

**ANGUS COUNCIL**

**PLANNING AND TRANSPORT POLICY COMMITTEE  
ROADS COMMITTEE**

**9 MARCH 2000  
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**SUBJECT: DEVELOPING A FULL LOCAL TRANSPORT STRATEGY FOR ANGUS**

**JOINT REPORT BY DIRECTOR OF PLANNING AND TRANSPORT AND DIRECTOR OF  
ROADS**

**Abstract: This report updates members on progress on developing a full local Transport Strategy for Angus, taking account of the results of consultation on the Interim Strategy, together with further advice and guidance published by the Scottish Executive.**

**1 RECOMMENDATION**

It is recommended that the Committees:-

1. note the results of consultation undertaken on the Angus Interim Local Transport Strategy and agree that relevant findings be taken into account in developing the full Local Transport Strategy;
2. note the findings of an audit of Interim Local Transport Strategies commissioned by the Scottish Executive including advice on best practice which will be considered in developing the full local Transport Strategy;
3. note the terms of updated guidance on the preparation of Local Transport Strategies and Road Traffic Reduction Reports published by the Scottish Executive, including the timescale for submission of strategies and reports by 31 October 2000.
4. agree general arrangements as detailed in this report for preparing a full Transport Strategy, including developing appropriate road traffic reduction targets, for future consideration and agreement by the Council and subsequent submission to the Scottish Executive.

**2 INTRODUCTION**

- 2.1 At the meetings on 26 August 1999, the Planning & Transport Policy Committee and the Roads Committee agreed the terms and content of the Interim Local Transport Strategy for Angus, together with arrangements for suitable consultation on the Interim Strategy document to be undertaken. The Committees also agreed that a further report be prepared, in due course, outlining consultation on the Interim Strategy and relevant issues arising for the preparation of a full Local Transport Strategy for Angus (Report No. 819/99 refers).

- 2.2 This report summarises progress on various related matters which should help guide the preparation of a full Local Transport Strategy for Angus, including:-
- the responses to and results of consultation undertaken on the Interim Transport Strategy;
  - the findings of an audit of Interim Local Transport Strategies and Road Traffic Reduction Reports commissioned by the Scottish Executive;
  - revised guidance on the preparation of local Transport Strategies and Road Traffic Reduction Reports recently published by the Scottish Executive;
  - further technical work undertaken in relation to Road Traffic reduction issues in Angus.

### **3 CONSULTATION ON INTERIM LOCAL TRANSPORT STRATEGY**

#### **Consultees**

- 3.1 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.
- 3.2 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. In addition copies of the document and questionnaire were made available to the Angus Youth Congress and, via the Angus Rural Partnership, to members of the Angus Glen's Activists Training Course. Meetings to discuss areas of common interest were held with some adjoining local authorities (Dundee City Council, Perth & Kinross Council and Fife Council) and with the Freight Transport Association. Details of the respective Interim Local Transport Strategies for Angus and for Dundee were also considered by the Dundee and Angus Joint Structure Plan Panel (Note of Meeting reported to Planning & Transport Policy Committee, 27 January 2000 refers).

#### **Consultation Responses**

- 3.3 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.
- 3.4 A total of 27 questionnaires were returned, including nine questionnaires completed by the Montrose Youth Forum. Appendix 1 to this Report details the responses

received to each of the 13 questions asked in the questionnaire. The main 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.

3.5 In addition to questionnaire returns, substantive written comments were received from a number of consultees, including:-

- Cyclists' Touring club (Right to Ride Network);
- Montrose Port Authority;
- Angus Transport Forum;
- Scottish Association for Public Transport;
- Aberdeenshire Council.

Specific comments were also received from Sport Scotland, Tayside Fire Brigade, Travel Dundee, Scottish House Builders Association, Cairngorms Partnership and Scottish Rights of Way Society.

