

ANGUS COUNCIL

**PLANNING AND TRANSPORT POLICY COMMITTEE
ROADS COMMITTEE**

**12 OCTOBER 2000
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SUBJECT: ANGUS LOCAL TRANSPORT STRATEGY

REPORT BY DIRECTOR OF PLANNING AND TRANSPORT AND DIRECTOR OF ROADS

<p>Abstract: This report addresses the submission of a full Local Transport Strategy for Angus to the Scottish Executive, including requirements under the Road Traffic Reduction Act 1997.</p>
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1 RECOMMENDATION

It is recommended that the Committees:-

1. Agree the terms of the full Local Transport Strategy for Angus (a draft of which has been placed in the Members' Lounge), the content of which is based on:-
 - (a) Updating relevant sections of the Interim Local Transport Strategy, including taking account of the results of consultation on the Interim Strategy;
 - (b) Identifying relevant performance indicators and targets for the Strategy; and
 - (c) Incorporating the statutory report required under the Road Traffic Reduction Act 1997.
2. Note and agree the general arrangements proposed for submitting the Angus Local Transport Strategy to the Scottish Executive as detailed in this report.

2 INTRODUCTION

- 2.1 At the meetings on 9 March 2000, the Planning and Transport Policy Committee and the Roads Committee agreed general arrangements for preparing a full Local Transport Strategy for Angus (Report 274/00 refers). This took account of consideration of the consultation undertaken on the Interim Strategy, together with further advice and guidance published by the Scottish Executive.
- 2.2 Since that time work on preparing the full strategy has focused on three main elements. These comprise updating relevant sections of the Interim Strategy taking account of the results of consultation; identifying relevant performance indicators and targets for the strategy; and preparing the submission required under the terms of the Road Traffic Reduction Act 1997.
- 2.3 Subsequent sections of this report discuss each of the above elements. A draft of the full Angus Local Transport Strategy document has been placed in the Members' Lounge.

3 UPDATING INTERIM STRATEGY

3.1 The Interim Strategy, which was agreed by members on 26 August 1999 (Report 819/99 refers), has been updated and amended with particular reference to:-

- Guidance and findings published by the Scottish Executive earlier this year.
- Results of consultation.
- General progress on relevant issues, including publication of the Transport (Scotland) Bill (Report 896/00 refers).

3.2 Scottish Executive Guidance and findings on Local Transport Strategies, together with details of consultation on the Interim Angus Strategy, were set out in Report 274/00. The draft full Strategy includes a summary of the results on consultation which is reproduced as Appendix A to this report. Key findings drawn from the consultation responses on the Interim Strategy indicated:-

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

4 PERFORMANCE INDICATORS AND TARGETS

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

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

4.2 Appendix B to this report contains two tables which have been included in the full Local Transport Strategy. These identify performance indicators for each of the five key objectives of the strategy and targets for each of the 16 strategy components respectively.

5 ROAD TRAFFIC REDUCTION ACT REPORT

5.1 The Road Traffic Reduction Act 1997 has been commenced in Scotland and came into force on 21 April 2000. This Act requires local traffic authorities to undertake a review of existing and forecast levels of traffic on local roads in their area and to prepare a report. The report should contain targets for reducing either existing levels of traffic on local roads or their rate of growth; or should state why the local authority considers it inappropriate to do so.

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

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

6 NEXT STEPS

6.1 Guidance issued by the Scottish Executive in February 2000 invites local authorities to submit full Local Transport Strategies by the end of October 2000. The same timescale has been set for the submission of statutory Road Traffic Reduction Act reports.

6.2 Subject to members agreeing the terms of this report it is proposed that the full Local Transport Strategy for Angus be submitted, initially in draft form, to meet the Scottish Executive timescale. Alongside this arrangements will be made for printing and publishing the Strategy document.

7 FINANCIAL IMPLICATIONS

7.1 Preparation of the Local Transport Strategy for Angus has been undertaken in-house, including work in relation to the report required to meet the Road Traffic Reduction Act.

7.2 There are no immediate financial implications arising from this report. Resources will continue to be a constraining factor and strategy objectives, policies and targets, identified in the Local Transport Strategy will have to be addressed within this financial context.

8 CONSULTATION

8.1 The Chief Executive, Director of Finance, Director of Law and Administration, Director of Environmental and Consumer Protection and Director of Social Work have been consulted in the preparation of this report.

