

Angus Council
Strategic Tourism
Infrastructure Report and Action Plan
October 2022



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1. Introduction

The Strategic Tourism Infrastructure Development Plan (STIDP) outlines the business case and rationale for investment in the tourism infrastructure in Angus to enhance the area's reputation as a responsible and well managed visitor destination with high environmental values. It also considers the impact of visitors on local communities and how the plan will support sustainable tourism to the region.

The coronavirus (COVID-19) pandemic triggered an unprecedented crisis in the tourism economy, giving an immediate and immense shock to the sector. One of the consequences of the Covid-19 pandemic in Angus was the increase in leisure activity and increased visitor numbers to the countryside and the numerous challenges which negatively impacted on local communities as well as the visitor experience. Some of the visitor management problems are not new and have become evident over recent years, while others have been emphasised by the circumstances of the pandemic.

The increase in visitor numbers came to a head in 2020. With the easing of the first Covid-19 lockdown in July 2020 there was a concentrated influx of visitors to Angus to particular areas and hotspots resulting in widespread negative impacts on both rural communities and the countryside.

At a national level the ambition is for a more strategic approach to the development of tourism infrastructure. This is supported by the introduction of the Regional Tourism Infrastructure Fund (RTIF) by the Scottish Government in 2018, managed by VisitScotland. A number of projects have across Scotland benefitted from the fund for the delivery of projects. The fund is a positive addition to what can be delivered by the public sector however within Angus there has been a lack of area wide strategic planning for tourism infrastructure provision and as such currently no projects in Angus have benefited from the RTIF.

The recommendation for this plan is to adopt an area specific approach across the identified hotspot areas, where sites experience multiple pressures across different types of infrastructure. The proposal is for a holistic approach with a package of solutions that when combined are expected to address the pressures experienced at these locations more effectively than individual interventions would. Addressing the issues in the hotspot areas is anticipated to require funding of both a national (RTIF, NatureScot, etc) and local nature (Council place-based funds), Local / Coastal Communities Fund, e.g., Scottish Government's Rural Community Led Fund, Crown Estates Communities Fund, Seagreen Wind Energy Community Benefit Fund etc.

1.1 Key Pressure Points

The key "hotspot within Angus" identified where particular pressures at the locations where the actual numbers of visitors were high or impacted on local communities are:

- Angus Glens (Glen Clova, Doll, Prosen and Isla)
- Lunan Bay
- Arbroath (specifically Inchcape and Gayfield Park)
- East Haven
- Monikie and Crombie Country Parks
- Forfar Loch Park
- Lintrathen

1.2 Increasing Visitor Numbers

The increase in visitor numbers to the above identified hotspots resulted in widespread negative impacts on the locations, these included:

- Anti-social visitor behaviour (e.g., Lunan Bay, Forfar Loch Park, Lintrathen)
- Disruption to rural communities, especially from increased traffic and intrusive camping
- Human waste and inappropriate toileting
- Inappropriate 'wild' camping, particularly on Lunan Bay
- Inappropriate road-side parking
- Increased traffic and pressure on local roads, e.g., Lunan Bay to Arbroath coast road, single track roads

- Increased waste and littering
- Lack of awareness of the Scottish Outdoor Access Code
- Negative impacts on the environment from e.g., fires, increased footfall and tree cutting
- Pressure from increased numbers of Motor Homes
- Public information and varying levels of knowledge of guidance / good practice

1.3 Purpose of the Plan

The purpose of the Strategic Tourism Infrastructure Development Plan is to provide information on the natural and built assets in Angus that are used by both residents and visitors on a recreational basis, and to identify key priorities for tourism infrastructure in Angus over the medium to long term i.e. over the next two to ten years as well as identifying some immediate shorter term actions that will enhance the visitor experience and management of the destination. The key elements are to:

- Identify areas where visitor numbers have impacted local communities
- Identify and recommend solutions to improve the visitor experience
- Protect and preserve the natural environment and support the local population /communities.
- Adopt a collaborative approach with partners, stakeholders, businesses and communities to manage the impact of the use of these assets in a sustainable manner.
- Recognise the need to use technology as an approach to visitor management by identifying pressures points and thus disperse visitors by influencing visitor's behaviour.

The plan covers all of Angus Council region including areas situated within the Cairngorms National Park. It is noted that The Cairngorms National Park has its own plan for managing visitors within the park itself and will be a key partner in the implementation of some of the actions identified.

An underlying rationale for developing a Tourism Infrastructure Plan was to address some of the concerns being raised by local communities. Input to the final plan from the local communities would seem appropriate to ensure agreement with the gaps in provision and actions identified.

1.4 Methodology and Evidence Gathering

The plan is evidence based and the following activity has been undertaken in the developing the plan:

- Consultation programme with 35 organisations, key stakeholders (list appended).
- Desk research of strategies, reports and plans
- Site visits to key locations across Angus, these included:
 - ▶ Lunan Bay
 - ▶ Auchmithie
 - ▶ Arbroath
 - ▶ Carnoustie
 - ▶ Monifieth
 - ▶ Forfar
 - ▶ Brechin
 - ▶ Kirriemuir
 - ▶ Glen Doll
 - ▶ Glen Clova
 - ▶ Glen Prosen
 - ▶ Glen Isla
 - ▶ Monikie and Crombie
 - ▶ Montrose
 - Country Parks
 - ▶ Forfar Loch Park
 - ▶ Lintrathen
- On-line survey to Angus tourism businesses and local communities.

