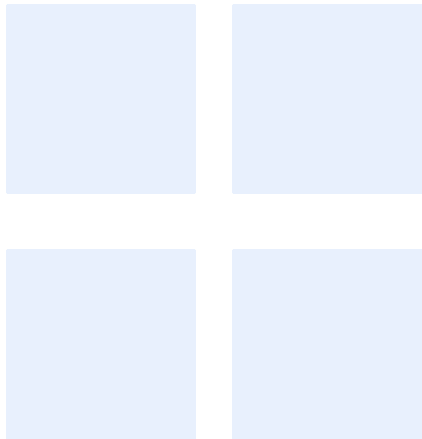


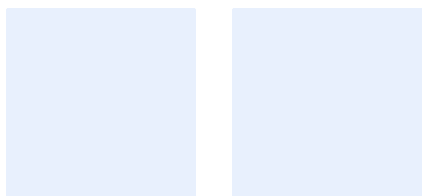
Angus Active & Sustainable Travel Strategy

30/05/2019

Reference number 108429



## **ANGUS ACTIVE & SUSTAINABLE TRAVEL STRATEGY APPENDICES**



**SYSTRA**

# ANGUS ACTIVE & SUSTAINABLE TRAVEL STRATEGY

## APPENDICES

### IDENTIFICATION TABLE

<b>Client/Project owner</b>	Angus Council
<b>Project</b>	Angus Active & Sustainable Travel Strategy
<b>Study</b>	Appendices
<b>Type of document</b>	Report
<b>Date</b>	30/05/2019
<b>Reference number</b>	108429
<b>Number of pages</b>	58

### APPROVAL

Version	Name	Position	Date	Modifications
1	Author	TS, CM, KS	11/04/2019	Draft for client comment
	Checked by			
	Approved by	Tim Steiner	Project Director	
2				Revised following client feedback
	Checked by	CM	30/05/2019	
	Approved by	Tim Steiner	30/05/2019	

## TABLE OF CONTENTS

<b>A.</b>	<b>POLICY CONTEXT</b>	<b>4</b>
<b>A.1</b>	<b>NATIONAL POLICY</b>	<b>4</b>
<b>A.2</b>	<b>REGIONAL POLICY</b>	<b>8</b>
<b>A.3</b>	<b>LOCAL POLICY</b>	<b>9</b>
<b>A.4</b>	<b>OTHER POLICIES</b>	<b>12</b>
<b>A.5</b>	<b>SUMMARY OF POLICY REQUIREMENTS</b>	<b>15</b>
<b>B.</b>	<b>DELIVERING SUSTAINABLE TRAVEL OUTCOMES</b>	<b>16</b>
<b>B.1</b>	<b>REQUIRED OUTPUTS AND DELIVERY LANDSCAPE</b>	<b>16</b>
<b>B.2</b>	<b>SUCCESS FACTORS</b>	<b>18</b>
<b>B.3</b>	<b>LEADERSHIP AND GOVERNANCE: RECENT LESSONS FROM ANGUS</b>	<b>21</b>
<b>C.</b>	<b>ACTIVITY TO PROMOTE SUSTAINABLE TRAVEL IN ANGUS</b>	<b>23</b>
<b>C.1</b>	<b>CURRENT ACTIVITY</b>	<b>23</b>
<b>C.2</b>	<b>FINDINGS FROM CURRENT ACTIVITY</b>	<b>36</b>
<b>D.</b>	<b>FUNDING SOURCES</b>	<b>38</b>
<b>E.</b>	<b>COMMUNITY ASPIRATIONS FOR CHANGE</b>	<b>43</b>
<b>F.</b>	<b>WORKSHOP FINDINGS</b>	<b>50</b>
<b>G.</b>	<b>STRUCTURED INTERVIEW FINDINGS</b>	<b>53</b>
<b>H.</b>	<b>EQUALITIES IMPACT ASSESSMENT</b>	<b>55</b>
<b>I.</b>	<b>COMMUNICATIONS PLAN</b>	<b>56</b>

## A. POLICY CONTEXT

The promotion of active and sustainable travel choices now enjoys a strong public policy framework at national, regional and local levels.

In this section, we introduce the most relevant policies that contribute to that framework.

### A.1 National Policy

#### Scottish Government's objectives

There are five Strategic Objectives that underpin the Scottish Government's Vision: Wealthier and Fairer; Smarter; Healthier; Safer and Stronger; Greener<sup>1</sup>.

Improvements to transport feature in the Safer and Stronger, and Greener Objectives; with the aim to develop well-designed, sustainable places.

The Government is seeking to improve the quality, accessibility and affordability of public transport – with significant investment in infrastructure – in partnership with local government, key service providers and the local community.

#### National Transport Strategy

Currently being refreshed, the National Transport Strategy<sup>2</sup> has a vision for:

“An accessible Scotland with safe, integrated and reliable transport that supports economic growth, provides opportunities for all and is easy to use; a transport system that meets everyone's needs, respects our environment and contributes to health; services recognised internationally for quality, technology and innovation, and for effective and well-maintained networks; a culture where transport providers and planners respond to the changing needs of businesses, communities and users, and where one ticket will get you anywhere.”

It sets High Level Objectives to: promote economic growth; promote social inclusion; protect our environment and improve health; improve safety of journeys; and improve integration.

And has three Key Strategic Outcomes:

- Improved journey times and connections, to tackle congestion and lack of integration and connections in transport;
- Reduced emissions, to tackle climate change, air quality, health improvement; and
- Improved quality, accessibility and affordability, to give choice of public transport, better quality services and value for money or alternative to car.

<sup>1</sup> <https://www2.gov.scot/About/Performance/scotPerforms/objectives>

<sup>2</sup> <https://www.transport.gov.scot/our-approach/strategy/national-transport-strategy/>

## National Walking Strategy

Let's Get Scotland Walking, the National Walking Strategy<sup>3</sup>, has three Strategic Aims:

- Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being;
- Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone; and
- Enable easy, convenient and safe independent mobility for everyone.

## Cycling Action Plan for Scotland

CAPS<sup>4</sup> sets a vision of 10% of everyday journeys in Scotland to be made by bike, by 2020.

It identifies that support is needed from local cycling strategies and delivery plans at council and regional levels.

Its actions are separated into:

- Leadership and Partnership
  - Active Travel Task Force and Annual Active Travel Summit to be led by Transport Scotland to review progress at local authority level and tackle barriers to implementing sustainable travel projects;
- Infrastructure, Integration and Road Safety
  - Grow and maintain NCN to promote cycling for all purposes and journey length through hard and soft measures in urban areas; integrate cycle provisions with other public transport services (e.g storage at train stations); and support Bikeability Scotland;
- Promotion and Behaviour Change
  - Implement best practice and standards for cycle infrastructure design amongst planning professionals; develop Active Travel Hubs; increase access to cycle initiatives and bikes across communities, school and workplaces;
- Resourcing
  - Maintain record levels of funding from Scottish Government for active travel; and
- Monitoring and Reporting
  - Agree national indicators to inform national picture of cycling participation for annual reporting.

<sup>3</sup> <https://www.gov.scot/publications/lets-scotland-walking-national-walking-strategy/>

<sup>4</sup> <https://www.transport.gov.scot/publication/cycling-action-plan-for-scotland-2017-2020/>

## An Active Travel Vision for Scotland

This document<sup>5</sup> provides a long term vision (2030) for Scottish communities to be shaped around people, with walking and cycling the most popular choices for shorter, everyday journeys.

Its objectives include: better health and safer travel for all; reducing inequalities in access to jobs, services and leisure; cutting carbon emissions to tackle climate change and improve air quality; deliver liveable, more pleasant communities to increase feeling on connectedness; and supporting delivery of sustainable economic growth.

It identifies the following elements required to achieve the vision:

- Infrastructure – segregated cycling provision in cities, lower speed limits on rural and suburban roads, continuity of routes and linking of key destinations through national walking and cycle networks;
- Maintenance – road maintenance to prioritise active travel;
- Urban centres – effective planning to create centre focussed on easy pedestrian and cycle access;
- Transport Integration – multi-modal interchanges and high quality public transport system to provide attractive alternatives to car use;
- Cultural and Behaviour Change – information campaigns and sustainable travel initiatives which make walking and cycling the norm; and
- Community Ownership – community-led design and management of transport network.

## Scottish Climate Change Policy/Commitments

A pivotal point in Scotland’s commitment to climate change came with The Climate Change (Scotland) Act 2009, which stated that:

- Net Scottish emissions in 2050 must be at least 80% lower than the baseline;
- Net Scottish emissions in 2020 must be at least 42% lower than the baseline; and
- Ministers must lay a report in parliament setting out proposals and policies for meeting annual emissions reduction targets.

However, on 23 May 2018 the Scottish Government introduced a new Climate Change Bill to Parliament, amending the Climate Change (Scotland) Act 2009 to increase the 2050 target to 90% by 2050. This is effectively net-zero for carbon emissions, and is a target which the UK Committee on Climate Change (CCC) states is currently "at the limit of feasibility".

<sup>5</sup> <https://www.transport.gov.scot/media/33649/long-term-vision-for-active-travel-in-scotland-2030.pdf>

The draft Climate Change Plan (2018-2032) was published in 2017, and sets out the proposals and policies for meeting these targets by achieving Scotland’s annual greenhouse gas emissions targets year-on-year. The Plan states<sup>6</sup>:

*“In the transport sector emissions will be expected to fall by 37% over the period of the Plan. We are phasing out the need to buy petrol and diesel engine cars and vans by 2032...driven by a significant increase in the uptake of ultra-low emission electric and hydrogen vehicles...Low emission zones in Scotland's largest cities will limit the access of vehicles that exceed emissions benchmarks, while permitting unrestricted access for low emission cars, vans and buses, as well as smaller goods vehicles relaying goods from consolidation centres. **Scotland will be a friendlier and safer place for cyclists and pedestrians.**”*

The document also outlines ten Key Behaviour Areas to help tackle climate change, with three of these related to transport:

- “5. Becoming less reliant on the car (walking, cycling, using public transport and/or car-sharing instead of driving)*
- 6. Driving more efficiently (using a low carbon vehicle (fuel efficient, hybrid, alternative fuel or electric), and/or following fuel-efficient driving principles)*
- 7. Using alternatives to flying where practical (e.g. train or teleconferencing for business)”*

In line with the Climate Change Plan, the Scottish Government first affirmed its ambition to phase out the need for petrol and diesel cars and vans by 2032 in its Programme for Scotland 2017-18, and has continued to include commitments to fulfil this ambition<sup>7</sup>. This document also outlined the step in active travel budget from £40 million to £80 million from 2017/18. This agenda for vehicles and active travel is embedded in the Government’s energy strategy, wider transport goals, health agenda, and its vision for future cities.

In May 2019, the UK Committee on Climate Change published its ‘Net Zero’<sup>8</sup> report following reassessment of the UK’s long term emissions targets. The report’s key recommendations are for the UK to achieve a new target of net zero greenhouse gases by 2050, and for Scotland to achieve a net zero date of 2045, *“reflecting Scotland’s greater relative capacity to remove emissions than the UK as whole”*.

The Scottish Government has confirmed they it will accept the CCC's recommendations by amending the Climate Change Bill to make the 2045 target legally binding, and furthermore, adopt new interim targets to cut emissions by 70% by 2030 and 90% by 2040.