9 CONCLUSION

9.1 The Local Transport Strategy sets out Angus Council's commitment to sustainable, integrated transport which promotes social inclusion. Considerable progress has already been made, as reflected in current policies and initiatives of the Council, and the Strategy builds on this to further develop relevant measures in Angus.

NOTE

No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973, (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

AA/CGR/SC
5 October 2000

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APPENDICES

APPENDIX A : CONSULTATION ON INTERIM LOCAL TRANSPORT STRATEGY

- Consultees
- Consultation Responses
- Key Findings from Consultation

APPENDIX B : PERFORMANCE INDICATORS AND TARGETS

- Table 6.1 – Key Objectives and Performance Indicators
- Table 6.2 – Strategy Components and Targets

APPENDIX C : ROAD TRAFFIC REDUCTION REPORT

APPENDIX A**CONSULTATION ON INTERIM LOCAL TRANSPORT STRATEGY**Consultees

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

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

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

Consultation Responses

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

General findings can be summarised as:-

- general agreement that the main elements of National Strategy and Local Policy are adequately reflected in the document. Some additional considerations also identified;
- agreement that most of the issues identified nationally are either relevant or very relevant in tackling problems and opportunities in Angus. Encouraging the use of public transport, walking and cycling ranked as the most important issue, while raising awareness, reducing levels of local traffic, and tackling congestion and pollution were perceived as low priorities in Angus;
- widespread agreement with the Key Objectives identified in the Interim Strategy concerning Accessibility, Integration, Choice, Environment, and Safety. Some reservations expressed noting that accessibility should be achieved in the most sustainable way and that promoting a choice of travel modes may not always be practical or sensible;
- other broad objectives identified include public transport costs, increase bus frequency in rural areas, integration of services with adjacent authorities and nationally;
- broad problems identified in the document were agreed as the main concerns in Angus with additional issues identified including need to increase funding for sustainable transport, lower fares, improve quality and facilities, help fund road and safety schemes;

- other general concerns highlighted included need for new bridge at Montrose and grade separated junctions on Forfar by-pass, road improvements between Montrose and Arbroath, protect rural roads from HGV traffic, strengthen links between transport provision and retention of essential rural services;
- most respondents agreed that measures aimed at reducing the need to travel and influencing the choice of travel mode in Angus should generally focus on encouragement and incentives rather than on penalties and charges. More limited support for using “sticks” as well as “carrots” to achieve desired results;
- some specific measures suggested to create the right conditions to encourage a reduction in the need to travel and to widen the realistic choices among travel modes including improving public transport connections and improving bus frequency and running times;
- wide agreement with the broad measures proposed for sustainable transport, integrated transport and inclusive transport. Recognition that full strategy requires more precise targets and actions together with evaluation criteria;
- some suggested measures identified which should be considered in Angus to promote sustainable transport, integrated transport and inclusive transport including cycle paths and cycle parking, car sharing, improved public transport information, novel bus services in rural areas such as dial a bus;
- a significant majority of respondents agreed with the broad vision/aims for each of the 16 elements identified in the Interim Strategy document. Some reservations were expressed in relation to the role of taxis (mainly concerning cost issues) and on the usage of mopeds and motorcycles (mainly raising safety concerns);
- various suggestions were received for further developing appropriate targets in the full Transport Strategy but few specific targets were identified at this stage;
- some local priorities were identified for different parts of Angus including improved linkages between towns and rail services in the Coastal Corridor; improved public transport to tourist facilities in Strathmore; and more frequent public transport connecting rural and landward areas with the main towns in Angus.

More detailed specific points raised included:-

- support for various cycling initiatives, but need to do more to positively contribute to sustainable lifestyles in Angus addressing environmental, congestion and safety problems caused by additional car use;
- support for various road safety initiatives and for casualty reduction targets with suggestions for further measures to be considered including better lighting;
- merit of extending winter maintenance programme to include cycle routes/paths;

