

Kirriemuir Active and Sustainable Travel Action Plan

Smarter Choices Smarter Places Programme 2020/21

March 2021

Executive Summary

The Kirriemuir Community Planning project has **empowered the local community** to lead a process that has examined the ways in which residents and visitors make everyday journeys, and devised actions to enable many of these short, local trips to be made more sustainably.

Active travel and public transport can have a transformative impact to enhance both individuals' health and wellbeing as well as a **positive social and environmental impact** for the whole community.

The project involved extensive community engagement with stakeholders, key community groups within Kirriemuir and members of the public. This was facilitated through one-to-one online meetings, online engagement tools, a virtual community workshop session and targeted engagement sessions with young people from the Angus Council Youth Work group. Through this process there was a **strong sense of community pride in the town** and a desire to change behaviour among individuals and within the community, in regard to travel choices both within Kirriemuir and surrounding settlements.

Using the information gathered from the engagement exercises, an action plan was developed which contains both relatively small scale “quick win” measures across the town as well as potentially larger, longer term initiatives. The comprehensive engagement undertaken has ensured that the actions are **informed by the needs and desires of the Kirriemuir community**.

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Introduction

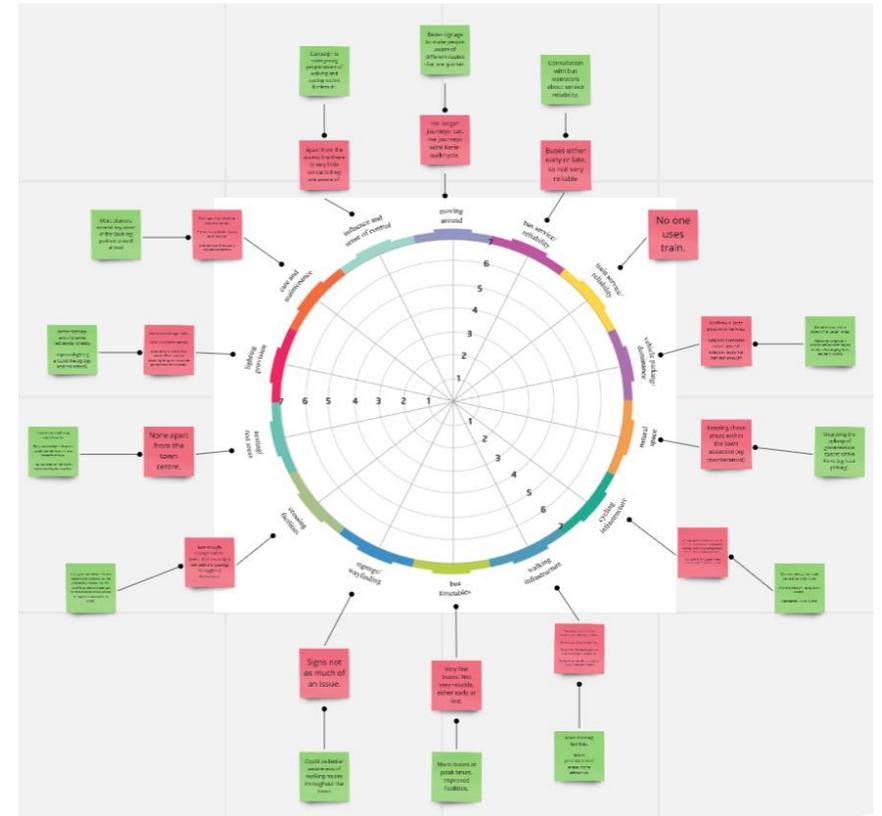
Arup has been appointed by Angus Council as part of the Smarter Choices Smarter Places (SCSP) funding programme to develop an Active and Sustainable Travel Action Plan for Kirriemuir. This action plan has been produced in collaboration with key stakeholders and the community of Kirriemuir.

The actions identified in this report form a starting point and provide a project bank for Angus Council, the Community and other partners to implement or develop further through feasibility / design studies as and when resources and funding allocations are available.

The project involved the following stages;

- Desktop Review
- Stakeholder Engagement
- Action Planning with stakeholders
- Action Plan development and completion

Details of each of these stages are provided in subsequent sections of the report.



© Miro- extract from online workshops

Introduction

A desktop review was conducted in a structured and targeted manner. This consisted of a review of relevant active and sustainable travel documents with a focus on those directly relating to Kirriemuir. In addition, baseline data such as census travel-to-work statistics and local bus services were analysed as part of this exercise.

Ongoing projects related to active and sustainable travel in Kirriemuir, and the surrounding area were also reviewed to ensure that the actions proposed in this study, where possible, complement and enhance what is already planned.

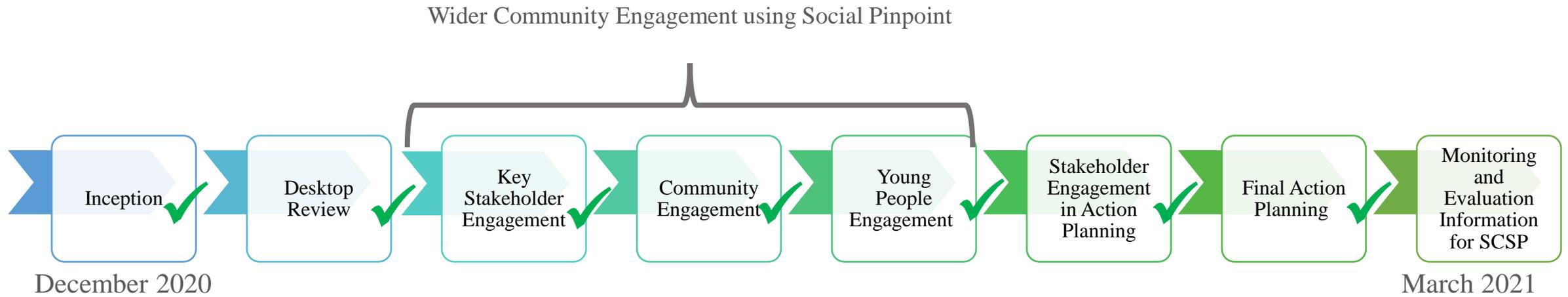
Stakeholder engagement formed a significant part of the information gathering stage. Virtual workshops were held with the local community and young people within Kirriemuir. This was complimented by targeted stakeholder meetings with Angus Council officers and those from relevant organisations such as the local community council and schools.

In addition, the online consultation tool Social Pinpoint was set up which enabled individuals to leave comments on a map of Kirriemuir and to answer a short questionnaire regarding their travel habits within the town.

Following stakeholder engagement, action planning discussions were also held with a number of selected stakeholders to help inform the Kirriemuir Action Plan.



Project Timeline



Desktop Review

The desktop review has been undertaken in a targeted manner. Select documents and sources of data have been collated and analysed to provide geographical context and produce an evidence base to inform the development of the Active and Sustainable Travel Action Plan.

Policy Review

Forfar and Kirriemuir Locality Plan 2017

Key Issues:

- There are great outdoor spaces within Kirriemuir that must be used better.
- There are regular bus links between Forfar and Kirriemuir and onward to Dundee which are well used. However, transport links to other areas of Angus and to local hospitals are less frequent. There are no public transport links between Newtyle and Kirriemuir.
- There is a need to review and improve traffic flow and parking and introduce traffic calming measures.
- Better transport links between the towns and rural areas.

Vision:

- People of all ages are not impacted by poverty and inequality, living active and healthy lives.
- Forfar and Kirriemuir are well connected with high quality road and path networks.
- Transport facilities and infrastructure enable people to effectively access their locality and other areas throughout Angus.

Areas for Action:

- Better use of natural environments and outdoor spaces, for example through supporting initiatives for more activities in rural areas and facilitating improvements to Kirrie Den
- Improve public transport links to rural areas
- Improvements to traffic flow and parking
- More opportunities for all people to become active and engaged within the local community



© Forfar and Kirriemuir Locality Plan 2017

Desktop Review

Policy Review

Kirriemuir Design Charrette 2017

Transport issues:

- Quality of routes and paths (eg narrow footways)
- Signage and wayfinding
- Coach parking
- Bus services
- Safe routes to school

Wider issues:

- Access to nature and open spaces
- Access to local services
- Kirrie Den- unsafe, inaccessible and in poor condition
- Engagement and participation

Potential Actions:

- Activities/ events using outdoor spaces
- Litter picking to improve green spaces
- Access to Kirrie Den (eg improvements to ‘Zig Zag’ route at Websters High School such as additional steps, cutting back shrubbery and placemaking)

- Improvements to active travel network (eg increase footway widths)
- Better cycling conditions throughout the town (eg cycle parking)
- Cycle tourism (eg cycle hire and routes suitable for all users)
- Improve signage and wayfinding
- Provision of bus stop shelters
- Improve coach parking around schools and other key land uses
- Volunteers undertake maintenance (such as litter picking) to ensure access for buggies and mobility impaired



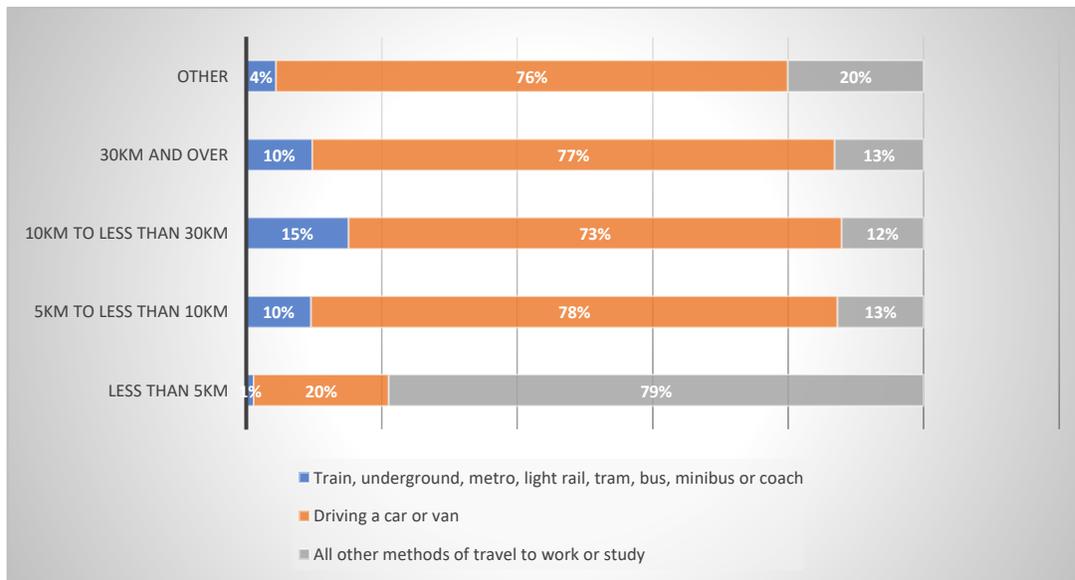
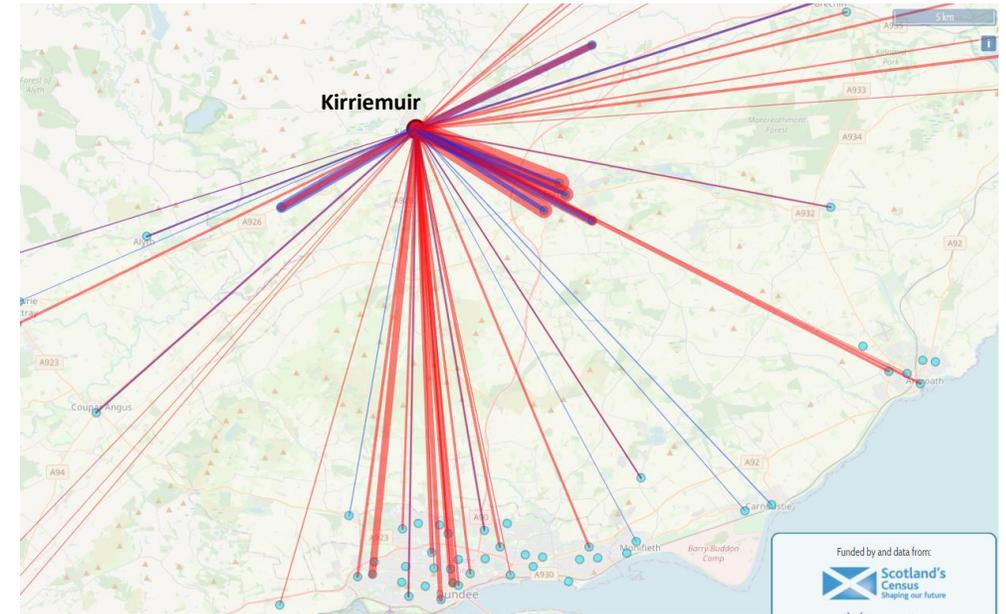
Desktop Review

Baseline Data Review

Census Data

Census 2011 data has been reviewed to understand travel behaviour and key movements patterns within Kirriemuir and the surrounding area. The key sources analysed as part of this exercise were Census Travel-to-Work statistics and Census Datashine Commute mapping tool.

