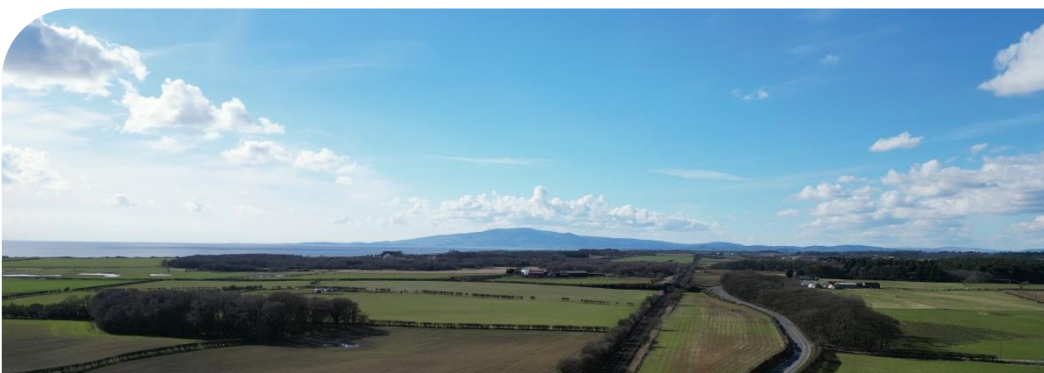




Montrose Active Travel Engagement

ANGUS COUNCIL

MARCH 2024



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INTRODUCTION

Angus Council carried out engagement and consultation with the community of Montrose around the opportunities, local ideas and barriers when aiming to create a better environment for walking and cycling.

This report summaries the feedback from the engagement and consultation from both the face to face sessions and the use of the Engage Angus online hub.

Previous studies have been carried out within the town of Montrose highlighting potential opportunities the create a better environment for walking and cycling. The main messages from these studies have been taken into account when designing the engagement processes.

ENGAGEMENT PROCESSES

Two engagement sessions took place within the local supermarket, Tesco's where members of the public could highlight any existing barriers as well as any opportunities to active travel across the town. A further two days of engagement took place within the Montrose Library.

Running in parallel the Active Travel in Montrose projects was published on the digital engagement platform Angus Engage.

ENGAGEMENT QUESTIONNAIRE

A well-designed engagement questionnaire which is appropriately advertised increases the chance of the highest possible level of engagement. The structure, content and length of questionnaire needs to be appropriately designed to ensure that it doesn't negatively affect the project moving forward. To ensure this, the following questionnaire was published.

The questionnaire includes the following questions that was reviewed and approved by Angus Council prior to commencing the engagement phases.

CONSULTATION ARRANGEMENTS

The aim of the public consultation is to give the public and stakeholders an opportunity to express their views on walking and cycling within Montrose, both the existing provision and the potential changes and improvements that could be made.

The results of the consultation will be used as part of identifying the possible changes needed to ensure that the walking and cycling provision is sufficient for use both now and the future with the overall aim being to make the environment better for walking and cycling.

To promote the consultation, the consultation was advertised through various channels including various forms of social media, the distribution of leaflets across the region and communication via Angus Council communications team. Specific leaflets were created for the consultation drop-in sessions.

QUESTIONNAIRE ANALYSIS

A well-designed engagement questionnaire which is appropriately advertised increases the chance of the highest possible level of engagement. The structure, content and length of questionnaire needs to be appropriately designed to ensure that all people wishing to submit a response can do regardless of their infrastructure knowledge. The questionnaire was completed by 212 respondents. This is regarded as a good response and compares favourably with other similar sized active travel projects that Ethos Consultancy have delivered before.

As part of the consultation exercise, all data received was analysed and reviewed to gather an overall understanding which supports the project. This section reviews the 212 completed questionnaires that were received during the consultation period.

LOCATION

The Questionnaire started with a request for the respondent to provide their postcode for mapping purposes.