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- support for the protection of town centres from the adverse effects of additional traffic, particularly through traffic and HGV's, whilst ensuring good access to the town centres for locals and visitors using sustainable modes of transport;
 - suggestions for addressing sustainability priorities including emphasis on vehicle speed and volume reduction, maximum car parking standards, traffic calming policy, bikes on buses;
 - need for further attention to be given to freight transport issues which are vital to the economic welfare of any community including road access, and road, rail, port transfer facilities;
 - merit of a strategy theme based on "energy efficient transport" as a unifying concept to underpin the Council's declared transport aims;
 - priority areas for future expenditure to be identified;
 - various suggestions for priorities to be developed nationally which would improve local transport strategies, including requirement that Local Transport Strategies should be prepared for the same areas as Structure Plans; an enlarged fund for sustainable and inclusive transport; development of trunk road corridor programmes for Scotland; franchise revision and Bus Fuel Duty rebates to be conditional on moves towards service, fare and information co-ordination;
 - suggestions for inter-city and local rail service improvements with improved car parking and connecting buses at Angus rail stations;
 - technological change as an important aspect of future travel patterns including teleworking and shopping on the internet;
 - importance of quality partnerships between the local authority and local bus companies;
 - role of transport in North East Scotland within the European Union's Trans-European Network emphasising the need for high quality links with mainland Europe to decrease the peripherality of Scottish industry and commerce to the European markets;
 - suggestion for audit of existing transport links to sports facilities and playing fields within Angus to identify how accessible each site is, to whom, by what mode, at what times, frequency and at what cost;
 - merit of reducing car parking requirements for new housing areas where such areas are well served by public transport;
 - importance of a co-ordinated, flexible and affordable public transport system to help rural communities remain stable and independent;
 - importance of providing changing/washing facilities to encourage cycling to work including merit of drawing up an inventory of suitable places such as swimming pools, sports centres, schools, colleges, Council buildings etc;

Key Findings from Consultation

The main emphasis on consultation was directed at seeking written views from a wide range of groups and interests on various aspects of the broad approach adopted in the Interim Local Transport Strategy document. While the total number of written responses received was modest in comparison with the numbers consulted, there was a good range of high quality responses encompassing:-

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

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

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

APPENDIX B

TABLE 6.1 : KEY OBJECTIVES AND PERFORMANCE INDICATORS

KEY OBJECTIVE	PERFORMANCE INDICATOR	DATA SOURCE
1. To maintain and improve accessibility to jobs, services and facilities for all members of the Angus Community in the most sustainable way.	(a) Provision and distribution of facilities in rural communities in Angus. (b) Extent of local bus service network in Angus area, including frequency of services provided by both conventional and innovative public transport. (c) Proportion of journeys to work, school, shop by foot, cycle and public transport including rail. (d) Operation of concessionary fares schemes.	Biennial Survey Continuous Monitoring Census, Surveys Audit
2. To promote greater integration within and between transport modes and across transport, land use, social, economic and environmental policies aimed at reducing the need for travel.	(a) Extent of joint ticketing and through ticketing schemes. (b) Progress on Green Transport Plans. (c) Changes in levels and types of traffic related to road traffic reduction measures.	Surveys Audit Surveys
3. To widen travel choices and improve the convenience and efficiency of transport services for the benefit of Angus residents, visitors and businesses.	(a) Public satisfaction with transport provision and travel conditions (including 1b, 1c and 2a above). (b) Changes to external road, rail, sea and air services accessed from Angus.	Opinion Surveys Audit

KEY OBJECTIVE	PERFORMANCE INDICATOR	DATA SOURCE
4. To take full account of the effect of transport movements on the environment and to reduce adverse environmental impacts.	(a) Measurement of air quality in accordance with National Air Quality Strategy and Standards.	Ongoing Monitoring
5. To reduce accident casualties associated with the transport network, improve road safety and assist safe travel throughout Angus.	(a) Number of road accidents by severity, age group and casualty type.	Ongoing Monitoring

APPENDIX B

TABLE 6.2 – STRATEGY COMPONENTS AND TARGETS

STRATEGY COMPONENT	TARGET
1. Development	<ul style="list-style-type: none"> (a) That 40% of house completions will be on brownfield sites in the period up to 2005. (b) By 2002 to develop and apply vitality and viability measures monitoring the performance of each Angus Town as an accessible centre providing a range of local services. (c) To halt the trend of an increasing proportion of Angus residents commuting by car to work outwith Angus.
2. Environment	<ul style="list-style-type: none"> (a) To fully meet all air quality standards and objectives of the U.K. Air Quality Strategy. (b) To introduce and implement a Green Transport Plan. (c) To increase the use of recycled material in all appropriate road maintenance works.
3. Walking	<ul style="list-style-type: none"> (a) To increase the proportion of people walking to work to 20% by 2011. (b) To reduce pedestrian casualties in accordance with guidance and action outlined in the Road Safety Action Plan for Angus. (c) To complete path networks around each of the Angus towns.
4. Cycling	<ul style="list-style-type: none"> (a) To double cycle use from the 1996 level by 2002 and further double this by 2011 in accordance with the National Cycle Strategy. (b) To reduce the number of cyclist casualties by 10% as outlined in the Road Safety Action Plan for Angus. (c) By the end of 2004 to have significantly extended cycling provision including provision of a cycle track between Dundee and Arbroath, and extension of cycle parking facilities in all Angus towns.
5. Buses	<ul style="list-style-type: none"> (a) To provide an hourly bus service on the major intra-urban corridors between 0800 and 1800 Monday to Saturday and between 1000 and 1800 on Sundays, with two hourly provision between 0600 and 2300. (b) To increase the proportion of journeys to work made by bus from less than 7% to more than 10% by 2011. (c) To provide at least a once-a-week shopper service to all settlements of more than 100 population.

