

ANGUS COUNCIL

ROADS COMMITTEE

6 JUNE 1996

PROVISION FOR CYCLISTS IN ANGUS

REPORT BY THE DIRECTOR OF ROADS

ABSTRACT

This report considers the overall topic of cycling in Angus and makes specific proposals for approval by Committee

1 RECOMMENDATIONS

It is recommended that the Committee agree to:-

- (i) approve the proposed programme of cycling measures detailed in this report subject to the availability of financial resources,
- (ii) note that individual schemes to be funded from Capital will be brought back to Committee for detailed approval

2 INTRODUCTION

Considerable attention is being focused on cycling at the present time. It has an important role to play as a cheap, healthy and environmentally friendly means of transport for short journeys. It also provides an important leisure activity and is becoming more and more important as a tourist activity.

This report considers briefly what has been happening in recent years and makes proposals for further initiatives in Angus.

3 BACKGROUND

In 1983 the Scottish Office commissioned John Grimshaw and Associates to carry out a study to identify potential railway path and cycle routes using various documentary sources; to survey those routes which had the greatest potential; and to prepare reports describing and costing those routes which could be developed. The study covered the whole of Scotland, and the 'Grimshaw Report' which became available in 1985

comprised a main report and thirteen separate annexes. The main report and annex 6 referred to Tayside and to five particular schemes, three of which affected Angus i.e. Forfar to Milldens, Montrose to Bridge of Dun, and Monifieth to Carnoustie

4 DETAILS

- (i) In 1989 *Tayside Regional Council* considered the report, agreed a Policy Statement on cycling, agreed to monitor cycle flow levels, agreed to investigate cycle accidents, agreed that developers should be encouraged to provide cycle stands at new and existing developments, agreed to make financial provision for cycling and agreed to appoint consultants to look at cycling in more detail.

TPA (now Oscar Faber/TPA) were appointed consultants and their study was considered by TRC in April 1992 and it was agreed to consult widely on the study and bring forward a further report. This final report (No 635/94) was approved by the Roads & Transport Committee for TRC in April 1994 and it was agreed that:

- a) Cycle flows and accidents should continue to be monitored
 - b) Developers should be encouraged to provide cycle stands at new and existing developments
 - c) The Council should continue to provide cycle stands, dropped kerbs and signing where appropriate to assist cyclists
 - d) All new road schemes and developments should have a "cycling" check as part of the Safety Audit
 - e) Discussions with cycling groups should continue on the provision of facilities and additional sources of funding should be investigated.
- (ii) A program of schemes was also agreed, and, with increased funding of £100,000 in both the 1994-1995 and 1995 -1996 financial years, most of these schemes have been carried out. In particular for the Angus area the following were agreed for the short term.
- a) the provision of the cycle track from Grange Road, Monifieth across the Dighty Burn to link to Monifieth High School. This is almost finished but still requires some land acquisition before it can be completed.
 - b) a cycle track along the old railway line to the east of Montrose from Borrowfield to Montrose Academy. This was carried out in conjunction with Angus District Council and was completed in Spring 1995.

- iii) It was also agreed that the route around Montrose basin should be considered as a medium term priority and that a shared use cycle track be created on the outskirts of Forfar along the B9128 route
- iv) In addition to the above schemes cycle provision was also made at Panmurefield Road, Monifieth and has been included within the Montrose Inner Relief Road, now under construction (shared use cycle tracks and 3 Toucan crossings).
- (v) *Angus District Council* were also involved in providing cycling facilities from the recreation, tourism and economic development viewpoint. e.g. the railway line in Montrose as above and also the route from Montrose to St Cyrus by way of the Northwater Viaduct. (ref: Report No 52/96 approved by the Planning and Development Committee of 19 February 1996 and the Leisure and Recreation Committee of 20 February).
- (vi) In recent times there have been a number of initiatives with regard to cycling. These are now detailed.
 - 1) *Local Agenda 21*- which is 'the process of developing local policies for sustainable development and building partnerships between Local Authorities and other sectors to implement them'.

At the Earth Summit in 1992, 170 countries including the UK endorsed Agenda 21, a 600 page 'Agenda for the twenty-first century' which set out how environmental and development needs could be reconciled.