3.6 Some of the main points (in summary) raised in these written comments include:-

- 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 the private car including additional car use resulting from upgrading the A92;
- support for various road safety initiatives and for casualty reduction targets with suggestions for further measures to be considered including better lighting;
- merit of extending winter maintenance programme to include cycle routes/paths;
- support for the protection of town centres from the adverse effects of additional traffic, particularly through traffic and HGV's, whilst ensuring good access to the town centres for locals and visitors using sustainable modes of transport;
- suggestions for addressing sustainability priorities including emphasis on vehicle speed and volume reduction, maximum car parking standards, traffic calming policy, bikes on buses;

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

3.7 A response to the Interim Transport Strategy was also received from a group of people participating in a training course for Rural Community Development in the Angus Glens. In addition to general suggestions for issues concerning walking, public transport, and participation, individual comments were received which:-

- supported traffic calming to encourage walking and cycling;

- highlighted the need for pavements in the vicinity of rural schools;
- identified the connection between transport and other policies of the Council;
- suggested the introduction of dial-a-bus type services;
- highlighted need to discourage car only edge of town retail or leisure developments;
- emphasised the need for relevant targets including schemes for reduction of travel by Council staff.

In addition nine members of the group forwarded individual travel diaries covering a seven day period during mid November 1999. This indicated that the car is by far the most frequent mode of transport identified among the group, with some journeys also recorded on foot, by bike and taxi but none of the group having travelled by bus for any journey during the period studied.

#### **Key Findings from Consultation**

3.8 At this interim strategy stage 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.

Conversely there was a disappointing low level of response from individual transport operators.

3.9 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.

#### **4 AUDIT OF INTERIM LOCAL TRANSPORT STRATEGIES**

- 4.1 The results of consultation on the Angus Interim Local Transport Strategy can also be considered alongside an audit of all the Interim Strategies submitted by Scottish Local Authorities and Strathclyde Passenger Transport to the Scottish Executive in July 1999.
- 4.2 Local authorities were not obliged to submit Interim Strategies but, in the event, all did so. The Audit, commissioned by the Scottish Executive, examined the extent to which strategies fulfil the requirements of the Preliminary Guidance on preparing Local Transport Strategies issued by the Government in February 1999 (Report No. 277/99 refers). The Audit recognises that individual strategies are at various stages of development. Relatively few strategies are developed to the extent of containing a comprehensive set of actions and targets.
- 4.3 In addition to identifying Key Audit Criteria, the Audit assesses Policy Linkages, discusses modal detail, and considers Partnerships and Consultation. It also comments on progress on implementing the Road Traffic Reduction Act 1997. The Audit indicates various examples of good practice as well as confirming certain matters which should be addressed in all strategies.
- 4.4 A summary of Key Conclusions from the Audit is attached as Appendix 2 to this report. The Audit confirms that in developing full strategies it will be important for local authorities to set clear strategy objectives, to base strategy on a comprehensive analysis of existing transport demand, service levels and the issues arising, and to seek to establish coherent, integrated strategies that are focussed on those objectives and the resolution of transport problems. It is essential for strategies to contain quantified targets which will enable progress in achieving objectives to be measured.
- 4.5 The results and findings of the Audit confirm that in developing a full Transport Strategy for Angus it will be important to develop realistic targets soundly based on an analysis of the issues they are addressing.

## **5 REVISED GOVERNMENT GUIDANCE ON LOCAL TRANSPORT STRATEGIES**

- 5.1 Revised guidance on Local Transport Strategies and Road Traffic Reduction Reports was published by the Scottish Executive on 22 February 2000. A copy of the Revised Guidance document has been placed in the Members' Lounge.
- 5.2 The revised guidance takes on board some of the comments received by the Scottish Executive on the preliminary guidance issued in February 1999 (report No. 277/99 refers). Local Authorities are now being invited to submit full strategies by the end of October 2000. Given that there will be significant links between the preparation of statutory reports under the Road Traffic Reduction Act and full Local Transport Strategies, the Scottish Executive propose to also set 31 October 2000 as a deadline for submission of Road Traffic Reduction Act reports. Authorities which choose not to prepare strategies would be required to submit statutory Road Traffic Reduction Act reports by 31 October 2000.
- 5.3 The revised guidance document, which extends to 54 pages, replaces the preliminary guidance issued in February 1999 and provides advice to Local Authorities on the production of full Local Transport Strategies covering the period 2001/02 to 2003/04. The document contains seven main sections covering:-

- proposed timetable and process for the implementation of the full strategies and the Road Traffic Reduction Act 1997;
- the role of the various partner bodies in the process;
- the relevance of the strategies to the diverse challenges facing different parts of Scotland;
- important policy linkages;
- suggested format for strategies;
- issues and objectives to be addressed and measures to be considered in the preparation of strategies;
- resources and tools available to assist Local Authorities in developing their strategies.