<sup>6</sup> <https://www.gov.scot/publications/climate-change-plan-third-report-proposals-policies-written-statement-9781788516778/>

<sup>7</sup> The Scottish Government, *A Nation with Ambition: The Governments Programme for Scotland 2017-2018* (September 2017), <http://www.gov.scot/Publications/2017/09/8468/downloads>, accessed on 14/02/2019

<sup>8</sup> <https://www.theccc.org.uk/publication/net-zero-the-uks-contribution-to-stopping-global-warming/>

## Switched on Scotland, Phase Two: An Action Plan for Growth

The Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles, document, set out a vision that by 2050 Scottish towns, cities and communities will be free from the damaging effects of petrol and diesel fuelled vehicles, and outlined the goals by which to achieve this vision.

The Phase 2 Action Plan, which followed this, defines activities Transport Scotland will undertake between 2017 and 2020 to achieve a long-term vision and strategic approach to advance the widespread adoption of EVs<sup>9</sup>. Its actions include:

- Increase charging infrastructure by developing ChargePlace Scotland network;
- Provide financial support for the purchase of EVs and installation of private charging infrastructure;
- Work with partners on procurement approaches that encourage investments in EVs;
- Continue to work with partners to promote EVs as an alternative to fossil fuelled vehicles;
- Embed support for EVs in strategies for transport, energy, climate change, air quality and the built environment;
- Improve the user experience of the ChargePlace Scotland network;
- Support the development of innovative EV charging hubs across Scotland;
- Support local authorities in deploying measures that encourage adoption of EVs;
- Consider the impact of emerging technologies and business models on EV adoption and infrastructure deployment; and
- Support improvements in the collection, analysis, interpretation and dissemination of data and evidence on the economic, environmental and social benefits of EVs.

## A.2 Regional Policy

### Regional Transport Strategy

Tactran is the statutory Regional Transport Partnership covering the Angus, Dundee City, Perth & Kinross and Stirling Council areas. It prepares a Regional Transport Strategy<sup>10</sup>, which sets a vision for:

“a transport system, shaped by engagement with its citizens, which helps deliver prosperity and connects communities across the region and beyond, which is socially

<sup>9</sup> <https://www.transport.gov.scot/media/39306/switched-on-scotland-phase-2.pdf>

<sup>10</sup> <https://www.tactran.gov.uk/strategy.php>



inclusive and environmentally sustainable and which promotes the health and well-being of all”.

It sets six objectives to meet this vision:

- To ensure transport helps to deliver regional prosperity;
- To improve accessibility for all, particularly for those suffering from social exclusion;
- To ensure that the transport system contributes to safeguarding the environment and promotes opportunities for improvement;
- To promote the health and well-being of communities;
- To improve the real and perceived safety and security of the transport network; and
- To improve integration, both within transport and between transport and other policy areas.

### Regional Health & Transport Framework<sup>11</sup>

Developed by Tactran and partners including NHS Tayside, the framework sets out a long-term strategic action plan to improve outcomes across all the themes that connect transport and health:

- Promoting active travel;
- Improving access to healthcare;
- Reducing the adverse impacts of travel on public health; and
- NHS staff travel.

The framework is supported by local action plans, including one for Angus.

### Regional EV Strategy

*We met with Tactran to discuss this. Publication of the strategy is imminent – they are considering whether to provide us with a draft*

## A.3 Local Policy

### Local Outcome Improvement Plan

Local delivery is guided by Angus’ Local Outcome Improvement Plan<sup>12</sup>, which lists desired local outcomes to be:

<sup>11</sup> <https://www.tactran.gov.uk/documents/FINALHTF.pdf>

<sup>12</sup>

[https://www.angus.gov.uk/community\\_empowerment/planning\\_for\\_the\\_future/planning\\_for\\_the\\_future\\_of\\_angus/local\\_outcomes](https://www.angus.gov.uk/community_empowerment/planning_for_the_future/planning_for_the_future_of_angus/local_outcomes)

- an inclusive and sustainable economy;
- a reduced carbon footprint;
- attractive employment opportunities;
- more opportunities for people to achieve success;
- an enhanced, protected and enjoyed natural and built environment;
- the best start in life for children;
- safe, secure, vibrant and sustainable communities;
- a skilled and adaptable workforce; and
- improved physical, mental and emotional health and well being.

### Angus Active Travel Strategy

Angus' Active Travel Strategy (ATS)<sup>13</sup> was developed in 2016 to meet CAPS recommendation for every local authority to develop an ATS. It's draft contents were presented to Council Members, though never formally taken to them for approval.

The Angus strategy seeks to enable more people to walk and cycle more often in Angus. In summary, it states that:

Angus Council and its partners will invest in measures to:

- Create good off-road networks, and improve the attractiveness of streets as places to walk and cycle;
- Improve associated active travel infrastructure;
- Improve information on walking and cycling routes and opportunities;
- Enable more people to walk and cycle;
- Encourage more people to walk and cycle; and
- Provide strong leadership and governance for the delivery of these investments.

*In order to*

Overcome the main avoidable barriers to active travel, which are that:

- Road safety risks are perceived to be high;
- Appropriate infrastructure is not always available for everyone's needs;
- Many people do not have access to bikes or training to ride confidently;
- Many people do not know that walking and cycling routes are available for their journeys; and
- Social norms lead many people to choose alternative modes.

*In order to*

**ENABLE MORE PEOPLE TO WALK AND CYCLE MORE OFTEN**

*In order to*

- Provide a more socially-inclusive transport system;
- Improve public health;
- Reduce traffic congestion;

<sup>13</sup> [https://www.angus.gov.uk/sites/angus-cms/files/2017-07/401\\_AppA.pdf](https://www.angus.gov.uk/sites/angus-cms/files/2017-07/401_AppA.pdf)

- Improve the economic vitality of Angus' burghs; and
- Promote Angus as a place to visit and stay.

## Angus Council Sustainability Strategy

The Sustainability Strategy<sup>14</sup> aims to:

- integrate environmental and sustainability considerations into council strategy, policy and programme formulation;
- work in partnership with other agencies, businesses, community groups and individuals;
- consult and involve people more fully where decisions affect our environment;
- work towards sustainability by balancing economic, social and environmental considerations for both present and future generations;
- recognise that working towards sustainability will be a continuing process requiring flexibility and adaptability; and
- monitor and report on progress towards sustainability.

With respect to transport, it states:

“We need to look at alternatives to the car and lorry not just to help reduce pollution and to improve the environment of our towns and villages but to encourage walking and cycling as a means to a healthier lifestyle.

We will seek to:

- maintain and enhance the public transport network
- encourage walking and cycling as alternatives to the car
- review the council's business transport use

You can help reduce car journeys by car sharing. Our liftshare pages help match you up to others doing the same journey.”

## Angus Health & Transport Action Plan

This plan<sup>15</sup> is a subsidiary document to the regional Health & Transport Framework. Development was led by Tactran and Angus Council in 2013, under the direction of the Angus Community Planning Partnership.

<sup>14</sup> [https://www.angus.gov.uk/the\\_environment/sustainable\\_angus/sustainability\\_strategy\\_0](https://www.angus.gov.uk/the_environment/sustainable_angus/sustainability_strategy_0)

<sup>15</sup> <https://www.tactran.gov.uk/documents/130618Item8HealthandTransportFrameworkUpdateAppendixA.pdf>

The plan aims to make improvements to all outcomes where health and transport delivery overlaps, including the promotion of active travel.

## A.4 Other policies

In addition to those key document listed above, there is a huge range of policies which (directly or indirectly) promote or support the uptake of active and sustainable travel choices.

These are listed below and quotes have been extracted to highlight the policies key messages.

### Health

#### *A More Active Scotland: Building a Legacy from the Commonwealth Games<sup>16</sup>*

“Technology, urbanisation, increasingly sedentary work environments and lifestyles, alongside ever increasing car use, has meant opportunities for physical activity in our daily lives have declined in Scotland.”

“Within five years of the 2014 Commonwealth Games there will be...more active travel”

#### *Preventing Overweight and Obesity in Scotland: A Route Map Towards Healthy Weight<sup>17</sup>*

“Overweight and obesity cannot be tackled by just relying on individuals to change their behaviour as the factors that contribute to gaining weight have been interwoven into the very fabric of our lifestyles to such an extent that weight gain is almost inevitable in today’s society.”

“A successful approach will require cross-portfolio and cross-sector collaboration. Delivering policy responses goes far beyond individual initiatives. It will require systemic and far-reaching change in infrastructure, environments, culture and social norms and we will not see these changes or outcomes overnight”.

#### *Equally Well: Report of the Ministerial Task Force on Health Inequalities<sup>18</sup>*

“Transport recommendations will make public services more accessible, as well as benefiting health through increased walking and cycling.”

“Delivering the Government’s National Transport Strategy should include specific action likely to improve health and reduce health inequalities. For example, rolling out effective local projects that improve active travel within deprived communities”.

<sup>16</sup> Scottish Government (2014) A More Active Scotland: Building a Legacy from the Commonwealth Game. <http://www.gov.scot/Resource/0044/00444577.pdf>

<sup>17</sup> Scottish Government (2010) Preventing Overweight and Obesity in Scotland: A Route Map Towards Healthy Weight. <http://www.gov.scot/Resource/Doc/302783/0094795.pdf>

<sup>18</sup> Scottish Government (2008) Equally Well: Report of the Ministerial Task Force on Health Inequalities. <http://www.gov.scot/Resource/Doc/229649/0062206.pdf>

*Chief Medical Officer Letter (2012): Health Promoting Health Service: Action in Hospital Settings<sup>19</sup>*

“Encourage staff and visitors to make more active, green travel choices”

“Outcome: Staff and visitors have increased awareness of the connection between travel choices and health, and have better information about the alternative options available to them.”

*Chief Medical Officer Letter (2015): Health Promoting Health Service: Action in Secondary Care Settings<sup>20</sup>*

“[NHS Scotland] has a leading role as a public service, as a healthcare organisation, as a major employer, and as a partner to other organisations that have a mutual interest in population health.”

“Prevention lies at the heart of the HPHS policy. It is about promoting healthier behaviours and discouraging detrimental ones by ensuring that healthier choices are the easier ones and that appropriate support systems are in place to encourage and reinforce these choices.”

“Required evidence: Evidence of current use and plans for improved access and use of the outdoor estate for physical activity (green exercise and active travel) for staff, patients and the local community.”

### Planning and Placemaking

*Good Places, Better Health: A New Approach to Environment and Health in Scotland – Implementation Plan<sup>21</sup>*

“It is vital, therefore that we achieve a better understanding of the subtle and complex contribution of environment to health and wellbeing. Today’s issues are less about toxic or infectious threats but rather the capacity of ugly scarred and threatening environments to foster hopelessness and stress, discourage active healthy lives and healthy behaviours”

*Designing Streets: A Policy Statement for Scotland<sup>22</sup>*

“Attractive and well-connected street networks encourage more people to walk and cycle to local destinations, improving their health while reducing motor traffic, energy use and pollution”

“Sustainable patterns of behaviour can be influenced greatly by the intelligent design of streets”

“The need to cater for motor vehicles is well understood by designers, but the passage of people on foot and cycle has often been neglected. Walking and cycling are important modes of travel, offering a more sustainable alternative to the car, making a positive contribution to the overall characters of a place, public health, social interaction and to tackling climate change through reductions in carbon emissions”

<sup>19</sup> Chief Medical Officer (2012) Health Promoting Health Service: Action in Hospital Settings. [http://www.knowledge.scot.nhs.uk/media/9507846/cel2012\\_01.pdf](http://www.knowledge.scot.nhs.uk/media/9507846/cel2012_01.pdf)

<sup>20</sup> Chief Medical Officer (2015) Health Promoting Health Service: Action in Secondary Care. [http://www.knowledge.scot.nhs.uk/media/10265332/cmo%20letter%202015\\_18.pdf](http://www.knowledge.scot.nhs.uk/media/10265332/cmo%20letter%202015_18.pdf)

<sup>21</sup> Scottish Government (2008) Good Places, Better Health: A New Approach to Environment and Health in Scotland – Implementation Plan. <http://www.gov.scot/Resource/Doc/254447/0075343.pdf>

<sup>22</sup> Scottish Government (2010) Designing Streets: A Policy Statement for Scotland. <http://www.gov.scot/Resource/Doc/307126/0096540.pdf>

“Streets should be designed, not only to allow for walking, but to actively encourage it to take place. The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. All streets should offer a pleasant walking experience.” Designing Streets is accompanied by a Toolbox<sup>23</sup> in order to aid the design and development of high quality streets.