Cycling can make an important contribution to sustainable development.

- 2) *Royal Commission on Environmental Pollution (Report on Transport and the Environment 1994)* - The key recommendations on cycling were:
 - To increase cycle use to 10% of all urban journeys by 2005 compared with 2.5% now (1994), and seek further increases thereafter.
 - To reduce cycle deaths from 4.1 per 100 million kilometers cycled to not more than 2 by the year 2000.
 - Comprehensive networks of safe cycle routes which do not involve use of heavily trafficked roads should be built up in all urban areas.
 - Railtrack should provide secure cycle parking at all stations.

- 3) *SUSTRANS National Cycle Network- millennium bid* - SUSTRANS have been awarded £42.5m by the Millennium Commission. The money is to help initiate the 'National Cycle Network', 6,500 miles of cycle routes across the entire UK. 2,500 to be completed by Easter 2000, the rest by 2005. SUSTRANS aims to work with local authorities, either single or in consortia, through 'partnership agreements'. Route 109a runs through Angus and is due for construction post 2000. Ove Arup have produced guidelines on route design.
- 4) *Scottish Office "Trunk Road Cycling Initiative"* - This Cycle Action Plan was prepared to integrate the Scottish trunk road network with the proposed SUSTRANS National Cycle Network.
- 5) *Cycling into the Future-The Scottish Office Policy on Cycling* - This has just been issued and was prepared in order to make the new authorities fully aware of all aspects of cycling, including the benefits of cycling, cycling within an overall transport policy, facilitating various types of cycle use, examples of good practice in cycling, the law, bibliography etc.
- 6) *Scottish Office Cycling Officers Liaison Group* - these meetings were held two or three times per year and attended by representatives from the Scottish Office, Scottish Tourist Board, Cyclists Touring Club and the Cycling Officers from the Regional Councils. It is intended to continue these meetings and initially, it is planned that one person from each new authority be invited to attend starting in June.
- 7) *Scottish Cycling Forum* - This is at a higher level and has a wider representation than 6) above. The Director of Roads is represented on this forum.
- 8) *Cycle-friendly Infrastructure-Guidelines for Planning and Design* - Produced through co-operation between the Bicycle Association, the Cyclists Touring Club, the Institution of Highways and Transportation, and the Department of Transport, and published in 1996. This document gives detailed guidance on all aspects of cycling.
- 9) *SET / Oscar Faber/ TPA Study* - Oscar Faber TPA (OFTPA) were commissioned in June 1994 by Scottish Enterprise Tayside to undertake a North East Tayside Cycle Routes Study. The study was seen as being complimentary to the 'Provision for Cyclists in Tayside' study previously carried out by OFTPA for Tayside Regional Council. The principal objective of this study was to identify possible cycle routes which

- were mainly in Angus
- linked sites in Angus to existing or proposed cycle routes
- provided an easy, identifiable and waymarked access to the rural hinterland
- ideally formed interconnecting loops which linked attractions and communities

Other elements addressed by the study included liaison with interested parties such as various local authorities, local cycling organisations etc., an overview of route signing and promotional material and an indication of estimated project costs. The five priority routes identified were:

- Montrose to St Cyrus
- Arbroath to Auchmithie
- Loch of Kinnordy
- Broughty Ferry to Dundee
- Dundee to Kirkton of Auchterhouse

- 10) *Safe Routes to Schools* - At the April 1996 Roads Committee, Report No. 249/96 was approved and this includes consideration of cycling.
- 11) *D O T Statement* - A new Policy Statement on Cycling is due out this Summer and is to be launched at a National Conference in London on the 19 July 1996.
- 12) *Planning Policy Guidance Notes 6 and 13* in England have emphasised the need to ensure that the quality and convenience of alternative means of transport makes them a reasonable alternative to the car. Also that safe and secure cycle parking should be provided. The Scottish Office NPPG 8 on Retailing also emphasises the role of cycling and the NPPG for Transport in Scotland which is due out in the Autumn is likely to reflect the English advice.
- 13) *Monitoring of Cycle Flows* - Cycle flows are measured in the course of carrying out other traffic surveys. Generally they are higher in the good weather. Montrose has the highest level of flows, varying between 1.37% and 2.78% of the total traffic flow. Other areas are well below 1%. Levels in Scotland are generally below those in England. For full details see appendix 1.
- 14) *Accident Statistics* - the accident situation is being updated at present.