This information allowed the responses to be identified to an area within Montrose. Figure 1 below provides a heatmap of the responses received based on the location of the respondent. This demonstrates that responses were received across most areas within Montrose.

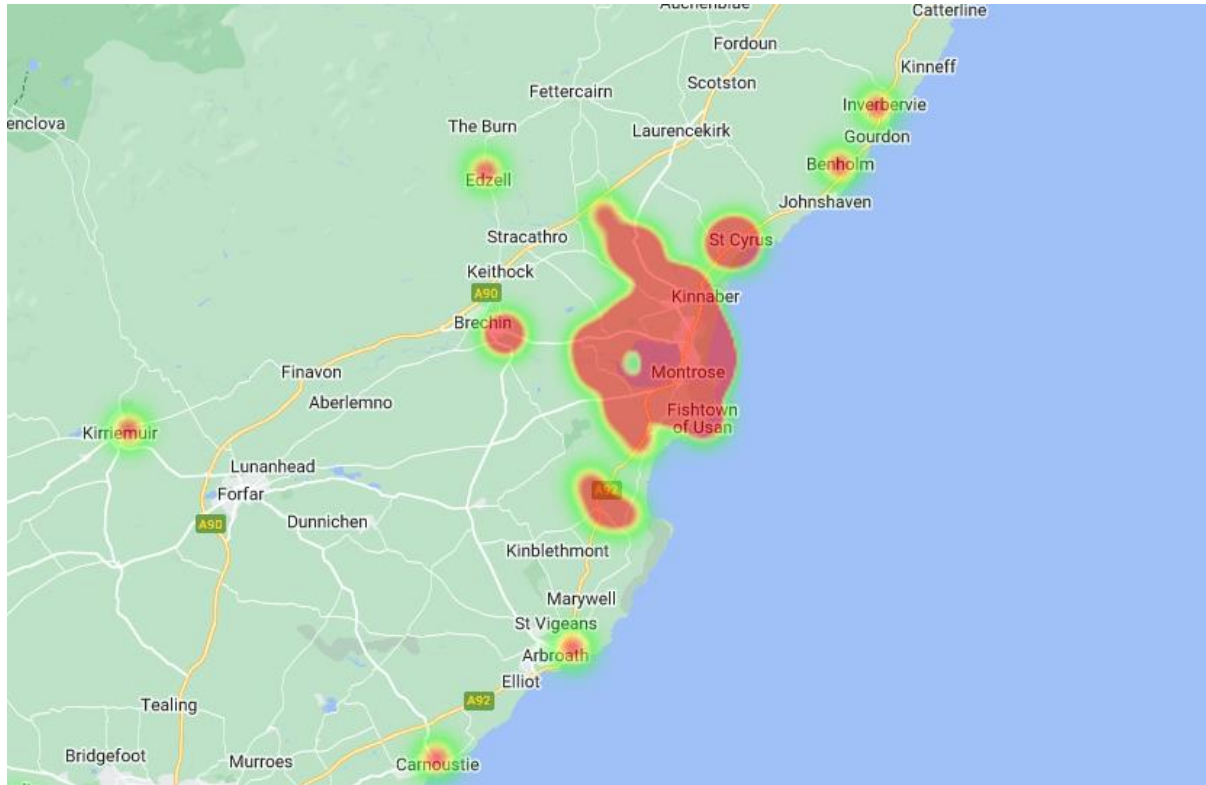


Figure 1 – Heatmap of consultation responses.

This question received a total of 212 responses which is a good response.

The questionnaire contained a further 8 questions of mainly closed format and the data was processed to access the responses and are summarised in the following pages. The following are the results from each question and any key responses which were received.

Question 2 asked in what capacity are you responding to this survey

This single selection question enabled a simple tabulation of responses. This question received 209 answers which meant 3 respondents declined to submit a response.

Figure 2 below shows the breakdown of responses based on the criteria stated.

