



Tayside and Central Scotland  
Transport Partnership

**Active Travel Audit**

Executive Summary: Monifieth

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This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 253786

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# 1 Introduction

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Monifieth is a coastal town of approximately 8,000 residents, located on the western edge of the local authority area of Angus Council (adjacent to the built up area of Dundee). Employment in Monifieth predominantly consists of local retail, local government and tourist accommodation. The town has grown historically as smaller villages have merged together and coalesced. The town continues to expand on its boundaries, with housing development proposed between the existing urban area and the A92 to the north (including the redevelopment of the former Ashludie Hospital). The town has a local retail core, consisting of the High Street. Elsewhere, green spaces in the town include the coastal links/beach to the south along the Firth of Tay (including the Blue Seaway leisure area), Ashludie Park, and the Dighty Water corridor (part of the Green Circular cycle network, and which the Seven Arches (former railway) Viaduct - a separate local cycle route - passes over).

Active Travel is one of the key sub-strategies within the TACTRAN Regional Transport Strategy Refresh (2015 – 2036). Specifically, Action AT6, Audit, identifies that “*Where opportunities arise, locally focused active travel audits will identify priorities for future investment in developing the regional walking and cycling network*”, and this Active Travel Audit for Monifieth seeks to support this action and will assist in delivering Angus Council’s Active Travel Strategy.

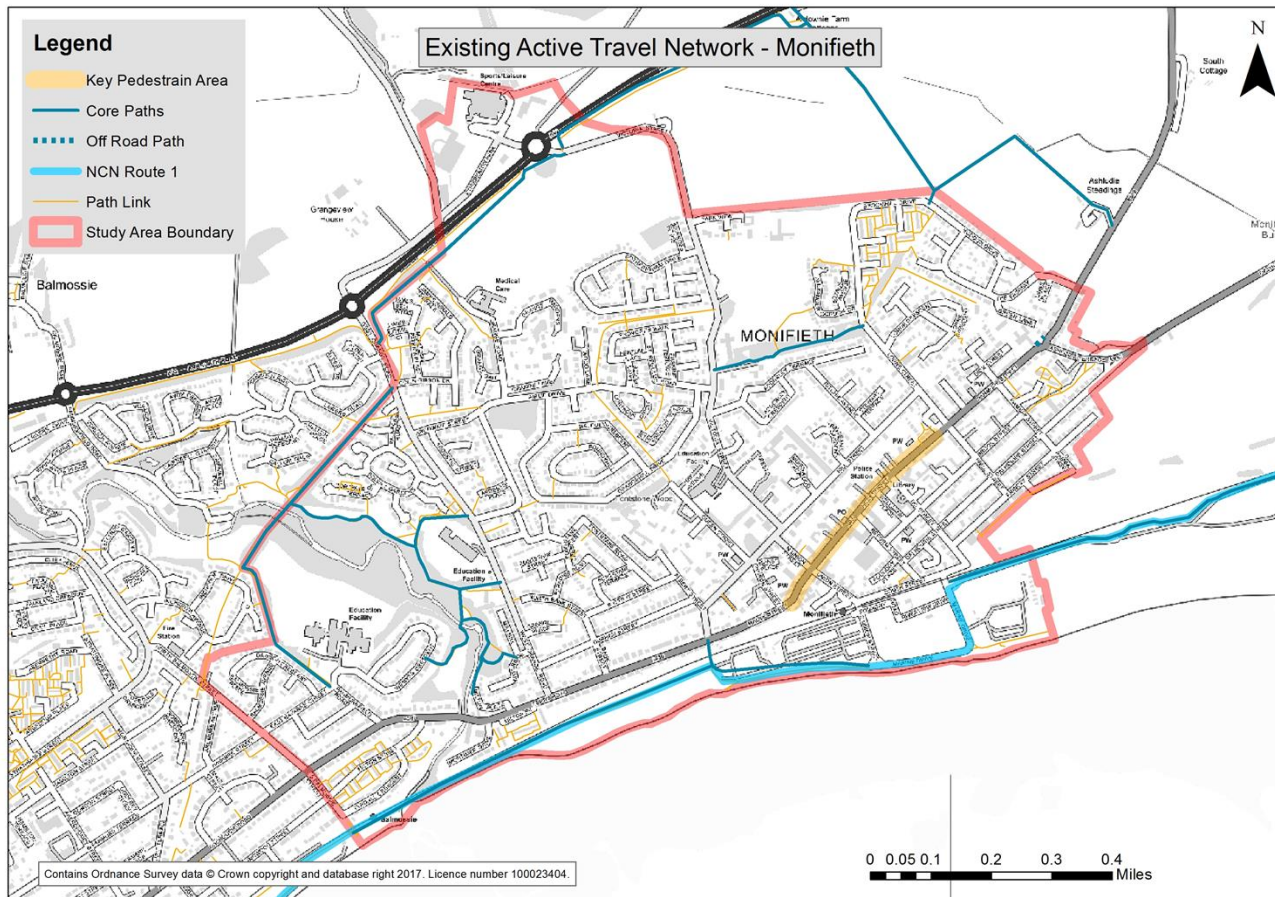
The aims of the Active Travel Audit are to provide:

- Up-to-date information of existing active travel networks to include an account of infrastructure and facilities for walking and cycling;
- Information and mapping of potential active travel networks of Monifieth to include an account of recommended infrastructure and facilities needed within Monifieth; and,
- A proposal for investment in active travel infrastructure in Monifieth, with an indicative action plan, to help guide and secure potential future active travel investment.

## 2 Information on existing active travel networks

A multi-stage approach to data gathering has been followed. The approach combines the use of available secondary data with site visits, audits and observations and local insight and knowledge through stakeholder interviews to give a comprehensive understanding and record of the existing active travel network. The information collated resulted in a baseline report. Figure 1 shows the existing active travel network identified through this process. Throughout the data gathering exercise four aspects of active travel quality have been analysed (comfort, accessibility, safety and information).

**Figure 1 – Existing Active Travel Networks**



As Figure 1 displays, there are currently gaps in the active travel network in Monifieth. Existing infrastructure does not always join up and as a consequence an active travel user is presented with a series of intermittent routes rather than a complete network. It is these gaps in which the focus lies moving forward as areas for potential interventions and upgrading. Further details are available in a Baseline Report on the Tactran website.

### 3 Information and mapping of potential active travel network

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A series of high-level aims and objectives have been identified in response to the identified issues and barriers to achieving a comprehensive and high quality active travel network in Monifieth. The aims and objectives were generated from a review of the existing active travel network. This process involved identifying key active travel routes between everyday activity destinations, and the level of service provided by the current active travel network. The spatial coverage of the current network was reviewed against key existing and future land uses.

Strategic desire lines to provide for key east-west and north-south movements within the study area were identified. In these locations upgraded or new active travel infrastructure would serve or potentially generate a demand for active travel. Example movements include routes to and from schools (located in the west and centre of the town), retail (located on the High Street and adjacent to the A92 in the north) and leisure uses (such as Dighty Water and the seafront).