	Walking	Cycling	Bus/ Minibus/ Coach	Train	Car/Van	Work from home	Other
Kirriemuir	24%	0%	6%	1%	59%	9%	1%



Key Conclusions:

- 31% of Kirriemuir travel via sustainable modes of travel (24% active travel, 7% public transport), with the vast majority undertaking journeys via private vehicle (59%).
- 20% of trips under 5km are by private vehicle. These are very short trips that could be carried out by active travel by most people.
- There are very few local public transport trips, with only 1% of trips under 5km being public transport.
- In contrast, there is a large proportion of private vehicle journeys being carried out for all distances of travel to work or study.
- Census Datashine Commute shows the key origins and destinations via all modes of travel to and from Kirriemuir are Forfar, Airlie and Dundee.

Desktop Review

Baseline Data Review

Public Transport Data

Public transport data has been collated from public transport operator websites, to understand service frequencies, journey times and geographical coverage. This process helped identify gaps and opportunities in public transport for the final action plan. This exercise focussed on bus services due to there being no rail station within proximity of Kirriemuir.

Service Number	Route	Operator	Timetable Date	Approx. frequency (one way)		
				Mon-Fri	Sat	Sun
20/21	Dundee- Forfar- Kirriemuir	Stagecoach (Hybrid Electric Vehicles)	From March 2020	Every 1hr	Every 1hr	Every 2 hrs
128/129	Kirriemuir- Airlie- Alyth	JP Coaches	From July 2019	Every 1.5hrs	Every 1.5hrs	N/A
121	Kirriemuir- Memus- Cortachy- Kinnordy	A Helping Hand (AHH)	From January 2020	On-demand (Tuesday & Friday)	N/A	N/A

Destination	Journey Time (Bus)	Journey Time (Private Car)
Forfar	20 mins	13 mins
Dundee	55 mins	30 mins
Alyth	25 mins	20 mins
Dykehead	15 mins	12 mins

Source: Google Maps



© Google Maps

Key Conclusions:

- There are frequent bus services between Kirriemuir and key destinations such as Forfar and Dundee. However, services to other locations across Angus, in particular rural areas, are limited.
- Analysis of journey times demonstrates that bus journey times are not competitive with private car journey times. This potentially acts as a disincentive to travel by bus.

Desktop Review

Community-led Behaviour Change

Research of prospective community behaviour change initiatives in relation to walking, cycling and public transport has been carried out. This has included examples from sources such as Sustrans, Paths for All and Living Streets.

Walking

Examples of walking initiatives:

- Campaign with local schools to encourage pupils to walk to school where possible (eg Walk to School Week (WOW)).
- Local groups should be identified and engaged who can help promote the walking agenda and lead the project going forward.
- Community-led audits of footways, assessing key factors such as surface quality and width.
- The introduction of Parklets with associated placemaking such as trees and planters, to create a more attractive public realm.
- Public information pavement parking campaign.
- Walking groups led by community volunteers.
- Walking connects- working with older adults in Scotland to identify barriers to walking for everyday journeys in later life (eg Edinburgh, Airdrie and Hawick).



© Photograph by Jamie Smith



© Living Streets

Desktop Review

Community-led Behaviour Change

Cycling

Examples of cycling initiatives:

- Local events (eg group cycles, sustrans big pedal, big street survey).
- Recycling and selling low cost cycles to the community (eg Camglen Biketown, Rutherglen).
- Secondary school training programmes to teach core cycling skills (eg South Ayrshire High School- 12 week training programme as part of Duke of Edinburgh programme).
- Volunteer groups holding sessions with individuals who experience barriers to cycling (eg Rediscover Dundee cycling sessions held by Dundee Volunteers).
- Sustrans school streets- restricting vehicular access at school entrances for a short time period, where streets are for walking and cycling and are only accessible for blue badge holders and local residents.
- Liveable neighbourhoods- the creation of quiet streets through modal filters such as bollards and planters, which prevent through traffic passing through residential streets and create an attractive walking and cycling environment (eg Union Street, Dundee).



© Arup



© Dundee City Council

Desktop Review

Community-led Behaviour Change

Public Transport/ Shared Mobility

Examples of public transport and shared mobility initiatives:

- Community Bus Service (eg Bo'ness community bus service- sustainable travel for local residents commuting into Edinburgh and undertaking local everyday journeys).
- Bus travel subsidy for vulnerable groups (eg free bus tickets for refugees and asylum seekers in Glasgow).
- Incentives to travel by bus (eg Scottish Borders- half price bus travel for NHS workers; Dundee- kids travel for 20p).
- Community-led shared mobility (eg local e-bike and car hire rental schemes).
- Facilitating multi-modal travel (eg Dundee ABC smart ticketing- bus users can now have unlimited travel via different public transport providers for an unlimited price).
- Car sharing opportunities (eg Angus Liftshare- an online group where members can share commuting and everyday journeys through entering their journey details and finding another individual taking the same trip).



© Paths for All



© Paths for All

Desktop Review

Summary and Conclusions

Summary of Findings

Documents/ Baseline Data Reviewed	Crossing Points	Active Travel Routes	Public Transport Connectivity	Access to Natural/ Green Spaces
Kirriemuir Design Charette 2017	✓	✓		✓
Forfar and Kirriemuir Locality Plan 2017	✓	✓	✓	✓
Census travel-to- work data			✓	
Public transport data			✓	

Active Travel:

- Key issues identified for Kirriemuir in relation to walking and cycling included the quality of crossing facilities and the lack of cycling infrastructure across the town.

Public Transport:

- The main issue identified regarding public transport was the level of connectivity to rural areas surrounding Kirriemuir and other locations across Angus.

Conclusions

The desktop review has been important in providing geographic context and identifying the key issues in relation to active and sustainable travel in Kirriemuir.

This exercise has allowed for the identification of key themes that will inform the virtual site audits, stakeholder engagement and action planning to follow.

Reference to examples of local active travel events/ initiatives has allowed options to be explored. This will inform the identification of actions bespoke to Kirriemuir aiming to encourage behavioural change towards active and sustainable travel.



Internal Site Audit

Overview

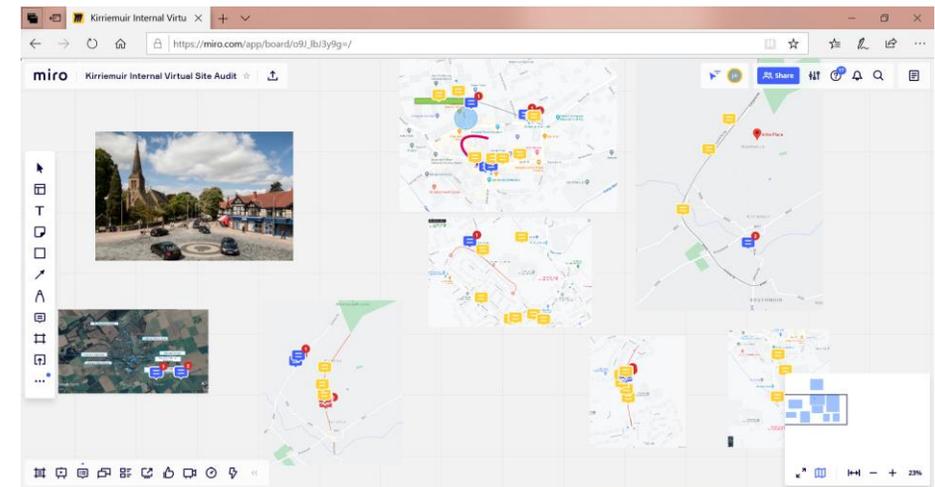
An initial virtual site audit of Kirriemuir was conducted using Google StreetView and various mapping sources namely Google Maps and Open Street Map. A systematic approach was taken to the site audit, whereby the routes and areas identified in the desktop review stage were examined first followed by the remaining areas of the town. Furthermore, areas which required further investigation were noted to be discussed in more detail with those who know the sites well, this was done through the virtual site audit with stakeholders held in the stakeholder engagement stage. The high-level observations made during the initial site audit are as follows;

- Narrow footpaths throughout Kirriemuir, in particular on Reform Street, Bank Street, Glengate and Roods.
- The schools are located in residential areas with the potential for car dominated streets during pick-up and drop-off times
- There is lack of cycling infrastructure and cycle facilities such as cycle parking throughout Kirriemuir
- There is a lack of safe crossing points
- There is a lot of on street parking within the Centre and surrounding streets, creating a sense of vehicle dominance

A key element of this process was to identify specific areas of interest that would require detailed local knowledge and input. The output informed the follow-up virtual site audit carried out with selected stakeholders within the stakeholder engagement stage.



Kirriemuir Internal Virtual Site Audit



© Miro- extract from Kirriemuir Internal and External Site Audits

Stakeholder Engagement

Overview

The stakeholder engagement consisted of five stages:

- A virtual site walkabout
- 1:1 teams calls with key stakeholders
- A community workshop to which key community members were invited
- A youth workshop with a selected group of pupils from Kirriemuir High School
- Wider community engagement through the Social PinPoint and the Communities Team

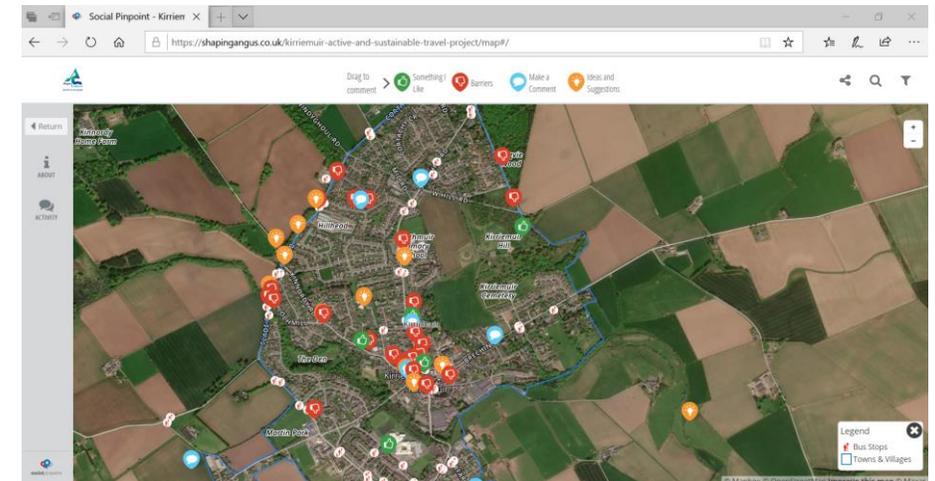
Within each of these sessions the following topics were discussed in detail to help inform the formation of the Action Plan:

- Barriers to walking, wheeling and cycling within Kirriemuir
- Barriers to using public transport within Kirriemuir
- Positive initiatives/projects in Kirriemuir that have encouraged more people to travel actively and sustainably
- Ideas and opportunities that will encourage people to travel more sustainably
- Ongoing work and projects that are related to active and sustainable travel

The insights gained from the above engagement processes have helped to form the basis of identifying practical, affordable and deliverable measures within this Action Plan. Comments from the workshops can be found in Appendix A.