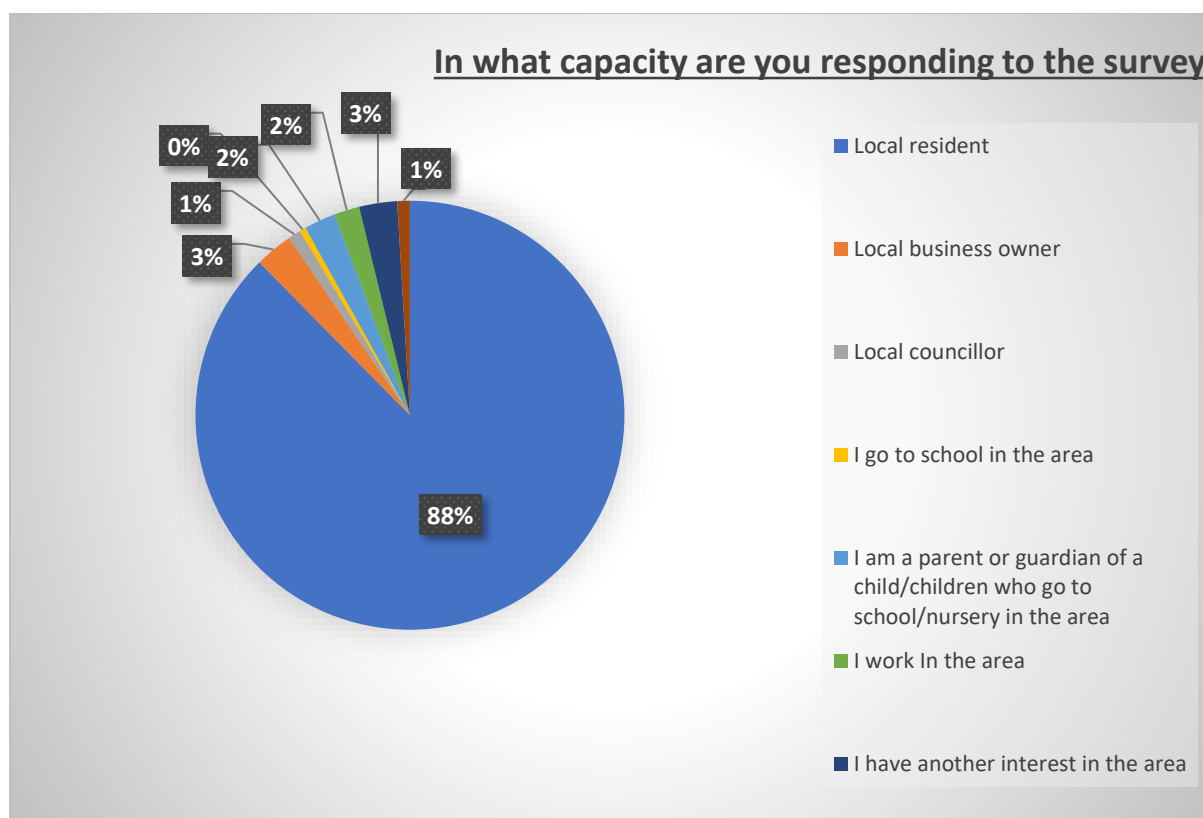


Figure 2 - Selected capacity of each respondent

The purpose of this question was to provide a breakdown of what capacity the respondents have within the area which then enabled us to interpret the data based on profession and activity within Montrose. As shown above the most selected option was Local Resident which was selected by 184 respondents. The remaining options make up the final 12% with the second most selected option being two options I have another interest in this area which received 6 responses and local business owner which received 6 responses.

Question 3 asked please select your age range...

This single selection question enabled a simple tabulation of responses. This question received 210 answers which meant two respondents skipped the question.

Figure 3 below shows the breakdown of responses based on the criteria stated.

