes to School” initiative.

CYCLING

Vision/Aims: To promote cycling as an important, healthy mode of travel throughout Angus and to encourage people to cycle more, particularly for journeys to work and school.

Cycling is a cheap, healthy and environmentally friendly means of transport suitable for short journeys and available across a wide range of age groups. Cycling covers a broad range of travel purposes throughout Angus including journeys to work and school, shopping, social, leisure and tourist orientated.

An analysis of Travel Patterns in Scotland (1997) indicated that 4% of all journeys were by bicycle, and accounted for 2% of the distance covered. At present there is a limited number of combined journeys although more provision is being made for cycle parking at railway stations, and trains are being adapted to take bicycles.

Although cycle ownership is high, the number of journeys made by bicycle remains relatively low. In 1991, 3.5 % of Angus residents aged 16 and over travelled to work by cycle. A survey of Angus Council employees in 1997 indicated that 3% of respondents cycled to work with the great majority of these involving a return trip of 5 miles or less. Traffic Counts in Angus during 1994 indicated that Montrose had the highest levels of flows, varying between 1.37% and 2.78% of the total traffic flow. Other areas were well below 1%.

There is therefore, considerable scope to encourage people to cycle more particularly for journeys to work and school and for recreational trips.

Taking account of Local Agenda 21 Angus Council adopted the following Cycling Policy in 1996:-

“Angus Council is committed to improving the provision and conditions for cyclists and will give particular attention to the needs of commuters, shoppers, children, leisure cyclists and tourists. Specific consideration will be given to the needs of cyclists when preparing the Local Plan, Environmental Strategies, Road Safety Plan and Road Standards, when considering new developments, when maintaining roads, when introducing traffic management schemes, and when considering leisure and tourist facilities. Further, in consultation with

appropriate cycling interests and subject to the resources available, a programme of measures to meet cycling needs in Angus will be undertaken.”

Since then, high priority has been placed on cycling and schemes have been carried out on Montrose Inner Relief Road (shared use cycle track and 3 Toucans); Borrowfield to Montrose Academy, Montrose (cycle track and Toucan); Cycle track extension towards Glaxo, Montrose; Cycle track at Brechin Road, Montrose; Cycle track from Grange Road, Monifieth to Monifieth High School; Cycle track at Panmurefield Road, Monifieth; Cycle racks in towns; facilities at Council Offices, cyclelanes at Westway, Arbroath.

Cycle flows and accidents are being monitored. Studies have been carried out at Grange Primary School, Monifieth and at Arbroath High School as part of the ‘Safer Routes to School’ initiative. Various facilities are being provided within the vicinity of Arbroath High School with the help of an additional £109,000 from the Scottish Executive. These include cycle lanes on Keptie Road and new cycle tracks at McDonald Park and Hercules Den. Scottish Executive Challenge Funding was received to provide cycles and maps at the Council’s caravan sites at Montrose and Forfar. A leaflet on the cycling facilities around Montrose was also produced in conjunction with Angus Health for All, and Angus and City of Dundee Tourist Board. New developments are also required to be cycle friendly.

The above schemes, and other cycling matters are considered through a local cycling group comprising representatives from the Roads, Planning and Transport, Recreation Services and Law & Administration Departments as well as representatives from the Police, Angus and City of Dundee Tourist Board and Cyclists Touring Club. A representative from the Roads Department also attends the Scottish Office Cycling Officer’s’ Liaison Group and the National Cycling Forum.

With the publication of the Government’s National Cycling Strategy, there is a need within Angus to take

forward the Key Strategic Outputs described in the document in a comprehensive manner.

Recent initiatives have included the signing of the Sustrans National Cycle Route through Angus which coincides with the North Sea Cycle Route. It is also intended to improve the section of this route from Montrose northwards to the boundary with Aberdeenshire. The A92 Dundee-Arbroath dualling will have a 3 metre wide footway/cycle track running

along its whole length, and it is intended to complete the route round the centre of Montrose. Additional cycle racks have been provided in the seven towns and the Council has provided covered, secure parking at three of its main offices as well as considering the provision of shower facilities for employees and a cycling mileage rate for business journeys. A new local initiative in Arbroath is recycling bikes from old parts.

Angus Council will:

- review its cycle parking standards;
- continue to monitor cycle flows, accidents, overall length of tracks available, number of Toucan crossings and number of racks provided;
- encourage developers to provide cycling facilities as part of new developments;
- provide additional cycle racks, signs and dropped kerbs where necessary;
- ensure that all new road schemes and major developments have a cycle audit in accordance with 'Cycling By Design';
- take the opportunity offered by the dualling of the A92 to incorporate a cycle track between Arbroath and Dundee;
- continue to liaise with interested parties with a view to providing new facilities in towns and rural areas dependant on the finance available;
- support the Sustrans National Cycle Route and the North Sea Cycle Route;
- investigate the improvement of the Sustrans National Cycle Route northwards from Montrose;
- encourage its own employees to cycle by providing improved facilities including covered, secure parking areas, the provision of bicycles and the payment of a cycle rate for use of bikes for business purposes;
- investigate the provision of safe routes round towns in conjunction with the Paths for All initiative;
- encourage cycling from a young age through the 'Safer Routes to School' initiative;
- encourage cycling through Travelwise, Green Transport Plans, Local Agenda 21 and School Transport Plans;
- endeavour to double cycle use from the 1996 level by the year 2002 in accordance with the Government Strategy;
- encourage more journeys by bike, walking and public transport by considering improved interchange facilities;
- review the road network to try and improve facilities for cyclists;
- give further attention to the National Cycling Policy in an Angus context.

BUSES

Vision/Aims: To provide local bus services to meet the needs of local residents and visitors to the area, providing access for those without a car and an attractive and sustainable alternative for those with access to a car.

Buses have a major role to play in the provision of an integrated transport policy throughout Angus.

The public transport aims and priorities are addressed through the Council's Public Transport Policy Statement. The main objectives may be summarised as follows:-

- to seek to halt the decline and accentuate the role of public transport services, particularly as a means of stemming rural depopulation and supporting the provision of other services and employment opportunities;
- to maximise the economic, environmental and social benefits from expenditure on public transport;
- to develop the role of public transport within the community, providing mobility for those without access to cars, as an attractive alternative to those with access to cars and contributing to address issues of sustainability;
- to seek the provision of socially necessary public transport services not provided commercially, commensurate with the demand for such services and the cost of provision;
- to have particular regard for the needs of the elderly and disabled in the provision of transport services;
- to provide travel concession schemes for the following groups - Senior Citizens, Disabled, Severely Disabled and administer the National Free Travel arrangements for blind persons.
- to seek to improve the standard of passenger waiting facilities by the provision of infrastructure such as bus stops, bus shelters and stations as appropriate;
- to encourage the provision of transport facilities to assist passengers with impaired mobility resulting from age, disability or other causes.

There are currently 11 companies operating local bus services in Angus. The majority of the services are provided commercially without subsidy from the local authority, however, where services are not

provided commercially then the Council will seek tenders for the required provision. In all cases DpTAC (Disabled Persons Transport Advisory Council) standards of accessibility are encouraged.

In determining the transport needs of communities the Council consults widely via surveys, questionnaires, public meetings etc. and endeavours as far as possible to meet the demands identified. Where conventional public transport is unavailable then community transport options are considered.

The public transport provision in rural areas of Angus has been improved over the last three years as a result of the Rural Transport Grant, which has greatly assisted in funding new services to meet the needs of rural residents. These new services have proved to be very successful and now form an integral part of the local bus network. The Council welcomes this grant and hopes that continued funding will be forthcoming from the Scottish Executive in order to maintain and further develop these services.

Angus Council considers that high quality services are required in order to attract new bus users. The Council has already entered into a quality partnership with G & N Wishart on the Auchmithie - Arbroath - Brechin - Stracathro Hospital corridor. Further quality partnerships with operators will continue to be pursued.

In addition to providing high quality services, high quality infrastructure is also important. Angus Council is committed to providing high quality bus shelters and as a result of a grant from the Public Transport Fund has introduced real time information on the Carnoustie - Dundee - Ninewells Hospital corridor. High quality infrastructure is complimentary to the provision of high quality services and together it is hoped that these will attract a modal shift from private transport.

The importance of through ticketing to the passenger to give the impression of a seamless journey is also recognised. Two of the main bus companies in Angus

are part of the same parent company and already offer fully integrated ticketing. A further joint ticketing arrangement has been introduced on the Auchmithie - Arbroath - Brechin - Stracathro Hospital corridor between Strathtay Scottish Ltd. and G & N Wishart. The Council will actively pursue opportunities for further such arrangements. The Council is also pursuing with Strathtay Scottish Ltd. The introduction of time limited tickets in Arbroath which would permit passengers to make cross town journeys without incurring financial penalties through having to pay separate fares when changing buses. Further such arrangements will be actively pursued.

In providing an integrated transport strategy for Angus the Council recognises the importance of

interchange: walk/bus, cycle/bus, car/bus, train/bus and bus/bus. Improved integration is currently being pursued with developers, bus companies, Railtrack and ScotRail. Further consideration must be given to the needs for secure parking for cycles at major interchange points.

The link between public transport provision and land-use planning is outlined in the Tayside Structure Plan 1993 which recognises that the need for travel may be minimised through the careful location of new developments. This view is endorsed in the NPPG Transport and Planning and further affirmed in the Angus Council Local Plan.

In order to meet local bus service needs Angus Council will:-

- determine the level of support for bus services over and above the commercial network on the basis of an on-going review of needs and the continuous monitoring of existing facilities;
- seek to enhance the provision of transport for special needs groups;
- tender certain school conveyance contracts to operate as local bus services and otherwise encourage operators of these contracts to register their services as local bus service contracts where capacity exists;
- provide travel concession schemes for the following groups: Senior Citizens, Disabled and Severely Disabled and administer the National Free Travel Arrangements for Blind Persons.
- seek to improve the standard of passenger waiting facilities by the provision of infrastructure such as bus stops, shelters and bus stations where appropriate;
- subject to the availability of resources give consideration to minor highway improvements such as the construction of bus turning areas or lay-bys to facilitate the operation of bus services and in the interests of public safety;
- in identifying land for development within Local Plans take due regard of the needs of new and existing bus routes;
- encourage the use of DDA (Disability Discrimination Act 1995) compliant vehicles on local bus services or alternatively vehicles to the Disabled Transport Advisory Committee (DpTAC) specifications.
- subject to the limitations imposed by the timescales of the registration procedures as laid down in the Transport Act 1985, the council will seek to consult local communities when significant changes are proposed to bus services and when subsidy contracts are due to be re-tendered;
- liaise with all communities, the voluntary sector and transport operators in examining and developing either conventional or innovative approaches to solve transport problems;
- pursue further quality partnerships with bus operators, providing high quality services to passengers and an attractive alternative to the car;
- encourage Local Bus Service operators to adopt integrated ticketing;
- enhance integration between local bus services and other modes of transport by improving interchange facilities;
- give consideration to the needs of secure bicycle parking at major interchange points.