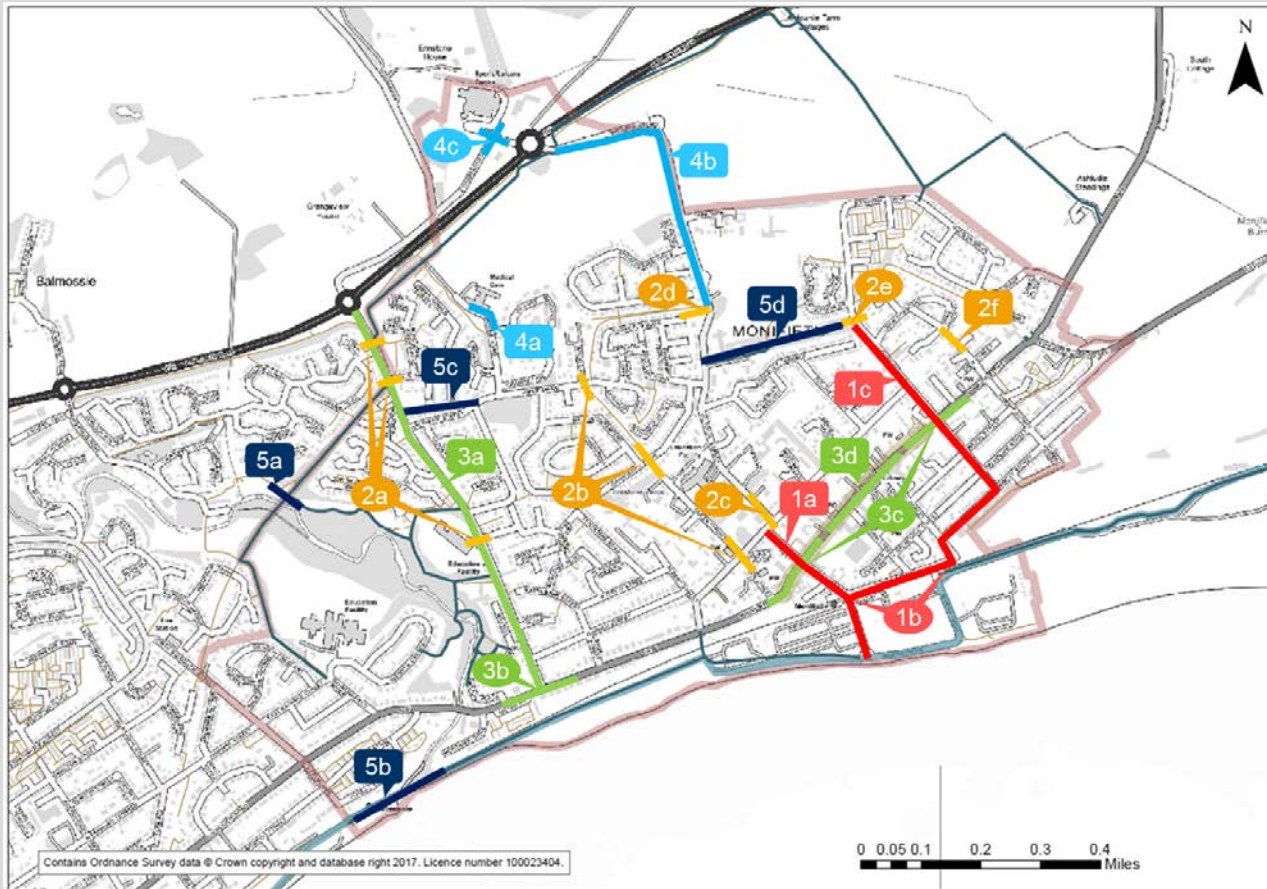
Significant development areas in the north around Victoria Street and Ashludie Park were also taken into account, alongside providing strategic active travel routes to and from existing residential neighbourhoods. Figure 2 highlights these routes and identifies the proposed infrastructure type.

The proposed measures highlighted in Figure 2 were subject to two forms of analysis/modelling:

1. Multi-criteria assessment (MCA) considering all aspects of the active travel network, such as accessibility, safety, attractiveness, delivery; and,
2. Spatial Dynamic Network Analysis (sDNA) used to assess network connectivity and completeness and to predict potential usage.