STRATEGY COMPONENT	TARGET
	<p>(d) By 2002 to secure integrated ticketing arrangements where there is more than one bus operator on a corridor.</p> <p>(e) To increase the use of vehicles compliant with the Disability Discrimination Act 1995.</p>
6. Rail	<p>(a) To secure infrastructure improvements and enhanced rail/bus/cycle/car interchange facilities at Montrose, Carnoustie and Monifieth, together with improved access provision at Arbroath Rail Station by 2004.</p> <p>(b) To investigate the potential for a dedicated local rail service within the Angus coastal corridor and adjoining areas in partnership with other local authorities, Railtrack and Train Operating Companies.</p> <p>(c) To significantly increase the role of rail for transporting freight to and from Angus.</p>
7. Taxis and Private Hire Vehicles	<p>(a) To continue to provide subsidised travel by taxi for people who are unable to make use of conventional public transport.</p> <p>(b) To keep the number and location of taxi ranks under review.</p> <p>(c) To implement the provisions of the Disability Discrimination Act 1995 by bringing forward proposals for the number of disability accessible vehicles.</p>
8. Community Transport	<p>(a) To promote community transport initiatives as a means of meeting some transport needs and to help local communities and other organisations develop further community transport schemes where appropriate</p> <p>(b) To continue to promote the driver training and assessment scheme developed by the Council.</p> <p>(c) To publish literature on community transport schemes, including the Guide to Public and Community Transport in Angus.</p>
9. Public Transport Information	<p>(a) To provide public transport information at all major bus stops throughout Angus.</p> <p>(b) To review the operation of the real time information system on the Carnoustie – Ninewells Hospital corridor and investigate the provision of such information within Arbroath.</p> <p>(c) To maintain the Council's public transport timetable database to meet the requirements of the National Transport Timetable and investigate the provision of computer access to a journey planner via the Council's intra-net and at key points throughout Angus.</p>

STRATEGY COMPONENT	TARGET
10. Mopeds and Motorcycles (Powered Two Wheeler)	<ul style="list-style-type: none"> (a) To encourage responsible motorcycling aimed at reducing casualties associated with motorcycle accidents. (b) To determine and address locally appropriate needs for dedicated motorcycle parking and equipment storage facilities. (c) To monitor changes in the share and type of motorised trips undertaken by powered two wheelers.
11. Coastal Shipping and Harbours	<ul style="list-style-type: none"> (a) To maintain at least the current level of cargo handled through Montrose Port. (b) To investigate rail/road/sea freight interchange potential related to Montrose Port. (c) To continue to monitor the availability and take up of employment land in the Montrose Harbour area.
12. Road Network	<ul style="list-style-type: none"> (a) To maintain the existing road network to a safe and satisfactory standard appropriate to its current function. (b) To have implemented the upgrading of the A92 between Arbroath and Dundee including improvements to the A930 by the end of 2004. (c) To have completed the replacement of the existing bridge carrying the A92 over the River South Esk at Montrose by the end of 2005. (d) To carry out enhanced programme of preventative road maintenance with 'real' budget made available to increase from 2000 levels to address maintenance backlog.
13. Car Parking	<ul style="list-style-type: none"> (a) To consider the applicability of maximum parking standards for new developments. (b) To continue to provide free off-street public car parking in support of the role of Angus town centres. (c) To provide additional off-street parking spaces in Kirriemuir and Montrose.
14. Traffic Management and Town Centres	<ul style="list-style-type: none"> (a) To agree and implement traffic management measures and environmental improvements in Forfar town centre, and Monifieth town centre and sea front. (b) To continue to assess pedestrian and vehicular conditions as part of the consideration of vitality and viability measures indicated in Target 1(b).

