

ANGUS COUNCIL – 27 FEBRUARY 2020

ARBROATH ACTIVE TRAVEL ACTIVE TOWN – UPDATE & BUDGET PROPOSALS

REPORT BY DIRECTOR OF INFRASTRUCTURE

ABSTRACT

This report updates the Council on the Active Travel Active Town project in Arbroath, which has secured funding from Sustrans Scotland and Transport Scotland's flagship active travel programme, Places for Everyone. The report also seeks approval of match funding for the project coming from the Council's capital budget.

1. RECOMMENDATION(S)

It is recommended that the Council:

- (i) notes the update on the Active Travel Active Town project in Arbroath, which has secured funding from Sustrans Scotland and Transport Scotland's flagship active travel programme, Places for Everyone;
- (ii) considers the contribution that would be made by the project to the Council's outcomes across Angus in delivering a landmark Active Travel project in Arbroath;
- (iii) notes the financial implications and risks set out in Sections 6 and 7 of the report;
- (iv) approves the financial commitment and budget provision required from Angus Council as match funding for the project as set out in paragraph 6.8 of this report; and
- (v) delegates authority to the Director of Infrastructure, following consultation with the Director of Legal and Democratic Services, to sign the funding agreement with Sustrans on the basis of this report.

2. ALIGNMENT TO THE ANGUS LOCAL OUTCOMES IMPROVEMENT PLAN/CORPORATE PLAN

This report contributes to the following local outcome(s) contained within the Angus Local Outcomes Improvement Plan and Locality Plans (LOIP):

ECONOMY

- An inclusive and sustainable economy

LOIP Area for action: Together we will increase accessibility in and around town by:

- improving disability access
- developing cycle and walking paths

PLACE

- An enhanced, protected and enjoyed natural and built environment
- A reduced carbon footprint
- Safe, secure, vibrant and sustainable communities

LOIP Area for action: Together we will improve connections within the town and with its hinterland by:

- improving pedestrian and cycling provision
- making better use of green spaces
- developing path networks

- improving links from railway and bus stations to the town centre
- exploring redesign options for Burnside Drive (dual carriageway)

3. BACKGROUND

- 3.1 Report No. 410/19 presented to Angus Council on 5 December 2019 provided the background to the project (copy included in **Appendix A**).
- 3.2 As detailed in Report No. 410/19 and shown in section 2 of this report, exploring redesign options for Burnside Drive (dual carriageway) was identified through a series of public consultations since the Place Challenge Event in Arbroath in 2015. People told us that the dual carriageway splits Arbroath, which was identified as an area for action.
- 3.3 A series of studies were undertaken to establish the need for such a redesign and the impacts, positive and negative that may result. The outputs from the studies were used in making a bid for funding through Sustrans' Community Links PLUS Design Funding Competition, which was submitted in April 2019. This was a competitive process, where councils from across Scotland presented their projects to create safe, attractive, healthier places by increasing the number of trips made by walking, cycling and wheeling for everyday journeys.
- 3.4 On the 31 July 2019, the Scottish Government announced that funding under the Sustrans Places for Everyone programme (replacing the Community Links PLUS programme) had been awarded to Angus Council to develop the detailed design phase for Arbroath's Places for Everyone project. Arbroath is one of five projects that were successful with the others in Glasgow, Edinburgh and Perth and it is the first time a town rather than a city has achieved such an award. Match funding is required in order to secure the contribution from Sustrans.

4. CURRENT POSITION

- 4.1 As detailed in Report No. 410/19, a number of actions have been undertaken to date which included wide ranging public participation in Arbroath, both online (see Appendix 3) and at various events:
- Drop-in sessions with officers
 - Arbroath Locality Partnership
 - Farmers' Market Public Pop-up
 - Morrisons Public Pop-up
 - Workshops
 - Ladyloan Primary Pupil
 - Place Standard Tool Event
 - Angus Success Panel
 - Individual Social Material Workshops
 - Social Pinpoint On-line
- 4.2 Following discussions with Sustrans and Report 410/19 the Director of Infrastructure issued a letter to Sustrans confirming that a report would go to full Council in February 2020 to seek approval for match-funding and authority to sign the funding agreement. This letter did not commit the Council to undertaking the project given funding decisions through the Council's budget process were still to be made. This is the stated Report.
- 4.3 Additional services have been procured from Aecom for January to March 2020 to progress with Stage 3 Developed Design.
- 4.4 This report has been prepared to assist in Angus Council Budget Setting consideration of the funding requirements and is the required approval to allow signing of the legal agreement with Sustrans. This will allow the council to consider the match funding required for the Arbroath's Places for Everyone project alongside all other funding demands. In the event that a full funding package, including Angus Council funding, cannot be secured it will be necessary to advise Sustrans that the Council does not wish to take up the funding offer and the project will not proceed.