*National Planning Framework 3*<sup>24</sup>

“Reducing the impact of the car on city and towns will make a significant contribution to realising their potential as sustainable places to live and invest by addressing congestion, air pollution and noise and improving the public realm. Significant health benefits could be achieved by substantially increasing active travel within our most densely populated areas.”

“[Need to plan now for the] kind of change to urban environments which is needed to support the vision in the *Cycling Action Plan for Scotland (CAPS)* and the *National Walking Strategy*, for example by rolling out 20mph zones to more residential and shopping streets and further application of the principles set out in *Designing Streets*.”

*Town Centre Action Plan – the Scottish Government response*<sup>25</sup>

“Sustainable transport options are key in terms of ensuring access to our town centres”  
 “We will work with local authorities and other relevant partners to develop and maintain walking and cycling routes, public realm improvements and cycle parking facilities in town centre areas where high levels of cycling can be achieved.”

*‘A Place Standard for Scotland’, NHS Health Scotland website*<sup>26</sup>

“The purpose of the Place Standard is to support the delivery of high quality places in Scotland and to maximise the potential of the physical and social environment in supporting health, wellbeing and a high quality of life”

*Creating Places: A policy statement on architecture and place for Scotland*<sup>27</sup>

“Neighbourhoods which are compact and well-connected give residents additional options, allowing them to choose to use sustainable modes of transport to reach their destination. In this way, the development of, and enhancement of, walkable neighbourhoods has the potential to reduce the significant greenhouse gas emissions related to everyday journeys.”

*Scottish Planning Policy*<sup>28</sup>

“Delivering high-quality buildings, infrastructure and spaces in the right locations helps provide choice over where to live and style of home, choice as to how to access amenities and services and choice to live more active, engaged, independent and healthy lifestyles”.

<sup>23</sup> <http://www.creatingplacescotland.org/designing-streets>

<sup>24</sup> Scottish Government (2014) National Planning Framework 3.  
<http://www.gov.scot/Resource/0045/00453683.pdf>

<sup>25</sup> Scottish Government (2013) Town Centre Action Plan – the Scottish Government response.  
<http://www.gov.scot/Resource/0043/00437686.pdf>

<sup>26</sup> NHS Health Scotland (n.d.) ‘A Place Standard for Scotland’, NHS Health Scotland website. Date Accessed: 7th October 2015, Available at: <http://www.healthscotland.com/resources/cpps/local/placestandard.aspx>

<sup>27</sup> Scottish Government (2013) Creating Places Policy Statement – the Scottish Government response.  
<http://www.gov.scot/Resource/0043/00437686.pdf>

<sup>28</sup> Scottish Government (2014) Scottish Planning Policy. <http://www.gov.scot/Resource/0045/00453827.pdf>

“The aim is to promote development which maximises the extent to which its travel demands are met through walking, then cycling, then public transport and finally through use of private cars.”

“Planning permission should not be granted for significant travel-generating uses at locations which would increase reliance on the car and where: ...direct links to local facilities via walking and cycling networks are not available or cannot be made available...”.

SPP identifies six qualities of successful places. One is that places should be easy to move around:

“Places with public spaces that are better linked into a route that is well used by people on foot.”

“Places that encourage cycling.”

“Places that pedestrians go to and from which are connected by more direct routes.”

*Homes Fit for the 21st Century: The Scottish Government’s Strategy and Action Plan for Housing in the Next Decade: 2011 – 2020*

“We will promote excellence in the design of new housing which contributes to the creation of sustainable places and neighbourhoods which are low carbon and energy efficient...”.

“The quality of our everyday environment is determined not just by the individual buildings that we occupy, but by the spaces and streets that link them together”.

## A.5 Summary of policy requirements

In summary, these diverse range of policies and plans provide a strong framework to encourage more people to use active and sustainable transport modes more often in Scotland.

They seek to do so in order to contribute to a broad range of public policy outcomes (for health, for the environment, for an inclusive society, etc) through a variety of initiatives that generally fall into the categories of improvements to:

- Infrastructure and services, including through making places attractive and services more pleasant for people;
- Information on options and enabling change;
- Integration; between transport modes, between transport and other plans, and between the delivery of related projects; and
- Advocacy and support for active and sustainable travel funding and project delivery.

## B. DELIVERING SUSTAINABLE TRAVEL OUTCOMES

### B.1 Required outputs and delivery landscape

Increasing rates of sustainable travel use relies on the “right balance of investment to be made in four types of initiatives, to be able to provide for the target individual or location:

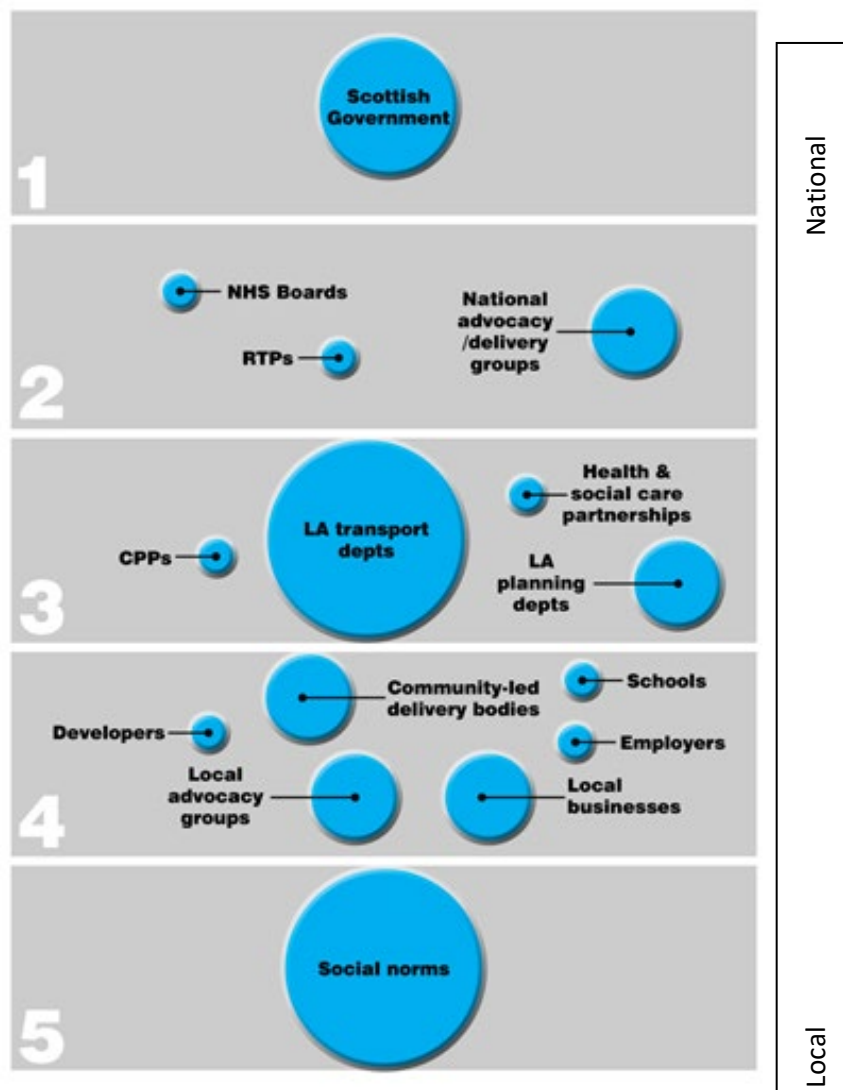
- *The right infrastructure (footways and cycle routes that are of good quality and connect the right places, along with associated infrastructure, such as cycle parking);*
- *The right information, so that people know what routes and opportunities to travel actively are available to them;*
- *The right enablers of change so that people who feel unable to travel actively can try it (access to bikes, cycle training, led walks, etc.); and*
- *The right attitudes, so that more people perceive active travel options as attractive and relevant to their journey choices or leisure time activities.”<sup>29</sup>*

Projects supported by these investments are being led by many different agencies, drawn from public, private and third sector bodies, and all influence active travel outcomes, to a greater or lesser extent:

<sup>29</sup> Review of Active Travel Policy Implementation. Transport Scotland, 2016  
<https://www.transport.gov.scot/media/10302/tp-active-travel-policy-implementation-review-october-2016.pdf>



Figure 1. The primary active travel delivery influencers<sup>30</sup>



It can therefore be seen that joint working between agencies working in different sectors is required if effective and efficient promotion of active travel is to be achieved.

<sup>30</sup> Review of Active Travel Policy Implementation. IBID. Larger circles are indicative of greater influence on active travel outcomes

## B.2 Success factors

### The need for a coordinated approach

SYSTRA’s work for the Scottish Government in 2016 sought to identify the reasons why implementation of active travel project delivery can often be challenging. Its findings are relevant to both active and sustainable travel choices. It concludes:

“Much work is underway which, either directly and indirectly, seeks to increase rates of active travel in Scotland. There is a strong rationale for doing so, contributing as it does to a wide range of public policy objectives. But this breadth does create challenges about defining what active travel is for (utility journeys, leisure, etc.) and increases the number of organisations involved.

Many players from public, private and third sectors are working to promote active travel, often doing so for differing reasons. Although there are many good examples of partnerships working, institutional and political structures can then hamper delivery as cooperation within and between organisations, which typically improves efficiency of delivery, is challenging to create and maintain.

Rates of active travel are strongly influenced by local factors, including of infrastructure, urban form and community attitudes. Achieving increased rates of active travel relies on variety of different project types, in order to achieve the right balance of investment in:

- Improved infrastructure;
- Better information on active travel choices;
- Enablers of active travel for those people that need them; and
- Improved public attitudes towards active travel choices.

Delivery of schemes or initiatives to increase these rates is patchy across Scotland; significant investment is being made in some locations and/or with some target groups, but little for many others. Decisions on which projects are worthy of investment are mostly made at local level, commonly without an effective evidence base.”

Further evidence is provided by evaluation of the English Sustainable Demonstration Towns programme<sup>31</sup>. This activity, focussed in Peterborough, Darlington, and Worcester, delivered whole-town and individual-focused interventions and compared outcomes to national trends. The evaluation reported that taking all three towns together, the total number of trips per head made by residents reduced slightly, but that there was a 26-30% increase in cycle trips per head whilst car driver trips by residents fell by 9% per person, and car driver distance by 5% - 7%. This compares with a fall of about 1% in medium-sized urban areas over the same period. Walking, cycling and public transport by contrast all grew substantially in each town against a backdrop of decline nationally in similar towns.

<sup>31</sup> Cairns S, Jones, M. Sustainable travel towns: An evaluation of the longer term impacts – Main report. Report for the Department for Transport, 2016.