Kirriemuir External Site Audit with Key Stakeholders

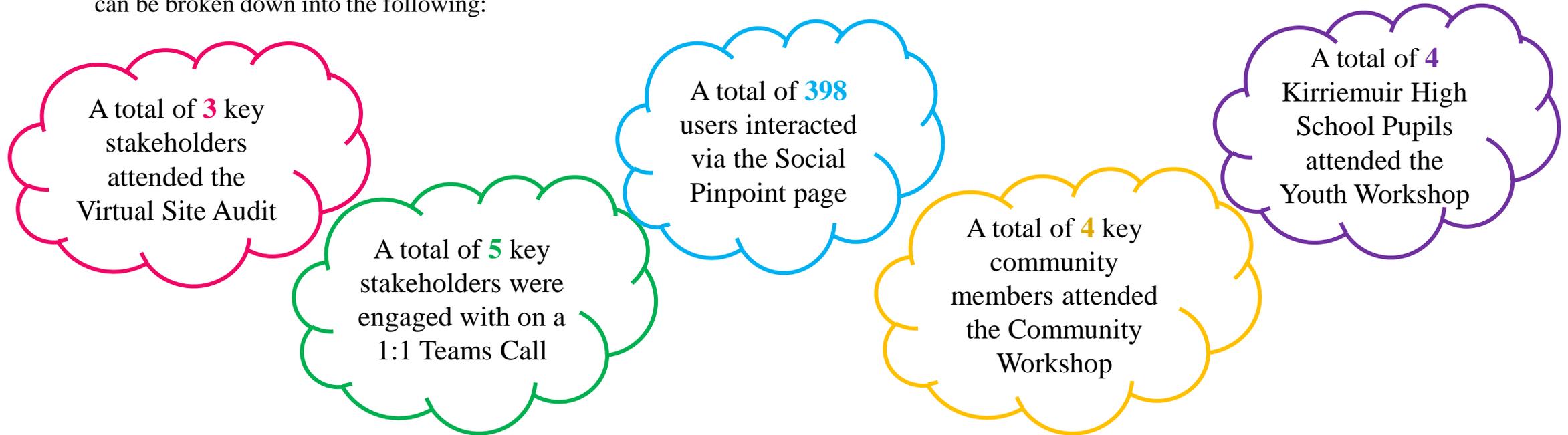


© Social Pinpoint

Stakeholder Engagement

Overview

Throughout the project there were over 400 individuals engaged with, either 1:1 or through the Social Pinpoint platform. This number can be broken down into the following:



The Social Pinpoint page was the main form of wider public engagement and has enabled us to engage with a greater quantity of people within Kirriemuir and the surrounding area. More statistics from the Social Pinpoint platform include the following:

- The Social Pinpoint had a total of **1714 visits**
- There were a total of **73 comments made**
- The survey was filled out a total of **32 times**

Stakeholder Engagement

Community and Youth Workshops

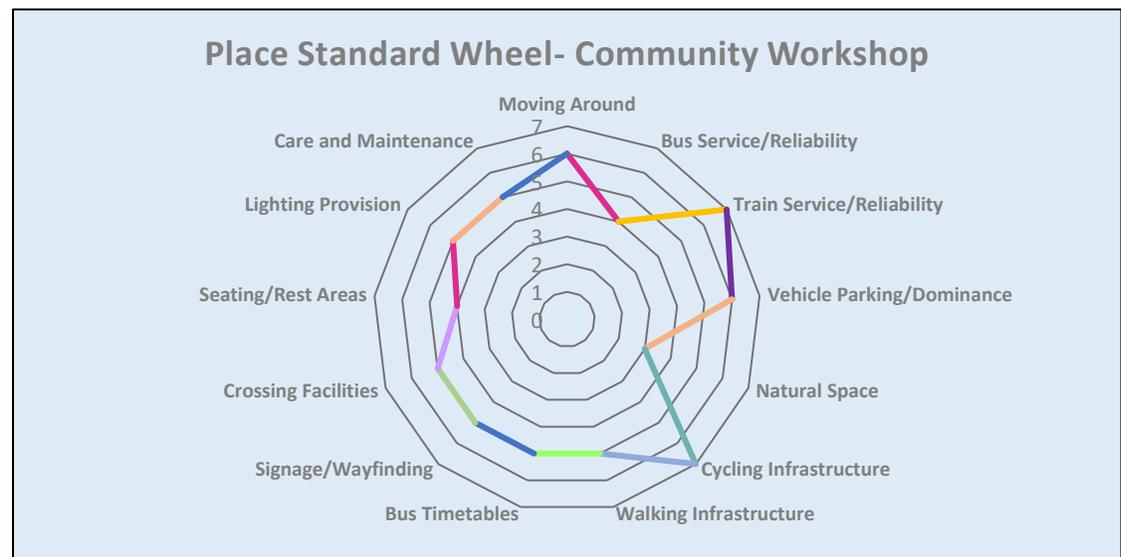
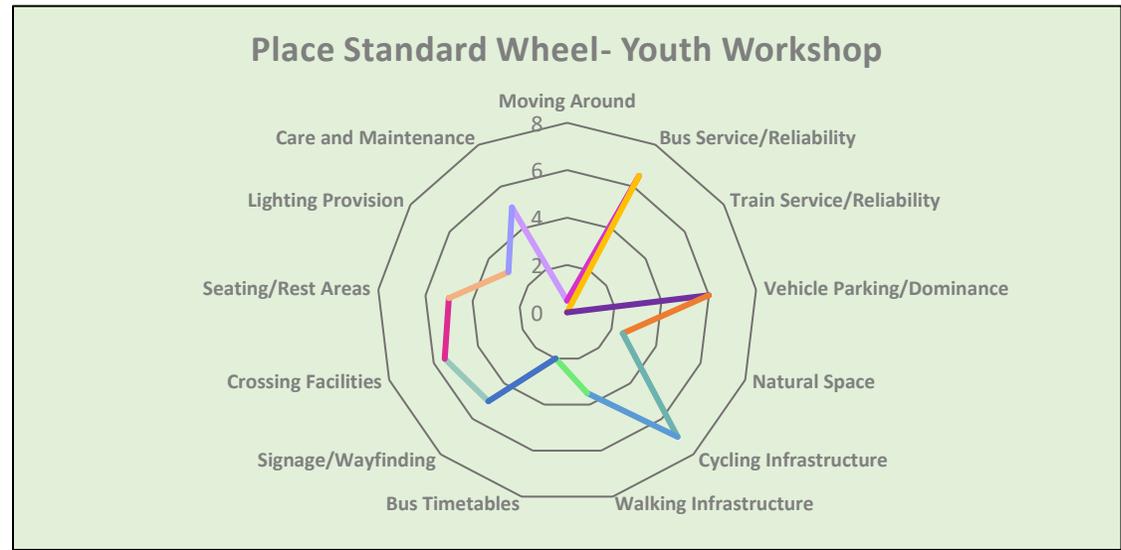
A workshop was undertaken with young people in Kirriemuir through the Angus Council Youth Work group.

During this workshop, a place standard wheel was created that reflected existing conditions regarding key factors associated with active and sustainable travel in Kirriemuir. Participants agreed a score for each key factor between 0 and 7, where 0 indicated high quality and little need for improvement, and 7 implied that very poor conditions and significant improvement required.

This exercise allowed for the efficient identification of areas that work well and areas for improvement in Kirriemuir, using a community-led approach.

In summary, the conclusions across both workshops are as follows:

- Areas that work well include residents' access to natural space and care and maintenance of public spaces across the community.
- Areas for improvement are vehicle dominance and cycling infrastructure throughout the town.



Stakeholder Engagement

Wider Engagement through Social Pinpoint

The online engagement tool Social Pinpoint provided a platform for the Kirriemuir community to leave comments on an interactive map and undertake a survey related to active and sustainable transport. This platform allowed for engagement with a greater number of people and was active for just over 6 weeks from 15th January to 28th February.

There has been a very good response to the social pinpoint page, with over 398 interactions including 73 comments on the interactive map and 32 people completing the survey. The platform was active for around 1 month, and the page was shared through email correspondence, social media and word of mouth.

The key **barriers** that were identified on Social Pinpoint are:

- Narrow footpaths across the town, in particular within the town centre.
- No cycling infrastructure across Kirriemuir and at particular identified locations such as Cortachy Road.
- A lack of controlled crossings in key locations.
- Junctions across the town, in particular in residential streets, are unsuitable for people walking, cycling or wheeling.
- Vehicle speeds are too fast across the town, for example along Bellies Brae heading towards the town centre.

These barriers have been grouped into key themes within the final action plan. Further detail will be provided within the action planning section. Appendix A shows the interactive map and comments collected through this engagement. The results of the survey can be seen in the following pages.



Kirriemuir Active and Sustainable Travel

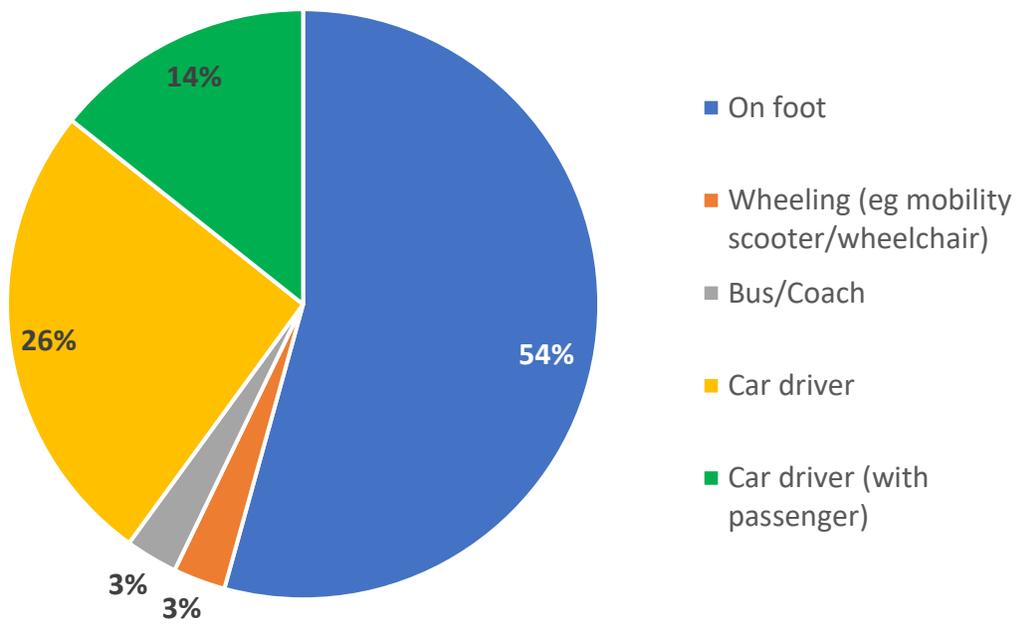
Help us shape the Kirriemuir Active and Sustainable Travel Action Plan by letting us know what the key barriers are when travelling on foot, by bike, wheeling or public transport in and around Kirriemuir. Tell us what would encourage you to travel actively and sustainably in Kirriemuir. Please take the opportunity to get involved through the Interactive Map or Short Survey below.