2. Strategic Context

The Angus Strategic Tourism Infrastructure Development Plan is set within a wider national and local strategic context for tourism and economic development and provides a response to the broader objectives of economic recovery and sustainable growth. An emphasis and essential to the implementation is working closely with local communities to deliver local solutions.

2.1 National and Local Strategies

National and local strategies provide the framework for the plan, and will help to shape and guide the local response and contribution to wider economic development priorities:

The plan links with the Angus Community Planning Partnership objective of improving accessibility and connectivity. It will also align with the refreshed Angus Council Plan (2022 -2024) and its vision: **Angus is a great place to live, work and visit.**

The National and Local strategies considered in developing the plan include:

- Angus Council Plan (2022-2024)
- Visitor Management Strategy for Scotland
- Nature Scot – Better Places
- Tay Cities Regional Economic Strategy
- Tay Cities Region - Tourism Strategy
- Scotland Outlook 2030
- STERG Recovery Plan

Cairngorm National Park Authority

The CNPA are developing a Tourism Infrastructure Plan for the National Park and will be a key partner in the ATIP. The aim and purpose of the CNPA plan is:

Aim:

- To develop a more strategic approach to investment in, and maintenance of, tourism infrastructure in the Cairngorms National Park for 2023 and beyond.

Objectives of the plan are:

- Develop a clear picture of existing tourism infrastructure provision across the National Park
- Identify pressure points or gaps in provision on either a site specific or issue wide basis
- Identify and prioritise tourism infrastructure improvement solutions
- Develop identified opportunities/projects
- Develop a strategic approach to facility and path maintenance and upgrades
- Develop appropriate data gathering and asset management systems to support future management of tourism infrastructure.

The plan will help identify a number of mutually reinforcing projects in specific areas at visitor pressure points, specifically located within the CNPA boundary. These will include activity in the Angus Glens and take them to the stage where they have appropriate designs, cost estimates and, as far as possible, consents in place. This process will greatly facilitate delivery of the projects as further funding become available.

2.2 Strategic Issues

This Plan is designed to complement the strategies outlined above and to address the need to develop the tourism infrastructure to meet demand while considering environmental and sustainability factors. In addition to addressing sector recovery in the Covid-19 context it is important not to lose sight of wider, longer-term trends and drivers and remember the ever-changing nature of tourism at both a global and local level.

- ▶ **Environmental Impacts and Climate Change:** Sustainability is no longer a niche topic but has made its way into the tourism mainstream. With COP 26 held in Scotland and the launch of the **Glasgow Declaration** in a time of climate emergency it is essential that the STIDP considers Angus tourism businesses embrace sustainability and how businesses are supported on their journey towards NetZero with initiatives that are environmentally sound and will have a positive community impact.
- ▶ **Visitor Management and Pressures:** Tourism brings financial benefits to both the local and national economy, but growing visitor numbers are creating challenges for remote and rural communities and wild places across Scotland. Research undertaken by national bodies VisitScotland and NatureScot of local communities identified the impacts of increasing seasonal visitor pressures in many parts of Scotland. While the local communities understand the need to maintain and nurture tourism initiatives, local communities feel strongly that existing levels of investment in rural infrastructure is inadequate and unable to deal with the rising numbers and pressures. These increasing visitor pressures have been created by multiple factors:
 - Increase in domestic tourism (staycations, day trip, workcations) post COVID-19 pandemic.
 - Concerns about environmental impact of foreign travel (especially flying).
 - Increased popularity of motorhome holidays.
 - New product development, marketing campaigns and accessibility of visitors' experiences shared on social media driving up visitor numbers.
 - Increased popularity of outdoor pursuits – walking, cycling, water sports.
- ▶ **Growth of the Motorhome & Campervan Market:** It is estimated that there are over 255,000 motorhomes¹ registered in the UK, increasing by almost 15,000 per year. Traditionally, caravan holidays were based at a single campsite, but modern campervan users now participate in many activities and use various locations.
 Scotland is regarded as a key destination for Motorhomes and even prior to COVID, the last 3 - 5 years has seen considerable growth in both the number of privately owned Motorhomes and the motorhome hire market. The increase in private and hired Motorhomes has impacted on many rural communities and based on the considerable investment to purchase one (and to hire one), new motorhomes will continue to be a primary and growing market segment for Scottish Tourism for years to come.
- ▶ **Use of data and technology:** The evolution and application of digital technologies are profoundly changing the way people live, work, travel and do business, and in the process, they are transforming and reshaping tourism. The scope and uptake of varies, much of the focus and uptake of digital technologies to date has focused on digital marketing and e-commerce as a way of reaching new markets, engaging customers and building brand. However, while these technologies might build market access and awareness, increase connectivity and facilitate financial transactions, they are less effective in enhancing productivity or innovation in an increasingly competitive global marketplace. Productivity-enhancing technologies (e.g., cloud computing, data analytics, revenue management software) have generally received low uptake in tourism, while innovative technologies (e.g., augmented reality, geotagging) are generating, customising and delivering in ever more novel ways, new visitor products, services and experiences.
 Digital technologies and transformation are pushing tourism in new directions and have important implications for tourism businesses of all sizes, for the structure and operation of tourism value chains and for the sector as a whole. Facilitating and enabling digitalisation in tourism is therefore a key activity. Using new technology and available data to create a more modern visitor management systems, knowing where people are travelling to and even predicting where they may travel to and then seeking to disperse visitors to alternative sites is key to being able to manage the visitor pressures that we have seen and expect to continue. Angus Council is currently working with Civtech to implement wider technology solutions and there will be opportunities to allow for the developing of effective tourism technology solutions for visitor management and dispersal.