Findings indicate that the most effective outcomes for changing travel choices are those which get synergy from different intervention types, so that individuals benefit from a range of types of improvements and support mechanisms. But it shows that some of this needs to be in the form of better infrastructure. The evidence for positive impact is greatest for town and city-wide interventions, so that many people undertaking many journey types can be supported to change.

However, the evaluations did not enable analysis of different population sub-groups i.e. which groups take up active travel more readily or whether it is spread across populations<sup>32</sup>. Local factors and knowledge are therefore essential to consider in the design of any planned interventions.

Past research suggests that the ‘inverse-care’ operates which means that more healthy and more educated sub-groups are likely to respond to behavioural and infrastructural support for active travel. Unless care is taken, therefore, to design programmes to support people that might otherwise be excluded, there is a risk that active travel strategies exacerbate health and inclusion inequalities.

### Systemic constraints to change

Investment opportunities are clearly constrained by available funding, but are most notably due to restricted funds for revenue expenditure, and are further challenged by short-term or stop-start funding opportunities. A long-term focus is required to increase rates of active travel, and it can be difficult to achieve this sustained approach, including consistency of funding, within political and budget-setting cycles.

SYSTRA’s work in the last decade has identified that capacity and expertise in delivering active travel projects in Scotland is a constraint to expanding delivery. Local interest and capacity is essential to generate effective community-led schemes; this is not consistently available, but can be encouraged and developed by intelligent public sector support and investment. Public sector expertise and capacity, especially within Local Authorities, is a particular challenge and has reduced in recent years in some areas where staffing levels have reduced.

Active travel does not enjoy a consistently high profile amongst key decision makers. In part, this is due to the evidence of the benefits of investing in active travel projects has in achieving economic, health, social and other outcomes being weak. But even when evidence is strong there often remains a perceptions gap such that the benefits are not fully recognised. Challenges are exacerbated by the difficulties of incorporating new evidence into policy making and practice and, in some instances, by practice not fully according with policy.

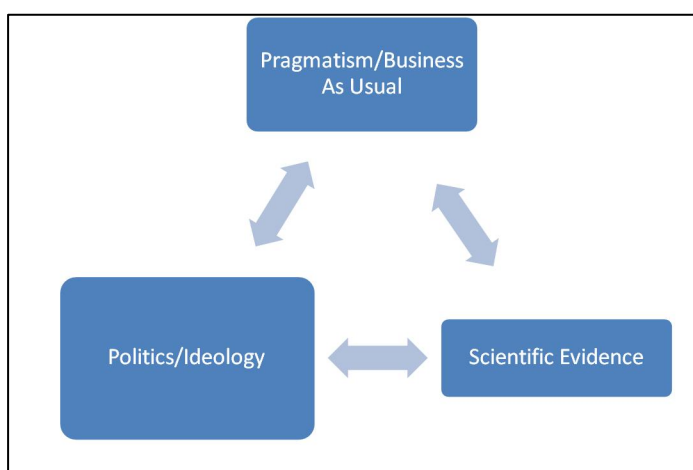
Active travel issues form often only a small part of considerations about where new developments will be sited and about how access to them will be achieved. Local experiential knowledge and interpretation by local officers means that schemes are often

<sup>32</sup> From as-yet unpublished Evidence Review for Sport England

negotiated through a decision pathway which may be hard for Central Government policy makers to reconcile with their perspective as to policy implementation.

Furthermore, active travel issues receive less focus in established appraisal mechanisms and data collection programmes than motorised modes. As long as there is relatively little monitoring of active travel choices, especially at local levels across Scotland, a lack of understanding of relevant issues and the effectiveness of active travel promotion schemes will remain and hamper the justification for further investment.”

With active and sustainable travel contributing to so many public policy outcomes, the challenges of incorporating evidence into decision making becomes especially complex. This is summarised in the “bounded reality triad of local government”, which highlights the challenge of ensuring public sector policy delivery is properly informed by evidence<sup>33</sup>.



It implies that those seeking to encourage decision makers to refocus their resources into active and sustainable travel must work especially hard to collect evidence of the benefits of so doing, and present it in ways that are meaningful to those decision makers.

### The importance of road safety

Beyond the direct infrastructure for active travel, there are other aspects that direct, enable or constrain the growth of active travel. Fear for traffic safety is most often top as it is immediate and so most feared.

Road safety interventions have tended to focus on the avoidance of being injured. But perceptions of risk of harm constrain travel choices (especially for active modes) at the individual, community and societal levels. For example, according to the British Crime

<sup>33</sup> Davis, A. 2016 Effective decision-making in road safety: The primacy of an evidence-based approach. Presentation to 1st Conference of Road Safety Analysts, Road Safety GB, Royal College of Surgeons, London March.

Survey, speeding traffic was rated as the most serious of 16 social problems, amongst males and females and held true whether respondents were young, middle aged, or old.<sup>34</sup>

In surveys of children’s school travel mode across the UK, the repeated top concern of parents/guardians is fear of motor traffic. This then leads to the vicious spiral of increase danger as more people drive their children to school – which amplifies health inequalities, and has significant environmental effects too. Minimising a child’s independent transport is associated with substantial loss of physical, mental and social health benefits, yet, ironically, for traditional road safety led by a casualty reduction focus, more children in cars may lead to lower casualty numbers.

A dedicated approach to reduce impact of traffic on communities – lesser volumes, slower speeds – will complement work to encourage more use of active & sustainable travel choices.

### B.3 Leadership and Governance: recent lessons from Angus

Although there are many examples of good partnership working to deliver active and sustainable travel outcomes in Angus, leadership and governance of strategies to do so has been weak in recent years. Two examples indicating the challenge are outlined here.

Much relevant work to embed leadership within the Community Planning Partnership was led by Tactran, commencing in 2011. At that time, Tactran had published its Health & Transport Framework<sup>35</sup>, developed in partnership with NHS Tayside and others. This set out a strategic framework for joint action on a range of outcomes, including the promotion of active travel. The Framework was considered by the Angus CPP, which remitted Tactran and Angus Council to develop a more local and short-term action list, which was published as the Angus Health & Transport Action Plan (HTAP)<sup>36</sup> in 2013.

The Angus Health & Transport Steering Group was established with a remit to manage delivery of the plan. Initially chaired by Tactran and with representation from Angus Council, NHS Tayside (with representation from both public health and facilities, for active travel and access to health care issues respectively), the Scottish Ambulance Service, Stagecoach and others, this met on a regular basis until 2015. Early meetings were constructive, and progress reports were provided to the CPP. But it became apparent that it was difficult for all partners to provide the resources needed to implement the action plan and, latterly, even to attend the group’s meetings. During 2015, Tactran took the view that, as the issues being addressed were largely local rather than regional, that they were not the most appropriate leaders of the group and withdrew as the chair and coordinator, leaving largely Council staff as regular attendees. Because of a lack of input from NHST, the priority of the group was then changed to focus only on active travel, and it continues in this form today. We understand that its remit has not formally been changed from that of implementing the HTAP.

<sup>34</sup> Poulter, D., McKenna, F. 2007. Is speeding a “real” antisocial behaviour? A comparison with other antisocial behaviours, *Accident Analysis and Prevention*, 39: pp. 384-389.

<sup>35</sup> [https://www.tactran.gov.uk/projects\\_healthtransport.php](https://www.tactran.gov.uk/projects_healthtransport.php)

<sup>36</sup> <https://www.tactran.gov.uk/documents/130618Item8HealthandTransportFrameworkUpdateAppendixA.pdf>

Since the middle of 2018, Tactran has been seeking to reengage with the Angus CPP (and those of its other constituent authorities) in order to reinvigorate its support for the cross-cutting agenda related to health and transport matters. Although progress has been made in some other locations (notably Stirling), we understand that Tactran has been unsuccessful in gaining support for discussion of the issue at either the CPP or with NHST. This experience suggests that the Angus CPP is not currently prioritising investment of time in considering active travel and related matters.

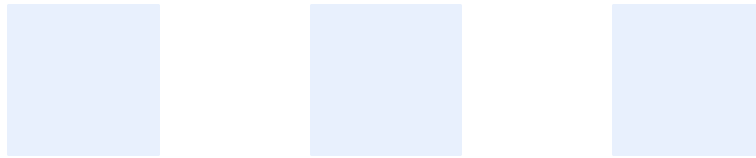
Meanwhile, Angus Council also developed their Active Travel Strategy. Published in 2016 following consultation with elected Council members, the strategy committed the Council to providing the leadership and governance in order to improve partnership working to deliver increased rates of walking and cycling, but the actions identified relating to these issues have not been taken forward. We identify two related causes for this. Firstly, the officers that had primarily guided development of the strategy both left the Council shortly after its publication, leaving it without a 'champion' within the organisation, and no individual or group (including the Active Travel Steering Group) has been given responsibility for its implementation. Secondly, Angus Council has not provided the staff resource to undertake the actions.

## **C. ACTIVITY TO PROMOTE SUSTAINABLE TRAVEL IN ANGUS**

In line with all areas of Scotland, and as highlighted in the previous section, there is a huge range of work already underway to encourage more people in Angus to make use of active and sustainable travel options more often.

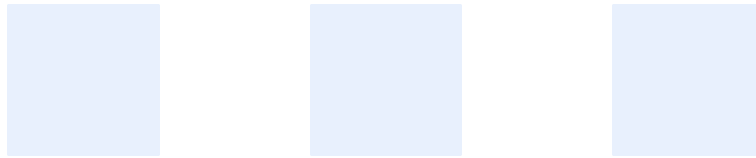
### **C.1 Current activity**

During the development of this strategy, we have undertaken research and engaged with key stakeholders to identify relevant projects and programmes. Those that we have identified are listed in the table below. Where possible, the target outcome (by mode), geography and socio-demographic group(s) are listed. Funding sources are also listed where known.



PROJECT	MODE	LOCATION	TARGET GROUP	OUTPUTS TO DATE	OUTCOMES TO DATE	LEAD ORGANISATION	FUNDING SOURCE
ABC card (Dundee and region multi-operator bus ticket)	Bus	Predominantly journeys requiring interchange in Dundee	New and existing bus users in Dundee and Angus	Three major bus companies operating in Dundee and Angus have signed up; Stagecoach, Xplore Dundee and Moffat & Williamson		Dundee City Council	Transport Scotland / operators
Accessible Arbroath Community Links PLUS bid	Walking & cycling	Arbroath	Predominantly cyclists and pedestrians but also motorists	Community engagement exercise 'Active Travel, Active Town', has sought opinions and suggestions from residents using an interactive map	Angus Council will be presenting its bid in June 2019; next stage of project (detailed design) subject to successful funding award	Angus Council	Sustrans





PROJECT	MODE	LOCATION	TARGET GROUP	OUTPUTS TO DATE	OUTCOMES TO DATE	LEAD ORGANISATION	FUNDING SOURCE
Angus on the Go active travel in-class workshops	Walking & cycling	Has been delivered in Arbroath, Brechin, Forfar and Montrose	Primary school children and their families	300 pupils in ten classes across six schools participated in classroom and on-bus sessions during 2018/19 (programme has been delivered since 2015)	A reported six percentage point increase in active travel to school following the workshops in 2018/19. Many more children and their family groups aware of the opportunities and benefits of active travel to school and for other regular journeys	Angus Council	SCSP
Active travel infrastructure audits	Walking & cycling	Complete to date in Arbroath, Brechin, Forfar, Monifieth, Montrose	Pedestrians and cyclists	Secondary data, audits, observations, and stakeholder interviews recorded existing infrastructure and required improvements	Proposed action plans of active travel measures identifying road/junction improvements for pedestrians and cyclists	Angus Council	Tactran
Angus Bike Chain	Cycling	Arbroath	Predominantly leisure cyclists	Bike shop that sells bikes under the Cyclescheme		Angus Bike Chain	Self-funded by individuals who purchase bikes