- 15) Angus Council has already approved two reports related to cycling at the April cycle of meetings i.e. Report No. 217/96 'The Angus Coastal Experience' when approval was given to the overall proposal including a coastal walkway and cycleway, and Report No. 215/96 The National Cycle Network - The Angus Leg when it was agreed to undertake a detailed investigation of the Angus leg of the network.

5 PROPOSALS

It is proposed that the following of measures be agreed:

- 1) The following Policy be adopted by Angus Council:

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

- 2) That a working group be set up comprising representatives from the Roads Department; Planning, Transport and Economic Development; Recreation Services; Chief Constable; Angus and City of Dundee Tourist Board; Scottish Enterprise Tayside; Cyclists Touring Club. It may also be useful to have representation from Forest Enterprise, Scottish Natural Heritage and the Public Transport operators.
- 3) That cycle flows should be monitored.
- 4) That cycle accidents should be monitored and that particular attention be given to the needs of cyclists when carrying out safety audits of road schemes.
- 5) That developers be required to provide cycling facilities as part of any new development.
- 6) That employers including Angus Council be encouraged to provide facilities at existing premises.

In the *short term* the priorities should be:

- 1) To introduce facilities for cyclists at Angus Council premises.
- 2) To complete the link in Monifieth from Grange Road to Monifieth High School.
- 3) To investigate the Celebration of the Coast/SUSTRANS National Cycle route through Angus.
- 4) To provide secure cycle stands in the centres of all the Angus Towns, and to provide signing and dropped kerbs at appropriate points throughout Angus
- 5) In Montrose:
 - to extend the cycle track along the former railway line on the east of the town to the Leisure Centre, school and Glaxo in the south, through Borrowfield housing in the north and to the seafront.
 - to extend the cycle track along the south side of Brechin Road from the Inner Relief Road eastwards.
 - to link the facilities along the IRR to those on the east of the town.
 - to provide a cycle track from Montrose to the Lower Northwater bridge.
 - to ensure that cycle facilities are provided as part of the proposed town centre improvements.
- 6) To investigate the improvement of the links from Broughty Ferry and Monifieth to Monikie and Crombie Country Parks.
- 7) To investigate the provision of local routes round each town to provide safe, family cycling (important in getting people started to cycle).
- 8) To prepare a tourist brochure highlighting the facilities in Angus and Dundee.
- 9) To ensure that cycling training and safety is emphasised in schools.
- 10) To investigate possible sources of funding

See Appendix 2 for details.

In the *medium term* the priorities should be:

1) To discuss the following items and others at the working group and bring forward a further report with a list of priorities:

i) Montrose - the provision of a route round Montrose Basin

- Arbroath - Provision of facilities in the Westway/Elliot area
 - Provision of facilities in the Condor area
 - Provision of facilities in the Wardmill to St Vigean's area
 - Provision of facilities in the A92 Montrose Road area

Forfar - Improvement to the A926 Kirriemuir Road, A929
 Glamis Road and A932 Dundee Road links from
 Forfar to the A90 Forfar By-Pass

6 FINANCIAL IMPLICATIONS

Each scheme will be investigated in detail and further reports will be submitted in due course on each Capital scheme. £30,000 is available within the Roads Department 1996/1997 Capital Budget for Cycling/pedestrian schemes.

Other sources of possible funding include Scottish Enterprise Tayside, Forest Enterprise, Scottish Natural Heritage.

7 CONSULTATION

The Chief Executive; Director of Law and Administration; Director of Planning, Transport, and Economic Development; Director of Recreation Services; Director of Finance; Director of Property; Director of Education; and Chief Constable have been consulted in the preparation of this report and are in agreement with it.

8 CONCLUSION

As was stated, cycling is being given a higher priority with regard to being an alternative means of transport, as well as being an important recreational and tourist activity. The programme described is realistic and achievable.