5.4 Alongside this general guidance, the feedback from the Scottish Executive on the Angus Interim Local Transport Strategy provides an indication of particular issues which will require further consideration in developing a full Local Transport Strategy for Angus, including:-

- the extent to which the demand for car travel is met and managed in Angus towns;
- the possibilities for limiting commuter parking or providing park and ride facilities for travel to town centres alongside enhanced public transport;
- quantified targets as part of an implementation plan for the full strategy.

## **6 ROAD TRAFFIC REDUCTION**

6.1 The Angus Interim Local Transport Strategy recognises that, in considering issues arising for road traffic reduction, in many cases it is neither realistic nor desirable to reduce traffic in rural areas given rural dependence on car travel. This general view was also noted among various local authorities in the Scottish Executive Audit (Section 4 of this report), and in responses to consultation on the Angus Interim Local Transport Strategy (Section 3 of this report) including the comparatively low importance and relevance attributed to reducing levels of local traffic.

6.2 Nevertheless the Angus Interim Local Transport Strategy indicates various considerations which can create the right conditions to encourage a reduction in the need to travel. Appendix 3 to this report illustrates diagrammatically some considerations for Road Traffic Reduction in Angus based around three broad themes of:-

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

## **7 FINANCIAL IMPLICATIONS**

- 7.1 Preparation of a Local Transport Strategy for Angus is a significant new burden which has been achieved to date without additional resources. Significant further work will be required, including the need for more detailed information on travel patterns, demands and feasible targets focusing on the towns of Angus, in order to address issues identified from the Interim Strategy and to more fully meet the Scottish Executive revised guidance. This, together with Road Traffic Reduction Act Report requirements, is likely to require some specialist studies which might best be undertaken by appropriate consultants. This will be the subject of investigation, including resource requirements, to be the subject of a further report for consideration and agreement by the Committees.

## **8 CONSULTATION**

- 8.1 The Chief Executive, Director of Finance, and Director of Law and Administration have been consulted in the preparation of this report.

## **9 CONCLUSION**

- 9.1 Developing a full Local Transport Strategy for Angus should take account of the results of consultation on the Interim Strategy, together with consideration of updated guidance and advice from the Scottish Executive. This report indicates various key issues arising which will need to be addressed in preparing a full strategy for consideration and agreement by members prior to submission to the Scottish Executive.
- 9.2 Attention is again drawn to the very limited timescale allowed by the Scottish Executive to prepare full local strategies, particularly when compared to the prolonged period for producing national guidance.

## **NOTE**

The following 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 a material extent in preparing the above Report.

- Audit of Interim Local Transport Strategies and Road Traffic Reduction Reports – Prepared by Patrick Hetherington for the Scottish Executive Development Department.
- Guidance on Local Transport Strategies and Road Traffic Reduction Reports – published by the Scottish Executive Development Department, February 2000.

AA/CGR/KW  
25 February 2000

Alex Anderson  
Director of Planning and Transport

Dr. Bob McLellan  
Director of Roads



APPENDIX 1

**ANGUS INTERIM LOCAL TRANSPORT STRATEGY  
CONSULTATION QUESTIONNAIRE**

This questionnaire is circulated along with the Angus Interim Local Transport Strategy document. The questionnaire seeks views on the main objectives, aims, and measures identified in the document, together with comments on issues arising.

Comments on any and all parts of the document are welcomed. All responses received, either via this questionnaire or separately, will be carefully considered as an important input to preparing a full Local Transport Strategy.

Completed questionnaires should be returned to the Director of Planning and Transport, Angus Council, St James House, St James Road, Forfar DD8 2ZP **by 12 November 1999 if possible.**

Name: .....
Organisation: .....
Address: .....
.....
.....
Telephone Number: .....

## STRATEGY FRAMEWORK AND POLICY LINKAGES (Pages 2 - 8)

1. Are there other elements of National Strategy or Local Policy (in addition to those set out on pages 2 - 8) which should be considered or given priority attention in developing a full Local Transport Strategy for Angus?  
(If so, please specify)

No – 19; Yes – 8

- Global warming and coastal defences for rising sea levels;
- Reduce HGV traffic in rural roads;
- Remove need to travel; promote home working; relocate retail facilities;
- Take account of NPPG8;
- Improve transport Links with Dundee Airport; U.K. and beyond;
- More emphasis on accessibility standards and relationship between trunk and local movement;
- Regular rural bus services.