PROJECT	MODE	LOCATION	TARGET GROUP	OUTPUTS TO DATE	OUTCOMES TO DATE	LEAD ORGANISATION	FUNDING SOURCE
Angus College EV fleet	EVs	Predominantly Arbroath	Predominately College staff	Funding of EV charge points and EVs in its fleet	EVs allow travel between the Kingsway, Gardyne and Arbroath campuses with lower fuel costs and carbon footprint	Dundee and Angus College	Transport Scotland
Angus College cycle infrastructure	Cycling	Predominantly Arbroath	College students and staff	Cycle lockers and showers installed		Angus College	Cycling Scotland
Angus College Active Travel Plan	All sustainable modes	Predominantly Arbroath	College students and staff	Creation of Active Travel Plan, staff and student travel survey, action plan and sustainable travel map in development		Angus College	SCSP Angus College
Angus College step count challenge	Walking	Primarily Arbroath	College students and staff			Angus College	Paths for All
Angus Council car parking strategy	All active & sustainable	All Council-owned charged car parks	Car drivers	Strategy to manage vehicle parking to reduce cars into towns	Off-street parking charges introduced in late 2018	Angus Council	Angus Council

PROJECT	MODE	LOCATION	TARGET GROUP	OUTPUTS TO DATE	OUTCOMES TO DATE	LEAD ORGANISATION	FUNDING SOURCE
Angus Council Travel Plan	All active and sustainable	Angus wide	Council staff	Travel Plan produced for period 2017-2022 at key Angus Council office locations		Angus Council	SCSP
Angus Council/ Tactran liftshare	Car share	Predominantly Council employees	Car drivers	Delivery of online car sharing scheme to encourage Council staff to share journeys	Over 240 staff registered on scheme; around one-third actively sharing	Angus Council	SCSP
Angus car club feasibility study	Car share	Angus wide	Car drivers	Feasibility study for car club in Angus	Findings of a feasibility study confirmed scope for car club in Angus	Angus Council	Tactran
Angus Cycle Hub	Predominantly cycling	Predominantly Arbroath, with some elsewhere	Existing and new cyclists in local community	Commissioning setting up of bike library; e-bike loan scheme; Dr Bike sessions; community engagement activities to promote cycling	More local people have access to bikes and confidence/ability to ride and maintain them	Angus Cycle Hub	Predominantly SCSP, but also volunteer time

PROJECT	MODE	LOCATION	TARGET GROUP	OUTPUTS TO DATE	OUTCOMES TO DATE	LEAD ORGANISATION	FUNDING SOURCE
Angus Cycling Festival	Cycling	Forfar	Mostly recreational cyclists	A two month programme of events organised by Angus Cycle Hub and Muckmedden Events and culminating in a packed two-day event in Reid Park in Forfar		Angus Cycle Hub	
Angus Park Smarter programme at Birkhill Primary School	Walking & cycling	Birkhill	Primary school pupils and their families	Classroom workshops delivered to eight classes (around 300 pupils) in March 2019	Pupils and families aware of the issues with inappropriate parking and advice on alternatives. Overall, positive response to campaign by school, who wish to continue promoting it	Angus Council	SCSP
Angus Rural Towns Community Cycling Initiative	Cycling			Funding to progress project in 2019/2020		Angus Council	SCSP

PROJECT	MODE	LOCATION	TARGET GROUP	OUTPUTS TO DATE	OUTCOMES TO DATE	LEAD ORGANISATION	FUNDING SOURCE
Angus Walking Festival	Walking	Primarily the Glens	Mostly leisure walkers	20 organised walks are being held between 30 <sup>th</sup> May to 2nd June for the 2019 walking festival. There are walks for all abilities according to walking grades	16 out of 20 organised walks for the 2019 are sold out of tickets	Angus Alive	
Baker Hughes active & sustainable travel for staff	Walking, cycling, public transport	Predominantly Montrose	BHGE employees	New bike storage, improved travel information, cycle to work scheme		BHGE	BHGE
Bike park feasibility study	Cycling	Forfar	Leisure cyclists/mountain bikers	Feasibility study report prepared; progress since then unknown		Angus Council	Study was ERDF funded
Bikeability in schools	Cycling	Various schools	School pupils				Cycling Scotland

PROJECT	MODE	LOCATION	TARGET GROUP	OUTPUTS TO DATE	OUTCOMES TO DATE	LEAD ORGANISATION	FUNDING SOURCE
Brechin Active & Sustainable Travel Action Plan	All active and sustainable	Brechin	All members of local community	Action Plan developed for Brechin with funding secured to progress implementation in 2019/2020	Funding secured for 2019/2020 for two further towns	Angus Council	SCSP
Brechin Walking Group	Walking	Brechin	All members of local community	Weekly walks			
Cycle Friendly Employer scheme	Cycling	Various workplaces	Employees				Cycling Scotland
Cycle Friendly Schools scheme	Cycling	Various high schools	Secondary school pupils				Cycling Scotland
Cycling, Walking, Safer Streets	Cycling and walking	Various locations across Angus	Cyclists and pedestrians	New and upgraded footpaths constructed at six locations in 2018/19		Angus Council	Transport Scotland

PROJECT	MODE	LOCATION	TARGET GROUP	OUTPUTS TO DATE	OUTCOMES TO DATE	LEAD ORGANISATION	FUNDING SOURCE
Cycling Without Age	Cycling	Carnoustie	Older people	Funding will be used to purchase three trishaws and equipment. One of the trishaws will be adapted for wheelchair use for people of all ages	Project being set up in 2019	Carnoustie Befrienders/Carnoustie Memories	The Open Legacy Fund
Dementia Friendly Kirriemuir	Walking	Kirriemuir	People with dementia			Dementia Friendly Kirriemuir	Various
Edzell Community Transport	Public transport	Edzell and the Glens	People unable to use other transport choices				
Energy Savings Trust fleet surveys and advice	ULEVs		Employed car drivers			Angus Council	Transport Scotland, via EST
EV domestic charge point grants	EVs		Car drivers				Transport Scotland, via EST
EVs coming onto Angus Council's fleet	EVs		Council staff			Angus Council	Angus Council

PROJECT	MODE	LOCATION	TARGET GROUP	OUTPUTS TO DATE	OUTCOMES TO DATE	LEAD ORGANISATION	FUNDING SOURCE
Expansion of EV charge point programme in car parks	EVs		Car drivers			Angus Council	Transport Scotland
FE students receive a bus pass (though HE students don't)	Public transport	Predominantly journeys to Arbroath	College students			Angus College	Angus College
Forfar Low Carbon Travel & Transport Hub	EVs	Forfar	Predominately car drivers	28 new spaces with 9 charging points including 4 rapid units, 3 fast and 2 slow.		Angus Council	ERDF Low Carbon Travel and Transport Challenge Fund
Get on the Go social media campaign	All active & sustainable	All Angus, Dundee and Perth & Kinross	Predominantly car drivers	Twitter and Facebook channels established	In March 2019, 146,208 consumers reached, with 4,536 consumers engaging with the content	Perth & Kinross Council	SCSP (Perth & Kinross, Dundee and Angus contribute from their SCSP funding awards)
Hospitalfield Meander	Walking	Hospitalfield, Arbroath	All local members of the community	Weekly walks on site		Hospitalfield House	Paths for All/NHS
Improved cycle route to Brechin Community Campus	Walking & cycling	Brechin				Angus Council	Angus Council



PROJECT	MODE	LOCATION	TARGET GROUP	OUTPUTS TO DATE	OUTCOMES TO DATE	LEAD ORGANISATION	FUNDING SOURCE
Installation of pedestrian/cyclist facilities at Westway retail park signalised junction	Walking & cycling	Arbroath	Pedestrians & cyclists			Angus Council	Angus Council – seeking match funds from Sustrans
Ladies Leisurely Cyclists	Cycling	Forfar and Kirriemuir	Women cyclists	100 members in 2015		Volunteer led	
Ladyloan Primary School walking bus	Walking	Arbroath	School pupils			Ladyloan Primary School	
Living Streets WOW – working with nine primary schools	All active & sustainable	Across Angus	Primary school children and their families	Travel Tracker being used in 9 schools	Children at participating schools increase walking by 23% in the first five weeks.	Angus Council/Living Streets	SCSP
Lunan – Restenneth cycle path upgrade	Walking & cycling		Pedestrians & cyclists				
Mount Velo cycle club	Cycling		Active cyclists				Local community

PROJECT	MODE	LOCATION	TARGET GROUP	OUTPUTS TO DATE	OUTCOMES TO DATE	LEAD ORGANISATION	FUNDING SOURCE
OOTANABOOT	Walking	Various locations	Predominantly older people	Weekly health walks in Arbroath, Carnoustie, Edzell, Forfar, Kirriemuir, Letham and Montrose		Community group	Various
Path extensions to form spur to Friockhiem from NCN1	Walking & cycling	Friockheim	Pedestrians & cyclists	Funding application		Angus Council	
PlusBus train tickets	Public transport	Arbroath, Montrose	Rail users			ScotRail and bus operators	ScotRail and bus operators
Proposed improvements of NCN1 to Broughty Ferry	Walking & cycling	Monifieth	Pedestrians & cyclists	Draft designs prepared		Angus Council	Sustrans
Real time bus information; through mobiles and signs	Public transport		Bus passengers – existing and new	RTI displays at bus shelters		Angus Council	SCSP
School minibuses are available for community use out of hours	Public transport	Brechin					

PROJECT	MODE	LOCATION	TARGET GROUP	OUTPUTS TO DATE	OUTCOMES TO DATE	LEAD ORGANISATION	FUNDING SOURCE
Sidlaw path network group	Walking	South West Angus	Older people				
Signing and other improvements to core path network	Walking & cycling		Mostly recreational walkers/cyclists				CWSS
Switched on Towns and Cities EV feasibility study	EVs	Arbroath	Car drivers	Study in development		Angus Council	Transport Scotland via EST
The daily mile	Walking & cycling	Promoted in many primary schools	Primary school children				
West Links NCN1 surfacing improvements	Walking & cycling	Arbroath	Pedestrians & cyclists				Sustrans
Westway retail park access improvements	All modes	Arbroath	All users	Funding application to improve signal timings and access for pedestrians and cyclists		Angus Council	Council capital budget/Sustrans
X7 buses can carry bicycles	Public transport, cycling	Along coastal route	Cyclists				Stagecoach

## C.2 Findings from current activity

From the table above, we take the following conclusions about activity to promote active and sustainable travel in Angus:

- There is a huge variety of projects underway, seeking to encourage more people to use active and sustainable modes more often;
- Given the large number of projects, there can be little chance that everyone is aware of all of the opportunities that are available to them or that delivery is necessarily well coordinated;
- There are many projects that encourage active travel (particularly cycling); fewer seeking to encourage public transport or more sustainable car use. This is especially the case for community-led projects;
- Many projects focus on improving health and/or social inclusion; a relatively small proportion seek environmental outcomes;
- Related to this, priority target groups tend to be younger and older people, especially for community-led projects;
- Projects are distinctly patchy geographically; whilst work to improve infrastructure is necessarily location-specific, there is no consistency of support and encouragement to promote change; and
- There is a large amount of community goodwill which is contributing to these projects, but those reliant on funding are mostly making use of specific and time-limited funding; few are benefiting from public sector core funding.