- 4.5 A meeting was held with representatives of the Emergency Services, including the RNLI, to discuss the project and specifically the possible adverse impact on emergency responses in Arbroath. Aecom presented the concept design and the results of the traffic modelling undertaken to this point. As proof of concept, the traffic modelling options were based on utilising either the northbound or southbound carriageway with flaring (extra lanes) at junctions. The junctions would each have traffic signals, rather than a combination of roundabouts and signals as present, which would be integrated to allow for 'green flow', i.e. a vehicle driving within the speed limit would receive largely uninterrupted green lights and not be stop-starting as currently. Such an improvement in flow will ease congestion, emissions and should improve response times for emergency vehicles. It was agreed at the meeting that as detailed design drawings are developed that further workshops be held with the Emergency Services.
- 4.6 Officers are aware that there are a number of misconceptions about the project including the assumption that the concept designs used for consultation purposes are what will eventually be delivered. This is not the case and the public will be given further opportunity to input to the final designs to be prepared. Report No. 410/19 set out that ongoing public participation is part of the development of the project and will take place during the remainder of 2020.

5. PROPOSALS

- 5.1 The Council must now decide if it wishes to take up the Sustrans funding offer. If there is agreement to do so then the funding agreement will be signed which will commit the Council to deliver the project and require commitment of match funding. There are risks associated with signing the funding agreement as described in Section 7 below. The project is considered to be a once in a generation opportunity to address long standing concerns about the existing dual carriageway and create a more pleasant environment for locals and visitors alike which supports the Council's climate change ambitions.
- 5.2 It is proposed the funding from the council's own resources or external financing to put towards the costs of the project is considered as part of the Angus Council Budget Setting in February 2020, for which this report has been submitted. Further details of the financial commitment required is given in Section 6 of this report.
- 5.3 Should the funding be secured, the funding agreement with Sustrans will be signed and external consultant services for Stages 3, 4, 5 and 6 will be procured to support council and Sustrans officers in the delivery of the project. Approval for this procurement will be sought in a separate report to Communities Committee in due course.
- 5.4 If Council agree to commit the funding Council is asked to delegate authority to the Director of Infrastructure, following consultation with the Director of Legal and Democratic Services, to sign the funding agreement with Sustrans on the basis of this report.

6. FINANCIAL IMPLICATIONS

- 6.1 The Arbroath Active Travel Active Town project was identified in the council's Final Capital Budget Volume for 2019-20 (reference Report No. 277/19, Appendix 1) as below:

PROJECT / NATURE OF EXPENDITURE	Estimated Total Cost £000	Monitoring Budget 2019/20 £000	Estimate 2020/21 £000	Estimate 2021/22 £000	Estimate 2022/23 £000	Later Years £000
Arbroath Active Travel Active Town	13,246	50	3,174	4,761	4,761	500
Sustrans (Places for Everyone)	-7,836	-50	-1,873	-2,809	-2,809	-295
Additional Funding (to be identified)	-5,410	0	-1,301	-1,952	-1,952	-205
Net Cost	0	0	0	0	0	0