2. How relevant are various issues identified nationally in tackling problems and opportunities in Angus? How important are each of these issues for Angus? (Please indicate 1 for most important, 2, 3 etc to 13 for least important).

Total Responses - 26

	Relevance (tick box)			Importance (Rank)
	Very Relevant	Relevant	Not Relevant	
• Reducing need to travel	7	14	5	9
• Tackling congestion and pollution	11	13	2	10
• Supporting sustainable development	13	9	4	3
• Supporting social inclusion	16	8	2	4
• Reducing levels of local traffic	8	15	3	11
• Reducing harm to environment	12	14	0	7
• Providing choice of transport mode	14	11	1	8
• Reducing reliance on car travel	16	8	2	6
• Encouraging use of public transport, walking and cycling	18	8	0	1
• Co-ordinating transport/other policies	14	11	1	2
• Raising awareness	12	12	2	12
• Promoting road safety	18	8	0	5

**KEY OBJECTIVES (Page 9)**

3. Do you agree with the Key Objectives identified on page 9 of the Interim Strategy Document?

(Please tick box)

Total Responses - 27

	Agree	Disagree (Please Specify)	Don't Know
• Accessibility	26	1 * <sup>1</sup>	0
• Integration	25	1 * <sup>2</sup>	1
• Choice	26	1 * <sup>3</sup>	0
• Environment	27	0	0
• Safety	26	1 * <sup>4</sup>	

\*<sup>1</sup> Accessibility should be achieved in the most sustainable way.

\*<sup>2</sup> Encourage travel throughout Angus and provide more public transport.

\*<sup>3</sup> Promoting choice not always sensible – some areas need less traffic and lower speeds – discourage short car journeys.

\*<sup>4</sup> Safety should happen as a result of other objectives e.g. traffic calming/road charges.

4. Are there other broad objectives which should be highlighted or given priority?  
(If so please specify)

- Public transport costs too high – need higher quality vehicles.
- Clean vehicles more regularly.
- Better transport facilities.
- Increased bus frequency in rural areas.
- Co-ordinated, flexible rural public transport systems.
- Land use policies and development control.
- Reduce unsustainable means of travel.
- Integration of services with adjacent authorities and nationally.

**PROBLEMS AND OPPORTUNITIES (Pages 10 - 12)**

5. Are the broad problems identified on page 10 of the Interim Strategy Document the correct main concerns?

(Please tick box)

Total Responses - 27

Yes 27

No 1 (Please specify)

Need to increase funding for sustainable transport – lower fares; improve quality; improve facilities; help fund road and safety schemes.

6. Are there other general concerns which should also be highlighted?  
(If so, please specify)

- New bridge at Rossie Island; grade separated junctions at Forfar by-pass;
- Road improvements between Montrose and Arbroath;
- Protect rural roads from effects of HGV traffic – damaged verges and carriageway edges;
- Integration in Dundee of bus and rail services – emphasis upgrading coastal rail route;
- Enforce mobility impaired reserved bays – make buses ‘elderly’ friendly;
- Increase funding for sustainable transport – improve quality/facilities;
- Emphasise link between transport provision and retention of essential services.

7. Do you agree 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?  
(Please tick box)

Total Responses – 27

Agree 24

Disagree 3 (Please specify)

- Over use of private cars causes congestion. Motoring is getting cheaper and is no match for public transport. Discourage motoring by fiscal/other measures e.g. traffic calming and public transport road space;
- Use ‘sticks’ as well as ‘carrots’ to get result – who will finance this?
- Travel by car convenient – need to provide incentives and penalties. Only appropriate in Angus for commuting to Dundee.

8. Are there any specific measures which should be considered or applied in Angus:

- to create the right conditions to encourage a reduction in the need to travel? (please specify).
  - Keep small towns viable at a daily level – shops, schools etc. – support rural shops and local jobs;
  - Tighter planning control on land use;
  - Improve public transport connections; increase percentage bus travel to work.
- to widen the realistic choices among travel modes? (please specify).
  - Improved bus frequency and running times – reduce fares, increased route coverage;
  - Provide choices in Glens area;
  - Support for road charging; pedestrianise town centres;

- Remove need to travel completely;
- Retain disused rail lines for potential future use – improve coastal rail network.