RAIL

Vision/Aims: To secure and maintain fast, frequent and attractive rail services to and through Angus, as an integral part of the passenger and freight rail network, providing a principal mode of transport linking improved stations and rail infrastructure in Angus with major Scottish cities, England and Europe.

The Glasgow/Edinburgh to Aberdeen rail route traverses the coastal corridor of Angus and forms the northern leg of the East Coast Main Line to London. In addition to Scottish and Anglo-Scottish services, the line links seven stations and rail halts within Angus at Montrose, Arbroath, Carnoustie, Golf Street, Barry Links, Monifieth and Balmossie. Passenger services are operated by Scotrail, Great North Eastern Railway (GNER) and Virgin Cross Country, while freight is handled by English, Welsh and Scottish Railway (EWS).

The Network Management Statement for Scotland, published by Railtrack, sets out proposals to provide for additional capacity in the rail network to overcome current constraints and designed to accommodate a 30% forecast growth in rail passengers and 200% increase in freight volumes between 1998 and 2008 on this route. Key elements of the Railtrack investment strategy include line speed improvements, with reduced passenger journey times between Glasgow/Edinburgh and Aberdeen, together with increasing the ability of the route to handle longer and heavier freight trains linking the North-East of Scotland with the rest of Britain and European Markets.

In the main passenger rail transport in Angus caters for longer distance travel although there is significant local use of rail services. Angus Council actively encourages local rail travel including via the Concessionary Travel Schemes and Taxicard Scheme operated by the Council which permits passholders to travel free or at reduced fares on rail services within Angus and to/from Dundee. Over 21,000 local rail journeys were made by Angus Concessionary Travel Passholders during 1998/99.

Currently less than 1% of travel to work by Angus residents is by train. Improving transport links with economic development and other development opportunities in the Coastal Corridor is a key priority of Angus Council. This includes investment in rail as well as other public transport enhancements, alongside upgrading the A92 road link.

Opportunities for further rail use for commuting and other purposes will be encouraged with improvements sought by the Council through a package of related projects and measures in partnership with Railtrack and the Train Operating Companies. Early priority will be given to securing infrastructure improvements and enhanced rail/bus/car/cycle interchange facilities particularly at Carnoustie and at Monifieth alongside the introduction of additional passenger train services at these stations.

In the longer term a dedicated local rail service on the Perth-Dundee-Monifieth-Carnoustie-Arbroath-Montrose corridor may have potential. This would complement strategic rail improvements sought by the Campaign for Rail Enhancement Aberdeen to Edinburgh (see Chapter 2).

Encouraging more freight to be carried by rail forms an important part of the Government's Sustainable Distribution Strategy. After many years of declining traffic the new freight operators are winning traffic back to rail as recognised in Railtrack's Network Management Statement. An initial study of Rail Freight Opportunities in East and North-East Scotland undertaken on behalf of CREATE highlighted loading gauge restrictions while confirming the potential demand locally for rail freight services. For example, Arbroath is identified as being well placed to act as a railhead for both bulk commodities such as fertiliser, potash and grain reflecting its agricultural hinterland, and for semi-finished materials for the local food can factory, a key factor being the origin of most of these flows at rail connected sites.

In order to increase sidings capacity and meet expansion in freight traffic, Railtrack have identified the potential of sites in Angus. One new siding has already opened in Arbroath. Railtrack have identified the Helen Street, Arbroath goods yard as a strategic site and the Finalised Angus Local Plan safeguards this site for future use as a potential rail freight facility. In addition to the existing Scottish Malt Distillers private siding at Hillside, and the EWS site

at Montrose, a possible scheme between Arbroath and Montrose is also being investigated in response to a private enquiry for a freight facility in the Inverkeilor area.

In order to enhance train services and railways serving Angus the Council will work in partnership with Railtrack, Train Operating Companies, Rail Freight Operators and other interested parties and will:-

- continue to actively support the strategic objectives of CREATE to secure the best possible rail infrastructure and rail services for the areas served by the East Coast Main Line north of Edinburgh;
- support and facilitate accessibility improvements at operational stations in Angus extending beyond the current station regeneration programme and taking account of the needs of disabled groups;
- encourage further transport integration at Angus Stations commencing with upgraded bus turning facilities and related improvements at Montrose Station followed by investment in infrastructure and interchange facilities at Carnoustie and Monifieth, including adequate cycle and car parking, alongside the introduction of additional train services at these stations;
- seek to co-ordinate other public and private transport with rail services including consultation on proposed timetable revisions to local rail services;
- continue to investigate the longer term potential for a dedicated local rail service within the Angus Coastal corridor and adjoining areas;
- seek to maximise the potential for transporting freight by rail to and from Angus including safeguarding appropriate sites in Angus for rail freight use.

TAXIS AND PRIVATE HIRE VEHICLES

Vision/Aims: To provide a taxi service or private hire service which meets the needs of both residents and visitors, ensuring accessibility for those without a car and choice to those who opt to travel by taxi or private hire vehicle as an alternative to using their own car.

Angus Council recognises the flexible role of taxis in contributing toward accessibility including:

- providing a tailored service particularly away from public transport corridors and outwith peak times including in rural areas;
- an important element in the provision of school transport particularly in rural areas;
- in the carriage of disabled persons including via the Council's Taxicard Scheme.

Angus Council currently licences approximately 150 taxis and 70 private hire vehicles. There is currently no limit on the number of taxis operating within Angus and each application is dealt with on the suitability of the operator and the condition of the vehicle.

The Angus Council area is sub-divided into four zones, namely Arbroath/Carnoustie, Forfar/Kirriemuir, Montrose/Brechin and Monifieth/Sidlaw. Each operator is entitled to apply for hire only within one zone although journeys outwith the zones are permissible as are return pick ups so long as they are booked in advance. The purpose of dividing the area into zones is to ensure an overall coverage for the Angus Council area whereby rural areas are not depleted of all taxis in favour of the larger urban areas.

Angus Council has recently reviewed the standard conditions affecting taxis and private hire vehicles and has specified the checks which will be undertaken by the Police when the vehicle is submitted for inspection. The Council has agreed to implement a more frequent testing of vehicles, now requiring taxis to obtain an MOT certificate and six months thereafter submit their vehicle for inspection by the Police.

It is seen by Angus Council as an essential element of taxi travel for residents and visitors to Angus that taxi operators and drivers are knowledgeable, not only in the streets and addresses within each of the Burghs but also are familiar with the many tourist destinations within Angus, and each taxi driver requires to sit and pass a knowledge test which is carried out by Tayside Police.

The Council has a policy of ensuring appropriate taxi ranks are available in all Angus Burghs and a review is currently being undertaken as to the location of taxi ranks. The principals guiding the review are that the ranks require to be readily accessible to town centres or locations of importance, e.g. Post Offices.

Due to the predominantly rural nature of Angus very few taxis licensed within the Angus area are of the hackney carriage type.

This will present considerable difficulties in implementing the provisions contained within the Disability Discrimination Act 1995. Consultation will take place with organisations representing people with disabilities prior to any decision being made by the Council for the number of disability accessible vehicles required within the Angus Council area and the numbers required within each zone. Conditions of the grant of a licence will be amended to include a requirement that taxi drivers will receive disability awareness training prior to the implementation of the provisions of the Act. It is anticipated that no new licences will be issued by the Council until the requisite numbers have been reached.

Angus Council recognises that there are people with disabilities who are unable to make use of conventional Public Transport, therefore an Angus Taxicard Scheme giving discounts on taxi fares has been in operation since 1996. The scheme continues to be well received by Taxicard Holders and taxi operators.

Angus Council will continue:-

- to ensure that taxi drivers have the required standard of local knowledge;
- to ensure regular testing of vehicles to a specified standard;
- to bring forward proposals for the number of disability accessible vehicles and consult with organisations representing people with disabilities;
- to maintain subsidised travel by taxi throughout Angus and to neighbouring towns;
- to allow a companion to travel free of charge with the Taxicard Holder and to encourage the use of the Taxicard for any purpose, at any time and on any day;
- to provide easy access to subsidised transport ensuring that taxi operators are based in the seven main towns of Angus and in Dundee;
- to make grants available to taxi operators towards the purchase of new wheelchair accessible vehicles;
- to support a scheme offering larger discounts on fares to residents of specific , very rural areas;
- to provide easy access to information about the Taxicard Scheme and develop administrative support systems.

COMMUNITY TRANSPORT

Vision/Aims: To promote the use of community transport services as a means of meeting transport needs which are not provided for by conventional services.

It is recognised that conventional local bus services will not be able to meet all the transport needs identified in Angus and that community transport minibus or car schemes can provide innovative solutions to transport problems particularly in rural areas. These schemes can form part of an integrated public transport network.

Angus Council recognises the value of community transport in its Public Transport Policy Statement which states:

- the Council will liaise with local communities, the Voluntary Sector and transport operators in examining and developing either conventional or innovative approaches to solve transport problems.

The Council consults widely and through public meetings, village questionnaires etc. seeks to identify the needs of local communities. It is therefore well placed to advise voluntary organisations on the potential of community transport schemes and recognises that in many cases community transport may represent the most appropriate transport solution to the needs identified. The Council will assist groups in putting together bids for funding from the Scottish Executive's Community Transport Fund and will give practical advice on the operation of these Schemes.

In order to promote all community transport in Angus the Council produce a Guide to Public and Community Transport in Angus to provide information on conventional local bus services, taxis and community transport schemes. This document is widely distributed to Libraries, Social Work and other Council offices in addition to Voluntary Organisations and other community groups. The aim of this booklet is to advertise and share information on all the services available and where minibuses are owned privately to inform other organisations and groups of how these can be accessed, hire charges etc.. It is hoped that by promoting the facilities available vehicles can be fully utilised and thereby achieve value for money.

Many of the community transport minibuses are wheelchair accessible and provide an invaluable service for disabled groups and individuals to meet a whole range of transport needs from travel to day centres, club meetings and day trips to travel to leisure activities. These community transport vehicles provide a lifeline for many of their users and the Council would welcome a further expansion of such facilities.

Angus Council will:

- support all community transport schemes by providing advice and assistance where required;
- seek to develop further community transport initiatives in Angus to meet the needs of local communities;
- promote the driver training and assessment scheme which has been developed by the Council and is available to outside organisations. This scheme not only assesses driving skills but also instructs in the carriage of wheelchairs, minibus safety and evacuation etc;
- advise on and endorse potential bid applications to the Scottish Executive for grants from the Community Transport Fund.

PUBLIC TRANSPORT INFORMATION

Vision/Aims: To provide comprehensive, accurate and accessible public transport information to inform the public of the services available to them and encourage bus use.