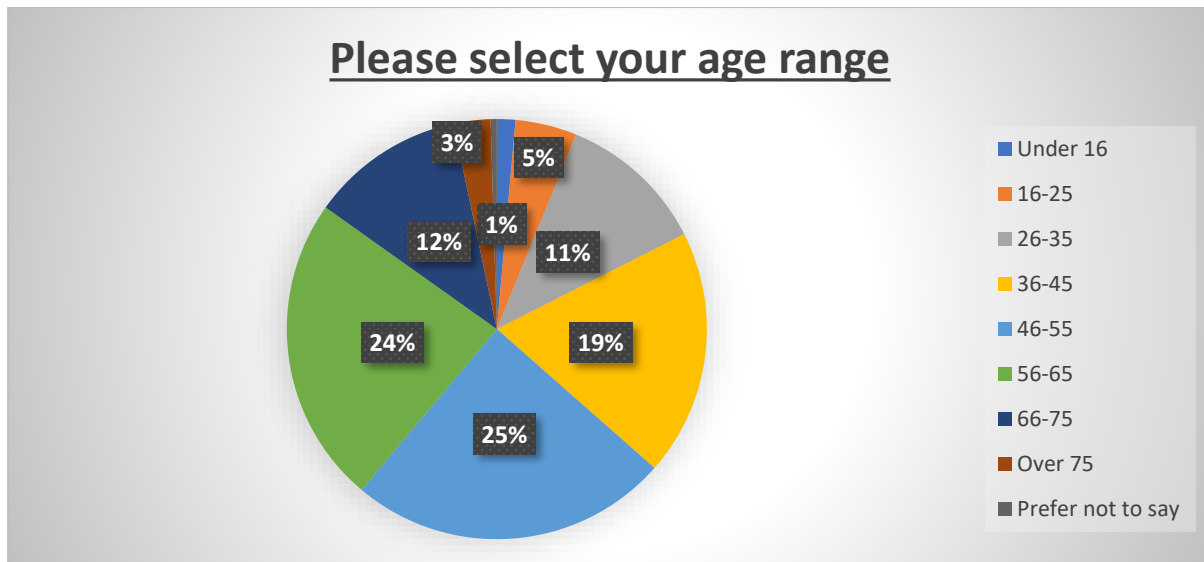


Figure 3 - Age of the respondents to the survey

The purpose of this question is to gain an understanding on the different age demographics responding to the survey. This gives us an understanding of the appetite for the project from different age groups and allows to understand what age groups can be targeted in further communication. As expressed previously, there was extensive engagement with the schools within the Montrose area which accounts for the reasonable response from ages 25 and below.

From previous experience, it is often found that the younger age demographics tend to not engage well with projects, so the overall response from younger age groups is encouraging. This means that the communications through social media and the communications were worthwhile tasks and worked well in achieving a strong response from younger age groups. The results show that of the 210 respondents the largest response was from the age bracket 46-55 (25%) followed closely into second by 56-65 (23%) the third most selected age group was 36-45 (19%). Overall the top three age brackets account for a total of 67% of the overall response. This means that 67% of the total responses were from ages 36+.

Although this is a large total of the response, this seems to fall comparatively to the overall age demographic within the Montrose area. In Scotland the latest census from 2022 found that the overall population were ageing with there being a large increase of over 65+ compared to the previous census in 2011. In addition there was considerable decline in younger age demographics in the same time frame.

Question 4 asked how often do you currently walk in Montrose.

This single selection question enabled a simple tabulation of responses. This question received 205 answers meaning 7 respondents skipped this question.

Figure 4 below shows the breakdown of responses based on the criteria stated.