¹ Source: Caravan and Motorhome Professionals Association

- **Changing Legislation / Regulations:** The recent change to government policy may impact on the tourism sector e.g. The Short-term lets legislation and the Transient Visitor Levy (“tourism tax”) will have a direct impact on tourism in Angus and potentially be a new source of funding to support tourism infrastructure projects. Other potential changes might cover debates on land access rights provided in The Land Reform Act and the Scottish Outdoor Access Code. Changes to the Highway Code will give more weight to the rights of cyclists, especially on rural and country roads. The impact of disposable barbecues from both an environmental impact and a health and safety issue (uncontrolled fires).

3. Angus Tourism Product Audit

A tourism infrastructure audit and mapping exercise was undertaken to assess the tourism infrastructure in Angus. The primary focus was the assets owned by the Council as well as other public sector bodies and businesses that are available to visitors.

3.1 Types of Infrastructure

The infrastructure supported and maintained by Angus Council are primarily for the benefit of Angus Residents. Some of this infrastructure while being used directly and indirectly by visitors, for the purpose of the tourism infrastructure audit, are not classified as “dedicated tourism infrastructure”

However, where some of the infrastructure benefits the visitor economy and will be used by visitors these have been included where considered relevant to the purpose of this infrastructure plan

Infrastructure considered particularly relevant to visitors that have been included in the audit are:

Car parking

- Off road parking in popular tourism destinations (but excluding larger settlements where a significant amount of both on and off-road parking is generally available)
- Off road parking at visitor sites, or access points for activities such as a hill walk
- Roadside laybys where these are heavily used by visitors for an extended stop
- Dedicated overnight parking for motorhomes (excluding commercial caravan/camping sites)

Electric Vehicle charge points

- Public sector provided charge points
- Charge points provided by private businesses / others but made publicly available

Public toilets

- Angus Council operated facilities
- Facilities operated with support from The Angus Council (Angus comfort scheme)
- Other facilities made freely available to the wider public

Motorhome waste disposal facilities

- Waste facilities on commercial sites made available to non-residents (included in the audit to identify overall provision and thereby help identify gaps)
- Standalone motorhome waste facilities

Mobile Signal, Broadband and Public Wi-Fi services

- Consistency of signal strength etc

Paths, trails and cycling routes

- Walking, cycling paths and trails as promoted by VisitScotland and VisitAngus

Appendix 8.2 proves more detailed information of the audit and the gaps in provision.

A map-based infrastructure plan is being developed to show the infrastructure assets identified e.g. showing parking, campsite, toilets etc. This will help in the development of gaps in provision to identify areas where additional infrastructure is needed to meet visitor demand and reduce pressure on local communities.

Developing a “hub based” approach is recommended to encourage dispersal of visitors to alternative locations when key sites are busy or at capacity.

3.2 SWOT Analysis

The SWOT analysis (table 1 below) identifies the opportunities and barriers that need to be addressed in the Angus Tourism Infrastructure plan. Appendix 8.2.9 provides more detailed SWOT analysis on each hotspot location.

Strengths	Weaknesses
<ul style="list-style-type: none"> National Visitor Management Strategy Scotland Angus Tourism Visitor Management Group (TVMG) Strong Community Partnerships Public sector collaboration e.g. CNP, Forestry and Land Scotland Main routes destination signage Range and variety of walks and trails EV charging installation plan Glen Doll Ranger Station Stunning land and seascapes Natural Gateway to Cairngorms 	<ul style="list-style-type: none"> Limited investment in visitor infrastructure and services that enhance the visitor experience. Limited funding for Ranger services Limited data collection through counters / traffic sensors (walking and vehicle) Quality of Orientation and Wayfair signage Main routes destination signage (brown) north of Brechin Capacity to meet exiting visitor demand Dispersal of visitors away from key pinch points Mobile signal and broadband access in rural locations Investment in infrastructure able to cope with increase in visitor numbers does not follow. Awareness and engagement with tourism businesses – landowners, campsites/caravan parks/motorhome hire Definitions on what proper disposal guidelines for waste are not clear No rural infrastructure in place to support visiting campers or motorhomes for overnight stays.
Opportunities	Threats
<ul style="list-style-type: none"> Strategic Visitor Infrastructure Development Plan 2022-2025. Visitor Management Action Plan with costs Alternative funding sources – CIVITECH Community engagement Co-Ordinated communications to inform visitors with clear messaging on responsible behaviour / tourism Infrastructure investment in key infrastructure projects Hub and spoke dispersal of visitors to alternative destinations, move visitors around Internet of Things and data gathering with real time data (CivTech initiative) Increased “on the ground” rangers services Active travel programmes Motorhome parking capacity / Aires Zero carbon initiatives 	<ul style="list-style-type: none"> Anti-social behaviour Local Authority budget restrictions COVID-19 recovery Increase in motorhome sale & hire putting pressure on destinations. Public Transport Service / linkages in rural areas may encourage car usage. Lack of Rangers in destination. Under-resourcing of ranger’s national issue. Not utilising innovation & technological solutions. Strategic approach leads to a loss of focus on and commitment to very-local, co-ordinated, community-led approach. Community sentiment – local resident unsupportive of any visitor relating development Lack of government investment to support local partners.