### STRATEGY AND POLICIES, OVERVIEW (Pages 13 - 15)

9. Do you agree with the broad measures proposed for sustainable transport, integrated transport, inclusive transport?  
(Please tick box)

Total Responses - 26

	Agree	Disagree (Please specify)
• Sustainable Transport	25	1 * <sup>1</sup>
• Integrated Transport	24	2 * <sup>1,2</sup>
• Inclusive Transport	25	1 * <sup>1</sup>

\*<sup>1</sup> Need more precise targets, programmes and means of evaluation.

\*<sup>2</sup> Disagree with A92 upgrading – problems can be addressed by other means (not specified).

10. Are there particular measures which should be considered or adopted in Angus to promote:-

- Sustainable Transport (please specify)
  - Cycle paths;
  - Improve town centres;
  - Road user charging on two main route corridors and better public transport;
  - Car sharing – use of school buses for public transport during holidays;
  - Improve public transport linkages – long term subsidies.
- Integrated Transport (please specify)
  - Car sharing;
  - Secure cycle parking at bus./train stations;
  - Improve road/rail interchange between Angus and Dundee;
  - Provide/improve availability of public transport information.
- Inclusive Transport (please specify)
  - More transport in rural areas;
  - Promote cycling;
  - Consider novel bus networks in rural areas e.g. dial a bus, post bus.

**VISION/AIMS (Page 16)**

11. Do you agree with the broad vision/aims identified on page 16 of the Interim Strategy Document?  
(Please tick box)

Total Responses - 26

	Agree	Disagree (Please specify)
• Development	26	0
• Environment	26	0
• Walking	24	2
• Cycling	24	2
• Bus Services	26	0
• Rail	25	1 Cost
• Taxis	19	7 Cost
• Community Transport	26	0
• Public Transport Information	26	0
• Mopeds and Motorcycles	20	6 Safety
• Sea-based Transport	24	1 (Don't know)
• Road Network	26	0
• Public Parking	25	1
• Management of Traffic	26	0
• Road Safety	26	0
• Awareness	26	0

## MEASURES/TARGETS (Pages 17 - 44)

12. Each of the 16 individual measures discussed on pages 17 - 44 (ie Development, Environment, etc) concludes with a statement of Angus Council's approach. What further requirements or targets should be considered for each measure in developing the full Transport Strategy?  
(Please specify)

- Integrate walking/cycling/public transport provision for tourism purposes. Improve rural road network;
- Carry out life activities closer to home – work, leisure, shopping etc;
- Need for site planning briefs. Road design should take account of topography/landscape and need to reduce transport;
- Reduce clutter caused by street furniture;
- Improve availability of rural bus services.
- Promote freight interchange;
- Limit use of certain rural roads by heavy vehicles.
- Reduce road speed limits;
- Prioritise road maintenance and provide adequate funding.
- Avoid light pollution from street lighting.
- Extend use of private car parks.
- Minimise large car parking areas in town centres and new developments;
- Ensure high standards of landscaping (as per PAN50);
- Encourage sustainability and citizenship in schools;
- Improve linkages nationally;
- Need for more targets;
- Increase quality of public transport facilities and security;
- Develop safer routes to school policy;
- Ensure pavements are user friendly;
- Provide additional road signage/safety measures e.g. traffic calming;
- Investigate alternative bus schemes;
- Provide better public information for transport services;
- Bus services vital for urban/rural linkages – need to promote accessibility.

## LOCAL PRIORITIES

13. Are there particular transport or travel issues which need to be given priority in different parts of Angus?

For example problems or opportunities arising in:-

- The Coastal Corridor, including Monifieth, Carnoustie, Arbroath, Montrose;
  - Improve linkages between towns;
  - Provision of cycle routes and secure cycle storage;
  - Promote sustainable transport;
  - Improve rail services for commuters.

- Strathmore, including Forfar, Kirriemuir, Brechin;
  - Improve public transport access to tourist facilities e.g. Glamis Castle;
  - Promote sustainable transport.
- Rural and Landward areas, including the Glens and upland areas, and lowland villages and countryside.
  - More frequent public transport connecting urban/rurall areas;
  - Improved bus services for tourists e.g. hikers;
  - Promote cycle tourism/mini-bus service/community bus scheme and other novel schemes;
  - Conflict between rural road users – timber haulage/tourism;
  - Concern over road damage by HGV's;
  - Link transport with essential services;
  - Support “combined” cycle/bus journeys.

**Thank you for your assistance**

**Please return completed questionnaire to:-**

**Director of Planning and Transport  
Angus Council  
St James House  
St James Road  
FORFAR  
DD8 2ZP**