The Council's policies with regard to publicity are contained in the Council's Public Transport Policy Statement which states:-

- the Council will seek to keep the public informed of all public transport available within its area by producing appropriate publicity material, in conjunction with operators, and make available comprehensive timetable information on both bus and train services.

The Council produces comprehensive timetable information for all local bus services operating within Angus and between Angus and adjoining authorities. This information includes:-

- Angus Bus Map and Guide;
- Individual Timetable leaflets incorporating Town Plans;
- Index to places served;
- Public Transport Information Binders and updating service.

This information is available at all libraries and tourist offices throughout Angus, key Council offices, Arbroath Bus Station and other outlets locally. To meet the needs of those with visual impairments extra large print timetables are available and information is available by phone. In addition, roadside information is provided at over 200 key bus stops.

The Council have purchased computer software for the production and maintenance of a database which will feed into the National Public Transport Timetable. This database will be further developed to meet the National information standards required in forthcoming years. A National telephone enquiry service "traveline" is to be introduced on 31 December 2000. Angus Council will supply a copy of its database to "traveline" and in return will receive a copy of the National database and it is anticipated also access to the journey planner software which would enable this information to be available on the Council's intra-net. It will also be possible to install computers at key points throughout Angus for public access.

The Council consults widely with major establishments such as Hospitals/Colleges and amends as far as possible local bus services to meet workers/students requirements. Timetable leaflets and timetable reference binders are also made available to these establishments for employees/visitors/students and can thus be used as part of their green transport plan.

As part of the Public Transport Best Value Review bus user consultation took place regarding the availability and clarity of publicity. As a result of this various amendments were made to the publicity itself and distribution was improved through the availability of timetables on certain buses. Further customer satisfaction surveys have shown improvements with 88% of those surveyed now finding the information readily available and 84% finding it readable.

To encourage transport for visitors to the area, and indeed local residents, a series of "Days Out by Bus" leaflets are produced for each of the Angus Towns and Dundee giving ideas of places to visit, bus services, fares etc.. A similar leaflet is also produced for the main tourist attraction in the area, Glamis Castle. These are available at all tourist offices and libraries within Angus and other key information points such as Edinburgh Tourist Office. The Council also subscribes to "Scenic Britain By Bus" advertising Angus as a place to visit by bus. This booklet is not only distributed nationally but also internationally.

Real time information has been successfully introduced on the Carnoustie - Dundee - Ninewells Hospital corridor in partnership with Dundee City Council, Travel Dundee, Strathtay Scottish Ltd., Ninewells Hospital Trust and Scottish Enterprise Tayside. Further opportunities for working in partnership to provide public transport information will continue to be pursued.

Angus Council will:

- continue to provide accurate, comprehensive readily accessible public transport information;
- develop its public transport database to meet the needs of a National Public Transport information facility;
- investigate the provision of a journey planner facility on the Council's intra-net and at key information points throughout Angus;
- work in partnership with bus operators to further develop and enhance public transport information.

MOPEDS AND MOTORCYCLES

Vision/Aims: To ensure that any increase in usage of mopeds and motorcycles is accompanied by improved training and safety measures.

An analysis of Travel Patterns in Scotland (1997) indicated that less than 1% of all journeys were by mopeds/motorbikes, and accounted for 1 % of the distance covered.

In 1991, 1% of Angus residents aged 16 and over travelled to work by motorcycle. A survey of Angus Council's own employees in 1997 indicated that less than 1% of respondents motorcycled to work with the great majority of these involving a return trip of 5 miles or less. Traffic Counts in Angus indicate that motorcycles account for 1%-2% of the total traffic flow. The powered two wheeler is used most advantageously in an urban environment but is also an efficient means of inter-urban transport and provides inexpensive and convenient rural transport for younger adults where public transport is limited or non-existent. For long distance commuting into urban situations, or within conurbations, the moped/motorcycle offers advantages in comparison with cars in relation to parking, pollution and

congestion problems. They also have the advantage when compared to multi-mode travel where there can be issues of time delay and less flexible routes. Powered two wheelers offer more predictable, and shorter journey times than cars or public transport.

Motorcycles are the fastest growing mode of transport in the UK, currently at about 40%. However, they do have a high accident rate although this has fallen by 65% since 1985 due to improved training. Along with cyclists they are the most vulnerable road users. Motor cycles are more fuel efficient than cars and produce far less carbon dioxide and carbon monoxide emissions. They take up less road space than a car but are much more weather dependent.

The main concerns for motorcyclists are the lack of awareness of other road users, the lack of secure parking facilities, the free use of bus lanes, and the need to improve the maintenance of roads.

Angus Council will:

- investigate the provision of secure and weatherproof parking facilities for motor cyclists on-street, off-street and within Council premises;
- continue to monitor the level of motorcycle accidents in Angus relative to the National average;
- ensure that any increase in moped and motorcycle use is accompanied by improved training and safety measures.

COASTAL SHIPPING AND HARBOURS

Vision/Aims: To promote enhanced sea-based transport links, including links with Europe, and support measures which make the best commercial and recreational use of harbours at Montrose and Arbroath.

The Harbours of Montrose and Arbroath are important to the Angus economy and form important links in the transport network particularly in respect of the commercial port of Montrose which provides over 1000 metres of quayside equipped to deal with a variety of commercial and oil related cargoes. Arbroath is principally a fishing and recreation harbour.

Montrose Port provides modern cargo handling and storage facilities and currently imports/exports around 3/4 million tonnes of goods per annum. The main commodities handled include agricultural products and animal feedstuffs, wood pulp and timber, scrap, and oil industry manufactures and oil related cargo.

Most of the cargo headed for or coming from Montrose Port is carried by road transport. The road leg of the journey is generally by far the shortest part of the distance over which the goods concerned have travelled or will travel (eg agricultural exports to Europe, timber from Scandinavia). Good local road links to the port both north and south can therefore help to reduce the total number of tonnes per mile of road transport in many instances. The potential of the rail siding at Montrose and its operation as a transfer point for goods passing through the port also continues to merit investigation.

In supporting initiatives which will maintain and further develop the roles of Montrose Port and Arbroath Harbour, Angus Council will:-

- continue to highlight the importance of attractive sea transport as part of the transport network addressing issues of peripherality in Angus;
- support proposals which retain and enhance the importance of Montrose as a commercial port where these are compatible with adjacent land use activities;
- continue to safeguard the standard of facilities and maintain the structural condition of Arbroath Harbour;
- support opportunities for switching freight from roads to water borne transport.

ROAD NETWORK

Vision/Aims: To provide a safe, well maintained, accessible uncongested roads network to enable people and goods to move in the most effective and efficient way throughout Angus.

As the local roads authority Angus Council has a statutory duty under Section 1 of the Roads (Scotland) Act 1984 to manage and maintain the public road network within its boundaries. This network totals 1750km and comprises all public roads within Angus (with the exception of the A90 Perth-Dundee-Aberdeen trunk road, responsibility for which rests with the Scottish Ministers).

The public road network is the Council's single largest transport asset and while obviously essential for all road-based means of transport (including cars, buses, walking and cycling) it also plays a vital role in providing access to other modes of transport (rail, air and shipping). The condition, adequacy and accessibility of the road network will therefore determine the efficiency and effectiveness of the overall integrated transport strategy. This is especially true in a rural area such as Angus where a high percentage of all journeys is by road.

Given the other demands on local government expenditure and the current restrictions on public expenditure, the funding made available for the maintenance and improvement of the road network infrastructure is well below that required to maintain its asset value and serviceability in the long term. The Council is therefore constantly seeking ways to ensure that the available funding is used as effectively and efficiently as possible. Increasing use of new techniques such as re-cycling and innovative surfacing materials (e.g. stone mastic asphalt, thin wearing coats and polymer modified surface dressing binders) allows existing budgets to be utilised to maximum effect while the Council moves towards a pro-active road maintenance strategy based on whole life cycle costing.

Safety inspections are carried out in accordance with the Local Authorities Association Code of Good Practice and structural condition assessments are used to assist in prioritising maintenance schemes while other strategic factors (e.g. traffic volumes, primary links between population centres, public transport provision, etc.) are taken into account.

Bridges are key links in the road network infrastructure particularly for freight movement and the Council

completed the assessment of its own bridges to check their carrying capacity prior to the introduction of the new Construction and use Regulations (5-axle 40T vehicles and 6-axle 44T vehicles). A programme is in hand for the assessment of all privately owned bridges carrying public roads within Angus. Following on from these assessments strengthening work is progressing where required taking into account available funding and the importance of each bridge to the strategic route network. The Council has been liaising closely with Railtrack and Rail Property Ltd in prioritising and carrying out these programmes.

In order to minimise disruption and delays to traffic, co-ordination of roadworks and Statutory Undertakers' streetworks is vital. The Council has a duty to co-ordinate these works under the New Roads and Streetworks Act 1991 and has established a local Roads Authority and Utilities Committee (RAUC) for this purpose.

Good street lighting is vital both for road safety in urban areas and for promoting walking and cycling in preference to car usage. In order to prioritise expenditure on the maintenance and up-grading of the street lighting infrastructure the Council has made resources available for a rolling programme of condition inspections and electrical testing in accordance with the Electricity at Work Regulations. This, coupled with the use of a computerised Street Lighting Management System will allow the development of a pro-active maintenance strategy based on whole life cycle costing.

An effective Winter Maintenance service (gritting and snow clearing) is essential in a northern, rural and exposed area such as Angus. In order to use the resources available for winter maintenance in the most effective, efficient and economic way the Council operates a system of winter maintenance which gives priority to the more important and heavily trafficked sections of the public road network (both carriageways and footways). The prioritisation of routes takes into account public transport bus routes, school bus routes, freight movement, links to rail centres and the port of Montrose and other population centres.

Angus Council is promoting the upgrading of the A92 between Arbroath and Dundee with linkages to Carnoustie and Monifieth including improvements to the A930 Dundee-Carnoustie-Muirdrum Road. This major scheme has been reviewed in the light of the Integrated Transport Policy and has been fully appraised against the five criteria adopted for trunk road schemes (economy, safety, environmental impact, accessibility and integration).

The other vital link in the road network within Angus which will require major investment in the next 5-10

years is the replacement of the existing bridge carrying the A92 over the River South Esk at Montrose.

Future capital improvement schemes will be reviewed in the context of the Local Transport Strategy and alternative or complementary solutions, such as public transport improvements, traffic management measures, and route management schemes to keep unnecessary freight transport and through traffic out of town centres where possible, will be considered.