- 6.2 The above figures were used in Report No. 410/19 and the match funding pool totalling £5.410million to be sourced by Angus Council, which was based on the construction costs being eligible for 50% Sustrans funding. The match funding could come directly from Angus Council, or from other funders, or be a match from expenditure on other eligible active travel initiatives in Angus as discussed further in 6.6 below.
- 6.3 The figures used in the submission were based on use of a 'High Cost Range' of estimated project costs. The figures also included an allowance of 44% for 'optimism bias' (as per the Scottish Transport Appraisal Guidance (STAG)). The forecast costs can therefore be assumed to be a conservative forecast of actual costs.
- 6.4 In addition, the funding split was also based on 100% grant funding eligibility for Stages 3-4 from Sustrans and 50% for Stages 5 (Construction) & 6 (Handover). It is considered likely that the construction costs for Arbroath Active Travel Active Town may be eligible for 70% grant funding from Sustrans, in accordance with their guidance, as each of the existing junctions present safety issues for cycling and walking. The extent of the eligible funding and the variance between the 50% stated in paragraph 6.2 or 70% will be determined during the detailed design and is therefore a funding risk.
- 6.5 By applying the 70% eligibility figure, the Angus Council match funding pool would be reduced to £4.008million, which represents 30% of the total cost, with £9.278million coming from Sustrans. The actual contribution would be based on the construction costs, which is why the High Cost Range estimates including the 44% optimism bias allowance are still used, but as stated above these may be higher than eventual actual costs. The optimism bias will reduce as the Stages of the project are completed as the construction cost uncertainty reduces.
- 6.6 In accordance with the Sustrans Match Funding Guidance, there will be opportunities to reduce the Angus Council match funding pool further by identifying indirect match funding. Where such funds are identified there is a process to be followed to secure Sustrans approval of these, which would then result in Sustrans increasing their contribution to the Arbroath Places for Everyone project. It is considered reasonable that a target of £500k be set for such indirect match funding. As an indication, initial sources of funding could include the CWSS (Cycling Walking Safer Streets) fund, Active Travel budgets, participatory budgeting, and possibly through elements of the Tay Cities Deal and Section 75 planning obligations.
- 6.7 Based on the above the estimated expenditure forecast and funding profile for the project based on these considerations has been revised as shown below. This is considered a more realistic profile compared with the potential worst case scenario in the table above.

PROJECT / NATURE OF EXPENDITURE	Estimated Total Cost £000	Monitoring Budget 2019/20 £000	Estimate 2020/21 £000	Estimate 2021/22 £000	Estimate 2022/23 £000	Estimate 2023/24 £000	Later Years £000
Arbroath Active Travel Active Town	13,286	50	680	5,957	5,846	76	676
<i>Sustrans (Places for Everyone)</i>	-9,278	-50	-642	-4,146	-4,063	-38	-338
<i>External Funding / Capital Contingency (if required)</i>	-1,008	0	0	-349	-321	0	-338
Net Cost	3,000	0	38	1,462	1,462	38	0

- 6.8 For the purposes of setting the 2020/21 Capital Budget and 2019/24 Capital Plan the following is recommended:
- Include a specific allowance in the Council's capital budget of £3.0m for the Council's contribution towards net project costs; and
 - Agree that should it ultimately prove necessary a further £1.008m of Council funding can be provided from the Capital Contingency provision in the Council's budget.

This approach means that the Council would commit to underwriting a total of £4.008m for the project but would only budget for a net £3m cost at this stage. This is considered to be reasonable and prudent given the need to finalise designs, finalise costs and also pursue matched funding options.

7. RISKS

7.1 The Council is required to sign the Sustrans funding agreement based on the concept design, before a final design and final cost has been confirmed and this makes analysing the financial risk and budget implications more challenging. The key financial risks and the approach to mitigating these is set out in the table below:

Risk	Approach to Mitigation
Costs exceed current expectations	<p>Current cost estimates are based on the high cost estimates from the concept designs and in addition include a 44% allowance for optimism bias because of the stage of development of the project. This gives a good degree of protection from cost increases.</p> <p>Final designs will be based around an affordable cost envelope taking into account the Sustrans funding available and Council and other match funding secured. This will help ensure the final proposals are affordable to the Council within the budget provisions made.</p>
Proportion of project construction cost that is eligible for 50% or 70% funding	<p>Current cost estimates are based on best estimates of the likely grant funding in accordance with Sustrans guidance because of the stage of development of the project.</p> <p>Final designs will be based around an affordable cost envelope taking into account the percentage of Sustrans funding available and Council. This will help ensure the final proposals are affordable to the Council within the budget provisions made.</p>
External/Match Funding is not secured	<p>It is proposed that the Council agree to commit through its budget setting process for the net cost of £4.008m currently estimated. On this basis external match funding and any reductions in costs as designs are firmed up will reduce the call on the Council's budget.</p> <p>Some match funding options have already been identified and we will continue to work with Sustrans officers who have experience in maximising match funding from other sources.</p>
The project cannot progress for reasons within the Council's control	<p>In signing the Sustrans funding agreement, the council is committing to progressing the project to completion. Whilst there will be opportunities to influence the design, in the circumstances that the council wishes to withdraw from the project for whatever reason, including lack of funding, the council is likely to be liable for the costs of the project up to that time and any legal commitment. This would likely be both the council's funding and Sustrans funding. This risk is no different to other council construction projects.</p>