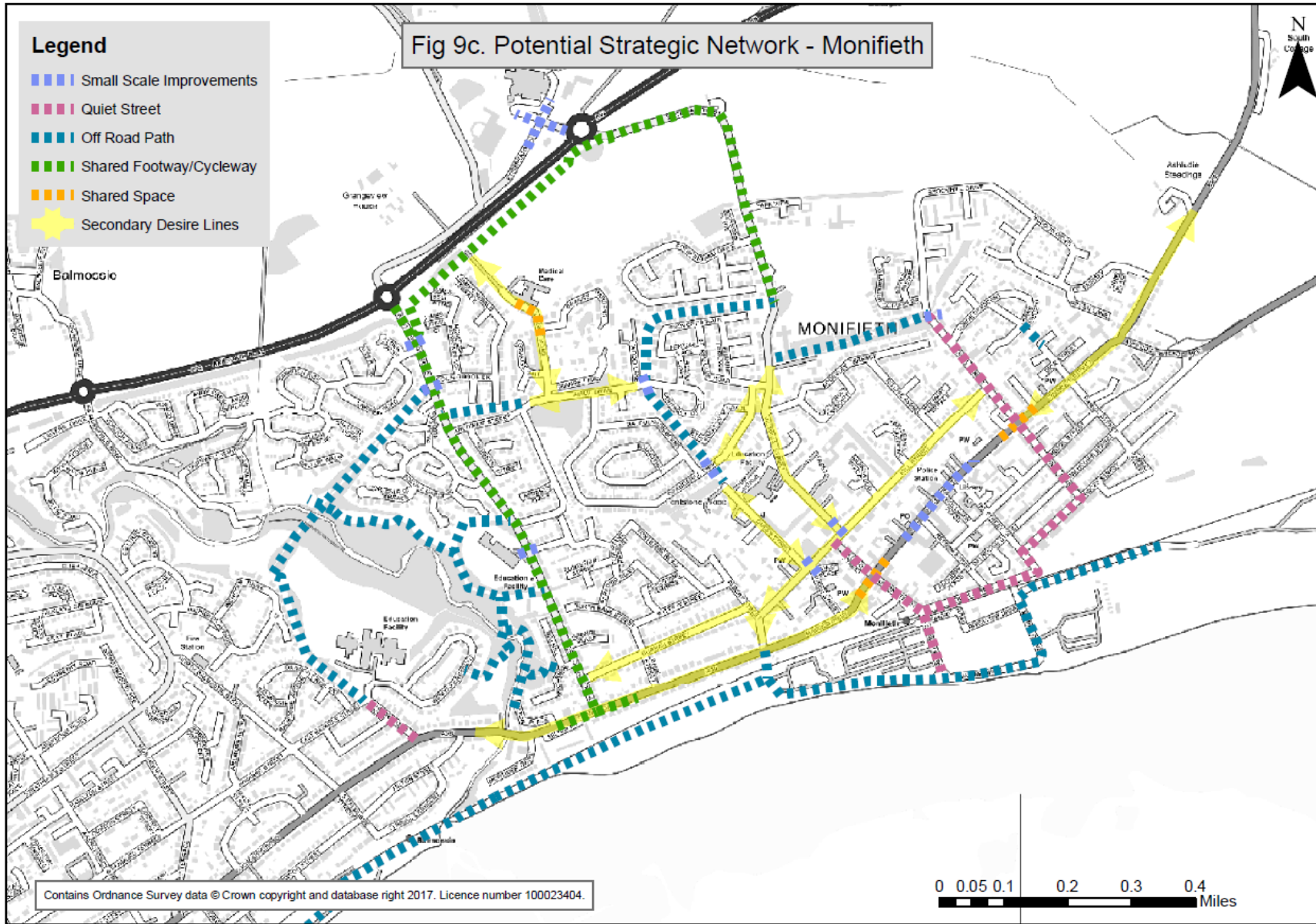
This analysis allowed for the performance of individual active travel actions to be reviewed and ranked. Figure 3 illustrates the resulting potential strategic active travel network.

**Figure 2 - Location of potential active travel infrastructure measures**



No	Location	Segregated	Shared Footway	Off-Road	Place/Junction	Shared Space	On-Road	Ltd./Quiet Street
①	Coastal Fringe and Connections	a						•
		b			• 2			
		c						•
②	Off-Road Path Network (Crossings)	a			2			
		b			3			
		c			•			
		d			•			
		e			•			
		f			•			
③	West Grange Road and High Street	a	•					
		b			•			
		c			• 2			
		d			•			
④	Victoria Street	a					•	
		b		•				
		c				•		
⑤	Off-Road Path Network (Segments)	a		•				
		b		•				
		c		•				
		d		•				

Figure 3 – Potential strategic active travel network



## 4 Opportunities for investment

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The infrastructure action plan (Table 1) provides a description of proposed active travel infrastructure for Monifieth, required to deliver the Potential Strategic Active Travel Network, covering:

- The type of infrastructure/intervention proposed, accompanied by a brief explanatory description;
- Approximate lengths of infrastructure (based on GIS measurements);
- Approximate duration of work (from feasibility to opening, assuming political and funding support);
- Indicative order of magnitude of cost.