The Road network infrastructure is the core of the local transport system. Its maintenance and management are fundamental to all road-based forms of transport and it forms the links with other modes of transport. As custodian of this vital asset Angus Council will:-

- maintain and improve the structural fabric of the existing road system (including bridges and footways);
- endeavour to ensure that roads, bridges and footways on the List of Public Roads are maintained to a safe standard;
- will co-ordinate all roadworks and statutory undertakers streetworks to minimise disruption and delay on the public road network;
- will operate a system of winter maintenance which gives priority to the more important and heavily trafficked sections of the public road network (both carriageways and footways);
- provide, maintain and update as necessary street lighting on public roads;
- provide new or improved roads and junctions where appropriate in order to avoid significant delay and hazard and to improve the quality of the environment;
- keep under review existing traffic management measures to ensure that account is taken of changes affecting roads such as new accesses, alterations to road layouts, intensification of land use, etc;
- attempt to ensure that private transport functions freely, except in situations where such freedom imposes unacceptable economic, social or environmental costs upon the community as a whole;
- examine all proposals for new and improved roads in the light of need and the financial resources available;
- seek to implement a high standard of design in the construction or improvement of roads and junctions and, where unacceptable levels of traffic pollution or congestion occur, seek to restrict levels of non-essential traffic by taking appropriate measures;
- seek to ensure that the requirements of the visual and social environment are fully considered in the design, construction and improvement of new roads and junctions;
- seek to minimise the unnecessary intrusion of traffic, particularly heavy goods vehicles, in rural areas and town centres by encouraging lorry traffic to use main through routes as far as possible with the use of other roads for access only;
- promote the upgrading of the A92 between Arbroath and Dundee with linkages to Carnoustie and Monifieth including improvements to the A930;
- plan for the replacement of the existing bridge carrying the A92 over the River South Esk at Montrose;
- complete the assessment of all bridges carrying public roads in Angus and carry out strengthening where required taking into account available funding and the importance of each bridge to the strategic route network;
- move towards, funding permitted, a pro-active maintenance strategy for roads, bridges and street lighting based on whole life cycle costing;
- systematically gather data on the condition of the road network;
- collect traffic flow data on the principal road network;
- use, where technically feasible and economically viable, environmentally friendly working methods and materials.

CAR PARKING

Vision/Aims: To ensure that sufficient, secure public parking is provided at appropriate locations to meet the needs of shoppers, tourists, short term business visitors, orange/blue badge holders and commuters and to maintain the economic viability of town centres.

Angus Council operates 37 public car parks throughout the Angus area providing 1614 spaces in total of which 261 spaces are short stay. Until 1996, under the previous authority, there were charges in many of the car parks. In 1996 Angus Council decided that all parking should be free in order to encourage the use of off-street parking and to encourage local shopping and tourism in the area. Since then a number of the central area car parks in the towns have been made subject to a maximum stay of two hours to encourage turnover. At present, maintenance of the car parks is financed from the surpluses inherited from the previous authority, although this cannot continue indefinitely.

The needs of commuters are being met at the moment with little control. Peak hour traffic problems are not considered to be great enough at present to justify any restrictions on commuter parking although from an environmental point of view it would be desirable to limit the number of trips, particularly commuter trips. Similarly it is not felt that there is a need to control Private Non Residential parking. With the size and layout of the seven towns in Angus, Park and Ride facilities are not considered to be a necessary option. Because of the rural nature of Angus where each town serves a large hinterland, many journeys at present can only be made by private transport as no public transport is available or feasible. Generally, the towns are well catered for but additional off street parking is required in Kirriemuir and in Montrose and possibly Carnoustie.

Angus Council also operates a number of car parks related to Leisure and Recreation facilities and schools.

With regard to on-street parking, the central areas of each of the seven towns are controlled by waiting restrictions. Limited waiting is restricted to 30 minutes in any hour between 8.30 am and 5.30 pm. On street parking is controlled by Tayside Police and although there have been discussions with Perth and Kinross Council and Dundee City Council with regard to decriminalising parking, it is not seen as necessary or viable in Angus.

Parking Standards for new developments are a challenging issue at present and consideration is being given to whether maximum standards should be applied to new developments in order to encourage alternative modes of transport. This is matter which is being discussed by all local authorities at the TRAIDS meetings and with Scottish Executive.

Another problem is the parking of cars outside schools and this is being tackled by the legal enforcement of 'School Keep Clear Markings' and in the near future by the Safer Routes to School initiative.

The needs of orange/blue badge holders are met by the provision of informal bays outside residences and by providing reserved bays both on and off-street.

Lorry parking facilities are available adjacent to the A90 Trunk Road network at Stracathro. Although some lorries do park at East Greens car park in Forfar, this will be limited by issuing permits in the near future. Elsewhere, lorries should be parked at their operating centres or make other arrangements to minimise the need for on-street parking.

PUBLIC CAR PARKS and SPACES AVAILABLE

Arbroath	Brechin	Forfar	Kirriemuir
Elliot.....27	City Road (West side)29	East Greens215	Bellies Brae63
Gravesend15	City Road (South end)12	Myre184	Reform Street (Short stay)65
Guthrie Port.....11	Maisondieu Lane West39	Myre Road (East)6	
Harbour Coach Park10	Church Street (Short stay)31	Old Halkerton Road.....10	Montrose
Helen Street.....21	Maisondieu Lane East (Short stay).....16	St James Road10	Murray Lane63
High Street/Hill Street.....112	Market Street (Short Stay)18	West High Street16	Lower Hall Street.....80
Ladybridge Street/Marketgate103		Green Street (Short stay)17	William Street, Ferryden15
Leonard Street.....28	Carnoustie	Fowlis Easter	Baltic Street (Short Stay).....34
Millgate/North Grimsby.....73	Links Avenue34	Fowlis Easter.....20	
North Port21	Park Avenue52	Glamis	St Vigeans
The Shore35	High Street (Short stay)32	The Square31	St Vigeans18
West Abbey Street (Short Stay)48			

Angus Council will:-

- give detailed consideration to its parking standards relative to new developments;
- investigate the provision of additional off-street parking spaces where appropriate;
- encourage the use of alternative modes of transport so as to limit the parking demand and reduce pollution;
- pursue a 'Safer Routes to School Policy' to limit the parking demand outside schools;
- ensure that the needs of the orange/blue badge holders are met;
- continue to monitor the usage of its car parks.

TRAFFIC MANAGEMENT IN TOWN CENTRES

Vision/Aims: To ensure that the economic viability of the towns in Angus is maintained and enhanced by the proper management of traffic and parking and by improving conditions for pedestrians, cyclists, public transport and those with mobility difficulties.

As vehicle ownership and use continues to increase, it becomes more and more important to protect the centres of towns from the effects of additional traffic, particularly through traffic and large vehicles. In addition it is vital that locals and visitors have good access to town centres and can find suitable parking for shopping, business visits and for tourist reasons.

The Council acknowledges, however, that the bulk of freight transport will continue to be by road and that deliveries of goods to retail and business premises in town centres is an essential part of commercial life. It is, therefore, necessary to reconcile the need for access for goods and services with local social and environmental concerns regarding noise vibration, exhaust emissions etc. The Council will, therefore, ensure that servicing arrangements are properly catered for in the planning of town centre improvements and that delivery and loading facilities are “designed-in” to new commercial and industrial developments.

Angus Council has, therefore, looked at a number of town centres with a view to managing the traffic, ensuring that there is sufficient parking, and improving conditions for pedestrians, cyclists, public transport and those with mobility difficulties.

In addition, these measures have also allowed environmental improvements to be carried out including the provision of trees, planting and new street furniture. In parallel with these measures, improvements to building facades have also been carried out.

In Arbroath, the basic one way systems and parking facilities have been left, but environmental improvements are ongoing in conjunction with Scottish Enterprise Tayside, to various parts of the High Street. Some façade treatments have also taken place. Alterations to the Traffic Management have been necessary in conjunction with proposals for the Abbey.

Environmental improvements have been undertaken, in conjunction with Scottish Enterprise Tayside, at the High Street and Church Street in Brechin and the High Street, in Carnoustie with extensive improvements carried out to the Square and Bank Street in Kirriemuir.

In Montrose, environmental improvements are complete at the High Street and Town House areas. Traffic flows on the High Street have been monitored to see whether any additional measures are required to encourage traffic to use the new Inner Relief Road.

In Monifieth, extensive traffic calming measures have been carried out on the main route through the Town Centre, the A930. Additional measures are being investigated to improve the Town Centre.

In Forfar there has been concern for a number of years regarding the volume and size of vehicles travelling through the Town Centre. A package of traffic and environmental improvement measures is being pursued for the Town Centre.

Angus Council will:-

- carry out further improvements to the High Street, Arbroath;
- continue to monitor the traffic situation in the centre of Montrose to see whether any additional traffic measures are necessary;
- progress the traffic management and environmental improvement scheme for the centre of Forfar;
- investigate further traffic management and environmental improvements in the town centre and sea front at Monifieth.

ROAD SAFETY

Vision/Aims: To reduce the number of people killed or injured on Angus roads by means of Engineering, Education, Enforcement and Encouragement measures, thus ensuring safer travel throughout Angus.

529 people were killed or injured in road accidents in Angus during 1998. This annual toll of casualties costs the community over £26,000,000 using government accident costs.

To reduce these casualties the Council published a Road Safety Action Plan in early 2000 which sets out a number of actions based on a comprehensive review of all accidents in Angus. The Council, Tayside Police and Tayside Health Board have worked closely together to develop the Plan and are committed to maintain the momentum it sets out.

The government has set casualty reduction targets for the year 2010 based on the 1993-97 annual averages. The Council's Plan sets reduction targets in line with the guidance issued by The Scottish Executive.

The overall casualty reduction targets set out in Angus Council's Road Safety Plan are split into the individual age group categories with greatest emphasis being placed on casualty reduction for the

more vulnerable groups ie the young and the elderly. The plan also gives an indication of how the above action plan points combine to meet the overall targets.

Previous initiatives in road safety have been successful in reducing the number of killed and seriously injured casualties significantly. However the number of slight casualties have remained fairly static and the target reduction in slight casualties detailed in the Plan will be challenging. The Council recognises the importance of reducing road accidents of all severities.

Finally, Angus has a corporate approach to community safety issues and improved road safety in Angus is viewed at a Council wide level. The Road Safety Plan provides the foundations of a strategy for the next ten years and indicates how all departments can contribute towards achieving reductions in casualty figures.

A number of key areas for improvement are described in the Road Safety Plan and an action plan detailed.

Angus Council will:-

- liaise with Tayside Police on the use of child restraints in cars. The police maintain a high level of enforcement and monitor compliance to determine effectiveness;
- develop a Safer Routes to Schools strategy through community based school safety plans owned and produced by pupils, staff and parents;
- liaise with Tayside Health Board regarding the uptake and use of the Children's Traffic Club materials in the home and in all pre-school nurseries/playgroups. Appropriate actions will be taken to maintain the highest possible profile for this valuable resource;
- review and report on accidents involving young adults in Angus particularly in relation to the "Pass Plus" scheme;
- review and report on the circumstances and locations of pedestrian accidents in Angus and make recommendations on appropriate measures to reduce their number;
- encourage initiatives to improve cyclist safety including liaising with Tayside Health Board on research of hospital records, developing a policy on cycle helmet wearing, the introduction of cycle safety audits and the promotion of cycle proficiency training;
- develop a speed enforcement policy in conjunction with the police which targets both urban and rural roads with known speed problems;

continued..