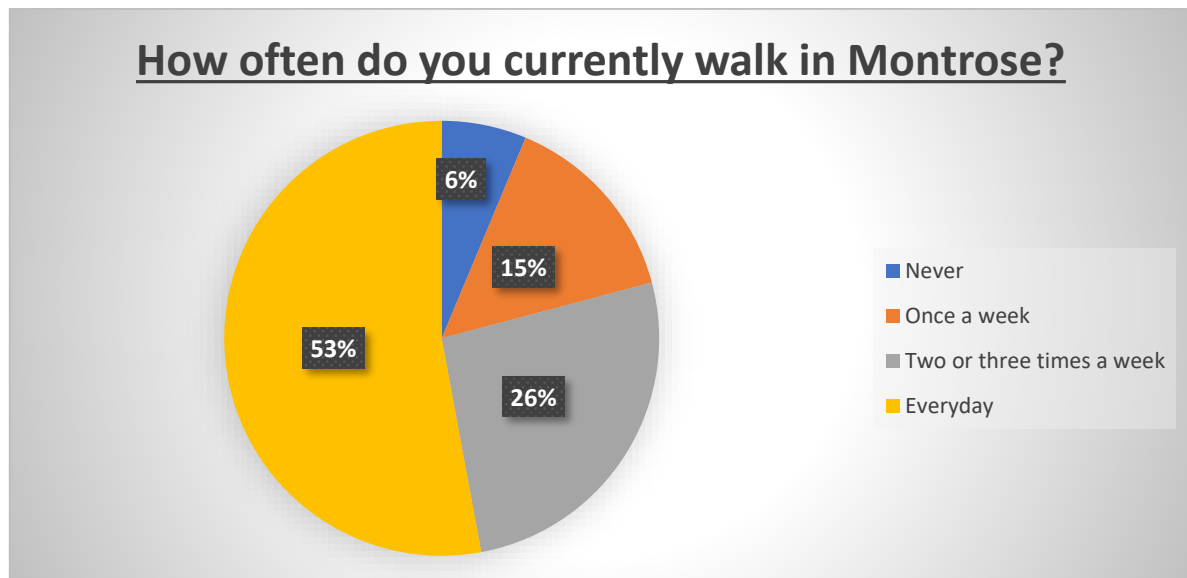


Figure 4 - Support for the propensity to walk

The purpose of this question is to gain an idea of the number of people that regularly walk within Montrose. The question was answered by all 205 respondents and showed that 53% of the overall response walked every day, with 26% declaring that they walked two or three times a week. A further 14% said that they walked once a week and the remaining 6% never walked within Montrose.

Again from extensive experience of similar projects a the response is encouraging with over 94% of the response declaring that they walked within Montrose to some degree.

Question 5 asked are you a parent or guardian of school age children?

This single selection question enabled a simple tabulation of responses. This question received 203 answers meaning that 9 respondents skipped the question.

Figure 5 below shows the breakdown of responses based on the criteria stated.