7.2 If the match funding required from the Council is not approved during the Budget Setting process in February 2020 the council would not be able to enter into a legal agreement with Sustrans for the delivery of the Arbroath Active Travel Active Town project. Sustrans require the funding agreement to be signed following the Budget Setting process in February 2020, as they need certainly on their own budgets. This would result in the project not going ahead and the council would be liable for the costs to date for the initial Stage 3 consultant services, estimated at £21k, which would have been funded 100% by Sustrans.

- 7.3 There would be reputational risk for the council if the Arbroath Active Travel Active Town project did not proceed as detailed, as the project matches the areas for actions stated in the Angus Local Outcomes Improvement Plan.
- 7.4 There would also be financial risk as the costs for the interim appointment of the consultant for January to March 2020 would not be funded by Sustrans if the legal agreement were not subsequently signed. The council may then be liable for these Stage 3 Developed Design costs, estimated at £30k.
- 7.5 There are inherent opportunities in successfully delivering infrastructure projects funded by Scottish Government and their agencies, such as Sustrans and Transport Scotland in the case of Places for Everyone funding. Evidence of successful delivery of projects is often required when making bids for funding. Building relationships and having this evidence to hand is considered to put Angus Council in a positive position when accessing other funding streams and competing for future funding, particularly for active travel which could be utilised in other areas of Angus.

NOTE: The background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) which were relied on to any material extent in preparing the above report are:

- Report No. 410/19 – Arbroath Active Travel Active Town – Angus Council, 5 December 2019
- Report No. 277/19 – Appendix 1 – Final Capital Budget Volume – General Fund, Policy & Resources Committee, 27 August 2019

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AGENDA ITEM NO 13
Report No 410/19**ANGUS COUNCIL – 5 DECEMBER 2019**
ARBROATH ACTIVE TRAVEL ACTIVE TOWN – UPDATE**ABSTRACT**

This report provides the Council with details on the Active Travel Active Town project in Arbroath, which has secured support from Sustrans Scotland and Transport Scotland's flagship active travel programme, Places for Everyone.

1. BACKGROUND

- 1.1 The Arbroath Charrette in 2016 (reference **Appendix 1**) identified the dual carriageway through Arbroath as creating a divide between the town centre and the bus and train stations, as well as a physical deterrent to pedestrians and cyclists. The issue had been raised prior to this at Community Participation events in Arbroath in 2015.
- 1.2 This first locality plan for Arbroath & Area was published in September 2017, which was prepared on behalf of the Angus Community Planning Partnership (reference **Appendix 2**). Arbroath & Area Locality Plan was developed through a cooperative process involving local residents, community organisations, and partner agencies in the voluntary, private and public sectors. People told us that the dual carriageway splits Arbroath, which was identified as an area for action.
- 1.3 At the end of 2017, Angus Council with the support of Sustrans and grant funding from the Sustrans' Community Links Programme appointed consultants to look at options to redesign the dual carriageway to make it more accessible to all forms of transport and to promote active travel. The Accessible Arbroath Active Travel Active Town project was one of 10 projects funded. Aecom was appointed as the consultants to develop this project, which included wide ranging public participation in Arbroath, both online (see **Appendix 3**) and at various events.
 - Drop-in sessions with officers
 - Arbroath Locality Partnership
 - Farmers' Market Public Pop-up
 - Morrisons Public Pop-up
 - Workshops
 - Ladyloan Primary Pupil
 - Place Standard Tool Event
 - Angus Success Panel
 - Individual Social Material Workshops
 - Social Pinpoint On-line
- 1.4 The report on the Accessible Arbroath – A92 Active Travel Corridor Study, dated March 2018, was published in June 2018. The Study can be accessed at:
https://www.angus.gov.uk/media/accessible_arbroath_0
- 1.5 Briefings were held in April 2019 with Arbroath Burgh members to seek views on the proposals in the Accessible Arbroath Report.
- 1.6 The Accessible Arbroath Report and the concept design was relied upon for the submission for further funding through Sustrans' Community Links PLUS programme, which was submitted in April 2019. The Accessible Arbroath Report provides evidence to support the concept design, including route development; traffic modelling; streetscape & landscaping; and details the consultation undertaken and feedback received. The project team were invited by Sustrans to provide a presentation on the submission to an independent panel (representing Transport, Health; Active Travel; Planning and Climate Change interests) in June 2019.