STRATEGY COMPONENT	TARGET
	(c) To identify outstanding local requirements to be met for pedestrians, cyclists, public transport, those with mobility difficulties, freight delivery.
15. Road Safety	(a) To implement, monitor and review the published Road Safety Action Plan for Angus containing casualty reduction targets. (b) To develop best practice and continue to demonstrate significant reductions in casualties from traffic accidents. (c) To achieve the major junction improvements sought on the A90 at Forfar.
16. Travel Awareness	(a) To raise the level of travel awareness in Angus by supporting and publicising relevant national campaigns and initiatives. (b) To highlight transport and travel issues and particularly the impacts of transport on the environment, across a wide range of Council publications in addition to a Green Transport Plan. (c) To achieve the sustainable involvement of every school in Angus in the Safer Routes to School programme by the end of 2005.
17. Car/Volume of Traffic (Road Traffic Reduction Act)	(a) Traffic volumes will be monitored across 40 monitoring sites throughout Angus to collect and monitor necessary data.

APPENDIX C**ANGUS COUNCIL****THE ROAD TRAFFIC REDUCTION ACT 1997****1. INTRODUCTION**

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

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

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

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

2. DETAILS**2.1 Statutory Duties Placed on Local Authorities Under the Act**

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

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

The report must also specify targets for:-

- (a) a reduction in the levels of local road traffic in the area or
- (b) a reduction in the rate of growth in the levels of such traffic.

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

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

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

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

2.2 National Traffic Reduction Targets

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

2.3 Road Traffic in Angus – Demographic and Local Factors

Angus has some 1800 kilometres of road across a rural area encompassing small towns, villages and countryside where residents rely heavily on private transport for commuting, shopping and business trips. Car ownership is high at about 16% above the Scottish Average. However car ownership rates vary considerably within the area with figures of 257

and 469 per thousand population for Arbroath and rural Angus respectively. Public Transport can not provide a viable alternative to the private car for all journeys in such a diverse area. In addition tourism is of very significant importance, with the A92 being a National Tourist Route. If tourism is to increase there will be a consequential increase in the use of private transport. The A90 through Angus is a Trunk Road and therefore does not come within the scope of this report.

2.4 Database of Traffic Information in Angus

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

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

2.5.1 Overall Road Network

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

2.5.2 Improvement of A92 between Dundee and Arbroath

The proposed dualling of the A92 between Dundee and Arbroath is expected to be completed by 2003. As part of the ongoing traffic monitoring of this project permanent count

points were established at 3 locations on the A92 and at 4 points on the surrounding road network. Classified turning counts were also carried out at all the junctions.

2.6 Forecast of Growth of Road Traffic in Angus

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

2.7 Targets for Road Traffic Reduction in Angus

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

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

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

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

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

2.7.1 A92/A930 Coastal Corridor between Dundee and Arbroath

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

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

It is within the coastal corridor that the main opportunities exist in Angus for taking action. However, because of the situation within Angus, the strategy for reducing traffic growth must focus on making alternatives to car travel more attractive. This is an integral part of the

Local Transport Strategy which seeks to encourage travel by bus and by rail as well as by cycle and by foot. The need for inter-authority action along the coastal corridor is recognised and reflected in the development of a joint Coastal Corridor Public Transport Services Statement with Dundee City Council. In this way the measures taken in Angus will also assist Dundee City Council to meet its target for road traffic reduction.

2.7.2 Town Centres

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

In Arbroath no significant changes are envisaged as the High Street has been bypassed and semi-pedestrianised. Improvements to the High Street are ongoing. Brechin is in a similar situation with the A90 bypassing the town centre. Environmental improvements were carried out on the High Street in recent times. Environmental improvements have also been carried out on Carnoustie High Street recently and improvements to the bus and rail links are being considered. Kirriemuir town centre was improved about five years ago and through traffic signed away from the town centre. In Forfar, although the town is bypassed by the A90 trunk road, there has been concern for some time regarding the amount of through traffic, particularly HGV's, using East and West High Street. Studies have been carried out on the town centre including economic and tourism aspects, the overall environment and traffic. These studies have been the subject of considerable discussion locally and the final proposals are due to go out to consultation in the near future. Monifieth will benefit from the provision of the A92 dual carriageway (see 2.7.1 above). Recent traffic studies in Montrose indicate that there has been approximately a 25% drop in traffic along the High Street since the opening of the Relief Road in 1997 and the more recent environmental improvements along the High Street. Further reduction in traffic is possible by the introduction of appropriate traffic management measures but from the public consultation carried out to date, the local shopkeepers and businesses are not in favour of a further reduction at present.

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

2.7.3 Strategy measures

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

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

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

3. CONCLUSION

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

4. PROPOSALS

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

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