Dr Bob McLellan
 DIRECTOR OF ROADS

NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:-

Scottish Office Cycling Advice Note 1/89
Scottish Office Cycling Advice Note 1/90
Grimshaw Report and Appendices
Provision for Cyclists in Tayside - TPA, Final, Report - November 1991
Cycle Friendly Infrastructure - Guidelines for Planning & Design
Sustrans Millenium Route
D of T, Traffic Advisory Leaflets
SET Tayside Cycle Routes - OFTPA 1995
Cycling Into The Future - Scottish Office

Cycle Flows in Tayside - Angus Area

LOCATION	DATE	HRS OF COUNT	TOTAL CYCLES	TOTAL FLOW	% OF CYCLES	DIRECTION
A933 north of A934	20/04/94	12	2	1082	0.18	N/B
A934 west of A92		12	1	1097	0.09	S/B
A90 south of B9127	27/09/94	12	9	899	1.00	E/B
A92 north of Arbroath		12	6	891	0.67	W/B
A92 Montrose High Street, north of George Street	07/06/94	12	1	7592	0.01	S/B
A92 Montrose. south of A935 Brechin Road		12	0	8184	0.00	N/B
A92 Montrose north of A935 Brechin Road	03/03/94	12	6	2130	0.28	N/B
A928 North of Victoria Street, Forfar		12	7	2157	0.32	S/B
A92 north of A934	12/07/95	12	190	6837	2.78	S/B
A926 west of A90		12	219	7552	2.90	N/B
A926 east of A928	15/07/93	12	105	7657	1.37	S/B
A926 Sled Road, Kintlemuir		12	108	7585	1.42	N/B
A926 west of B954	15/07/93	12	93	6402	1.45	S/B
A932 South of Old A94 Forfar		12	88	6379	1.38	N/B
Academy Street, Forfar	13/10/94	12	17	3619	0.46	N/B
A928 South of Manor Street, Forfar		12	18	3642	0.49	S/B
	26/04/95	12	9	3349	0.26	N/B
		12	4	3316	0.12	S/B
	28/09/94	12	6	1875	0.32	E/B
		12	2	1874	0.10	W/B
	28/06/94	12	7	1570	0.44	E/B
		12	5	1573	0.31	W/B
	06/09/94	12	10	1156	0.86	N/B
		12	11	1277	0.86	S/B
	15/04/94	12	0	606	0.00	E/B
		12	4	866	0.46	W/B
	05/09/94	12	36	4186	0.86	N/B
		12	29	4043	0.71	S/B
	07/09/94	12	16	2713	0.56	N/E
		12	24	2866	0.83	S/W
	06/09/94	12	28	3095	0.80	N/B
		12	19	3411	0.55	S/B

SHORT TERM

SCHEME	COST £	TIMESCALE	FUNDING
1 Facilities at Council Premises	requires investigation	From 1997 - 1998	Property
2 Monifieth-Grange Road Link	14,000	1996 - 1997	Roads Department (dep. on land)
3 Investigate Celebration of Coast/National Cycle Route	time only	1996 - 1997	Roads, Planning, Recreation, Sustrans (SET)
4 Provide Cycle Stands in Towns	2,500	1996 -1997	Roads Department
5 Montrose -			
Extension to Glaxo, Leisure Centre and School	requires investigation	1996 - 1997	Roads Department
Borrowfield Extension	requires investigation	1996 - 1997	Planning
Seafront Extension			Included in seafront study
Brechin Road	requires investigation	1997 - 1998	Roads Department
Cross - town links	requires investigation	1997 - 1998	Roads Department
Montrose to St Cyrus Route		1996 - 1997	Planning, Recreation (SET)
Town Centre			Included in Town Centre Study
6 Investigate links to Monikie and Crombie	time only	1996 - 1997	Recreation/Roads
7 Investigate Local routes round towns	time only	1996 -1997	Roads, Planning, Recreation
8 Prepare Tourist Brochure	requires investigation	1996 - 1997	Planning, Tourist Board, Recreation
9 Cycle Training at schools		ongoing	Police, Education