- continue with existing programmes of engineering improvements and report on the progress of measures to curb speed. These measures include “village gateways”, reduced speed limits, speed reducing measures, enforceable zig-zag markings at schools, junction improvements and road signs & markings;
- ensure the integration of road safety with all Council activities to include a wider review of child casualties, development of formal road safety audit procedures, ensuring the safety of new developments and raising the profile of road safety in setting priorities in education;
- continue to press the Scottish Office to improve the junctions on the A90 at Forfar Bypass;
- promote the dualling of the A92 between Dundee and Arbroath to be carried out under partnership agreements with the private sector;
- maintain and report annually on a programme of works at locations where the number of accidents is a cause for concern;
- annually review the Winter Maintenance policy for Angus to ensure that the travelling public are provided with the safest means of travel in the most cost effective manner;
- maintain and review progress towards the targets up to 2010 set in the Council’s Road Safety Action Plan in conjunction with other major stakeholders (Tayside Police, Tayside Health Board etc).

TRAVEL AWARENESS

Vision/Aims: To increase awareness of the impacts of transport on the environment and encourage people and companies to adopt a more sustainable approach to their transport habits.

We are all aware of the steady rise in road traffic in the recent past but few of us have taken any steps to change our travel habits in a way which would benefit the environment.

Statistics show that between 1980 and 1997 there was a 65% increase in motor vehicle traffic, mostly due to increased car traffic which by 1997 accounted for nearly 82% of all road traffic. By the year 2026 it is forecast that road traffic will increase by up to 50% from a present level of 21 million cars. With 71% of road trips by motor vehicles being under five miles and 46% less than two miles the potential for alternatives like walking, cycling or taking the bus are obvious.

The amount of travel undertaken per person per annum has been increasing and there is an apparent link between rising prosperity and an increased amount of travel undertaken.

In a rural area such as Angus there is a greater use made of the car due to a lack of alternative forms of convenient transport.

In raising travel awareness there are two main areas to concentrate on; moving people and moving goods. The former usually translates into Green Commuter Plans while the latter looks at Green Distribution.

As the Council is the largest employer in the area, work has begun in-house on formulating a Green Transport Plan which it is hoped will take forward a range of measures to cover both home to work journeys and also those made within the course of work for the Council. The encouragement of car

sharing, walking and cycling and use of public transport will be promoted and supported by ancillary facilities, training and alternatives which do not require travel such as video-linking. Various methods will be used to raise awareness and opportunities will be taken to link to other initiatives such as national campaigns e.g. Don't Choke Britain and National Bike Week and health promotion exercises such as Scottish Health at Work, Healthy Living Centres and Health Demonstration Projects in support of the White Paper: Towards a Healthier Scotland.

In terms of Green Distribution the Council already participates in the CREATE campaign and is involved in the Tayside Business Environment Forum in promoting transport issues and environmental awareness to local companies.

Tourism is important to the Angus economy and to encourage visitors to use public transport when they are in the area, leaflets are produced to encourage day trips by bus from the seven Angus towns.

To raise awareness amongst children the Safe Routes to School initiative takes a comprehensive look at individual schools and pupils' journeys to and from school. Its aim is to make these safer, more pleasant and achievable by foot or cycle rather than the car. The health benefits to be gained and the contribution the process can make towards the school curriculum are all added benefits. To date two schools have acted as pilots for the Angus area and assessment is in hand to allow full implementation to be carried forward.

In progressing and promoting travel awareness the Council will:-

- draw up a Green Transport Plan for in-house purposes and keep it under review to reflect the changes likely to be forthcoming in the transport sector;
- encourage local companies and other organisations to adopt a Green Transport Plan;
- investigate the benefits of linking to national initiatives such as the National Travel Wise Association, the "Don't Choke Britain" and the Government's "Are You Doing Your Bit" campaigns;
- assist schools in Angus in the development of the "Safe Routes to Schools" initiative.

6. Performance Indicators and Targets

Tracking progress on the strategy and monitoring performance requires not only the identification of relevant targets but also consideration of meaningful methods for measurement. Performance indicators and targets for the Local Transport Strategy also need to take account of emerging indicators/targets across a broad range of related matters, including:-

- National transport indicators/targets as these are applied in Angus (e.g. Road Safety; increase in cycling).
- Indicators/targets arising from other strategies and applying to relevant transport considerations (e.g. Community Plan, Local Agenda 21).
- Best Value Key Performance Indicators as part of Public Performance Reporting, together with local indicators arising from the ongoing programme of Best Value Service Reviews in Angus.

The Local Transport Strategy is not a stand alone document. The overall success of the Strategy will be gauged by its contribution, alongside other related policy documents summarised in Chapter 2, toward a sustainable, integrated and inclusive transport system and network in Angus.

Tables 6.1 and 6.2 identify performance indicators for each of the five key objectives of the Strategy (Chapter 3) and targets for each of the 16 Strategy components (Chapter 5) respectively. These indicators and targets cover a wide range of matters which together provide a broad picture of progress on both shorter and longer term elements of the Strategy.

Appendix 1 contains the statutory report under the Road Traffic Reduction Act 1997 which has been incorporated as part of the Angus Local Transport Strategy. It looks at the main requirements of the new Act and how it relates to Angus. Four main aspects are considered:-

- the monitoring of traffic growth on the road network;
- the effects of the construction of the A92 dual carriageway between Dundee and Arbroath;
- traffic in town centres; and
- strategy measures which will help reduce the levels of traffic growth.

Table 6.1: Key Objectives and Performance Indicators

Key Objective	Performance Indicator	Data Source
1. To maintain and improve accessibility to jobs, services and facilities for all members of the Angus Community in the most sustainable way.	(a) Provision and distribution of facilities in rural communities in Angus.	Biennial Survey
	(b) Extent of local bus service network in Angus area, including frequency of services provided by both conventional and innovative public transport.	Continuous Monitoring
	(c) Proportion of journeys to work, school, shop by foot, cycle and public transport including rail.	Census, Surveys
	(d) Operation of concessionary fares schemes.	Audit
2. To promote greater integration within and between transport modes and across transport, land use, social, economic and environmental policies aimed at reducing the need for travel.	(a) Extent of joint ticketing and through ticketing schemes.	Surveys
	(b) Progress on Green Transport Plans.	Audit
	(c) Changes in levels and types of traffic related to road traffic reduction measures.	Surveys
3. To widen travel choices and improve the convenience and efficiency of transport services for the benefit of Angus residents, visitors and businesses.	(a) Public satisfaction with transport provision and travel conditions (including 1b, 1c and 2a above).	Opinion Surveys
	(b) Changes to external road, rail, sea and air services accessed from Angus.	Audit
4. To take full account of the effect of transport movements on the environment and to reduce adverse environmental impacts.	(a) Measurement of air quality in accordance with National Air Quality Strategy and Standards.	Ongoing Monitoring
5. To reduce accident casualties associated with the transport network, improve road safety and assist safe travel throughout Angus.	(a) Number of road accidents by severity, age group and casualty type.	Ongoing Monitoring

Table 6.2: Strategy Components and Targets

Strategy Component	Target
1. Development	<p>(a) That 40% of house completions will be on brownfield sites in the period up to 2005.</p> <p>(b) By 2002 to develop and apply vitality and viability measures monitoring the performance of each Angus Town as an accessible centre providing a range of local services.</p> <p>(c) To halt the trend of an increasing proportion of Angus residents commuting by car to work outwith Angus.</p>
2. Environment	<p>(a) To fully meet all air quality standards and objectives of the U.K. Air Quality Strategy.</p> <p>(b) To introduce and implement a Green Transport Plan.</p> <p>(c) To increase the use of recycled material in all appropriate road maintenance works.</p>
3. Walking	<p>(a) To increase the proportion of people walking to work to 20% by 2011.</p> <p>(b) To reduce pedestrian casualties in accordance with guidance and action outlined in the Road Safety Action Plan for Angus.</p> <p>(c) To complete path networks around each of the Angus towns.</p>
4. Cycling	<p>(a) To double cycle use from the 1996 level by 2002 and further double this by 2011 in accordance with the National Cycle Strategy.</p> <p>(b) To reduce the number of cyclist casualties by 10% as outlined in the Road Safety Action Plan for Angus.</p> <p>(c) By the end of 2004 to have significantly extended cycling provision including provision of a cycle track between Dundee and Arbroath, and extension of cycle parking facilities in all Angus towns.</p>
5. Buses	<p>(a) To provide an hourly bus service on the major intra-urban corridors between 0800 and 1800 Monday to Saturday and between 1000 and 1800 on Sundays, with two hourly provision between 0600 and 2300.</p> <p>(b) To increase the proportion of journeys to work made by bus from less than 7% to more than 10% by 2011.</p> <p>(c) To provide at least a once-a-week shopper service to all settlements of more than 100 population.</p> <p>(d) By 2002 to secure integrated ticketing arrangements where there is more than one bus operator on a corridor.</p> <p>(e) To increase the use of vehicles compliant with the Disability Discrimination Act 1995.</p>
6. Rail	<p>(a) To secure infrastructure improvements and enhanced rail/bus/cycle/car interchange facilities at Montrose, Carnoustie and Monifieth, together with improved access provision at Arbroath Rail Station by 2004.</p> <p>(b) To investigate the potential for a dedicated local rail service within the Angus coastal corridor and adjoining areas in partnership with other local authorities, Railtrack and Train Operating Companies.</p> <p>(c) To significantly increase the role of rail for transporting freight to and from Angus.</p>
7. Taxis and Private Hire Vehicles	<p>(a) To continue to provide subsidised travel by taxi for people who are unable to make use of conventional public transport.</p> <p>(b) To keep the number and location of taxi ranks under review.</p> <p>(c) To implement the provisions of the Disability Discrimination Act 1995 by bringing forward proposals for the number of disability accessible vehicles.</p>
8. Community Transport	<p>(a) To promote community transport initiatives as a means of meeting some transport needs and to help local communities and other organisations develop further community transport schemes where appropriate</p> <p>(b) To continue to promote the driver training and assessment scheme developed by the Council.</p> <p>(c) To publish literature on community transport schemes, including the Guide to Public and Community Transport in Angus.</p>
9. Public Transport Information	<p>(a) To provide public transport information at all major bus stops throughout Angus.</p> <p>(b) To review the operation of the real time information system on the Carnoustie - Ninewells Hospital corridor and investigate the provision of such information within Arbroath.</p> <p>(c) To maintain the Council's public transport timetable database to meet the requirements of the National Transport Timetable and investigate the provision of computer access to a journey planner via the Council's intra-net and at key points throughout Angus.</p>
10. Mopeds and Motorcycles (Powered Two Wheeler)	<p>(a) To encourage responsible motorcycling aimed at reducing casualties associated with motorcycle accidents.</p> <p>(b) To determine and address locally appropriate needs for dedicated motorcycle parking and equipment storage facilities.</p> <p>(c) To monitor changes in the share and type of motorised trips undertaken by powered two wheelers.</p>