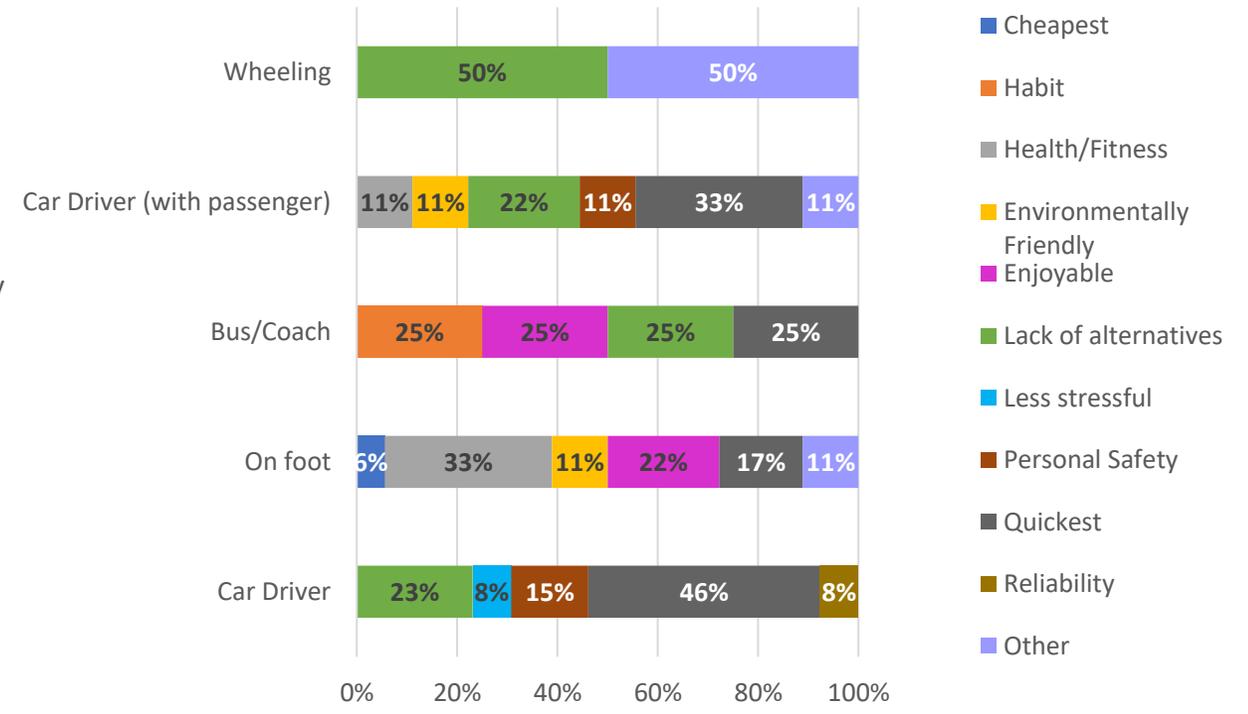
Stakeholder Engagement

Wider Engagement through Social Pinpoint Survey Results

How do you usually travel in Kirriemuir?



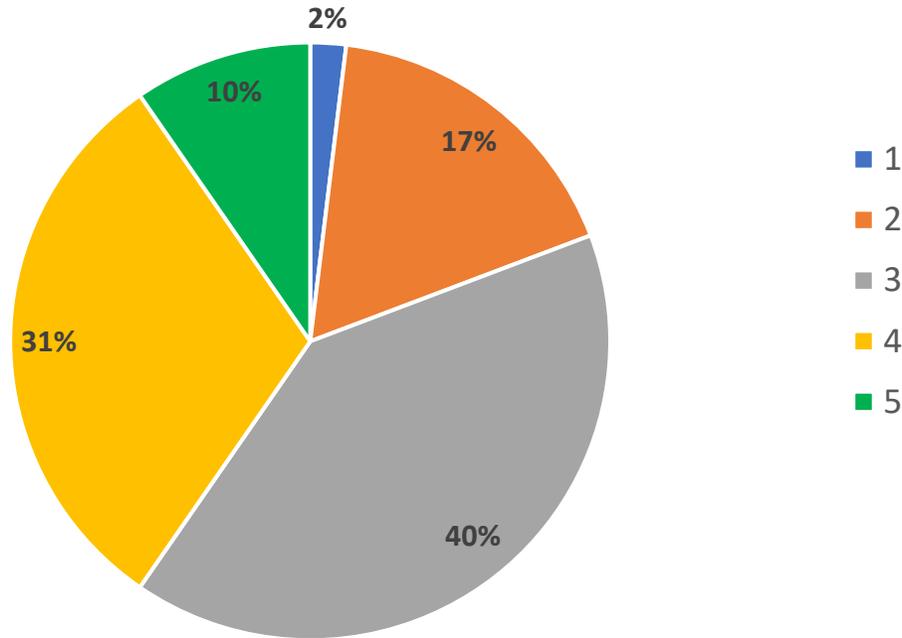
What is your main reason for choosing that mode?



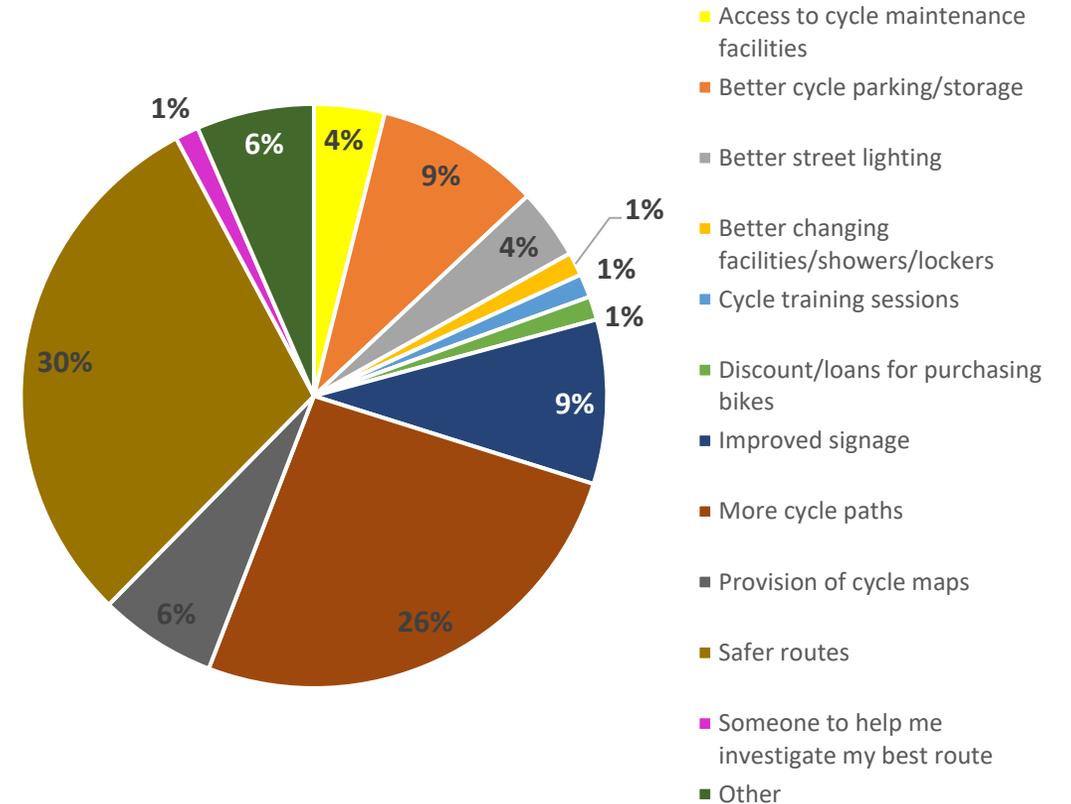
Stakeholder Engagement

Wider Engagement through Social Pinpoint Survey Results

How would you rate walking, cycling and wheeling facilities within Kirriemuir? (1 is Very Poor and 5 is Very Good)



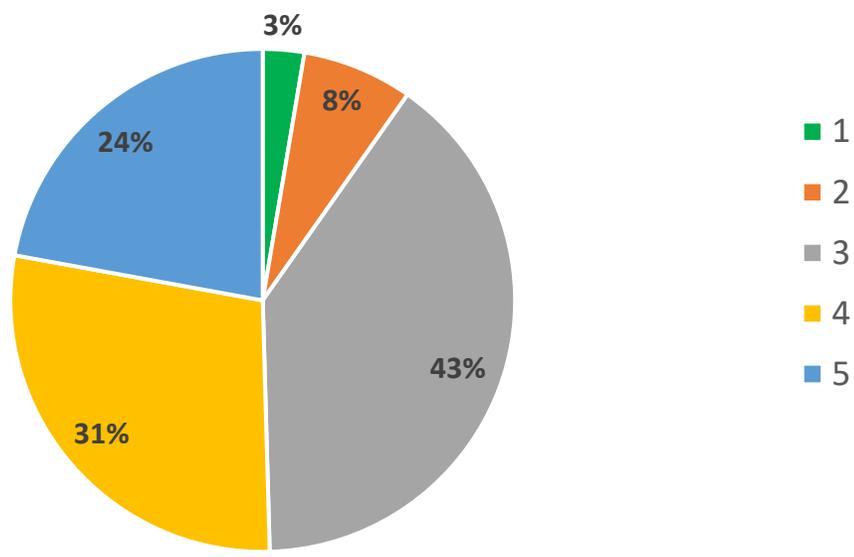
What would encourage you to walk, cycle or wheel more?



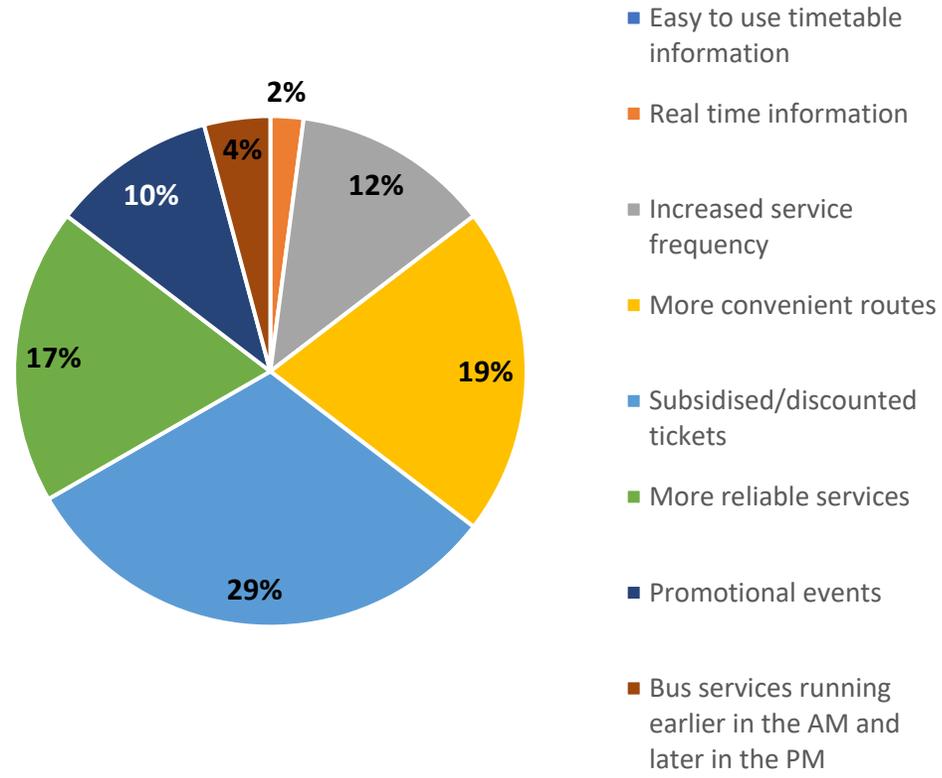
Stakeholder Engagement

Wider Engagement through Social Pinpoint Survey Results

How would you rate public transport facilities in Kirriemuir?
(1 is Very Bad and 5 is Very Good)



What would encourage you to use public transport more?



Stakeholder Engagement

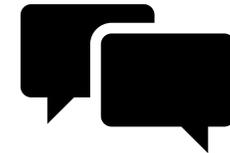
Summary and Conclusions

Stakeholder engagement has been undertaken in a structured and comprehensive manner. All discussions that formed part of the stakeholder engagement stage were firstly informed by the desktop review stage and then driven by key stakeholders, community members and the wider public of Kirriemuir.