1.7 The timeline for the conception of the project to date is summarised as follows:

- 2015 Community Participation events
- 2016 Arbroath Town Centre: Design Charrette
- 2017 Arbroath & Area Locality Plan
- 2017 Arbroath Town Centre Accessibility Study
- 2018 Accessible Arbroath: A92 Active Travel Corridor Study
- 2019 Community Links PLUS Design Funding Competition

2. CURRENT POSITION

2.1 On the 31 July 2019, the Scottish Government announced that funding under the Sustrans Places for Everyone programme (replacing the Community Links PLUS programme) has been awarded to Angus Council to develop the detailed design phase in conjunction with local community interests and Sustrans, and to support future development and delivery of the project.

2.2 The aim of Places for Everyone is to create safe, attractive, healthier places by increasing the number of trips made by walking, cycling and wheeling, and creating better places through improved public realm.

2.3 Places for Everyone is funded by the Scottish Government through Transport Scotland and is administered by Sustrans. The programme contributes to the Scottish Government's aim for a healthier, environmentally sustainable nation with a strong economy and communities, as laid out in the National Performance Framework.

2.4 Arbroath is one of five projects that were successful with the others in Glasgow, Edinburgh and Perth and it is the first time a town rather than city has achieved such an award.

2.5 The Arbroath Active Travel Active Town project was identified in the council's Final Capital Budget Volume for 2019-24 (reference Report No. 277/19, Appendix 1). This shows an estimated total cost of the project at £13.246million and identifies an amount of £7.836million of funding to come from Sustrans with the remaining £5.410million shown as Additional Funding (to be identified). A number of options for that additional funding are currently being explored to limit the ultimate funding directly from the Council.

2.6 It is acknowledged that the entry in the Final Capital Budget Volume for 2019-24 does not correspond with the figure of £6.92million publicised on 31 July, which was based on the submission made in April 2019. This is due to changes in assumptions and the cost estimates being based on a range of possibilities ahead of detailed designs being finalised.

2.7 The actual funding payable by Sustrans will vary as the project is developed, as will the actual match funding required from a combination of Angus Council and other external funding sources. The match funding could come directly from Angus Council, or from other funders, or be a match from expenditure on other eligible active travel initiatives in Angus, which will also be sought.

2.8 The funding split and claims from Sustrans will be reviewed as the project develops. As an indication, the funding split is based on 100% grant funding eligibility for Stages 3-4 from Sustrans and 50% for Stages 5 (Construction) & 6 (Handover) – see section 2.11 for stages of development. It is considered likely that the construction costs for Arbroath Active Travel Active Town may be eligible for 70% grant funding from Sustrans, in accordance with their guidance.

2.9 There are also significant risk allowances built into the above cost forecasts, which will reduce as the project is developed and the level of uncertainty lowers. The forecast costs can therefore assume to be a conservative forecast of actual costs.

2.10 It is therefore considered that the most likely funding contribution required from Angus Council will be significantly less than the £5.410million shown above.