4. Key Findings and Recommendations

4.1 Key Findings

The process of developing the STIDP included consulting with a range of key internal and external stakeholders to gather views about key issues and challenges from the impacts of the increasing visitor pressures across Angus. Key issues identified were:

- ▶ The increased visitor numbers generally appear to be intensifying thus impacting on the visitor experience and local communities.
- ▶ The level of investment in rural infrastructure is insufficient to deal with the rising numbers and pressures on the infrastructure and local communities.

A summary of the views gathered in the consultations were:

Motorhomes

- Motorhome Waste facilities: Currently there is very limited provision of facilities for the disposal of motorhome waste except on formal caravan and camping sites. Many sites limit the use of these facilities to visitors staying with them overnight. Some offer waste disposal to non-staying visitors – often for a small charge. As some sites only do this infrequently / on request or don't wish to publicise this service.
- Motor Home parking and lack of formal affordable campsites
- Consider developing affordable camping and caravanning site and support addition of more privately-run responsible campsites with appropriate facilities in Angus
- Provision for responsible Motorhome parks with appropriate waste disposal (possibly via the Aires model in France)

Roads

- Both Glen Clova and Invermark are at the end of very long roads. What infrastructure and initiatives can be put in place to deal with parking issues i.e., Visitor management providing visitors with information when car park is full e.g., digital signs, apps etc.
- Consider hubs at locations on trails and roads network to draw visitors through Angus and providing much-needed visitor facilities and services at key locations.

Toilets

- Insufficient public toilets at Glen Doll and Glen Clova, although provision at Glen Clova Hotel,
- Lunan Bay public toilets and associated maintenance at Lunan Bay – agreement in place with local landowner, but facilities not suitable for large visitor numbers
- East Haven has received £10,000 funding to refurbish the public toilets

Parking

- Size of car park not adequate at Glen Doll, needs improvement
- Improved parking and public toilets in Glen Doll and Glen Clova
- Glen Isla – lack of car parking although use is low in this area:
- Poor car park capacity at Invermark, needs improved
- There were parking issues at East Haven, can reach capacity by midday, need solution to provide this information to visitor.
- Some problems with parking in the around the East Haven community garden and blocking of the bus stop
- Provide infrastructure and/or personnel to better manage Angus Council car parks at Angus beauty spots

Signage

- Comments on the inconsistency of signage across Angus. Old out of date information, not being maintained. Needs a solution to be able to provide accurate and up to date information. Have provision of accurate visitor information across offline and online platforms. Some visitor web sites information and data is not correct.
- Inconsistent destination information signage and walking / cycling trail directional signage
- Improve connectivity of IT infrastructure and broadband bandwidth and speed to support increased tourism productivity levels. There are some best practise examples of innovative solutions using the Internet of Things, Apps etc to provide visitors with up to date, time relevant information e.g. East Lothian working with Edinburgh University to develop the app to include integrated travel / parking data, Perth & Kinross, Stirling and Loch Lomond and Trossachs National Park working with Whereverley the mobile app provider to include travel data.

Paths & Trails

- Better connections of the existing walking, cycling trail networks. The coastal trails are well served, although investment to improve condition of these needed. Moving inland there is a less “joined up” connectivity of the walking and cycling trails

General

- Explore options to provide more public services at the weekend i.e., waste management services and community warden services on Sundays in the summer months
- Ranger services provided by Angus Alive and CNP (seasonal at Invermark) good, however resource limited and does not provide level of service required to meet high levels of visitor numbers. Lunan Bay now has no ranger service.
- Potential for an affordable camping site in Glen Clova- there used to be a hostel but that closed down.
- Opportunity to develop Angus Glen Ranger base into a better visitor facility and could include a café- issues to do with current design means it requires staffing to be “open” that is taking staff away from being out and about talking to visitors.
- Public transport especially inland is limited and needs better connection links for visitors in Angus, where appropriate is required.

4.2 Recommendations

- ▶ **Strategic Project Planning:** It is recommended that a wider strategic approach to infrastructure projects is considered with the introduction of the RTIP for Angus. This would be achieved by considering tourism infrastructure requirements at the early stages of planning projects to ensure possible future developments are planned for if relevant to the location, or to help ensure a suitable network of tourism facilities is provided across Angus.