The key outcomes from all stakeholder stages can be summarised as follows:

- Transform the disused railway line to create an active travel route between Forfar and other surrounding areas.
- Introduce cycling infrastructure on Cortachy Road.
- Instigate a community vehicle speeding campaign to encourage drivers to stop speeding and introduce more signs to promote the speed limit (Cortachy Road).
- Traffic free zones outside schools at peak times.
- More controlled crossing points, in particular within the centre of Kirriemuir, to create a safer environment for pedestrians and cyclists.
- Introduce modal filters at Bank Close and Ogilvy's Close to prohibit vehicle access and allow pedestrian and cyclist access only.
- Widen footpaths where possible on The Roods and Glengate.
- Make pedestrianised areas such as The Roods more attractive through placemaking initiatives.
- Reduce bus journey times to Dundee to encourage people to commute by bus.

The findings from the stakeholder engagement exercises have informed the development of the Kirriemuir Active and Sustainable Travel Action Plan.

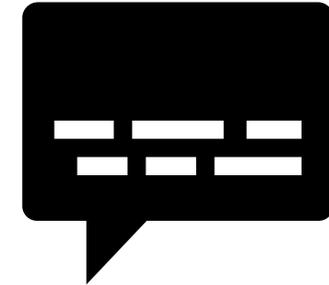


Action Planning

Action Planning with Stakeholders

A draft list of actions was shared with key stakeholders to ensure a collaborative approach was taken and that a community Action Plan was developed that provides a strategic direction to influence all aspects of active and sustainable travel within Kirriemuir. The following stakeholders were included within this stage:

- Sustainable Kirriemuir
- Kirriemuir Community Council
- Angus Council Officers
- Kirriemuir Connections
- Angus Cycle Hub
- Early Years Kirriemuir
- Glamis Community Council
- Newtyle Community Council



The Action Plan identifies deliverable measures that will promote and enable a change in mindset and travel patterns. The Action Plan also identifies quick wins that can be delivered in the short term to ensure that the momentum built during the public and community engagement is continued. The Action Plan also identifies a range of key groups and organisations that can work in partnership towards delivery of the actions.

Action Plan

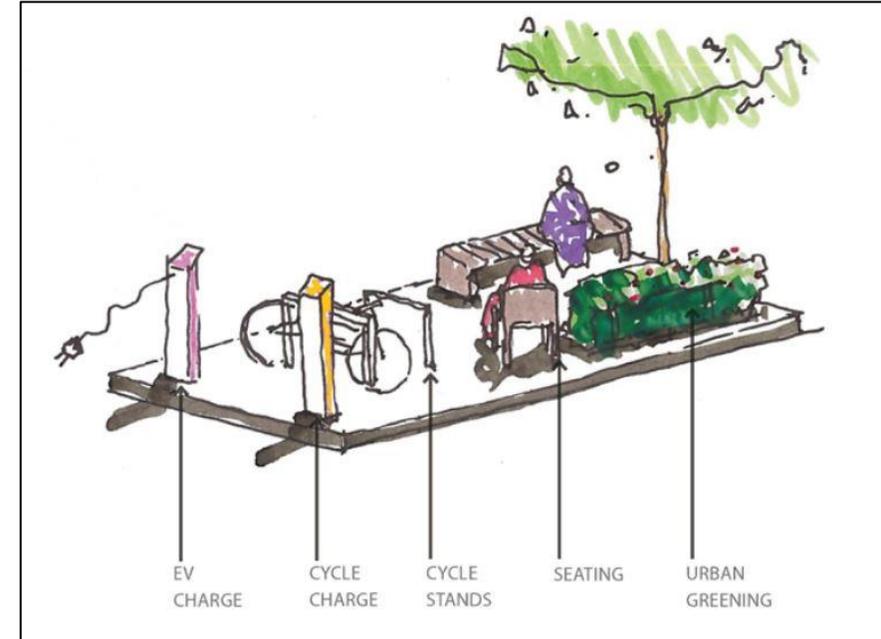


The Kirriemuir Active and Sustainable Travel Action Plan consists of a combination of larger and smaller scale actions, including both behavioural change projects and infrastructure improvements.

The actions put forward within the Action Plan have been identified as those that will have the biggest impact in changing travel behaviours, this is based on information collected throughout the community engagement, school workshops and stakeholder conversations. A number of the actions will require feasibility / design studies and further focussed engagement and consultation prior to moving towards implementation stage.

There are a number of additional wider influences that have been considered, for example the Scottish Government have recently passed the [Transport \(Scotland\) Bill](#), which introduces a national ban on pavement parking, giving local authorities the power to enforce this national ban and create safer, more accessible streets for all transport users.

Quick Wins have been identified within the Action Plan. These are actions that can be delivered within a relatively quick timeframe and at a low cost. Consideration has also been given to potential funding streams / delivery partners.



© Arup

The following parameters relate to timescales and cost although these should be treated as indicative only at this stage as no detailed costing or programming work has been undertaken.

Short timescale – within 6 months

Medium timescale – 6 months to 2 years

Long timescale – 2 years +

£ - less than £20,000

££ - £20,000 - £100,000

£££ - greater than £100,000

Theme	Barrier	Action	Location	Timescale	Person(s) Responsible	Funding Source	Quick Win (Y/N)	Cost (£,££,£££)	Outcomes/Outputs	Monitoring	Examples
Vehicle Dominance	Vehicle speed limits across Kirriemuir	20 mph speed limits made permanent with associated 20mph campaign. Introduce 30mph vehicle activated speed limit signs on Cortachy Rd. 20mph speed limit and traffic calming on East Hill Rd. Extend 30mph speed limit along Golf Road to Caddam Wood.	Throughout Kirriemuir	Short*	Angus Council Roads Department	Angus Council Roads Department/ Sustrans Places for Everyone	Y	£	Reducing vehicle speeds will create a more attractive and safer environment for those walking, cycling and wheeling across Kirriemuir	Monitoring of vehicle speeds across the town.	Kirriemuir Spaces for People 20mph speed limits: https://www.angus.gov.uk/sites/default/files/2020-09/2%20Kirriemuir.pdf
	Vehicle speeds within proximity to the town centre.	Traffic calming measures from Bellies Brae to the town centre, such as chicanes or speed bumps. Traffic calming along Reform Street (where a recent traffic accident involving a school pupil took place), such as a raised table.	See Map 1 	Short*	Angus Council Roads Department	Angus Council Roads Department/ Sustrans Places for Everyone	Y	££	Reduced vehicle speeds and dominance in problematic areas within the town centre. This will create a more attractive and safer environment for active travel users.	Monitoring of vehicle speeds across the town and number of collisions.	Those found in residential/small towns, such as Menstrie in Clackmannanshire https://www.google.co.uk/maps/@56.1474511,-3.8576042,3a,75y,246.71h,76.63t/data=!3m6!1e1!3m4!1s2zT1WJ3Q8ssz1TuOggqA!2e0!7i13312!8i6656
	Vehicle-dominated junction designs (narrow footpaths, no crossing points, poor visibility)	Targeted junction improvements at the following locations: Lochmill/Glengate, Golf Rd/Shielhill Rd, Cortachy Rd/Golf Rd, Kinnordy Rd/Cortachy Rd. Improvements may include widened footpaths, dropped kerbs, formal crossing points and better use of street furniture.	See Map 1 	Medium	Angus Council Roads Department	Sustrans Places for Everyone	N	££	Will ensure priority for pedestrians and cyclists at junctions across Kirriemuir, creating a safer environment for all users.	Community perceptions/ number of people walking, cycling and wheeling at these locations.	Dunblane Stirling Street redesign: https://www.sustrans.org.uk/our-blog/projects/2019/scotland/dunblane-stirling-street-redesign/
	Parked vehicles, traffic issues and narrow footpaths along the Roods	Traffic management feasibility study for the Roods, with the aim of redesigning the street in line with the transport hierarchy. Considerations include filtered street and limiting on-street parking.	See Map 1 	Long	Angus Council Roads Department	Sustrans Places for Everyone	N	££	To establish the best options for this area of the town that mitigates existing traffic issues and gives priority to active travel users.	Monitoring of traffic volumes.	Greener Grangetown Bicycle Street: https://www.arup.com/projects/greener-grangetown
	Through traffic along Bank Close	Pedestrianise Bank Close.	See Map 1 	Short*	Angus Council Roads Department	Angus Council Roads Department	Y	£	Reduced vehicle dominance and ensuring filtered permeability for a street that is already popular among pedestrians	Community perceptions/ monitoring of pedestrian numbers	Dunfermline street art project. https://www.sustrans.org.uk/our-blog/news/2020/november/bobbin-canopy-shines-a-light-on-dunfermline-s-weaving-history/ .
	Vehicle dominance on Crofthead	One-way system with double yellow lines on Crofthead.	See Map 1 	Short*	Angus Council Roads Department	Angus Council Roads Department	Y	£	To improve environment for pedestrians and cyclists whilst also reducing congestion and likelihood of collision.	Community perceptions/ monitoring of pedestrian/cyclist numbers	Traders Lane in Dundee is a one-way and provides cycling infrastructure.
	Vehicle dominance around Webster's High School and Northmuir Primary School	Traffic Free Zones outside schools.	See Map 1 	Short*	Angus Council Roads Department/Schools	Angus Council Roads Department/ Sustrans Places for Everyone/ Smarter Choices Smarter Places	Y	££	Safer routes to schools for pupils with reduced air pollution and space for walking, cycling and wheeling.	Community perceptions/ monitoring of pedestrian/cyclist numbers	Sustrans school streets: https://www.sustrans.org.uk/our-blog/projects/2019/uk-wide/sustrans-school-streets/
	Through traffic along Woodend Drive	Filtered street / Playing out street on Woodend Drive.	See Map 1 	Short*	Angus Council Roads Department/Kirriemuir Community Council/ Playing Out	Angus Council Roads Department/ Sustrans Places for Everyone/ Smarter Choices Smarter Places	Y	£	Safer space for those walking, cycling and wheeling. Reduces vehicle dominance as those currently using it as a through route cannot.	Community perceptions/ monitoring of pedestrian/cyclist numbers. Traffic volumes on surrounding roads	Kelvin Way in Glasgow has been filtered to allow access for those walking, cycling and wheeling only along its full length. Providing safer access to an early years centre. https://www.glasgow.gov.uk/article/26243/Kelvin-Way