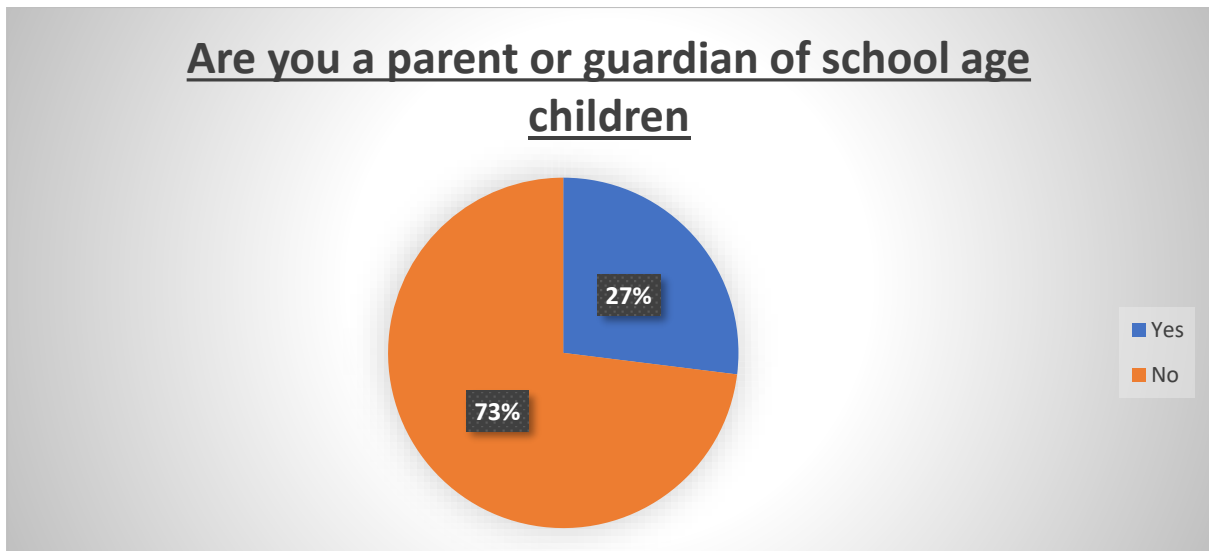


Figure 5 - responsible for any school aged children

The results from this question above show that the large majority of respondents were not responsible for any school aged children with a total of 73% of the respondents declaring no. This left a remainder of 27% that were responsible for school aged children.

Question 6 asked how do they get to school?

This single selection question enabled a simple tabulation of responses. This question received 55 answers which meant 157 respondents skipped the question.

Figure 6 below shows the breakdown of responses based on the criteria stated.

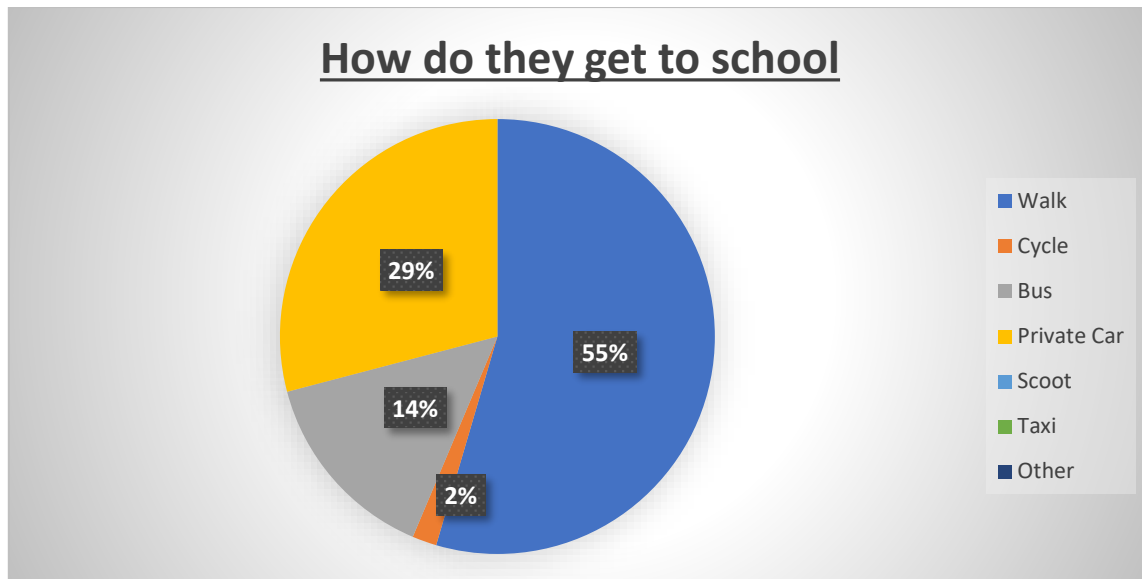


Figure 6 - mode respondents got their children to school

The purpose of this question is to gain an idea how school children travel to school which gives an idea on the popularity and potential use of any active travel infrastructure. The results above show that 55% of respondents walk to school. The second most popular mode to travel is by private car at 27% remaining 18% was made up of Bus (14%) and cycle at (2%). This proportionate response is nominal and gives opportunity in the future stages of this project to provide further information and justification for the inclusion of infrastructure and why its inclusion supports possible route overall.