Table 6.2: Strategy Components and Targets (continued)

Strategy Component	Target
11. Coastal Shipping and Harbours	<ul style="list-style-type: none"> (a) To maintain at least the current level of cargo handled through Montrose Port. (b) To investigate rail/road/sea freight interchange potential related to Montrose Port. (c) To continue to monitor the availability and take up of employment land in the Montrose Harbour area.
12. Road Network	<ul style="list-style-type: none"> (a) To maintain the existing road network to a safe and satisfactory standard appropriate to its current function. (b) To have implemented the upgrading of the A92 between Arbroath and Dundee including improvements to the A930 by the end of 2004. (c) To have completed the replacement of the existing bridge carrying the A92 over the River South Esk at Montrose by the end of 2005. (d) To carry out enhanced programme of preventative road maintenance with 'real' budget made available to increase from 2000 levels to address maintenance backlog.
13. Car Parking	<ul style="list-style-type: none"> (a) To consider the applicability of maximum parking standards for new developments. (b) To continue to provide free off-street public car parking in support of the role of Angus town centres. (c) To provide additional off-street parking spaces in Kirriemuir and Montrose.
14. Traffic Management and Town Centres	<ul style="list-style-type: none"> (a) To agree and implement traffic management measures and environmental improvements in Forfar town centre, and Monifieth town centre and sea front. (b) To continue to assess pedestrian and vehicular conditions as part of the consideration of vitality and viability measures indicated in Target 1(b). (c) To identify outstanding local requirements to be met for pedestrians, cyclists, public transport, those with mobility difficulties, freight delivery.
15. Road Safety	<ul style="list-style-type: none"> (a) To implement, monitor and review the published Road Safety Action Plan for Angus containing casualty reduction targets. (b) To develop best practice and continue to demonstrate significant reductions in casualties from traffic accidents. (c) To achieve the major junction improvements sought on the A90 at Forfar.
16. Travel Awareness	<ul style="list-style-type: none"> (a) To raise the level of travel awareness in Angus by supporting and publicising relevant national campaigns and initiatives. (b) To highlight transport and travel issues and particularly the impacts of transport on the environment, across a wide range of Council publications in addition to a Green Transport Plan. (c) To achieve the sustainable involvement of every school in Angus in the Safer Routes to School programme by the end of 2005.
17. Car/Volume of Traffic (Road Traffic Reduction Act)	<ul style="list-style-type: none"> (a) Traffic volumes will be monitored across 40 monitoring sites throughout Angus to collect and monitor necessary data.

7. Implementation

Projects and Proposals

This Local Transport Strategy outlines the Council's vision and aims for a Sustainable, Integrated, Inclusive Transport System and Network in Angus. The Angus Council Policy Context, summarised in Chapter 2, provides a general indication of the areas in which a wide range of specific projects and proposals are already underway or are being pursued. This extends across many of the Departments of the Council reflecting the breadth and variety of relevant issues and measures contributing towards the Transport Strategy in addressing considerations relating to:-

- Amenity and Community Well-being - including Development, Environment, Town Centres and Traffic Management, and Road Safety.
- Travel Choice and Transport Mode - including Walking, Cycling, Buses, Rail, Taxis, Community Transport, Mopeds and Motorcycles.
- Road Infrastructure - including Road Network and Car Parking.
- Publicity and Promotion - including Public Transport Information and Travel Awareness measures and initiatives.

Resources

Considerable resources, both capital and revenue, are required annually to maintain existing transport networks, both public and private, and to provide a baseline of infrastructure and services. Ongoing efforts to secure Best Value are already designed to ensure the best value for money from the total expenditure on transport, taking into account the full range of the Council's responsibilities.

Current expenditure on transport and transport related matters extends across several main areas and includes revenue and capital budgets administered by a number of the Departments of the Council as well as significant resources from National and Local Transport Agencies and Operators. Among the major areas of Council related annual expenditure are:-

- Tendered Local Bus Services - £419k (plus £131k Rural Transport Grant)
- Education Transport - £1,480k
- Concessionary Travel - £517k
- Public Roads: Structural and Cyclic Maintenance - £2,288k

- Public Roads: Lighting Maintenance - £846k
- Public Roads: Traffic - £323k
- Public Roads: Winter Maintenance £1,401k

Major capital expenditure includes various Town Centre Schemes (e.g. Montrose; Arbroath) and the PFI funded scheme for upgrading the A92 road between Dundee and Arbroath (cost £35m).

Monitoring and Review

In broad terms the performance of the Strategy will be tracked via:-

- monitoring against national targets;
- monitoring against local performance indicators and targets (Chapter 6);
- monitoring of traffic growth on the road network, including detailed measures identified in Appendix 1;
- continuing consultation with public, private and voluntary sector interests (Appendix 2).

By regularly undertaking systematic monitoring, the Council can ensure that measures and targets contained in the Strategy continue to be relevant. However, it is neither feasible nor necessary to assess in detail every policy measure within each strategy component on an annual basis. Rather, monitoring will track general progress across a range of targets to maintain a broad overview from which specific parts of the Strategy can be considered in more detail as required.

A distinction can be drawn between tracking general progress on both shorter and longer term elements of the Strategy, and reviewing the overall direction of the Strategy when necessary. Some selective updating and adjustments to parts of the Strategy may be required as a result of regular monitoring. This will be undertaken alongside a Strategy review cycle of three to five years in order to assess and respond to any major shifts in direction or changes in circumstances requiring more comprehensive revisions to the Strategy.

APPENDIX 1

Road Traffic Reduction Report 1997

Introduction

The Road Traffic Reduction Act 1997 came into force in Scotland on 21 April 2000. The Act requires local traffic authorities to undertake a review of existing and forecast levels of traffic on local roads in their area and to prepare a report for submission to the Scottish Executive by 31 October, 2000.

The Scottish Executive issued draft guidance on the implications of the Act in February 1998, and Angus Council's Interim Local Transport Strategy contained Angus Council's initial approach to the Act. This indicated that in many cases it is neither realistic nor desirable to reduce traffic in rural areas given rural dependence on car travel. In February of this year the Scottish Executive issued 'Guidance on Local Transport Strategies and Road Traffic Reduction Reports'. The Scottish Executive followed this in May this year by the issue of final Guidance on Preparation of Reports. This report follows the guidance issued by the Scottish Executive.

Road Traffic Reduction Reports should contain targets for reducing either existing levels of traffic on local roads or their rate of growth; or they should state why the local authority considers it inappropriate to do so.

This report considers the overall monitoring of traffic in Angus as well as traffic related to the proposed A92 improvement, and traffic in the town centres. It complements and draws on a wide range of measures within the Local Transport Strategy, which help reduce the levels of traffic growth.

Details

Statutory Duties Placed on Local Authorities Under the Act

The Road Traffic Reduction Act 1997 places new duties on Councils as local traffic authorities to prepare reports containing:-

- (a) an assessment of the levels of local road traffic in their area and
- (b) a forecast of the growth in those levels.

The report must also specify targets for:-

- (a) a reduction in the levels of local road traffic in the area or

- (b) a reduction in the rate of growth in the levels of such traffic.

Councils are however not obliged to specify such targets if they consider it inappropriate to do so but in that case the report must state:-

- (a) that the Council considers it inappropriate to set such targets and
- (b) their reasons for so considering.

The Act itself and the guidance issued by the Scottish Executive does however allow considerable flexibility in the type of targets which the Council can choose to set. The guidance issued by Scottish Executive makes it clear that a local authority may choose to set:-

- an overall traffic reduction target for the whole of its area
- a different traffic reduction target for different parts of the area
- a target relating to a specific class of traffic
- a target relating either to existing traffic levels or to their rate of growth
- a target relating to a particular time of day
- a target relating to a particular type of traffic, or
- any combination of the above

National Traffic Reduction Targets

The Scottish Executive has undertaken that it will produce a report for Parliament on the issue of national traffic targets and it will require to draw on existing sources of information together with local authorities' October reports.

Road Traffic in Angus - Demographic and Local Factors

Angus has some 1800 kilometres of road across a rural area encompassing small towns, villages and countryside where residents rely heavily on private transport for commuting, shopping and business trips. Car ownership is high at about 16% above the Scottish Average. However car ownership rates vary considerably within the area with figures of 257 and 469 per thousand population for Arbroath and rural Angus respectively. Public Transport can not provide a viable alternative to the private car for all journeys in such a diverse area. In addition tourism is of very

significant importance, with the A92 being a National Tourist Route. If tourism is to increase there will be a consequential increase in the use of private transport. The A90 through Angus is a Trunk Road and therefore does not come within the scope of this report.

Database of Traffic Information in Angus

In Angus, traffic information has been gathered over the years for Central Government through manual traffic surveys that are held on the Scottish Roads Traffic Database. Angus Council also has a great deal of information on the main roads throughout its area which has been collected over the years by automatic traffic counters, many of which allow vehicles to be classified. In addition, a number of 'one off' counts have been done for pedestrian crossings, junction improvements, town centre environmental improvement schemes, etc. In connection with the proposed improvement of the A92 Dundee to Arbroath road, comprehensive traffic information is available for the A92 and surrounding road network. This includes modelling of the traffic on the existing road network, at date of opening (2003), and fifteen years thereafter.

Assessment of the Levels of Local Road Traffic in the Angus Area

Overall Road Network

To assist in meeting the objectives of the Road Traffic Reduction Act Angus Council has installed 40 count points on its road network (including the A92 as described below). These sites are listed in Appendix 1A and give comprehensive coverage of the main roads in the Angus road system. Traffic counts at these points will be repeated on a regular basis so that actual traffic flow changes on the network can be accurately monitored and compared with national traffic growth forecasts. In addition, whenever manual counts are carried out, cyclists are always counted. This will enable trends in cycle usage to be ascertained.

Improvement of A92 between Dundee and Arbroath

The proposed dualling of the A92 between Dundee and Arbroath is expected to be completed by 2003. As part of the ongoing traffic monitoring of this project permanent count points were established at 3 locations on the A92 and at 4 points on the surrounding road network. Classified turning counts were also carried out at all the junctions.

Forecast of Growth of Road Traffic in Angus

From historical information, actual traffic growth at one of the Automatic Traffic Count sites on the A92 was ascertained and compared to national road traffic

growth. (See Appendix 1B). This indicates that traffic growth on the A92 from 1983 to date has been broadly in line with national traffic growth. This is expected to be reasonably typical of the rest of Angus, and it could be reasonably assumed that, all things being equal, traffic levels in Angus will continue to grow at the same rate as traffic growth nationally (currently increasing at between + 2% and + 3% per annum). Past forecasts of national traffic growth have however proved to be notoriously inaccurate and have generally underestimated the actual traffic growth in subsequent years. Any future adjustment to the forecast of national traffic growth will therefore apply equally to Angus and will affect the specific targets for road traffic reduction detailed below.