Active Travel	Narrow footpaths	Widen footpaths, where feasible, at the following locations: Glegate, Reform St.	See Map 1 	Medium	Angus Council Roads Department	Sustrans Places for Everyone	N	££	Safer routes for those walking, in particular those using a wheelchair or with a buggy.	Community perceptions/monitoring of pedestrian/cyclist numbers	Spaces for People interventions throughout Scotland to widen footpaths, these could be trialed and made permanent. Aberdeen example: https://www.showcase-sustrans.org.uk/example-projects/
	No cycling Infrastructure	Introduce cycling infrastructure and widen footpaths where possible on B955 (Cortachy Rd). Fesibility study for cycling/walking route on disused railway line between Kirriemuir and Forfar. Active Travel link to Westmuir on A926.	See Map 1 and 2 	Long	Angus Council Roads Department	Sustrans Places for Everyone	N	£££	Safer routes for those walking and cycling whilst also reducing vehicle speeds as a result of carriageway narrowing	Community perceptions/monitoring of pedestrian/cyclist numbers	Fitch Way in rural Essex provides a active travel link between two towns using the disused railway. https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/fitch-way
	No footpath/ no cycling infrastructure	Active Travel link to Caddam Wood along Golf Rd.	See Map 1 	Long	Angus Council Roads Department	Sustrans Places for Everyone	N	£££	Safer routes for those walking and cycling	Community perceptions/monitoring of pedestrian/cyclist numbers	Wide cycling/walking shared infrastructure on Carnegie Avenue, Dunfermline.
	Quality of Kirriemuir Paths Network	Minor Improvements along the Kirriemuir Paths Network (eg Caddam Wood, Westmuir Loop, Kirrie Den etc). This will include improving surface quality, cutting back vegetation and improving signage where required. There would be potential for youth volunteer groups to get involved.	Throughout Kirriemuir - see Kirriemuir Paths Network Plan.	Short	Angus Council Commiunities Team with support from local community groups	Angus Council Roads Department	N	££	Improving walking and cycling connectivity between Kirriemuir and surrounding settlements such as Westmuir and Kinordy	Community perceptions/monitoring of pedestrian/cyclist numbers	Path transformation in Skye: https://www.pathsforall.org.uk/active-travel/at-success-stories/at-story/sarah-wins-our-award-for-her-inspiring-path
	Lack of crossing facilities	Controlled crossing facilities within the town centre and key locations across Kirriemuir that are physically marked (eg. zebra crossings). This will involve identifying the key desire lines across the town.	Throughout Kirriemuir centre and at junction improvement locations.	Short	Angus Council/Kirriemuir Community Council/Kirrie Connections	Angus Council Roads Department/ Sustrans Places for Everyone	Y	££	Improved movement for pedestrians and cyclists in the centre and other areas of potential conflict, giving them prioirty over vehicles	Accident data monitoring and community perceptions	The West Edinburgh Link Project sees crossings that prioritise pedestrians and cyclists https://westedinburghlink.info/
	Vehicle servicing trips	Encourage use of cargo cycles to facilitate short servicing trips throughout Kirriemuir. This will require engagement with local businesses.	Throughout Kirriemuir.	Short	Sustainable Kirriemuir/ local businesses	Sustrans/ Paths for All/ Local Businesses	Y	£	Reducing the number of vehicle servicing trips throughout the town.	Uptake of cargo bike usage, particularly among local businesses	Edinburgh Tram cargo cycle initiative https://www.bbc.co.uk/news/uk-scotland-edinburgh-east-fife-48758150
Behaviour Change	Lack of active and sustainable travel culture in Kirriemuir	Behaviour change initiatives, including Kirriemuir Car Free Day; Cycle days; Vehicle Idling Campaign; Pavement Parking Campaign; Active and Sustainable Travel school campaign.	Throughout Kirriemuir.	Medium	Angus Council (Communities Team)/ Living Streets/ Sustrans/ Paths for all/ community groups	Sustrans/ Smarter Choices Smarter Places	Y	£	Promoting behaviour change active and sustainable modes travel in Kirriemuir and creating an active and sustainable travel culture within the town.	The number of participants within each event.	The Sustrans Big Pedal: https://bigpedal.org.uk/
	Barriers to walking among older adults	Walking Connects - working with older adults to identify barriers to walking for everyday journeys in later life.	Throughout Kirriemuir.	Short	Living Streets/ Paths for All	National Lottery Community Fund/ Smarter Choices Smarter Places	Y	£	Encouraging walking among elderly people within Kirriemuir in order to promote healthier lifestyles and increase wellbeing.	The number of participants and level of satisfaction among participants.	Examples of Walking Connects groups include Edinburgh, Airdrie and Hawick. https://www.livingstreets.org.uk/products-and-services/projects/walking-connects-in-scotland
	Accessibility to natural/ green spaces	Cargo cycle rides for elderly people to access green and natural spaces across Kirriemuir.	Throughout Kirriemuir.	Short	Sustrans/ Paths for all/ community groups	Smarter Choices Smarter Places	Y	£	Facilitating access to green spaces across the Kirriemuir area and cycling among older adults. This will have wide-ranging benefits related to health and wellbeing, the environment and social interaction.	The number of participants and level of satisfaction among participants.	Cycling Without Age initiative https://cyclingwithoutage.scot/

Public Transport and Shared Mobility	Public transport services	Park and Ride (or mobility hub) on Forfar By-pass. Express bus services to Dundee. Discussions with stagecoach over bus services and stops. Bus services extended to rural areas surrounding Kirriemuir.	See Map 2** 	Long	Tactran/ Angus Council/ Dundee City Council/ Stagecoach/ JP Coaches	Transport Scotland Bus Partnership Fund/ Bus Service Operators Grant/ Regional Transport Partnership	N	£££	Better access to public transport within Kirriemuir and Forfar; more competitive bus services that encourage modal shift from private car to sustainable modes; improving connectivity between Kirriemuir and surrounding settlements.	Monitoring of patronage/ community perception of change when improvements are delivered	Mobility hub in Musselburgh, East Lothian https://www.eastlothiancourier.com/news/18866794.transport-multi-hub-project-given-go-ahead-start-musselburgh/
	Lack of transport options to/from surrounding settlements	Explore Mobility as a Service (MaaS) opportunities, which could include on-demand services, digital travel information and bespoke transport options based on individual journeys and needs.	Throughout Kirriemuir and surrounding areas.	Medium	Tactran/ Angus Council Roads Department	Smarter Choices Smarter Places	N	£££	Improving connectivity between Kirriemuir and surrounding rural settlements and providing bespoke sustainable transport options based on the needs of the individual.	Monitoring of MaaS uptake/ user feedback on quality of experience	Angus Liftshare: https://liftshare.com/uk/community/angus
Placemaking	Poor quality public realm, vehicle domination and narrow footpaths on Bank Street and Reform Street	Introduce parklets on Bank Street and Reform Street.	See Map 1 	Short/ Medium	Angus Council Communities Team/ Living Streets/ Local Businesses	Living Streets/ Local Businesses/ Sustrans Spaces for People	Y	££	Parklets will improve walkability within the town centre, creating a more attractive space for the local community and having significant benefits for local businesses in terms of footfall.	The response from the community and local businesses	Mill Street Parklet, Perth and Kinross: https://www.meristemdesign.co.uk/perth
	Maintenance of natural spaces	Improving the upkeep of green/natural spaces within Kirriemuir through supporting ongoing initiatives such as litter picking.	Throughout Kirriemuir.	Short	Angus Council Communities Team/ Community Groups	Community Funding/ Angus Council Maintenance Budget	Y	£	Improving the attractiveness of the wide-range of existing green and natural spaces within Kirriemuir. This will also give the local community a sense of ownership and pride in their local area.	The level of response from the community	Scottish Rural Development Programme: https://www.nature.scot/professional-advice/land-and-sea-management/managing-land/scottish-rural-development-programme
	Lack of seating and rest areas	Seating adjacent to Bellies Brae car park, half-way up Bellies Brae and on Bank Street/ High Street interchange.	See Map 1 	Short	Angus Council Communities Team	Sustrans/ Smarter Choices Smarter Places	Y	£	More seating and rest areas will create more accessible spaces across Kirriemuir and encourage a more diverse range of people to travel actively for everyday journeys.	The response from the community	Dementia friendly outdoor spaces in Kings Park, Stirling: https://www.pathsforall.org.uk/news/news-post/scotlands-first-dementia-friendly-park-is-launched-in-stirling
	Town centre Improvements	Placemaking such as planters, street furniture and street art in busy pedestrian areas such as Reform Street and Bank Street.	Throughout Kirriemuir.	Medium	Angus Council Communities Team/ Community Groups	Sustrans Pocket Places/ Smarter Choices Smarter Places	Y	££	Placemaking will create a more attractive town centre environment that encourages more sustainable trip making. This will have joined-up benefits for the community and local businesses	The response from the community	Dunfermline light features: https://www.sustrans.org.uk/our-blog/news/2020/november/bobbin-canopy-shines-a-light-on-dunfermline-s-weaving-history/

*Timescales are subject to lengths associated with the traffic order process.

** The Park and Ride location is indicative and would need to further investigated, this would include further stakeholder engagement, land ownership etc.

Map 1 - Kirriemuir



Active Travel link to Caddam Wood

Kinnordy

Northmuir

Active Travel link along Cortachy Rd

Loch of Kinnordy

Kirriemuir

Active Travel link to Forfar along the disused railway line

Active Travel link to Westmuir

Maryton

Google Earth

Westmuir

1km

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ARUP

Map 2 - Kirriemuir and Surrounding Areas

ARUP



Google Earth

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Image © 2021 CNES / Airbus
Image © 2021 Maxar Technologies

Forfar

Summary

Comprehensive engagement with the community provided a wealth of understanding about the way in which the town operates in addition to individuals' travel preferences and habits. There is a general feeling that Kirriemuir has the potential to be an even better place to live, work and visit and though improving the active and sustainable travel options to facilitate changing travel behavior is one step towards achieving this.

Key messages from the community engagement exercises are;

- The need for better walking and cycling infrastructure throughout Kirriemuir and surrounding settlements.
- There are high vehicle speeds and vehicle dominated streets in key areas such as Bank Street, Reform Street and surrounding schools.
- There is a lack of controlled crossing facilities across key locations of the town.
- Bus services are not well used. Services are relatively frequent between key destinations such as Forfar and Dundee, however there is a lack of connectivity with surrounding settlements of Kirriemuir and rural areas of Angus or express services from Kirriemuir.

Taking this information onboard, an action plan was developed which provides an evidence-based set of initiatives and actions. Several “quick wins” have also been developed which are low cost, high impact measures which can be delivered in relatively short timescales.

Appendix A – Stakeholder Comments

Miro Workshop Comments and Social Pinpoint
Interactive Map with Comments

There is litter picking groups. The community council can continue to raise these issues with the council.

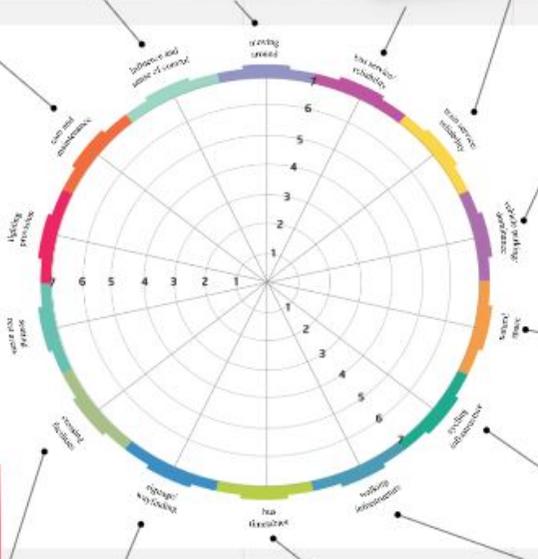
Dog fouling within Kirriemuir is a bit of an issue but not ridiculous. Angus Council have been struggling with roads budgets etc.

The community know who to speak to but don't feel something always gets done.

Widen footpaths where possible.

Express buses to Dundee city centre is needed - make it more competitive against cars! Park and Ride facility at Forfar - those in Kirriemuir could use this - express bus then to Dundee.

It is ashame the train station has been lost but this was being looked at as a cycle route.



Introduce lighting on the wynds/closes - these areas are very dark.

Angus Council have been replacing sodium bulbs with LED and it is darker.

Introduce and replace some around Kirriemuir - Den, Bellies Brae. Friendly Bench plan - to get people chatting.

Quite a few seating places within Kirriemuir but they are not perhaps in the best place. They removed the one half-way up Bellies Brae. Care maintenance of the benches - these were wood and have been replaced since.

Zebra crossings would be good in the centre - tip priority to pedestrians, 20 mph speed limits introduced in the town - keep those here during covid.

Crossing in the centre at the top of Bellies Brae - this would be better at other locations. It is very unfriendly to pedestrians at the moment - plaza has opportunity.

The path network has pretty good signage. Within the town there are a few tourists posts - not too bad.

Not any services that go up the Glens/Hinterlands - there is no public transport here.

Path network is fine if you are mobile but very inaccessible if you have mobility issues. Path network is mainly used for leisure - these are good.

There is lots of natural space - for older people these can not be as accessible.

Cargo bike rides for elderly people - work alongside the schools/gym (Sustainable Kirrie have a cargo and had plans to do this). Can do more to make school pupils aware of the ongoing initiatives.

There is no cycling infrastructure in Kirriemuir - also difficult if shopping and things as have to leave bike on footpath.