### Gap analysis

We take from the above the following focuses and gaps for current activity:

PROJECT FOCUS	RELATIVE STRENGTHS	RELATIVE WEAKNESSES
Project type (infrastructure, information, encouraging, enabling)	Many projects relate to encouraging and enabling change	Relatively few projects seek to enhance infrastructure or information Those encouraging and enabling projects generally have only limited reach in terms of geography or target audience
Mode	Many projects relate to the promotion of walking, and particularly cycling	Relatively few projects are working to promote car share, EVs or public transport use, or projects that provide specialist transport provision (e.g. community transport or wheelchair-accessible taxis)

PROJECT FOCUS	RELATIVE STRENGTHS	RELATIVE WEAKNESSES
Target group	Many projects are seeking to support travel choices for young people (particularly school children) and less able (typically older) people	Relatively few projects are seeking to encourage modal shift for car drivers
Geography	There are projects in many parts of Angus There is a concentration of projects in Arbroath at present	No location has a comprehensive range of activity underway
Delivery	A wide range of organisations/individuals are seeking to improve active/sustainable travel	There are many different players across public, private and third sector; each with their own objectives Work is not well co-ordinated, so best value outcomes are not necessarily achieved
Funding	There are many different funding sources available	Almost all projects are dependent entirely on external funding sources which are largely short-term, e.g. year to year
Monitoring and evaluation	SCSP projects have a structured monitoring and evaluation template to enable data to be captured	There is limited data being collected/available on the outputs and outcomes of many projects

## D. FUNDING SOURCES

The projects list, contained in section 5 of this report, highlights the importance of external, dedicated funding streams for the delivery of projects that promote active and sustainable travel.

The funding landscape is diverse, and often confusing to navigate; frustrations surrounding it surface often, and were aired during the stakeholder workshop convened during the development of this strategy.

The table below lists the primary funding sources currently available for the development and implementation of active & sustainable travel choices in Scotland.

FUNDING SOURCE	AIM	WHO CAN APPLY
Active Travel repair stations (Sustrans)	Installation of bicycle repair stations and information points.	NHS, colleges, universities and schools.
Art Roots (Sustrans)	Artistic and aesthetic improvements to the National Cycle Network.	Local Authorities, constituted community groups, public or third sector organisations.
Big Bike Revival (Cycling UK)	To provide community cycling events.	Community organisations.
Bike Life Scotland (Sustrans)	Participation in 2 year project to produce Copenhagen-style 'Bicycle Accounts'.	Local Authorities.
Bikeability Scotland (Cycling Scotland)	Bikeability Scotland is a cycle training scheme designed to give children the skills and confidence they need both to cycle safely on the roads, and to encourage them to carry on cycling into adulthood.	Local Authorities.
Campus Cycling Officer (Cycling Scotland)	To recruit a Cycling Officer to promote active travel.	Colleges and Universities.
ChargePlace Scotland	Access to the ChargePlace Scotland charge point network, with the majority of these being free to use.	Individuals.

FUNDING SOURCE	AIM	WHO CAN APPLY
Community Links (Sustrans) <i>about to be replaced by Places for Everyone</i>	This funding is for walking and cycling infrastructure projects such as paths, junctions and routes.	Local authorities, National Parks, Regional Transport Partnerships, further and higher education institutions, housing associations, constituted community groups, development trusts, NHS, public bodies. Private sector organisations may be able to apply in conjunction with their local authority.
Community Links PLUS (Sustrans) <i>about to be replaced by Places for Everyone</i>	Community Links PLUS supports larger, innovative, segregated paths that take away road space from cars.	Local Authorities, National Parks, Regional Transport Partnerships, further and higher education institutions, housing associations, constituted community groups, development trusts, NHS, public bodies. Private sector organisations may be able to apply in conjunction with their local authority.
Community Paths Grants (Paths for All)	To create, improve, maintain and promote community paths.	Constituted community groups.
Cycle Friendly Programme (Cycling Scotland)	Funding is available to help promote and support cycling locally and make our workplaces, schools, campuses and communities more cycle friendly. The Cycle Friendly Development Fund provides grants for infrastructure such as cycle parking, upgrading pedestrian / cyclist access routes, facilities such as changing areas, showers, lockers and drying areas. There is also funding available for the purchase of bike pools, hire fleets and creating maintenance areas.	Colleges, universities, employers, communities, schools.
E-Bike Business Loan fund (EST)	This funding is to support organisations that want to reduce their carbon impact and use E-Bikes for travel.	Businesses.
E-Bike Loan fund (EST)	This funding is for interest-free loans to help buy an e-bike.	Individuals
Electric Vehicle Homecharge Scheme and Energy Savings Trust (EST) fund.	A grant of up to 75% of the eligible costs of home charge point installation (capped at £500). On top of this, the EST can provide up to £300 towards the cost of a 32 amp home charge point installation.	Individuals.

FUNDING SOURCE	AIM	WHO CAN APPLY
EV Charge Point Funding (EST)	Financial support for the installation of EV charge points.	Organisations and individuals.
EV Loan Scheme – Scotland only	An interest free loan, funded by Transport Scotland, to purchase new electric/plug-in hybrid vehicles –up to £35,000 for car/van, and £10,000 for motorcycle or scooter.	Individuals.
I Bike (Sustrans)	I Bike is an innovative schools project that empowers children, parents and teachers to travel actively, safely and confidently to school.	Local Authorities, constituted community groups, public or third sector organisations.
MaaS Investment Fund	Scottish Government’s £2M fund to fund projects to grow the evidence base on the potential for the upscale and delivery of Mobility as a Service solutions in Scotland	Public, private and third-sector organisations
National Cycle Network improvements and signage (Sustrans)	To deliver physical improvements to the National Cycle Network.	Local Authorities, constituted community groups, public or third sector organisations.
National Monitoring Framework (Cycling Scotland)	Monitoring counters and surveys.	Local Authorities and Regional Transport Partnerships.
On-street Residential Charging Scheme	Provides grant funding for local authorities towards the cost of installing on-street residential chargepoints for plug-in electric vehicles – 75% funding of capital costs of procuring and installing chargepoint and associated parking bays).	Local Authorities.
Play Together on Pedals (Cycling Scotland and Cycling UK)	Bikes, equipment and resources for pre-school children and their families.	Local Authorities, Early Years and nursery groups.
Plug-in Vehicle Grant	Subsidy for the purchase of eligible plug-in electric vehicles – 35% of total cost of a new car (capped at £3,500), 20% for vans and motorcycles (capped at £8,000 and £1,500 respectively)	Individuals.
Pocket Places (Sustrans)	Low cost, temporary installations to manage traffic speeds and improve small community spaces.	Local Authorities, constituted community groups, public or third sector organisations.



FUNDING SOURCE	AIM	WHO CAN APPLY
Practical Cycle Awareness Training (Cycling Scotland)	To establish local HGV and bus driver cycle awareness training courses.	Local Authorities and public sector agencies.
Regional Transport Partnerships support (Sustrans)	To support delivery of active travel infrastructure.	Regional Transport Partnerships.
Safer Routes to Schools (Sustrans)	This funding is for walking and cycling infrastructure projects around schools, colleges and universities.	Local Authorities, constituted community groups, public or third sector organisations.
School Cycle and Scooter Parking Grant (Sustrans)	Cycle and scooter parking facilities in schools - cycle stands, shelters, cycle lockers and secure storage.	Local Authorities, constituted community groups, public or third sector organisations.
Smarter Choices, Smarter Places (Paths for All)	This funding is for projects that work to make walking and cycling a transport mode of choice for short local journeys.	Any formally constituted body.
Strategic Partnerships (Sustrans)	Sustrans Officers to support active travel infrastructure development.	Local Authorities, constituted community groups, public or third sector organisations.
Street Design (Sustrans)	Outline designs that the local authority can progress to detailed design and construction with support from the Community Links fund.	Local Authorities, constituted community groups, public or third sector organisations.
Ultra Low-emission Taxi Infrastructure Scheme	Competition award of funding for taxi plug-in EV charge point purchase and installation. Round 2 was completed in February 2019, however, details of any further rounds have not been released yet.	Local Authorities.
Workplace Charging Scheme	Up to £500 voucher for the up-front costs of the purchase and installation of EV charge points. Further funding in Scotland via EST and the Scottish Government is available on an application basis, but is not guaranteed.	Businesses, charities, and public sector organisations.
Workplace engagement (Sustrans)	Sustrans officers who will work in organisations in order to develop a culture of active travel.	Large workplaces.

FUNDING SOURCE	AIM	WHO CAN APPLY
WOW walk to school programme (Living Streets Scotland)	WOW encourages primary pupils to walk to school through use of interactive WOW Travel Tracker with a reward for those who walk (skate, scoot, cycle or Park & Stride!) at least once per week.	Schools recommended by a local authority.

## E. COMMUNITY ASPIRATIONS FOR CHANGE

Between 2015 and 2017, Angus Council led the completion of Charrette discussions in each of the main towns of Angus. These were broad-ranging discussions, focussed on many aspects of life in these communities, but each made reference to active and sustainable travel elements. Key points from the Charrette notes are provided below. A summary of overarching themes is then provided.

### Arbroath

- *Sustainable travel references:*
  - Overall lack of connectivity between different transport modes across Arbroath.
  - Issue (p.29) “Many felt that the A92 discourages pedestrians and cyclists from accessing the town and that the road presents an overengineered and unattractive first impression of the town...Therefore can a case be made to reimagine the A92.” (p.50) “the A92 is a high priority project...Improved, inclusive accessible design for all pedestrians and cyclists should be the focus of any redesign, whilst maintaining adequate road capacity.”
  - Requirement (p.30) “Accessibility Audit required of town centre area...Some missing dropped kerbs / footway obstructions / difficult underfoot conditions”. This is considered a high, short-term priority.
  - Issue (p.30) “Cycle paths in town but poor signage to link e.g. rail station to these and the pathing to the town. Parking provision exists in town in area where cycling is prohibited.”
  - General lack of public transport and active travel connections between different areas of the town, e.g. between the railway station and bus station and town centre.
  - In relation to Applegate / Catherine Street (p.34) “Seek to develop an enhanced pedestrian and cycle route between train station and High Street to increase footfall. Make plans and business case accordingly.” Furthermore, Applegate is dominated by surface car parks, the charrette “investigated scope to reorganise car parking, service access and road alignments to create a pedestrian friendly, people first layout to delineate routes east-west from Catherine Street / West Port to the High Street by retracing the old Applegate route. This would involve pedestrian routes past the Abbeygate shopping centre and police station” (p.42) ...”this would create greatly improved east-west link that is vital for the town centre.” (p.51) Catherine Street (p.52) “Running between West Port / train Station and Bus Station and as the principal route to the town centre Catherine Street is a vital link that currently fails to present a pedestrian friendly, high quality connection to the town centre and the Abbey. Enhancements to Catherine Street, alongside West Port and Applegate would significantly improve the pedestrian / cycle links east-west to the town centre from train and bus stations.”
  - (p.67) “Join up the core path networks and ensure better access north along the Brothock Burn and to the coastal paths.” – Considered a priority project.

- *Projects list:*
  - (p.61) “Over 50’s: RVS Local Peoples Programme - innovative funding from the People’s Health Trust to address health inequalities. Initiatives could include: Walking/cycling network and walking football.