Question 7 asked if do you have a disability that makes travelling around town more challenging?

This single selection question enabled a simple tabulation of responses. This question received 200 responses which meant that 12 respondents skipped the question.

Figure 7 below shows the breakdown of responses based on the criteria stated.



Figure 7 - if the respondent had a disability that made travelling difficult

The purpose of this question is to gain an understanding of the possible ability that respondents had to active travel. Although this is only a subjective predictor on the possibility that an increase of active travel would occur if more provision was provided it supports possible recommendations towards an increase in accessibility and the possible priority of the delivery program for any future projects based on the possible increase in active travel. The results show that 85% of the respondents do not have a disability which hinders their ability to travel with the remaining 15% declaring that they do.

Question 8 asked [would you support making the environment in Montrose better for walking wheeling and cycling?](#)

This single response question enabled a simple tabulation of responses. This question received 206 responses which means 6 respondents skipped this question.

Figure 8 below shows the breakdown of responses based on the criteria stated.

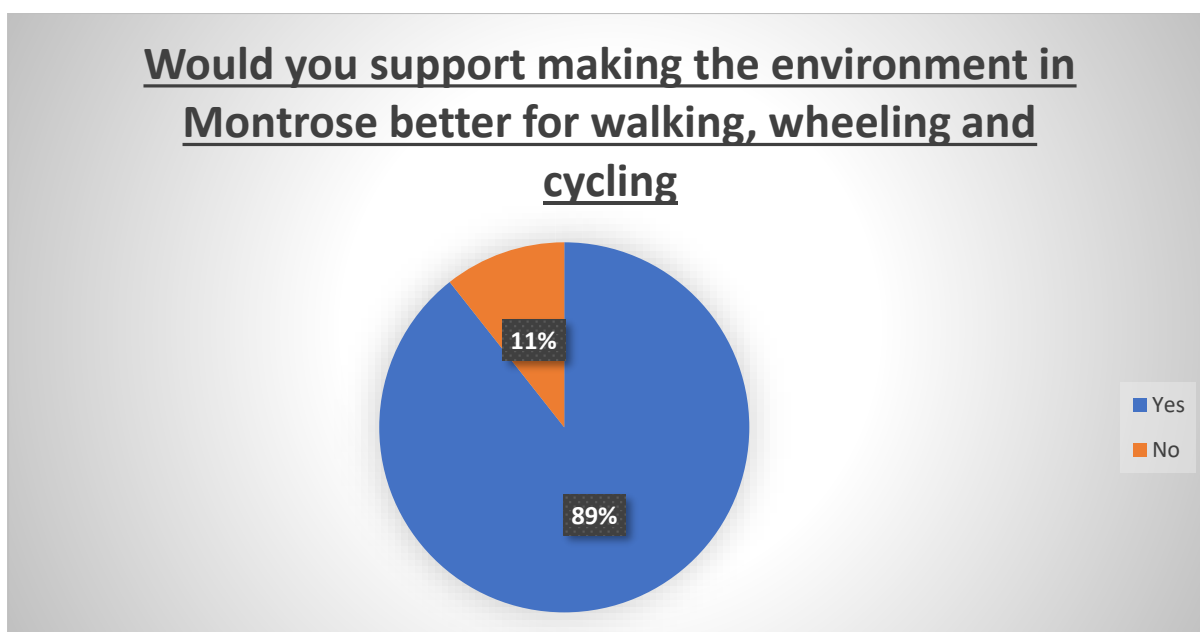


Figure 8 - support for making the environment for walking, wheeling and cycling more attractive

The results from this question above show that the vast majority of respondents would welcome improvements to the area which would encourage active travel with a majority of 89% confirming yes. This is encouraging that there is a majority appetite that would welcome considerable changes to the existing infrastructure.