Table 1 - Proposed action plan of active travel measures in Monifieth

Proposal						Delivery	
Action Ref.	Location	Type of action*	Supporting information	Extent (number/ length of path (m))	Duration of work required (Short <1yr/ Medium <2yrs/ Long >2yrs)	Approx. scale of cost (£)	
	<b>Action 3 West Grange Road and High Street</b> (Ranking 1, indicative cost £1M-£2.5M)						
M3	a	West Grange Road	Shared footway/cycleway	Shared footway/cycleway with continuous side road treatments and placemaking to provide points of interest and navigation	1253	M	£150k-£500k
M3	b	West Grange Road/Ferry Road	Junction	Junction and ranking treatments to provide an advanced gateway feature to Monifieth and clear signage to road users of preferred routes to the east (potentially reducing through traffic along High Street)	1	M	£150k-£500k
M3	c	High Street	Junctions (2)	Prominent entry features into the town centre, focussing around improvements to the junctions of the main crossing routes between residential areas and the coast. - High Street with Union Street - High Street with Lorne Street Entry features may include landscaping, signage, and high quality surfacing which extends the pedestrian environment across the carriageway (e.g. raised table)	2	L	£50k-£150k
M3	d	High Street	Key Pedestrian Area	Whilst retaining the character of the retail environment, measures should be taken which provide a comfortable movement, crossing and dwelling environment within a retail context. This includes slow speed traffic, frequent crossings and a high quality streetscape	262	L	£500k-£1M
	<b>Action 2 Off-Road Path Network (Crossings)</b> (Ranking 2, indicative cost <£500k)						
M2	a	West Grange Road	Crossings (3)	Crossings at points of desire for active travel movements across Grange Road, e.g. zebra crossings with raised tables - Grange Primary School - Crossing of core path network - Crossing of A92 cycle route	3	S	£50k-£150k
M2	b	North of High Street (various)	Crossings (3)	Provision of a continuous and legible active travel route from the northern part of town to the High Street (including Queen Street/Church Street running NW/SE) connecting existing paths, e.g. zebra crossings and/or raised tables across: - Airlie Drive - Grangehill Road - Hill Street	3	S	£50k-£150k
M2	c	Hill Street	Crossings (3)	Provision of a crossing point between Seaview Primary School and the High Street between Victoria Street and Union Street, e.g. offset raised table and zebra crossings	3	S	£50k-£150k
M2	d	Victoria Street	Crossing	Crossings at points of desire for active travel movements across Victoria Street, e.g. zebra crossings with raised tables, between path link to the west and Ashludie Park/development to the east	1	S	<£50k

Action Ref.		Proposal	Type of action*	Supporting information	Extent (number/length of path (m))	Delivery	Approx. scale of cost (£)
		Location				Duration of work required (Short <1yr/ Medium <2yrs/ Long >2yrs)	
M2	e	Lorne Street	Crossing	Crossings at points of desire for active travel movements across Lorne Street at eastern edge of off-road path through Ashludie Park, e.g. zebra crossings with raised table	1	S	<£50k
M2	f	Lorne Avenue	Off-road path	Provision of ramped access to off-road link where steps currently act as a barrier to cycling	70	S	<£50k
		<b>Action 4 Victoria Street (Ranking 3, indicative cost &lt;£500k)</b>					
M4	a	Grange Road	Shared Space	Provision of a virtual footway (a scheme to make it safer for pedestrians where the road is too narrow for a standard footway. Typically involves white lining or coloured surfacing to show an area of carriageway for pedestrians) to provide dedicated pedestrian access to health care centre. May require negotiation with owners of health centre	122	S	£50k-£150k
M4	b	Victoria Street	Shared footway/cycleway	Provision of shared footway cycleway linking from A92 to Fotheringham Drive	789	M	£50k-£150k
M4	c	Ethiebeaton Park	Shared footway/cycleway	Extension of footway/cycleway facilities that lead to Ethiebeaton Park into and around estate roads of retail park itself, focussing on safe movements around on-site roundabout. May require negotiation with owners of retail park	1	M	£50k-£150k
		<b>Action 5 Off-Road Path Network (Segments) (Ranking 4, indicative cost £1M-£2.5M)</b>					
M5	a	Dighty Water core path	Off-road path	Provision of upgraded surfacing at interface of Dundee and Angus Council areas, with a refreshed solution for cyclists given gradient issues to access viaduct cycleway. An existing path link exists between the Green Circular and the Viaduct (on the Dundee Council side), which is in poor condition.	68	M	<£50k
M5	b	NCN	Off-road path (bridge)	New structure to remedy existing narrow bridge across the Dighty Burn. (the cost of this scheme could potentially significantly reduce during detailed design stage once more technical parameters and requirements are defined)	306	L	>£1M
M5	c	Airlie Drive	Off-road path	Upgrading of off-road path between Airlie Drive and West Grange Road to a sealed surface	208	S	<£50k
M5	d	Ashludie Park	Off-road path	Refreshing of off-road path through the park	403	S	£50k-£150k
		<b>Action 1 Coastal Fringe and Connections (Ranking 5, indicative cost &lt;£500k)</b>					
M1	a	Union Street	Quiet Street	Minor quiet street improvements and signage	455	S	<£50k
M1	b	Union Street and Marine Drive	Junctions	Refreshing underpasses of railway to create more welcoming active travel conditions	2	M	£50k-£150k
M1	c	Well Street/Lorne Street	Quiet Street	Minor quiet street improvements and signage	1168	S	£50k-£150k

\*The type of action identified in the table above is the high-level optimum solution. Future detailed design work may result in the action type changing to a solution lower in the design hierarchy.