Examples of projects might be:

- When car parks are being renovated or new ones being built, they should include the elements of the RTIP necessary space. Anticipating the required ground works for later EV charging provision or active travel infrastructure such as bike racks or shelters. With the increasing demand for EV charging points the necessary groundwork is included even though the charging point itself may not be installed.
- Consideration of provision of motorhome waste disposal points, water refill infrastructure be planned for.
- Developing the infrastructure should include signposting and promotion of the facility that will conform with an emerging tourism signage plan.

- Provision of adequate facilities for general waste disposal units, refuse lorry access and possible shuttle bus to access the site.
- ▶ **Community Visitor Management Engagement:** The Tourism Visitor Management Group (TVMG) consists of representatives from a cross section of Angus Council departments that have some responsibility for tourism infrastructure, plus representatives from external health and safety organisations. Extending the membership of this group to include representation of local communities and tourism operators would be of benefit to support the implementation of the tourism infrastructure projects and to support:
 - Information and Engagement – developing an engagement plan to ensure communities and partners are working together to generate ideas and to deliver the plan
 - Education and Awareness - to develop a consumer campaign to a consistent approach and good communication to consumers on responsible tourism
 - Infrastructure Development - identify areas where additional infrastructure is needed to meet visitor demand and reduce pressure on local communities
- ▶ **Monikie and Crombie Country Park Master Planning:** A masterplan for the development of the Country Parks is in planning and will shape a sustainable approach to future development at the Country Parks over the next ten years or so. The Country Parks provide opportunities for outdoor recreation and education in attractive, accessible locations allowing residents and visitors to enjoy the natural heritage, including responsible behaviour, and fostering confidence in taking access to the wider countryside. They also contribute to the health, social inclusion and environmental and sustainability agendas. A number of the actions included in the RTIP.

Tourism infrastructure improvements that should be included in the Country Parks Master Plan are:

- Car Parking Improvements – to include EV Charging Stations
- Electric Bike Charging and Bike Racks
- Toilet facilities at Crombie
- Incorporate specific measures to manage traffic to the site through ‘smart’ parking information where such measures are appropriate in terms of scale of parking and are viable.
- Exploring the feasibility studies and consider validity and potential cost of a shuttle bus / park and ride facility to reduce the number of cars on the road.

The following are not recommendations but are observations on the potential for Angus by investing and developing the natural assets of the region.

- ▶ **Angus Adventure Tourism Proposition:** The tourism audit identified a wide array of natural assets in Angus that are ideally suited to the Adventure Tourism sector, one of the fastest growing tourism sectors. There is an opportunity to transform Angus into an outstanding destination for adventure activities by developing high quality, sustainable facilities and a low carbon infrastructure. Developing the Angus adventure tourism infrastructure i.e., cycling routes, walking trails, water activities (land and sea) coastal facilities can deliver sustainable growth and jobs for the rural communities. There is potential to offer an innovative and accessible range of adventure tourism facilities and events, drawing visitors to the region while providing amenities for residents and visitors. It will increase access to the outdoors and encourage inclusive participation in active lifestyles to improve health and wellbeing.
- ▶ **Angus Coastal Path:** The coast path from Arbroath to Auchmithie is one of Angus’ best natural features and work is underway to make the coastal path more accessible Broughty Ferry to Monifieth active travel project). The path runs from Arbroath to Carnoustie and Monifieth and is part of National Cycle Route 1. From Arbroath to Auchmithie the path follows the sea cliffs and is promoted as The Arbroath Cliff Trail. The 4 miles of the Arbroath has stunning views, amazing rock formations, breathtaking caves, amazing wildlife and secluded beaches. The cliffs have potential to be one of the Scotland’s great coastal walks to be a thriving Walking/Cycling route that will attract visitors to Angus.

5. Tourism Visitor Infrastructure Projects

The RTIP action plan has been developed to address the gaps in provision of the tourism infrastructure across Angus and specifically for the geographical hotspots identified in Angus. The projects will promote a coordinated approach to infrastructure development overall while maintaining a focus on the needs of visitors and local communities.

The actions plans have been developed in consultation with local communities and should be delivered in conjunction with local community associations where appropriate, recognising the importance of identifying and involving a broad range of stakeholders and of consulting widely.

Several specific projects have been identified and are detailed in the Action Plan and which will help to meet the objectives set out in this plan.

5.1 Key Strategic Infrastructure Projects

The project required, in consultation with Angus Council, to identify and undertake four feasibility studies to establish the viability of the recommended infrastructure solutions. A total of six key projects have been identified and are outlined below. The first four projects have detailed feasibility studies completed for implementation and includes a summary of the project activity, estimated costs etc and are provided in a separate document. The remaining 2 key projects and other projects identified are summarised and included in the action plan.