More cycling infrastructure needed in Kirriemuir. Sustrans has been involved in the disused railway line route - the feasibility of this should be explored.

Could be room for improvement.

Widen footpaths where possible and limit pavement parking.

Need to consider how we incorporate these areas - new services would be needed to reduce impact on other services. Cateran Ecomuseum have been exploring walking, cycling and public transport links.

Ban cars at school times. Awareness campaign to stop idling vehicles outside schools.

Streets are dominated with vehicles - especially around schools at peak times. Parking charges introduces - people started boycotting the car parks and parking on side streets. Prices are too high and payment methods are too difficult so people avoid. During covid times the charges have been removed and therefore people park in car parks again. Issue with buses parkin outside the school grounds - around 10 of them down by the high school/Southmuir Primary. Narrow streets such as Sunnyside - people parking on the pavements which can cause difficulties for emergency vehicles.

It is not an easy experience from Dundee - mostly used for long distance journeys to the likes of London and Edinburgh. Would travel to Leuchars or Perth to jump on the train.

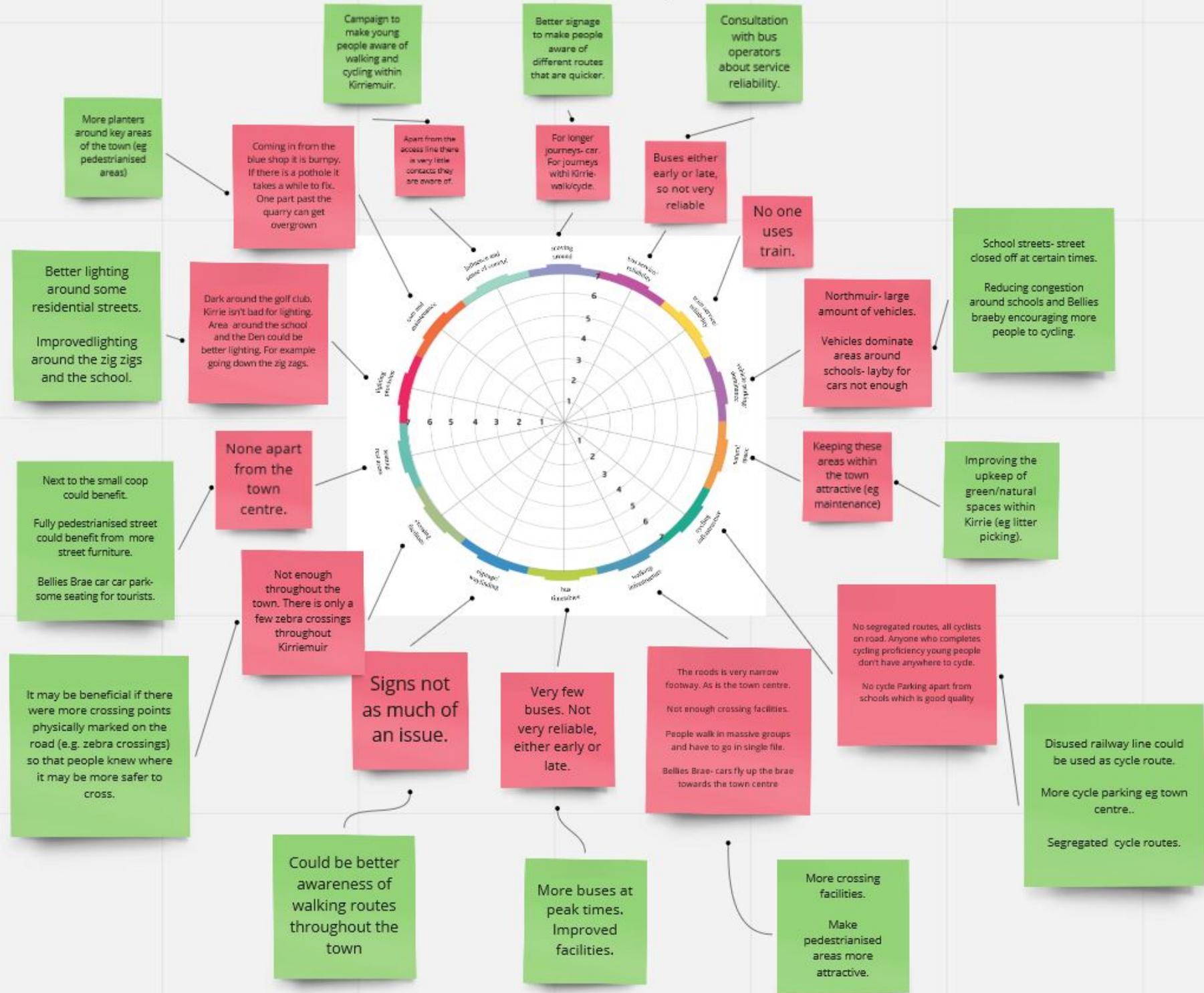
Public transport to Dundee - the issue is too long. There is no express connections to Dundee - it currently takes the longer than 20 mins in car. There is only on Dundee bus station - sometimes 3 buses will be needed for full journey. The standard of the bus is ok. Disadvantage forfar it takes 30 minutes rather than 10 minutes in car - mostly elderly people using the bus.

Tricity - it is to be done by vehicles. The pavement is very narrow and cars move very quickly. Missing dropped kerbs. Parts of the town are inaccessible for people with wheelchairs - the road and the way centre. Sign of kerbs on the side of the road they had to make the person of their wheelchair as they couldn't stay on footpaths.

Angus Council have the participatory budget which has not been consulted on within the community - it is slow progress and limitation with budgets.

Community Workshop

Youth Workshop





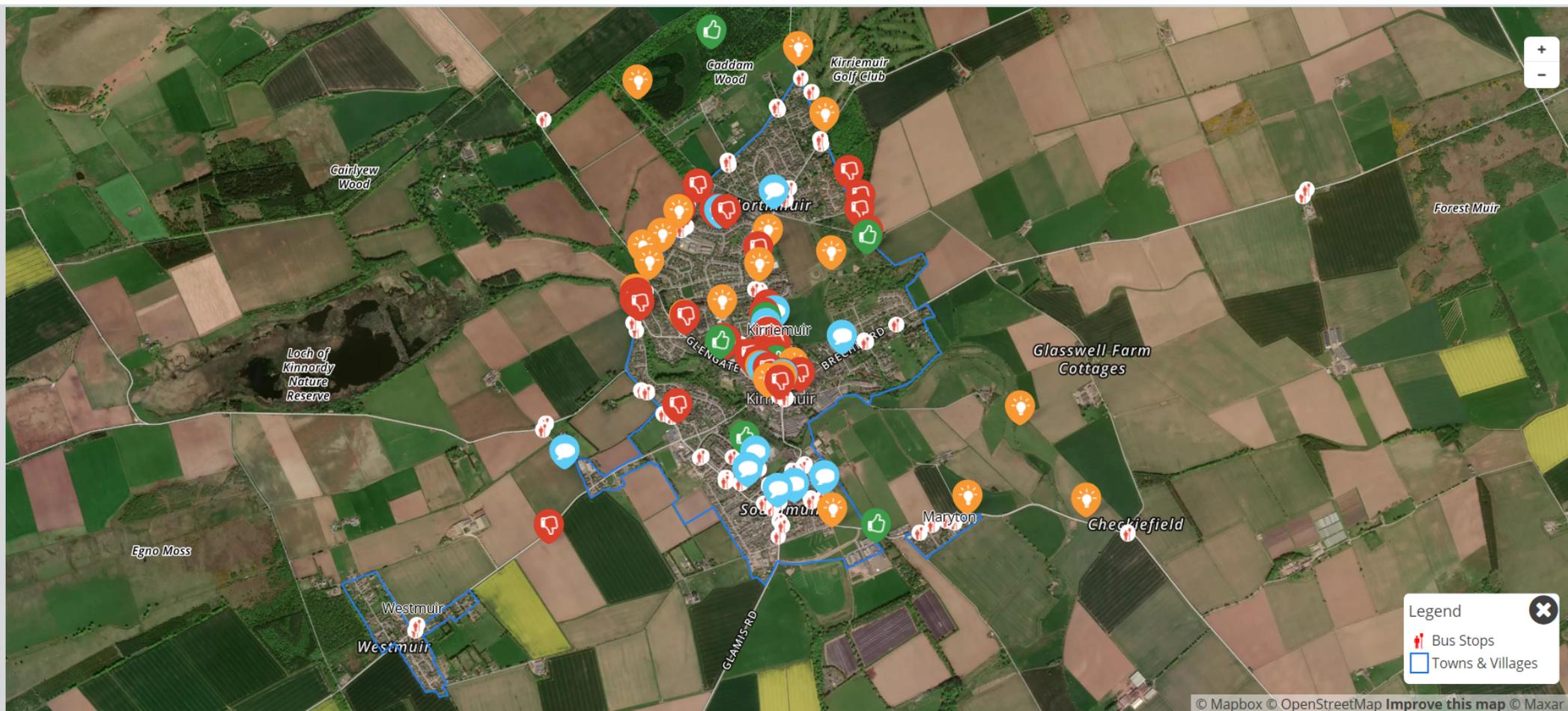
Closed for Comment



Return

ABOUT

ACTIVITY



Legend

- Bus Stops
- Towns & Villages



Comment
Walkers/runners/dog walkers heading to/from caddam wood have an awkward section to negotiate where the path ends on one side of the road and the pavement starts on the other side beyond the junction. Cars come round the last corner at you quickly so it would be good if the path could be extended beyond the junction level with the pavement.
Desperately needing resurfaced. Very bumpy/uncomfortable when you are on a bike. I avoid it where Core paths network would allow much wider access with the addition of a ramp at the stairway on the loop path at the top of the water backie and likewise at the steps at camno junction this would allow parents with prams to walk further and have equality of access to this fantastic network of pathways
old railway should be adopted as Sustrans NCN expansion in future years and create a safe route to/from Slade road/kinnordy road/lochmill
There are potholes all around here and I feel it is a bad junction for cyclists
The roads could be liable to flooding in the future. the drains are sometimes blocked and not cleaned out with weeds growing out of them.
With the new houses going up here, and having family members living in them, I wondered if there would be room for a bus stop around this area, as if the Community Campus is closed the next bus stop is the Zoar, and I've found especially during the winter months, my route from my family's home to the bus stop is incredibly slippery. I'm a disabled, single person and so the support of my family is needed, but walking to and from the Zoar bus stop is slippery, and being so close to the road I worry.
Some people have suggested traffic lights at this 4 way junction. Apparently there have been accidents here because of poor visibility for vehicles and parked vehicles having nowhere to go
This junction corner is not great for pedestrians walking on the pavement and you have to walk onto the road to be able to see whether any vehicles/cyclists are coming.
This junction is not particularly good for pedestrians walking towards the town and have to step onto the road to check whether cars/cyclists are coming. It is the same when driving up Angle Road and also down
A lot of drivers don't seem to realise this was changed to a 30mph speed limit as the previous signs were removed. Would be good to have 30mph signs added.
In order to encourage safer cycling routes to Kirriemuir from Westmuir (expecially for children) is it possible to improve the condition of the existing Paths Network? Might this type of Path Repair project be of interest to a young Volunteer Group? Are there any such volunteer groups in existence at present?
Absolutely agree with this and suggested this to Cllr Proctor a few months ago.
The road behind Caddam Wood leading to Dykehead has potholes in at different points. This is not good for cyclists.
Poor bike parking facilities at big co-op, currently hidden behind trolley bay which combined with groups of teenagers doesn't inspire confidence in leaving bike while shopping. Would be beneficial to have bike parking somewhere more visible with lighting and CCTV.
Linking up and improving existing path network around Kirrie. Joining up paths between westmuir, kinnordy loch, caddam wood, kates wood, kirrie hill, cemetery. Could potentially make a great loop around Kirrie suitable for walking and cycling. There is currently not many routes to cycle safely with children away from
No busses at Auldallan/ Balintore.
It would be great to make paths using the old railroad to make safer cycling opportunities between Kiddie and For far.
The core path network is really filthy in places. Sometimes long lengths of the paths need better drainage and sometimes deep hoofprints are visible after rain. There should be better anti-horse gates and inspections leading to fill-ins.
Some people think it's okay to leave dog mess if it's not in the centre of the path. This does not allow for the mess being covered in snow or leaves or for people having to use the verges to keep 2m from people coming the other way.
Is it not possible to place a walkers/riders style at the bottom of Forfar road so that Logie can be accessed as before instead of having to walk down the main road to the Delson units?