2.11 The stages of development and delivery of project are summarised as follows:

- Stage 0-2 Concept Design - Complete
- Stage 3 Developed Design
- Stage 4 Technical Design

- Stage 5 Construction
 - Stage 6 Handover & Close Out
 - Stage 7 in Use
- 2.12 Meetings were held in August 2019 to establish good governance, adequate staff resource and to consider the financing options for the project. An initial Project Board made up of senior officers was established.
- 2.13 An inception meeting was held with Sustrans on 11 November 2019. At this meeting partnership working, planned delivery timescales and formal acceptance of the funding offer by Angus Council were discussed. Further communication between the Service Leader – Roads & Transportation and Sustrans Head of Infrastructure & Delivery confirmed the following outline programme for delivery with key milestones.
- Information Report to Angus Council – 5 DECEMBER 2019
 - Letter of Intent from the Director of Infrastructure confirming that a report will go to full Council in February 2020 to seek approval for match-funding and authority to sign the funding agreement – END OF DECEMBER 2019 (note this letter of intent does not commit the Council to undertaking the project given funding decisions through the Council's budget process have still to be made)
 - Interim additional services to be procured direct from Aecom for January to March 2020 to progress with Stage 3 Developed Design – END OF DECEMBER 2019
 - Preparation for procurement of consultant services for Stages 3, 4, 5 and 6 to support council and Sustrans officers to commence – DECEMBER 2019 TO MARCH 2020
 - Angus Council Budget Setting considers funding package/requirements, signing of legal agreement with Sustrans, and authority to award the consultant services for Stages 3, 4, 5 and 6 – FEBRUARY 2020
 - Stage 3 Developed Design – COMMENCE EARLY 2020 TO END OF 2020
 - Public Participation Programme – THROUGH 2020
 - Stage 4 Technical Design – OVERLAP WITH STAGE 3 FOR REMAINDER OF 2020
 - Stage 5 Construction – COMMENCEMENT 2021 & COMPLETION 2023
 - Stage 6 Handover & Close Out - END OF 2023
 - Stage 7 in Use – FROM 2022 ONWARDS
- 2.14 As noted above, a legal agreement between Angus Council and Sustrans will be required, which includes a statement of mutual benefits and interests; partnership working, coordination and monitoring; the approved activities and conditions for payment, along with confirmation of match funding being available from the council's own resources or external financing.
- 2.15 The matter of funding will be considered as part of the Council's budget setting process for 2020/21 and in particular the capital budget. A separate report will therefore be submitted in February 2020 to the Angus Council Special Budget Setting for consideration of the funding package, signing of legal agreement with Sustrans, and authority to award the consultant services for Stages 3, 4, 5 and 6 – see section 3 of this information report. This will allow the council to consider the match funding required for the Arbroath Places for Everyone project alongside all other funding demands. In the event that a full funding package, including Angus Council funding, cannot be secured it will be necessary to advise Sustrans that the Council does not wish to take up the funding offer.
- 2.16 In the interim, it is intended that the Director of Infrastructure will issue a letter to Sustrans as provided for in paragraph 2.13 of this information report.

3. PROCUREMENT

- 3.1 There is much to do in developing the Stage 2 Concept Design to bring the project to fruition. Stage 3 would include a Public Participation Programme through 2020 to ensure that the Places for Everyone design principles are shared and accepted, and opportunities for contributions from those who live, work or visit Arbroath and Angus are sought and considered ahead of the Stage 4 Technical Design.
- 3.2 As shown in the outline programme in section 2.13 above, in order to deliver the project within the required timescales, Stage 3 Developed Design would need to commence in January 2020. Early support from the consultant who developed the Stage 2 Concept Design and participated

in the public engagement is considered necessary. Interim additional services will therefore be procured directly from Aecom for January to March 2020 to progress with Stage 3 Developed Design. The award will be made by the Director of Infrastructure under delegated authority for a temporary supply period and is necessary to allow the carrying out of a full competitive tendering exercise for the supply, in accordance with the Financial Regulations. The estimated cost for these services is £30k. The cost of these Stage 3 services would be eligible for 100% funding from Sustrans, which would require the signing of the legal agreement and confirmation of match funding from Angus Council. The council would bear the costs for these services until such confirmation and agreement is reached, which is an identified risk.