1. Public Toilet provision
2. Motorhome Aires Facilities and Strategic Waste Disposal Points
3. Car Parking / Electric Vehicle Charging Points
4. Smart Traffic Management – Visitor Dispersal
5. Destination Signage
6. Paths & Trails Infrastructure Maintenance and Development

5.1.1 Public Toilet and Changing Facilities

The consultations with tourism operators and key stakeholders clearly identify the importance of public toilet provision across the Angus. The survey highlighted the desire for improvements to the facilities in the Angus Glens, Lunan Bay, Monikie and Crombie Country Parks and East Haven.

Angus Council provides funding to communities, attractions, and businesses to provide a public toilet facility through the Angus Comfort Scheme. This provides an alternative solution for toilet provision although in areas of high visitor pressures e.g., Lunan Bay, the provision, whilst welcomed does not provide suitable facilities to meet the demand at the location.

The audit highlighted the need for:

- New facilities at Lunan Bay, to include changing and disabled facilities to support the increase in water-based activities.
- Improvements to the toilet facilities at key locations Glen Clova, Glen Isla, Glen Esk (Tarfside), Crombie Country Park
- East Haven community manage and upkeep the toilet facilities at the beach. The toilet block is old and requires upgrading. East Haven Community have secure funding of £10k for works to be carried out. However, with the current supply chain issues the costs have increased and there is a potential funding gap.

The recommended actions are:

- Creating new toilet and changing facilities at Lunan Bay (Feasibility Study being developed)
- The upgrading of the toilet facilities at the key hotspot location identified above i.e., Glen Clova, Glen Isla, Glen Esk (Tarfside), Crombie Country Park

- New toilet facilities (possibly composting) at the road end in Glen Isla to provide additional facilities for visitors to Glen Isla (a project that the local community would like to develop) as well as upgrading the current toilets at Kirkton
- Review with East Haven Community the toilet upgrading to identify any potent funding gap
- It is recognised that the ongoing maintenance and servicing costs of toilets is a revenue budget item and solutions will require various levels of capital investment and consideration of revenue costs for cleaning, supplies, utilities and planned and reactive maintenance. There are some excellent best practice solutions that have been developed elsewhere in Scotland and using innovative composting toilet solutions e.g.
 - Inchcailloch island, Loch Lomond (Phoenix system)
 - Linn of Dee car park, Braemar (Kingsley Clivus system)
 - Corrour Bothy, Cairngorm Mountains (Geotextile bag)
 - The Cairngorm Poo Project (Plastic bag and septic tank)
 - Barnluasgan Compost Toilet, Argyll (Log loo)
 - Sunart Oakwoods Toilet, Strontian (NatSol system)
 - Inverlochlarig car park, Balquhidder (proposed Kingsley Clivus system)
 - Forestry Commission: Allean (Kingsley Clivus system) and Faskally
 - RSPB Loch Garten Osprey Centre (Kingsley Clivus system)
 - Eastern shore of Loch Lomond (Rowardennan, Salloch, Millarochy)
 - Aysgarth Falls Composting Toilets (Kingsley-Clivus System)

5.1.2 Motorhome Aires Facilities and Strategic Waste Disposal Point Network

In recent years, there has been a significant increase in the number of people visiting rural areas of Scotland in campervans and motorhomes. Angus has also experienced this increase and indications are that for this tourism sector the trend is set to continue. A survey by Campaign for Real Aires UK (CAMBRA)⁵ of 8,956 caravan owners in the UK found that on average, caravan tourists spend £47 per unit per night on food, drink and tourist attractions. This does not include parking or fuel. Furthermore 87% of those surveyed tour in their caravans all year round presenting an opportunity for maintaining tourism during winter.

Communities, businesses, and public agencies in Angus now need to work together to improve the infrastructure for these visitors to meet the increase demand for facilities from the sector. Specifically, the following two areas requiring infrastructure investment:

1. Overnight Parking Facilities (Motorhome Aires Facilities)
2. Campervan and Motorhome Waste Disposal

Overnight Parking Facilities (Motorhome Aires Facilities)

Campervan stopovers, known as Aires², are places where campervans can stop overnight for free or a small fee. Compared to other European countries, Scotland has comparatively few Aires, although the number of Aires in Scotland is increasing as local authorities e.g., Highland Council, have provided guidance and support to ease the planning and development of these facilities to meet the ever increase demand from visitors in this market sector.

There are no Aires in Angus, of the 17 Caravan / Camping sites in Angus, the majority are multi-use pitches i.e., no specific pitches for Motorhomes, only one has 5 pitches designated for Motor Homes. The limited availability of overnight facilities for Motor Homes in Angus results in some campers turning to “wild-camping” - finding areas in nature, lay-bys, streets or parking lots without overnight restrictions to park for the night e.g., Gayfield Park in Arbroath is evidence of this.

While private caravan sites are common in many places, they tend to be expensive - upwards of £25 per night and the charges are more expensive than Aires tend to be³, depending on the facilities and services

² Taken from the French “aire de stationnement et service de camping car”

³ With the exception of Tarfside, Glen Esk where no charges apply

offered i.e. this can range from the very basic, providing a flat parking area for campervans and a litter bin, to more established Aires with services such as water, electricity and toilets.