Targets for Road Traffic Reduction in Angus

Many of the measures detailed in the Angus Local Transport Strategy are aimed at encouraging a modal shift from car usage to more environmentally friendly and sustainable means of transport and will therefore, if successful, lead to a reduction in road traffic or at least a reduction in the rate of growth in the levels of such traffic. These measures must however be viewed in the context of national forecasts of traffic growth. Other factors outwith the direct control of Angus Council such as:-

- Fuel prices
- National and local economic growth
- Availability and comparative cost of public transport
- Overall cost of motoring
- Increasing affluence/leisure
- Changing work patterns (eg Home-Working)

will have a major effect on traffic growth/reduction which may outweigh those measures which are within the Council's control.

This report, therefore, does not specify any targets for an overall reduction in the levels of local road traffic in Angus or for an overall reduction in the rate of growth in the levels of such traffic. However, data collection and monitoring at 40 traffic count sites will be carried out to inform future forecasts of traffic volumes in Angus.

In addition, there are specific parts of the local road network where the Council's Policies and Programmes will have a major influence in determining traffic levels (or the rate of growth in traffic levels) and will outweigh the normal (national) growth in traffic. The targets for Road Traffic Reduction at these locations are detailed below.

A92/A930 Coastal Corridor between Dundee and Arbroath

The Council is in the process of promoting a major PFI Scheme to upgrade the A92 between Dundee and Arbroath to dual carriageway and provide various other improvements on the A930 and the ancillary local road network. This proposed upgrading includes by-passes of Barry on the A930 and Muirdrum on the A92 and will also relieve traffic on other minor roads in the area.

A SATURN traffic model was developed of the A92 and the surrounding road network. This has allowed future traffic flows to be predicted. The studies indicate that, following completion of the A92 Project, there will be substantial reductions in the traffic through Muirdrum, which lies on the existing A92 but which is by-passed by the proposed dual carriageway, and through Barry and Monifieth on the A930. With low national traffic growth and at year of opening, the reduction in total traffic in Muirdrum will be from 13,000 vehicles to approximately 500 vehicles (Annual Average Daily Flow). In Barry, the reduction will be from 6850 vehicles to 300 vehicles (- 96%) and on the A930 at Monifieth the reduction will be from 6750 vehicles to 3700 vehicles (- 45%). This will allow improved conditions for public transport between Carnoustie and Dundee where 'real time information' has been provided for passengers recently. Improvements to the coastal rail service are also being considered and a dedicated cycle track is being provided between Dundee and Arbroath. The proposals have been the subject of widespread consultation. The overall effect of all these measures will be monitored to quantify the benefits gained, particularly in Monifieth and Carnoustie.

It is within the coastal corridor that the main opportunities exist in Angus for taking action. However, because of the situation within Angus, the strategy for reducing traffic growth must focus on making alternatives to car travel more attractive. This is an integral part of the Local Transport Strategy which seeks to encourage travel by bus and by rail as well as by cycle and by foot. The need for inter-authority action along the coastal corridor is recognised and reflected in the development of a joint Coastal Corridor Public Transport Services Statement with Dundee City Council. In this way the measures taken in Angus will also assist Dundee City Council to meet its target for road traffic reduction.

Town Centres

Angus Council wishes to ensure the economic viability of its town centres and to protect and improve the environment. This involves limiting the

amount of through traffic and improving conditions for public transport, pedestrians, cyclists, servicing and the mobility handicapped. None of the town centres currently experience any significant queuing or delays in the peak hours. Parking in all the towns is free in order to encourage shoppers and tourists. The Council wishes to see free parking retained as long as possible. Measures such as park and ride, congestion charging and work place car parking charges are not considered to be appropriate or necessary in Angus at the present time.

In Arbroath no significant changes are envisaged as the High Street has been bypassed and semi-pedestrianised. Improvements to the High Street are ongoing. Brechin is in a similar situation with the A90 bypassing the town centre. Environmental improvements were carried out on the High Street in recent times. Environmental improvements have also been carried out on Carnoustie High Street recently and improvements to the bus and rail links are being considered. Kirriemuir town centre was improved about five years ago and through traffic signed away from the town centre. In Forfar, although the town is bypassed by the A90 trunk road, there has been concern for some time regarding the amount of through traffic, particularly HGV's, using East and West High Street. Studies have been carried out on the town centre including economic and tourism aspects, the overall environment and traffic. These studies have been the subject of considerable discussion locally and the final proposals are due to go out to consultation in the near future. Monifieth will benefit from the provision of the A92 dual carriageway. Recent traffic studies in Montrose indicate that there has been approximately a 25% drop in traffic along the High Street since the opening of the Relief Road in 1997 and the more recent environmental improvements along the High Street. Further reduction in traffic is possible by the introduction of appropriate traffic management measures but from the public consultation carried out to date, the local shopkeepers and businesses are not in favour of a further reduction at present.

There will be ongoing monitoring of the traffic in the centre of Montrose, and in Forfar in conjunction with the Town Centre proposals.

Strategy measures

The Angus Local Transport Strategy includes a range of measures, which will influence the growth in the number of vehicles on the roads. These include:-

- Promotion of a pattern of development and land use which encourages sustainable methods of transport and reduces the need to travel

- Promotion of walking
- Promotion of cycling
- Provision of local bus services
- Securing and maintaining fast, frequent and attractive rail services
- Licensing of taxi and private hire services
- Promotion of the use of community transport
- Development of a Green Transport Plan for Angus Council
- Encouraging other employers in Angus to develop their own Green Transport Plans
- Seeking to reduce non-essential traffic in town centres and other settlements in Angus
- Development of a Paths For All network in each of the seven Burghs of Angus
- Promotion of public transport
- Safer Routes to School
- Promotion of increased travel awareness

For example, Angus Council has been very active in terms of 'Safer Routes to School.' Two pilot studies have been carried out, one at Grange Primary School and the other at Arbroath High School. Various measures are being implemented around Arbroath High School including cycle lanes, cycle tracks and secure parking. A 'Walking Bus Scheme' has just been implemented in Friockheim. The effect of these measures will be monitored to gauge the modal shift to walking and cycling and the subsequent drop in car usage. Angus Council will then be in a position to extend the lessons learned at Arbroath and elsewhere to other schools, and consider setting targets for road traffic reduction which might be achieved as other schemes are promoted under this programme.

Conclusion

Traffic levels in Angus are generally low apart from the A92. Nevertheless there are a number of areas where it is considered desirable to reduce the level of traffic. Extensive consultation has taken place on the A92 proposals, the traffic flows within the centre of Montrose and the proposals for the centre of Forfar. It is important that the various measures aimed at producing reductions in road traffic at specific locations which are currently in hand or proposed are monitored to determine whether or not they have the desired effect. This feedback will then inform the further development of these policies and programmes and will allow achievable and realistic

targets for Road Traffic Reduction to be provided in any further reports required under the Act.

Proposals

It is anticipated that further Road Traffic Reduction Act Reports will be required by the Scottish Ministers from time to time. To allow more informed reporting on road traffic levels and targets for road traffic reduction/reduction in rate of growth of traffic in Angus the following actions will be carried out:-

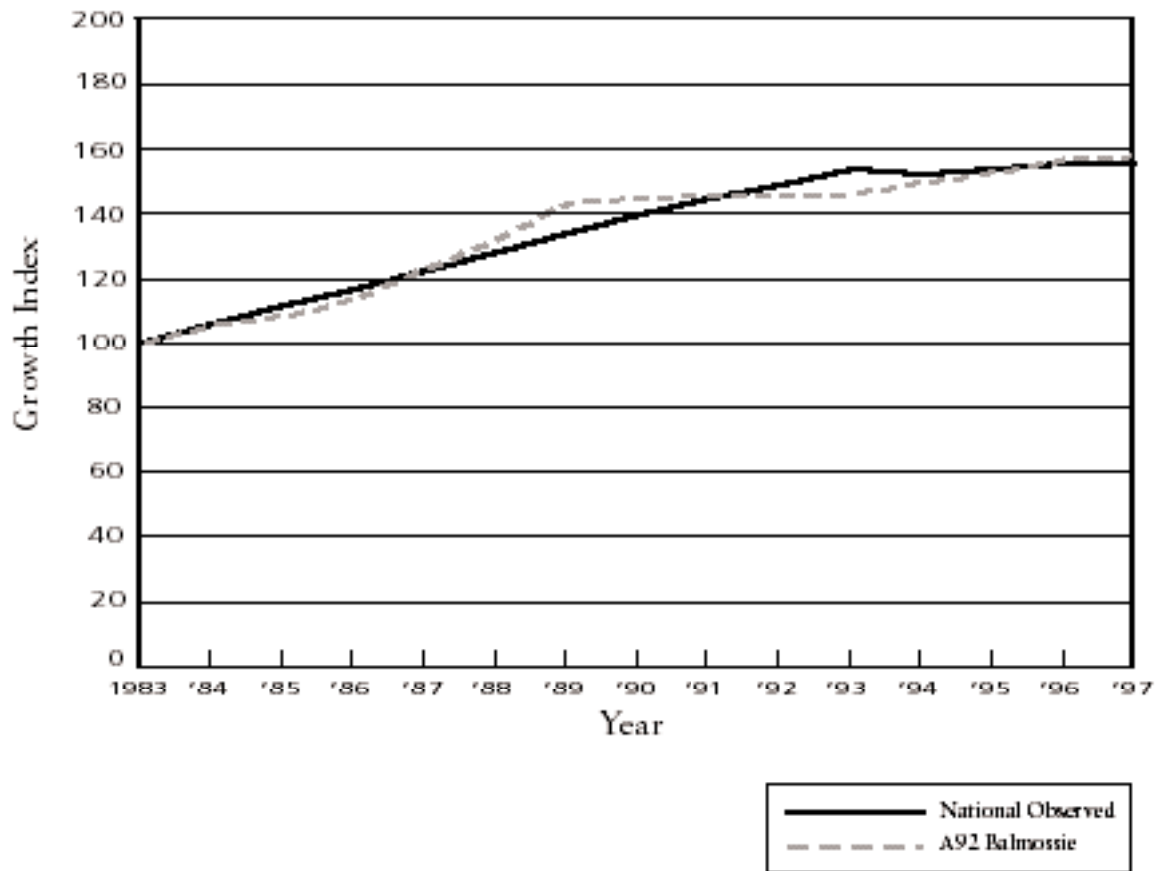
- The traffic levels on the overall Angus Road network will be monitored so that the actual traffic levels can be ascertained and compared against 'Scotland wide' trends.
- In addition, the effects of the construction of the proposed A92 dual carriageway on traffic levels on the A92 and the surrounding road network will be monitored. Particular attention will be given to the traffic levels in Monifieth and Carnoustie on the A930 in Monifieth to ascertain whether the predicted drop in traffic is achieved.