## Brechin

- (p.54) The Development Framework outlines a need for “Re-connecting and Extending the Path Network... Even a cursory review of the core footpath and cyclepath networks indicates that they don’t appear to join up. Moreover, many participants in the Charrette, notably the youth and schoolchildren, highlighted the need to enhance the quality, safety and connectedness of the path network in Brechin. Critically dedicated paths do not appear to penetrate into the town centre. Mapping out and auditing the path network to identify missing links, areas of concern and scope for improvement needs to be undertaken. Establishing a comprehensive, well connected path network would encourage safe, car-free routes to and from schools and community facilities, support healthy, active lifestyles and tourism, bind Brechin into a wider network of visitor destinations throughout the local area and capitalise on Brechin’s compact nature to encourage a walkable town not dependent on the car.” (p.76)
- (p.55) “In the Charrette there were three interconnected themes that emerged that interrelate to the quality and connectedness of open spaces in Brechin, namely;
  - Health and Well-being : scope for access to nature, agri-business and community growing;
  - Active Living and Active Tourism: enabling walking and cycling and other outdoor pursuits for residents and visitors; and
  - Sports and Play: providing formal (and informal) opportunities to engage in sport and play, recognising the numerous sports provision (principally in east Brechin) for football, rugby and cricket and exciting initiatives that arose in the Charrette for a Brechin Skatepark.
- (p.77) “there was an emerging suggestion that the High Street and Church Street be redefined as ‘shared space’ streets, akin to their original function and layout. This would create a pedestrian priority series of streets in the heart of the historic core. The upper High Street could be implemented first, enabling a trial and encouraging increased use of the space for events and street-based activity. Shared Spaces are being contemplated in other towns and cities and careful consideration of servicing, inclusive design for those with disabilities and pedestrian safety is vital.”

## Carnoustie

- (p.26) Project 5: The Links Link seeks a major new road access to Carnoustie Seafront and Links, and with alternative access to High Street spine it aims to reduce High Street traffic flows and generate new north / south footfall.

- (p.28) Project 6: Carnoustie Seafront “Link a new Carnoustie orbital cycle/walking/running route to the international cycle route along the coast” and “Improved pedestrian links with the High Street spine”.
- A SWOT analysis highlighted car clubs, infrastructure for cycling and cycling routes as opportunities. (p.53)

## Forfar

- (p.22) Featured on a town map, participants comments about the townscape included:
  - “The pavements on Castle Street are very narrow”;
  - “We should pedestrianise Castle Street”;
  - “Pedestrianise Myre Road, make it greener, a space for markets”;
  - “The walk along the Myre isn’t great - it’s badly lit”;
  - Static vehicles should be removed from the High Street;
  - Parking restrictions in the town centre need to be reinforced; and
  - “The buses at night are terrible, you need to be home by 9pm”.
- Other general comments include:
  - A desire to see a Cycling Festival;
  - A Streetsports festival;
  - More green connections through the town centre; and
  - Improved quality of street environments through – currently there are inappropriate vehicle speed in key streets and a culture of aggressive driving, and through traffic of heavy vehicles in key streets (p.47).
- Castle Street and The Cross are considered as the natural centre of the town and suggestions were made to:
  - implement an improvement scheme for the public realm on Buttermarket either as a pedestrianisation project or as a low speed environment; and
  - implement a low speed environment project for Castle Street from The Cross north to Manor Street. (p.47)
- (p.56) East High Street visual brief details travel improvement and emphasis is given to:
  - Public transport as a priority;
  - Improve the quality of bus stops and public transport infrastructure on East High Street;
  - Linked transport network with connections to new Community Campus;
  - Promote access for all to support a diversity of community members;
  - Information on walking access to Town Centre and extents; and
  - Networks supportive of Active Travel.
- Supporting Consultant analysis (p.60) provides different proposals for road infrastructure changes that would encourage East High Street visions, e.g. lane narrowing.

- (p.64/65) Getting About visual brief details sustainable travel and suggestions for improvements include:
  - Use information from walking groups to map and develop heritage walking routes through and around Forfar;
  - Organise “Beat the Street” to get residents involved in walking, running and cycling;
  - Identifying existing and new communities and walking groups to engage widely and share knowledge;
  - Upgrade existing signs with clear signage strategy communicating walking distances, times and ease of access; and
  - Networks supportive of Active Travel including cycling, walking and running.

### Kirriemuir

- Within Objective 2’s (Celebrating Kirriemuir Natural Heritage) Action plan and projects, ‘2.2 Improving Pedestrian and Cycle Access to Open Spaces and around town’ notes that “there was strong support at the Design Charrette for the limited access, traffic and transport improvements”. The following issues were discussed:
  - General improvement of pedestrian and cycle network;
  - Increasing footway width in Town centre;
  - Providing shelters at main bus stops;
  - Creating better cycling conditions throughout the town;
  - Creating a better wayfinding strategy;
  - Providing better coach parking; and
  - Better off road ‘green network’ link to Forfar (including Forfar Loch Country Park).
- Projects supporting sustainable travel:
  - **Building a new identity for the Kirrie Den: 2018-2026** – a long-term transformation works for the local park to reclaim the space for the community. One of the four programmes seeks to improve the path network, creating better access to The Kirrie Den and developing a coherent signage & interpretation strategy. (p.92)

### Montrose

- The charrette process highlighted issues, challenges and support in ‘Programme 1: Place Mending’ through the following projects.
- 1.1 High Street Public Realm Works’, mentioning:
  - High specification, high quality contemporary public realm encapsulating more integrated traffic managements, and pedestrian and cycle priority spaces;

- A rebalancing of the ratio of road / footway space is vital to enable Montrose high Street to become one of the finest streets in the UK;
- A reconfigured Montrose high Street should seek to create a safer and healthier environment in the heart of the town, with reduced traffic speed, better resolved pedestrian / vehicle conflict points and a quieter, less polluted environment; and
- Improved public space and routes should enable ‘active travel’ and encourage modal shift from the car to more walking and cycling by locals and visitors alike; with attendant health and environmental benefits. (p.13)
- 1.5 Rail Station Forecourt / Town Gateway, mentioning:
  - There is clearly scope for a better point of arrival / departure to give a far better first / lasting impression and to enable pedestrians / cyclists to progress to the town centre more comfortably; and
  - There were numerous references to using the old sidings as additional park and ride facilities
- 1.6 Crossing Points on A92, mentioning:
  - There needs to be better pedestrian links between the rail station and the town center. In line with project 1.7 there is also a desire to create a network of footpath/cyclepaths that connect to the Basin and Beyond; and
  - A better path network will encourage patronage of public transport, improve access to the town centre and promote ‘active travel’ with health / environmental benefits of walking / cycling etc.
- 1.7 Montrose Basin Boardwalk, mentioning:
  - The charrette proposal for a pedestrian boardwalk was welcomed by many. The prospect of a continuous path network around the Basin and linking to the town trails was met with enthusiasm (P.16).
- The charrette process highlighted a number of walking and cycling issues in ‘Programme 2: Connectivity: Traffic + Transport’ – refer to p.17.
- The charrette process highlighted a number of cycling opportunities seen in ‘Programme 4: Celebrating Health & Wellbeing, which mentions:
  - Explore the possibilities of promoting Montrose as a cycling town and establishing a cycling hub possibly located in an existing building. The hub could include:
    - Active travel and promoting modal shift;
    - Focus for maintaining a choice of cycle routes and facilities;
    - Establishing improved links into the Sustrans’ National Cycle Network with a Sustrans & locals volunteer base;
    - Refurbishing bikes project and regular mass cycling participation events;
    - Building an even stronger reputation for Montrose as an outdoors-orientated destination;
    - Generating regular income for the local economy;
    - helping to ensure that ALL cycle routes and facilities are well maintained;
    - Encouraging local people, as well as visitors, to cycle more.

## Monifieth

- “Bus service through the town is frequent with buses as often as every ten minutes.” (p.11)
- “transport related issues discussed were:
  - Either side of Town Centre traffic speeds too high
  - Discussion of crossing locations on High Street
  - Improved links to Beachfront area required
  - General lack of pedestrian signage
  - Improve links to and from Railway Station & improve services stopping at Railway Station
  - Bus services considered to be good but buses can delay traffic due to timed stop on street
  - Could be a need for crossing to serve Tesco access
  - Town Centre speeds too high – even at 30 mph
  - Restrictions on footway widths
  - Trip hazards in streetscape outside Town House” (p.30)

## South West Angus

- *Sustainable travel references:*
  - Many paths stop or lack proper connection to the next section, so preventing easy access to jobs, services and recreational opportunities on foot or by bike despite the often short distances involved;
  - Length of journey times and lack of reliable public transport links at key points in the day for shift workers and commuters;
  - Roads through settlements acting as divisive barriers within communities due to vehicle speeds, particularly the A923 through Birkhill and Muirhead; and
  - Speeding, of all vehicle types, through villages and on main roads, causing accidents and deterring people from cycling and walking. (p.42)
- *Projects related to sustainable travel:*
  - The **Sidlaw Path Network** is an existing community and voluntary group, who do excellent work around the connection of active travel routes across South West Angus. They have a strong understanding, network within the community and a deep love for the natural environment of South West Angus; and
  - **Quiet Roads** provide a chance for people to walk, cycle and horse ride in a safer environment which widens transport choice and protects the character and tranquillity of country roads. The extension of this initiative into South West Angus would help: - Reduce vehicle speeds, slowing traffic at difficult junctions, around housing and schools - Reduce the attraction of country roads as a shortcuts for vans and lorries Perth and Kinross, West Lothian and Renfrewshire Councils have all had ‘Quiet Roads Initiatives’ in the past and this approach has helped develop core paths planning across the local authority areas.



## Summary of Charrettes

The suggestions made by members of the public during the Charrettes are (appropriately) local and highly specific, more suitable for detailed project development than a Council-wide strategy. However, there are recurring themes and shared community aspirations which the Active & Sustainable Travel Strategy should seek to address. These include:

- More attractive urban spaces, that are nicer for more people to use;
- More attractive, direct and convenient active travel routes between key destinations in and around town centres;
- Better connections to long-distance active travel routes;
- Reduced impact of road traffic (on severance, on perceptions of road danger for pedestrians and cyclists); and
- Better information and support networks to enable more people to make use of active and sustainable travel choices.

## F. WORKSHOP FINDINGS

This appendix presents summary feedback from a workshop of key stakeholders, held in Montrose on 21 March 2019, in order to inform the development of this strategy.

The discussion sought to:

- Collate information on relevant on-going projects and initiatives (reported in section 5 of this report);
- Define priority outcomes for the strategy; and
- Identify the mechanisms that would enable more effective and efficient delivery of outcomes.

### Priority outcomes

Workshop attendees discussed what an Active & Sustainable Travel Strategy for Angus should be seeking to achieve.

They noted that active and sustainable travel can help achieve a broad range of outcomes, including improved health, a reduction in the adverse impacts of the transport system on the environment, and a thriving and sustainable local economy.

Attendees felt that all of these factors were relevant and important, but there was a common view that the primary objective of the strategy should be to promote inclusive access for everyone.

The rationale for this came from the fact that improvements to active and sustainable travel choices could help overcome inequalities that are present in many aspects of the community in Angus. Examples cited include ensuring that:

- People that live in more deprived communities have as good access to goods and services as those that do not;
- Shift workers can have as good access to jobs as people working regular office hours; and
- Home location is not a barrier to uptake of further education.

Following on from the priority outcome, attendees felt that it was appropriate that the strategy give greater focus to some transport modes than others. Specifically, priorities should relate to active travel and bus use, as these have the greatest role to promote inclusive access for everyone.

The promotion of rail travel, electric vehicles and car share were all felt to be appropriate, but of lower priority.