The lack of overnight parking and facilities for Motor Homes results in visitors feeling unwelcome and local residents and communities getting frustrated when visitors park on residential streets. The majority of car parks across Angus have regulations prohibiting overnight stays or have height barriers preventing most Motor Homes from entering adding to the perceived “barriers” to welcoming Motor Home owners to Angus.

Introducing Motor Home friendly parking and facilities strategically across Angus and proportional to the size of the parking, at locations such as these, Motor Homes could be strategically encouraged to visit certain locations as part of a visitor management dispersal strategy. Strategically positioning the Aires in locations that will benefit the local communities with money being spent locally, rather than visitors being confined to Caravan Parks / campsites with limited nearby businesses.

Requirements for Motor Home Aires are:

- A flat area of ground with good hardcore surface and space for parking Motor Homes overnight located in a quiet area, safe and away from busy roads, local residential housing.
- Electric hook-up - most campervans are powered by batteries which need to be topped up every few days or have appliances that can only run on mains power. Electric hook-up points are of benefit (on a charged basis).
- Rubbish disposal -to avoid any potential problems with littering.
- Water tap - almost all campervans have water tanks which need to be filled up every few days.
- Water waste disposal - this includes grey wastewater, i.e., water from washing up etc, and black waste, i.e., waste from onboard toilets. While grey waste can be disposed of easily down a drain, black waste needs to be disposed of appropriately to avoid spillage and pollution. A Chemical Disposal Point is a convenient way to do this easily, essentially providing a lidded drain which can be either plumbed in as normal or placed over a manhole.

Additional facilities might include:

- Picnic benches, bonfire or BBQ areas, these will add appeal by providing an area for socialising
- Toilets - while most campervans have onboard toilet facilities, not all do. Having a toilet therefore is an extra appeal for these campervans.

Possible locations for potential Aires site are:

- Edzell,
- Arbroath (East and West beach areas),
- Montrose,
- Kirriemuir,
- Monifieth Beach,
- Monikie & Crombie Country Parks
- Lunan Bay (to meet the demand of the location)

Campervan and Motorhome Waste Disposal Network of Facilities

The growth in the number of Motor Home tourism has resulted in new infrastructure challenges, the limited provision for responsible disposal of wastewater, some of it chemically treated, from Motor Homes onboard toilets and drains. An impact is the resulting inappropriate use of public toilets, with potential for blockages or spills, risk of serious environmental pollution, and health and safety risks.

This has a potentially significant impact on communities and also affects the experience of visitors who seek to dispose of their waste responsibly. There is demand for the provision of more facilities which can be

delivered and maintained by local communities, charities, businesses or other interested parties. There is no formal provision of facilities in Angus for the disposal of motorhome waste except with the formal caravan and camping sites.

The consultations and the tourism businesses and community survey identified as a priority infrastructure intervention is the need for a network of wastewater and toilet waste disposal points for motorhomes across Angus.

Scottish Water, Highland Council and the Scottish Environment Protection Agency (SEPA) produced a user-friendly guidance for developers of motor home waste disposal points. Their guide identifies 4 types of waste disposal facility design.

- i. Direct connection of wastewater and toilet wastewater disposal points to the main sewerage network
- ii. Direct connection of wastewater disposal points to the main sewerage network with standalone collection tanks for toilet waste
- iii. Soakaway system to disperse grey wastewater with a standalone tank for toilet waste -
- iv. Standalone tank for all wastewater and toilet waste

Ideally the ambition would be to identify and support the development of a network of waste disposal sites at strategic locations across Angus, providing Motor Home visitors with a quality experience. The sites are located to serve all Angus communities including the hot spots areas identified. The potential locations for the waste disposal are - Edzell & Kirriemuir – access points to the Angus Glens, Tarfside, Coastal locations – Montrose, Arbroath, Monifieth.

The recommended actions are:

- Scoping of the identified locations as potential Motor Home Aires sites to establish the infrastructure facilities available or that would need to be provided
- Establish applications guidelines for a step-by-step guide to establishing (PDF and digital) Motor Home Aire sites i.e., capacity for 3, 5 and maximum of 10 vehicles
- Engage with local communities to ensure support for the Aires sites at identified locations
- Scoping of the identified locations for a waste disposal network and the infrastructure required to meet the necessary safe disposal of waste

5.1.3 Car Parking and EV charging point network

Car Parking

Ideally, the ambition would be for fewer visitors arriving to and moving around Angus by private vehicle. Visitors would be encouraged to park their vehicle for the day and use sustainable travel opportunities if they arrive in a private vehicle, to reduce visitor movement pressures and pollution.

The demand for car parking is concentrated to times when visitor demand to come to Angus (the key hotspots) is at its highest – school holidays, weekends, bank holidays, and this is even more prevalent when the weather is good as more day visitors are attracted.

To reduce the need to travel by private vehicle to support climate change initiatives and address visitor pressure at peak times the opportunities are limited by the availability of public transport services, and by people's behavioural habits.

In the short to medium term, it is recognised that the majority of people will continue to arrive by private vehicle. There is a strong case that providing car parking as part of sustainable transport measures given the number of people arriving to Angus by private motor vehicle. The transition from car to sustainable transport needs to be easy and convenient, and the offer for sustainable transport must be attractive to the user.