- 3.3 A full competitive tendering exercise for the supply of consultant services for the remainder of Stage 3 Develop Design from March 2020 onwards, Stage 4 Technical Design and Stage 5 Construction, Site Supervision and Project Management will be advanced. These services would however not be awarded without confirmation of the full funding package for the project being in place. The estimated costs for these services is well in the range of £500k to £1million, in excess of the EU Procurement Threshold of £181,302. The cost of these Stage 3, 4 & 5 services would be eligible for 100% funding from Sustrans, which would require the signing of the legal agreement and confirmation of funding.

4. **CONSULTATION**

- 4.1 In addition to internal circulation within Angus Council, Sustrans Scotland has been consulted on the content of this report.

NOTE: The background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) which were relied on to any material extent in preparing the above report are:

- Report No. 277/19 – Appendix 1 – Final Capital Budget Volume – General Fund, Policy & Resources Committee, 27 August 2019

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APPENDIX 1

https://www.angus.gov.uk/news/accessible_arbroath_have_your_say

Accessible Arbroath – Have Your Say

Wednesday 25 April 2018

Arbroath residents have frequently highlighted the dual carriageway that runs through the centre of the town as an overpowering and unnecessary feature that many want to see sorted.

So, in response to those public wishes, plans have been drawn up to make the route more user-friendly to pedestrians, cyclists and drivers alike, as well as improving the over-all look of the road between Ladyloan and Burnside Drive.

Public consultation events are being held later this week so people can see what's suggested and have their say on the proposals, which would see a cycle-footway created along the road, junction improvements and better pedestrian links.

Local councillor and Communities vice-convenor Lois Speed said: "This is a terrific example of what can come from local people expressing their views about the places where they live. This proposal is a direct result of Arbroath people having their say.

"But we still need their input. Although we have some plans drawn up, we want to know what residents think. I hope as many people as possible come along to these events to look at these proposals and give their opinion."

They will be on –

Friday 27 April (12noon to 3pm) at Arbroath Community Centre, 40 Marketgate, DD11 1AT
and

Saturday 28 April (10.30am to 2.30pm) at Webster Memorial Theatre, 64 High Street, DD11 1AW

UK sustainable transport charity Sustrans are funding the project to develop and promote active travel in Arbroath, which comes in response to public opinion aired through the town charrette and other local community events. Engineering firm Aecom carried out traffic assessment of the four-lane roadway and identified improvements that could be made.

You can see drawings and visualisations of proposals, with further information at the event. Thereafter, you can Have Your Say by email Localplan@angus.gov.uk

Your views are important – please respond by Monday, 7 May.

APPENDIX 2

Planning for the future

Our vision for the future is that Angus is a great place to live, work and visit.

Locality plans

Under the Community Empowerment (Scotland) Act 2015 we are required to develop locality plans for places where people experience inequalities. In Angus we decided on four locality plans to cover the whole county:

- Arbroath Locality Plan
- Brechin/Montrose Locality Plan
- Carnoustie/Monifieth/Sidlaw Locality Plan
- Forfar/Kirriemuir Locality Plan

so that everyone has the opportunity to get involved in shaping their own community. Consultation and engagement over the past three years, and a review of data available at a local level, has identified areas for action in each locality. We will target our efforts and resources to where they will have the most impact on combating the effects of poverty and inequality. Although a locality covers a wide area, specific actions will be targeted to much smaller neighbourhoods.

The Arbroath Locality Plan can be found at:

https://www.angus.gov.uk/media/arbroath_and_area_locality_plan

APPENDIX 3

https://www.angus.gov.uk/community_empowerment/planning_for_the_future/planning_for_the_future_of_arbroath_and_area/planninghttps://www.angus.gov.uk/news/accessible_arbroath_have_your_say

Planning for the future of Arbroath town centre

Arbroath was the focus for a major locally driven design charrette in 2016.

A charrette is an intensive consultation that engages local people in shaping the future of their community.

The Arbroath Charrette gathered local opinions, ideas and aspirations, to deliver a vision of what the community wants for the town centre.

The public, designers and specialists worked together to prepare a long term vision, development framework and action plan for Arbroath town centre, with the ideas translated into plans and drawings.

For more information download the Arbroath Town Centre Design Charrette: Final Report at:
https://www.angus.gov.uk/media/arbroath_town_centre_design_charrette_final_report