Intimidating to bike into Kirrie from Westmuir as this section is up hill & cars often overtake when limited visibility round corner too close to cyclist. Cycle path (off road with a good surface (for road bikes as well as mountain bikes) would greatly improve this section.
Off road cycle option to Forfar, linking communities would be really life enhancing, reduce emissions and improve transport safety.
Narrow road, narrow pavement on one side, and popular with pedestrians but vehicles travelling far too fast despite speed limit being reduced to 30mph. Ideal route from Northmuir to Websters school/sports centre which could be done easily by bike if it was safer.
Parked cars along main road especially at pick up or drop off times. Children try to cycle along road to school but is not safe due to the road side parking.
Also lots of cars idling at pick up time.
Traffic free zone at school drop off and pick up time.
Extend 30mph zone to edge of caddam wood on both sides. Popular with walkers, cyclists, runners including children
Cycle parking at Webster's. Active travel initiatives at Websters.
Great idea! An active travel linking up Kirrie to Forfar and Glamis using old paths where possible. The roads are not safe enough for most people to cycle along and especially not for children. We need dedicated active travel routes which are separate from the road. "If you build them, they will come"
Very narrow road and pavements. Would be great to have a one way system all around Kirriemuir for motorised transport (including side streets to prevent rat runs) with a separate lane for bikes (able to go in both directions) as well as segregated space for pedestrians.
Buses to and from Kirriemuir to main destinations e.g. Forfar and Dundee are expensive and to Dundee take far too long. People who would like to commute to Dundee by more sustainable means are deterred from doing so because of these factors.
Great paths for walkers. Easily accessible from town.
This is a great space for bike park/mountain bike skills park - just needs a wee bit more investment and equipment.
Potholes on road or uneven "repairs"... when cycling it is a nightmare
Hi, To create a safe space for pedestrians. It is a single carriageway with no pavements shared by cars and pedestrians. A very high volume of pedestrians pass through Croft Terrace each day. To understand the demographics you have to look at the map of streets surrounding Croft Terrace. Pedestrians going from chemists to Doctors , short cuts to the den to avoid narrow pavements on Tannage Brae. suggestions, 5mph one way system , cars have to reverse, double yellow lines full length of road
So dangerous for pedestrians. Impossible to walk safely with a toddler and push a pram or carry shopping. I know of a young man who was hit on the back of the head by the wing mirror of a bus as he walking on the pavement. Cars have overtaken me as I have cycled down the Roods, dangerously close to me.
It can be difficult to access these shops and their trade suggests as a result of the tight pavements. Terrifying to take a pram along. Add a toddler? Heart-stopping.
I love this area and Cumberland Close. More could be made of the wee wynds between the little Roods and Bank Street and Reform Street too.
It's impossible to access the den from this side if you have a buggy and/or young child on a bike. If we want to visit here as a family we need to drive and park at the other side so we just avoid, which is a shame.
There is a part of this road where it's impossible to fully stay on the pavement with a pram or buggy. Some cars drive too fast up this road so it doesn't feel safe to come off the pavement with a pram.
Very difficult to drive up here with cars parked all the way up. It must be even more difficult for cyclists.
It would be great if there was a pavement/path for walkers to walk out this road and round the back of caddam wood. A lot of walkers and runners use this road but it doesn't feel safe. During the first lockdown last March the road was so quiet it felt safe and was a lovely walk with the kids.

<p>There is a section of this road with no pavement on the business park side which means crossing a busy road with cars travelling too fast and poor visibility. Not practical with young children, especially if they are on</p>
<p>Poor pavements leading from Cortachy Road junction up to path that leads into Slade Gardens.</p>
<p>Would be great to be able to walk or cycle to school without breathing in exhaust fumes or running the risk of being knocked off the bike on the roads.</p>
<p>Many towns and cities use 20mph limits on most roads now. Would be great to adopt that here too.</p>
<p>During lockdown I saw many folk on bikes on the Glengate every day. It is wonderful to have the 20mph limit. Tho many don't observe it. Would be good to have a 20mph limit more widely in Kirrie. So many streets and pavements are very narrow.</p>
<p>Hard to shop in Kirrie by bike as parking bike on pavement stops folk walking by. Might be good to remove a car park space and have a bike rack or 2 instead. How about car free for certain days/times of day, so folk get used to cycling without fear of being run down? This has been very successful elsewhere.</p>
<p>Car free routes through Kirrie. So people can travel safely to and from school. Might be nice to have Cycle Saturdays - when people are encouraged to cycle through/round the town. Have a Cycle 5k or 10k challenge every month to rediscover the local roads on a bike.</p>
<p>Have a car free day across Kirrie on 22 Sep to co-incide with World car free day.</p>
<p>Turning out onto Forfar Road at this junction can be very difficult because of poor visibility due to parked cars.</p>
<p>This is a really bad junction. Visibilty is poor for drivers pulling out of that junction. I have to wind my window down to listen for cars, Cars also speed a bit more here.</p>
<p>Very narrow pavements for families make it almost impossible to walk safely at times although not sure what could be done about this.</p>
<p>The Rood are not good for vehicle use. Children step out onto the road at times due to narrow pavements and I concerned whilst driving that I may accidently clip them. You can only get one vehicle up and down here most of the time.</p>
<p>It would be great if this small bit of woodland could be linked up to the main Caddam wood to allow walkers to walk the full length of Cortachy Road away from the busy road. It would also have the co-benefit of creating a wildlife corridor between the two areas.</p>
<p>Very poor visibility when trying to cross the road here. Makes it very difficult when you have kids with you, even more so with a pram or buggy.</p>
<p>Make Woodend Drive 20 mph. Cars drive up and down this road at high speed, many using it as a short cut to Cortachy Road/Sheilhill Road.? That combined with a blind corner near the Rowan Avenue junction makes crossing the road quite dangerous, especially for children going to and from school. And it is also dangerous when pulling out of Rowan Avenue junction in a car onto Woodend Drive.</p>
<p>Reduce speed limit to 2mph to slow cars down. As per previous comment left.</p>
<p>This is not a great corner for coming down from East Hill Road. You have to creep out as a driver to check if it is safe to turn. Possibly having a mirror opposite to view for any oncoming traffic.</p>
<p>With East Hill Road being a long straight road it sadly means some drivers speed down this road making it very dangerous. Making this a 20mph zone maybe be better</p>
<p>Making Woodend Drive a 20mph zone would make the road a lot safer for all road users and pedestrians. Many use this road as a very quick short cut to Sheilhill Road/Cortachy Road.</p>
<p>Meant to read 20mph not 2mph!</p>
<p>quite a narrow pavement at this turn.</p>
<p>r educe triangle and make pavement wider- giving better visibility for and to people crossing the road to carry on up kinnordy road and easier to pass walkers on corner and avoid turning and oncoming traffic- by being able to stay on pavement?</p>

<p>this area is under-utilised. Ground and buildings all under question as to future use? I don't have a good idea but brainstorm might be small park and ride space? circular quick trip on foot/ bike/ rickshaw etc to town centre is whiteside, roods, glengate, gordon park, fairlie house. ; / cycle repair workshops?, cycling proficiency, training area? It's on a hill.</p>
<p>hard to cross here as walker- poor visibility</p>
<p>busy and dangerous to cross here all along stretch from top of Tannage Brae to Gordon Park speed limit could be reduced</p>
<p>reduce speed limit- cars often don't realise there are several small lanes all the way up on left and right where walkers, cyclists and cars either need to access or may be coming out of.</p>
<p>This is such a good idea, the pavement here, on both sides of the road, is narrow and difficult to negotiate at times. A path through the woodland would make the walk out much more pleasant.</p>
<p>Good idea, and fairly easily done, surely? That corner is also difficult getting across when walking from Shielhill Road to return towards The Den.</p>
<p>Also deterred from using buses because of unreliability if you need to arrive in either Forfar or Dundee by a particular time. When do you stop waiting for the bus, give in, and get the car? I have had to do this a couple of times, and the display at the stop has not helped!</p>
<p>This is a great idea. It is not pleasant walking along the road, in spite of the pavement all the way. Cars go past so fast (including me!), but it is a fine walk.</p>
<p>The bike track is has now fallen into so much disrepair that it is quite dangerous. It is in general a fab addition to the park area and gives older children somewhere to play while younger siblings are at the park.</p>
<p>Place marker is not placed accurately, as it is a wider issue. Having moved from Carnoustie nearly 7 years ago we really miss being able to safely walk and cycle around the area and to local towns and villages. There is a real lack a proper cycle network to link up the existing bits of path. We are up in the Northmuir snd often have to choose between not going out for a long walk or cycle or having to brave busy and narrow country roads. It would be so good the see a more joined up approach.</p>
<p>Tree trailing onto pavement and road and has been for some time now. Worse when leaves are on the tree. I walk with a pram/baby and have to walk wide off the pavement to continue up the road. When turning in to road with car, it can hit cars and vans and may scratch them.</p>
<p>Single yellow lines over home owners driveways and garage. Unable to park in own garage space due to parking wardens and tickets.</p>
<p>Pavements extremely narrow on both sides, hinders pram use but would also hinder wheelchair users</p>
<p>Pavement on Lindsay street to Sidlaw Range is very narrow. You really need to cross over to walk down then cross back to go into Sidlaw Range. Not great for older people to keep crossing for safety reasons.</p>
<p>A very frustrating road to drive along. I agree with a comment regarding poor visuals at the junction with Forfar Road. Variable queues at peak times, indecision leading to cars having to mount the pavement to pass. Bin lorries blocking any kind of movement (although very infrequent). A one-way system could make things safer, clearer and less frustrating for all road users, pedestrians and local residents.</p>
<p>A great potential space to attract good numbers of young people, needs investment. A high quality pump track here would encourage visitors from a wide area.</p>
<p>I agree in part with the comment. I feel the current Kirriemuir Path Network requires a number of tweaks, consistent signage and clarity of uses and when completed, be marketed better locally. The number of paths available is good, but separation for/from cyclists needs to be better catered for. The sign is down at this point and Kate's Wood does not welcome cyclists, this has not been clear on the path network.</p>
<p>Crossing here is on the 'wrong side of the road" for the largest number of people, as they are using the Co-op and unhappy crossing at the bottom of the Roods.</p>
<p>Path Network sign wants replacing. Old wooden sign isn't visible or legible. Signage wants to be consistent.</p>
<p>In disrepair, but with great potential.</p>
<p>A sign for Kirriemuir Path Network would be good here, nothing at present but a dead end sign for vehicles.</p>
<p>Sign damaged and lying in the wood. This wood does not allow cyclists now, this wants to be part of the new communication on an upgraded Kirrie Path Network. A link wants to be developed for cyclists from Kirrie Hill to Caddam Woods.</p>

Park & Stride drop-off consultation planned for Northmuir Primary pupils.
Walking Bus plans, through Northmuir to the school, once Covid restrictions allow. Volunteer led.
I've had various comments from residents about the school traffic and one suggestion of a one-way system around Prosen, Clova and Isla roads
When surveying town centre business and their customers in July 2020, people were unanimous they would like the 20 mph limits to be permanent, advertised and enforced.
It has been suggested that a crossing with greater priority for pedestrians could be developed here.
It has been suggested that a crossing with greater priority for pedestrians could be developed at some point on Bank Street.
On Facebook comments, both older residents and families with young children said the lack of crossing points was a barrier to using the town centre.