Angus Local Transport Strategy

Appendix 1A: Location of ATC Sites 1999/2000

Site Number	Site Name	Type of Count	Counted 1999	Working week 16hr Ave	Counted 2000	Working week 16hr Ave
A92 - 01	North of the A937, Montrose	Classifier		not available	Apr - 00	4028
N Esk Rd	North Esk Road, Montrose	Count Only	Nov - 99	10036	May - 00	10751
A92 - 02	Basin View, North of Medicine Well Drive	Count Only	Nov - 99	4817	May - 00	5211
A92 - 03	Basin View, North of Hume Street	Count Only	Nov - 99	7811	May - 00	4024
A92 - 04	Basin View, South of Hume Street	Count Only	Nov - 99	6084	May - 00	6365
A92 - 05	North of A934, south of Ferryden	Classifier		not available	not available	
A92 - 06	At Upper Dysart south of the A934	Classifier	Jul - 99	5053	Apr - 00	5137
A92 - 07	North of Arbroath at Marywell	Classifier		not available	May - 00	5224
A92 - 08	Burnside Drive - Arbroath	Count Only		not available	not available	
A92 - 09	Nether Kelly	Classifier	Aug - 99	11888	Aug - 00	12128
A92 - 10	Balmchie	Classifier	Aug - 99	12517	Aug - 00	12932
A92 - 11	Balmossie	Classifier	Sep - 99	16340	Aug - 00	18095
A926 - 01	Just west of Padanaram	Classifier		not available	May - 00	4342
A926 - 02	Kirriemuir Road outside Maint off	Classifier		not available	May - 00	2906
A928 - 01	East of the A90, Road to Glamis Castle	Classifier		not available	Nov - 00	1232
A929 - 01	East of the A90 Forfar Bypass (McDonalds)	Classifier	Sep - 00	4619	May - 00	4560
A930 - 01	Ferry Road, Monifieth.	Classifier	Sep - 99	13200	May - 00	13241
A930 - 02	Cotside	Classifier	Sep - 99	5391	May - 00	5451
A930 - 03	Carlogie Road, Carnoustie.	Classifier	Sep - 99	3641	Aug - 00	3687
A932 - 01	Dundee Road, Forfar near West Craig	Count Only		not available	Nov - 00	6075
A932 - 02	East of Forfar at Greenhead	Classifier		not available	May - 00	2744
A933 - 01	South of Brechin, North of A934	not available			Apr - 00	2533
A933 - 02	North of the B9113/A934	Classifier	Jul - 99	3457	Apr - 00	3189
A933 - 03	North of Arbroath at Colliston	Classifier	May - 99	5502	Apr - 00	5173
A934 - 01	East of the A933 nr Farnell	Classifier		not available	Apr - 00	1785
A934 - 02	West of the A92, Near Rossie Mills	Count Only		not available	Apr - 00	1286
A935 - 01	East of Brechin at Kincaig	Classifier		not available	Apr - 00	3490
A937 - 01	North of Hillside nr Denhead Cotts	Classifier		not available	Apr - 00	3465
A937 - 02	Coronation Ave, Montrose - North of A92	Classifier	Nov - 99	8078	May - 00	8445
A94 - 01	West of Glamis	Count Only		not available	Jun - 00	3494
A94 - 02	East of Glamis	Count Only		not available	Jun - 00	4039
A94 - 03	Leckaway - West of the A90 Forfar Bypass	Count Only		not available	Jun - 00	4133
B9113 - 01	Between Forfar and the A933	Classifier		not available	May - 00	1584
B9128 - 01	South of Forfar	Classifier		not available	May - 00	4876
B9128 - 02	Nr Crombie Mill	Classifier		not available	Jan - 00	1097
B951 - 01	West of the B954	Count Only	Aug - 99	419	Jun - 00	363
B951 - 02	East of the B954	Count Only	Aug - 99	292	Jun - 00	257
B954 - 01	South of the B951	Count Only	Aug - 99	199	Jun - 00	195
B961 - 01	Kingennie Village	Classifier	Sep - 99	2543	May - 00	2820
B978 - 01	Nr Kempfills, South of the B9127	Classifier		not available	Jan - 00	1212

Appendix 1B: Comparison of Observed Indexed Growth
(1983 = 100, 1997 NRTF = Low)



APPENDIX 2

Consultation on Interim Local Transport Strategy

Consultees

A wide range of authorities, agencies, operators, businesses, community groups and individuals were consulted on the Interim Local Transport Strategy. The main categories of consultee included:-

- Government Departments;
- other local authorities, including adjoining authorities;
- national organisations and major transport interests;
- national and local transport operators and agencies;
- local organisations and transport groups;
- businesses and commercial interests;
- individuals and interested parties.

Copies of the Interim Strategy document, together with a questionnaire guiding readers through the document and seeking comments on various issues, were circulated to over 150 public, private and voluntary sector interests.

Consultation Responses

Responses received to consultation on the Interim Strategy ranged from brief written comments, to fully completed questionnaire returns, to substantial written submissions including detailed discussion of specific issues.

General findings can be summarised as:-

- general agreement that the main elements of National Strategy and Local Policy are adequately reflected in the document. Some additional considerations also identified;
- agreement that most of the issues identified nationally are either relevant or very relevant in tackling problems and opportunities in Angus. Encouraging the use of public transport, walking and cycling ranked as the most important issue, while raising awareness, reducing levels of local traffic, and tackling congestion and pollution were perceived as low priorities in Angus;
- widespread agreement with the Key Objectives identified in the Interim Strategy concerning Accessibility, Integration, Choice, Environment, and Safety. Some reservations expressed noting

that accessibility should be achieved in the most sustainable way and that promoting a choice of travel modes may not always be practical or sensible;

- other broad objectives identified include public transport costs, increase bus frequency in rural areas, integration of services with adjacent authorities and nationally;
- broad problems identified in the document were agreed as the main concerns in Angus with additional issues identified including need to increase funding for sustainable transport, lower fares, improve quality and facilities, help fund road and safety schemes;
- other general concerns highlighted included need for new bridge at Montrose and grade separated junctions on Forfar by-pass, road improvements between Montrose and Arbroath, protect rural roads from HGV traffic, strengthen links between transport provision and retention of essential rural services;
- most respondents agreed that measures aimed at reducing the need to travel and influencing the choice of travel mode in Angus should generally focus on encouragement and incentives rather than on penalties and charges. More limited support for using “sticks” as well as “carrots” to achieve desired results;
- some specific measures suggested to create the right conditions to encourage a reduction in the need to travel and to widen the realistic choices among travel modes including improving public transport connections and improving bus frequency and running times;
- wide agreement with the broad measures proposed for sustainable transport, integrated transport and inclusive transport. Recognition that full strategy requires more precise targets and actions together with evaluation criteria;
- some suggested measures identified which should be considered in Angus to promote sustainable transport, integrated transport and inclusive transport including cycle paths and cycle parking,

car sharing, improved public transport information, novel bus services in rural areas such as dial a bus;

- a significant majority of respondents agreed with the broad vision/aims for each of the 16 elements identified in the Interim Strategy document. Some reservations were expressed in relation to the role of taxis (mainly concerning cost issues) and on the usage of mopeds and motorcycles (mainly raising safety concerns);
- various suggestions were received for further developing appropriate targets in the full Transport Strategy but few specific targets were identified at this stage;
- some local priorities were identified for different parts of Angus including improved linkages between towns and rail services in the Coastal Corridor; improved public transport to tourist facilities in Strathmore; and more frequent public transport connecting rural and landward areas with the main towns in Angus.

More detailed specific points raised included:-

- support for various cycling initiatives, but need to do more to positively contribute to sustainable lifestyles in Angus addressing environmental, congestion and safety problems caused by additional car use;
- support for various road safety initiatives and for casualty reduction targets with suggestions for further measures to be considered including better lighting;
- merit of extending winter maintenance programme to include cycle routes/paths;
- support for the protection of town centres from the adverse effects of additional traffic, particularly through traffic and HGV's, whilst ensuring good access to the town centres for locals and visitors using sustainable modes of transport;
- suggestions for addressing sustainability priorities including emphasis on vehicle speed and volume reduction, maximum car parking standards, traffic calming policy, bikes on buses;
- need for further attention to be given to freight transport issues which are vital to the economic welfare of any community including road access, and road, rail, port transfer facilities;
- merit of a strategy theme based on "energy efficient transport" as a unifying concept to underpin the Council's declared transport aims;

- priority areas for future expenditure to be identified;
- various suggestions for priorities to be developed nationally which would improve local transport strategies, including requirement that Local Transport Strategies should be prepared for the same areas as Structure Plans; an enlarged fund for sustainable and inclusive transport; development of trunk road corridor programmes for Scotland; franchise revision and Bus Fuel Duty rebates to be conditional on moves towards service, fare and information co-ordination;
- suggestions for inter-city and local rail service improvements with improved car parking and connecting buses at Angus rail stations;
- technological change as an important aspect of future travel patterns including teleworking and shopping on the internet;
- importance of quality partnerships between the local authority and local bus companies;
- role of transport in North East Scotland within the European Union's Trans-European Network emphasising the need for high quality links with mainland Europe to decrease the peripherality of Scottish industry and commerce to the European markets;
- suggestion for audit of existing transport links to sports facilities and playing fields within Angus to identify how accessible each site is, to whom, by what mode, at what times, frequency and at what cost;
- merit of reducing car parking requirements for new housing areas where such areas are well served by public transport;
- importance of a co-ordinated, flexible and affordable public transport system to help rural communities remain stable and independent;
- importance of providing changing/washing facilities to encourage cycling to work including merit of drawing up an inventory of suitable places such as swimming pools, sports centres, schools, colleges, Council buildings etc;

Key Findings from Consultation

The main emphasis on consultation was directed at seeking written views from a wide range of groups and interests on various aspects of the broad approach adopted in the Interim Local Transport Strategy document. While the total number of written responses received was modest in comparison

with the numbers consulted, there was a good range of high quality responses encompassing:-

- national and local organisations, including both organisations with a particular transport interest and those where transport is less significant;
- community organisations and groups, including six Angus Community Councils;
- Environmental and Amenity Groups including groups with both a rural and urban focus.

The breadth and nature of the comments received provide a valuable input to developing a full strategy. In particular the results of consultation suggest:-

- General support for the broad thrust of the Interim Strategy and the main elements of the approach proposed in Angus;
- Broad agreement on the main transport issues and priorities in Angus albeit with some differing emphasis depending on individual perspectives;
- Need to develop feasible targets, performance indicators and implementation/ monitoring mechanisms as part of a full Transport Strategy.