Question 9 asked what would you like to see happen to the environment in Montrose that would allow you to make more active travel journeys?

This single comment question enabled a tabulation of responses. This question received 106 responses which means 106 respondents skipped this question.

Table 9 below shows the breakdown of responses based on the specific themes.

Theme	Total times it occurred
Better existing/new path	83
More control over dog fouling/ rubbish	21
Do nothing due to financial constraints	10
Improvement to potholes	17
More routes in specific areas	13
General comment	51
Poor quality existing pavements/roads	6
Safer bike parking facilities	4
Increase in all mode accessible access	9
Better flood mitigation	28
Safety concerns/ improved lighting	31

Figure 9 - Themes

The comments received could be all grouped into the above themes. Although there are a few negative comments they can all be used to constructively improve the existing condition and allows some feedback in what is desired for any future schemes. The total response of 106 is adequate at an overall response rate of 50%.

To support the consultation questionnaire, and to ensure stakeholders that may struggle with the digital consultation material, sessions were arranged for face-to-face consultations at the local Tesco superstore and the local library. This allowed interested stakeholders the opportunity to find out more about the project.

The drop-in sessions were held between on the 3rd and 4th of February as the local Tesco's and on the 7th and 8th of at the February Montrose Library.

To promote the drop-in sessions, an information leaflet was produced and distributed across the local region. This included homes, schools and local businesses. The leaflet was also shared on social media. Appendix A provides an example of the information leaflet.

During the drop in sessions representatives from Ethos Consultancy and Angus Council engaged with approximately 150 stakeholders.

The following comments were received by members of the public on the day;

Tesco's & Montrose Library Comments

- More cycle parking across the town
- Better connections to existing paths, especially the NCN
- Better Pavements
- Wider Pavements
- Less clutter
- More dropped kerbs
- Footpath all the way around the basin
- Pot holes
- State of Usan Road in Ferryden
- Storm damage along the coast
- Drain gulleys need cleared
- Sort out the bins
- Clutter on pavements
- Pot holes at the bus stop in Ferryden
- Shared use path for NCN1 through Ferryden, sign post people to Scurdie Ness
- Litter and dog mess
- Cars dropping dropped kerbs
- Better pavements

- Maintenance of existing footpaths, roads and drains
- Potholes in Argos and co-op car park
- Walking and cycling routes in St Cyrus
- Speeding traffic on Bridge Street, George St and Castle St
- Jack Smith Rd, litter, sharps and cans etc
- Dog fouling on streets and litter
- Promotion of tourism needs better promotion
- Better access to beach for disabled people
- Fill in potholes
- Resurfacing of the NCN at the Aerodrome
- Bikes should have Hi Vis, lights and training
- Better linking of paths
- Improvements in drainage
- Better signage
- West end park surface, paths are rough
- Bad surfacing of paths
- Station cycle parking
- Hub with e-bikes
- Brechin Rd, path too narrow
- More poo bins
- Improve routes to Scurdierness
- Speeding cars in Lunan
- Better lighting, solar lighting
- Better park facilities for disabled kids
- Better access to the beach
- Lack of maintenance on paths and streets
- Fencing in Kenny Park needs fixed/removed
- Speed of motorists on the town
- Flooding of cycle path at Rosehill
- Footway around the basin
- More dropped kerbs and sort out the pavements

Active Travel in Montrose

FEB 02 2024	FEB 03 2024	FEB 07 2024	FEB 08 2024
Anytime 11am-6pm	Anytime 10am-4pm	Anytime 2pm-8pm	Anytime 10am-4pm
Montrose Tesco	Montrose Tesco	Montrose Library	Montrose Library

Public Consultation

Help us create a better environment to walk, wheel and cycle in and around Montrose. Please join us and give us your views on the current active travel network and suggest how we could improve it.

For more information please visit: engage.angus.gov.uk/active-travel-in-montrose

If you have any questions please contact: - downiep@angus.gov.uk