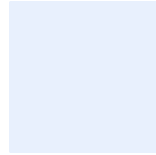
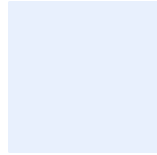
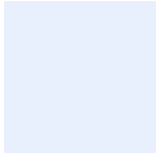
## Priority issues

During the discussion, attendees noted a wide variety of current challenges and constraints to the uptake of active and sustainable travel choices, in particular:

- Car sharing is not in many people's culture;
- Many residents cannot access facilities due to a lack of public transport;
- Buses do not provide good services to many key locations that are not in town centres;
- There is a lack of more specialist transport provision in some areas/for some people (e.g. accessible taxis, community transport);
- The school run is a source of many transport problems, and shows potential to change travel choices;
- Social enterprise and community capacity is essential for many travel projects; and
- Many people lack knowledge about what facilities and support are available to them.

A detailed discussion focussed on identifying the barriers to change that are currently faced. Key points noted were:

- Communities need to be engaged in decision-making processes;
- Funding:
  - Money is available from external sources, but knowledge of it, application processes and the need for match all provide constraints
  - Revenue funding is a particular concern, especially for maintenance of existing assets, which is commonly poor;
- The focus of efforts should be on improving existing infrastructure and services, not on big new infrastructure schemes;
- Communication is often difficult:
  - Many people and organisations involved
  - Staff responsibilities change, so relationships get broken
  - Few people understand the whole delivery landscape
  - Evidence sharing is often limited;
- Drivers for change towards active and sustainable travel were seen to be:
  - Regulation and policy
  - Business benefits
  - Community aspirations/lobbying
  - Easy wins, for example if external funds are available
  - Financial pressures (which can generate opportunities as well as constraints)
  - Political support (where it is available);
- Need an understanding of where the Active & Sustainable Travel Strategy sits within Angus Council's frameworks and priorities; and
- Partners who should be brought into the Strategy include:
  - Angus Council – various department
  - NHS and Scottish Ambulance Service



- Bus operators
- Train operators
- Private sector employers
- Voluntary and social enterprise sector
- Community police
- Members of the public, whose journey choices we are seeking to influence.

## G. STRUCTURED INTERVIEW FINDINGS

During March 2019, a series of structured telephone interviews were conducted with selected Council officers and representatives of external agencies, to attempt to gather detailed information about activity that they are leading, or aware of, to promote active and sustainable travel. The interviews sought to answer the following questions:

- What projects are you aware of that are underway or planned to promote active and/or sustainable travel in Angus?
- How are those projects being funded?
- Are there any data sources you are aware of that could help us understand current travel patterns in Angus, or that demonstrate the effectiveness of specific projects?
- What are the main things that you would like a new Active & Sustainable Travel Strategy for Angus to achieve?
- Who else would you recommend that we engage with regarding active & sustainable travel in Angus?

Information was received from the following individuals, either via telephone discussion, or via email when a telephone call was not possible):

### ○ Angus Council officers:

- Paul Clark, Angus Council, Countryside Access (by email);
- Lesley Cook, Angus Council, School Travel (by phone);
- Isabelle Davies, Angus Council, Planning Officer (by phone);
- Scott Dryden, Angus Council, Roads Maintenance (by phone);
- Joe Hawke, Angus Council, Traffic Surveys (by phone);
- Douglas Hill, Angus Council, Roads Asset Management (by phone);
- Craig Hudson, Angus Council, Traffic & Transport Manager (by email);
- Iain Leith, Angus Council, Public Transport (by phone);
- Jill Paterson, Angus Council, Communities Manager (by phone);
- Jutta Scharnberger, Angus Council, Landscape Services (by phone);
- Andrea Strachan, Angus Council, Traffic Engineer (by phone).

### ○ External delivery agencies:

- Abigail Betney, Energy Savings Trust (by phone);
- Graeme Brown, Tactran (by phone);
- Scott Francis, Angus Cycle Hub (by phone);
- Kirsty Hunter, Angus Alive (by phone);
- Marianne Scott, Cycling Scotland (by phone).

Phone and email contact was attempted with the following individuals, but with no response:

- Nicole Bell, Paths for All;
- Jackie Beresford, Dundee & Angus College;
- Mary Colvin, NHS Tayside;
- Sarah Elliot, Stagecoach;

- Louise Macaulay, Baker Hughes (advised that would need to discuss directly with Angus Council);
- Gemma McCluskey, Sustrans

The discussions have been used to inform the table of initiatives shown in Appendix C above. It is clear from the list above that most of the discussions have been undertaken with Angus Council officers.

It was more challenging to engage some of the external stakeholders within available timescales; as such there are gaps in understanding in some areas, in particular relating to public transport activity being delivered by Stagecoach, and work being undertaken by NHS Tayside to promote active and sustainable travel to staff, patients and visitors.

Evident too from the discussions was the relatively limited data that is available to monitor and evaluate the effectiveness of specific interventions.

## H. EQUALITIES IMPACT ASSESSMENT

The Equality Act (2010) introduced a public sector equality duty. This requires public authorities to pay due regard to the need to:

- eliminate discrimination;
- advance equality of opportunity; and
- foster good relations across a range of protected characteristics.

The objectives and actions defined for this Active & Sustainable Travel strategy will not affect all members of society equally. With reference to each of the groups with protected characteristics, as defined by the Act, the strategy is expected to have the following effects:

GROUP	ANTICIPATED IMPACT
Age	Positive. Will create a transport system more able to be used by the youngest and oldest, whom are currently most often excluded
Disability	Positive. Will create a transport system more able to be used by people that have physical and/or mental health issues, whom are currently most often excluded
Gender reassignment	No impact
Marriage or civil partnership	No impact
Pregnancy/maternity	No impact
Race	No impact
Religion or belief	No impact
Sex (gender)	Positive. Will create a transport system more able to be used by women, whom are currently most often excluded because of lower instances of driving licence holding (especially amongst older women) or personal security concerns
Sexual orientation	No impact

## I. COMMUNICATIONS PLAN

Effective communications – of this strategy and of the opportunities for active & sustainable travel choices in Angus – are essential if the strategy’s objectives are to be achieved. Three related strands of communications activity should be led by Angus Council; on-going activity is required:

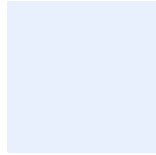
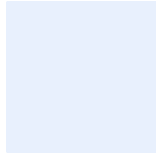
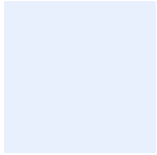
- **With key decision makers:** those responsible for making key decisions – relating to budget setting, development proposals, the development of related plans and strategies – need to be made and kept aware of the benefits of investing in active & sustainable travel. Providing regular updates to these decision makers directly or through media channels which are influential to them, will ensure that they can identify with the opportunities for, and cross-sectoral benefits of, enabling more people to use active & sustainable travel choices more often;
- **With delivery partners:** improving efficiency of project delivery and increasing capacity for change are key themes of this action plan. In large part, these outputs can be delivered through closer cooperation between the large number of partners that are involved in delivering projects which seek to increase use of active & sustainable travel choices in Angus. On-going communications with them about the strategy, successes and challenges in its delivery, and work of other partners is needed. The forums, to be established as an action from this strategy, should play a key part in this, but other communications through relevant networks and more general mass- and social-media is required in order to ensure that relevant groups become aware of the opportunities available; and
- **With members of the public:** one of the most effective mechanisms to achieve changes in behaviours is through social norms; people are more likely to use a travel mode if they are aware that their peers do the same. Promoting regular messages about the numbers of people making changes, and case studies of those that notice the benefits of so doing, will therefore help others to change. But, more importantly, residents of and visitors to Angus need to be made aware of the opportunities available to them to use active & sustainable travel choices; of the infrastructure and facilities, services and support mechanisms. On-going communications regarding these are essential.

More detail on these communications recommendations is included in the action plan.

In going about any communications, relevant information should be issued by a range of partners but, as with project delivery, coordination of communications activity is likely to increase effectiveness. The hosting of all relevant messages under a common brand is likely to aid people’s understanding of the connections between different projects; the Angus on the Go brand was developed for this purpose and remains available to the Council and other delivery partners.

In framing any communications, it is important to note that different people are more strongly influenced by different types of information. Some rely largely on numerical data to assess the effectiveness of new initiatives; whilst others rely on testimonies of ‘people





like them' and will be captured with case studies and qualitative evidence. Angus Council and its partners should use a variety of evidence types, and ensure that all communications are delivered through media that are trusted by the target audience.

**SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.**

**A diverse group of results-oriented people, we are part of a strong team of professionals worldwide. Through client business planning, customer research and strategy development we create solutions that work for real people in the real world.**

**For more information visit [www.systra.co.uk](http://www.systra.co.uk)**

**Birmingham – Newhall Street**

5th Floor, Lancaster House, Newhall St,  
Birmingham, B3 1NQ  
T: +44 (0)121 393 4841

**Birmingham – Edmund Gardens**

1 Edmund Gardens, 121 Edmund Street,  
Birmingham B3 2HJ  
T: +44 (0)121 393 4841

**Dublin**

2nd Floor, Riverview House, 21-23 City Quay  
Dublin 2, Ireland  
T: +353 (0) 1 566 2028

**Edinburgh – Thistle Street**

Prospect House, 5 Thistle Street, Edinburgh EH2 1DF  
United Kingdom  
T: +44 (0)131 460 1847

**Glasgow – St Vincent St**

Seventh Floor, 124 St Vincent Street  
Glasgow G2 5HF United Kingdom  
T: +44 (0)141 468 4205

**Glasgow – West George St**

250 West George Street, Glasgow, G2 4QY  
T: +44 (0)141 468 4205

**Leeds**

100 Wellington Street, Leeds, LS1 1BA  
T: +44 (0)113 360 4842

**London**

3<sup>rd</sup> Floor, 5 Old Bailey, London EC4M 7BA United Kingdom  
T: +44 (0)20 3855 0079

**Manchester – 16<sup>th</sup> Floor, City Tower**

16th Floor, City Tower, Piccadilly Plaza  
Manchester M1 4BT United Kingdom  
T: +44 (0)161 504 5026

**Newcastle**

Floor B, South Corridor, Milburn House, Dean Street, Newcastle, NE1  
1LE  
United Kingdom  
T: +44 (0)191 249 3816

**Perth**

13 Rose Terrace, Perth PH1 5HA  
T: +44 (0)131 460 1847

**Reading**

Soane Point, 6-8 Market Place, Reading,  
Berkshire, RG1 2EG  
T: +44 (0)118 206 0220

**Woking**

Dukes Court, Duke Street  
Woking, Surrey GU21 5BH United Kingdom  
T: +44 (0)1483 357705

**Other locations:**

**France:**

Bordeaux, Lille, Lyon, Marseille, Paris

**Northern Europe:**

Astana, Copenhagen, Kiev, London, Moscow, Riga, Wroclaw

**Southern Europe & Mediterranean: Algiers, Baku, Bucharest,**

Madrid, Rabat, Rome, Sofia, Tunis

**Middle East:**

Cairo, Dubai, Riyadh

**Asia Pacific:**

Bangkok, Beijing, Brisbane, Delhi, Hanoi, Hong Kong, Manila,  
Seoul, Shanghai, Singapore, Shenzhen, Taipei

**Africa:**

Abidjan, Douala, Johannesburg, Kinshasa, Libreville, Nairobi

**Latin America:**

Lima, Mexico, Rio de Janeiro, Santiago, São Paulo

**North America:**

Little Falls, Los Angeles, Montreal, New-York, Philadelphia,  
Washington

The SYSTRA logo is displayed in a large, bold, red, sans-serif font. The letters are closely spaced and have a slightly irregular, hand-drawn appearance.