However, the public transport and sustainable transport options in Angus are limited and for the foreseeable future visitors will continue to arrive and move around Angus by private vehicle. The long-term

aim might be to develop public car parking at transport interchanges, gateways, or rural centres which operate as multi-purpose hubs. The hubs would:

- Facilitate the transfer of people to sustainable transport and travel opportunities; and
- Link to or incorporates and improves links to existing sustainable travel opportunities secured where necessary by developer contributions; and
- Encourages long stay parking; and
- Does not introduce inappropriate levels of use to the location

EV Charging

Given the predicted large growth in EV vehicle ownership and use over the next few years, the availability of charging points in key locations, will be a key for visitors to the area. Angus Council is committed to the sustainability agenda and supports the introduction of a charging points network across the Council Region.

The Funding model for charge point installations is changing. Previously funded by The Scottish Government with local authorities retaining ownership and maintenance responsibilities, the landscape is now moving towards concessionary and profit share models with private investors. The Scottish Government published a Draft Vision for Scotland's Public Electric Vehicle Charging Network in March 2022. A new £60m "public electric vehicle infrastructure fund" - with £30m of public money to be matched by £30m of private funding is available, with the aim of doubling the size of Scotland's electric vehicle (EV) charger network over "the next few years". Urban areas will obviously be more profitable than rural areas, this would need to be addressed in any contractual agreement with private investors Angus Council may enter.

The recommendations are:

- Car parking infrastructure upgrades at the key hotspots i.e., improved hardcore, disable bays, signage, incorporate specific measures to manage traffic to the site through 'smart' parking information where such measures are appropriate in terms of scale of parking and are viable (see Signage)
- Electric Vehicle charging network at key visitor locations
- Mapping and improvement plan for secondary parking in Angus Glens to identify gaps in provision and improved parkin facility (e.g., Glen Prosen Scott Wilson Memorial)
- Glen Doll parking – The CNPA have grant aided Forestry Land Scotland to improve the overflow car park at Glen Doll – although it's still anticipated to be closed much of the time and just used at peak times thereby concentrating parking in the existing car park. The timeframe for this works grant is based on completion by 31 March 2023.
- The CNPA infrastructure plan identifies EV charging & motorhome waste facilities – where underlying infrastructure allows it some provision "up the glens" may be justified. However, a more viable approach is the development of infrastructure in the gateway communities of Edzell & Kirriemuir.

5.1.4 Smart Traffic Management and Visitor Dispersal

The Angus Glens, Lunan Bay, Monikie and Crombie Country Parks and East Haven have all experienced an increasing influx of visitors especially through the COVID-19 pandemic causing significant problems for the local communities. The majority of visitors are traveling to the destinations by car, frequently causing heavy traffic congestion and problems with parking capacity leading to poor and inconsiderate parking in inappropriate locations.

Innovative management and dispersal of visitors is required to improve the experiences of visitors and communities at visitor hotspots in rural and remote locations and encourage dispersal of visitors around Angus rather than just to the key hotspots.

Using information and communications technology to collect and measure traffic in these locations will enhance the visitor experience and support dispersal strategies.

The recommended action includes four elements to the project:

Embedding sensors at key locations to monitor and collect data for number of vehicles, type of vehicle etc. Over time the sensors could be expanded to gather other relevant data. The sensors required for the traffic management are:

- Parking space sensors
- Car count in/out sensors
- ANPR (Automatic Number Plate Recognition)
- Door sensors (measure of general toilet traffic)
- People/footfall counters

The data captured will be communicated through wired and wireless connections, potential using the [Scottish Government CivTech Challenge⁴](#) of which Angus Council has accessed funds and is being used to develop an Internet of Things” for capturing and transferring data.

Data Management Systems (DMS), developing technology and data tools that will give a real-time, accurate picture of the usage levels of car parks, facilities. The data insights and notifications will be available to e.g., rangers and other agencies to manage visitor numbers etc and allow for dispersal of visitors to other areas.

The DMS enables real time visitor interface through digital applications e.g., Web sites, apps etc to notify visitors of the capacity of car parks. Digital signage can be located at key entry points of the hotspots that will display the car park capacities by e.g., a traffic light system that informs on how busy each of the car parks are and provide alternative suggestions. The data can also feed the Angus app with information on location of e.g., toilets, motor home waste disposal, points of interest etc, again supporting and encouraging visitors to explore other locations across the region and this enables enhanced visitor experiences.

Perth & Kinross Council and Loch Lomond, Stirling and Trossachs National Park are currently developing systems to support visitor management, Edinburgh based company, Whereverley, are the private sector operator working with the partners to develop and implement the technology.

East Lothian Council, working with Edinburgh University have also developed technology to manage car parking capacity and communicate to visitors through the East Lothian App.

5.1.5 Destination Signage

Tourism signage is an extremely important element of any destination’s branding, marketing and visitor information strategies. Signage is critically important to presenting a consistent tourism experience and to retaining and dispersing visitors throughout Angus. Signage also provides opportunities to raise awareness of the area’s attractions and features and encourage people to stop and visit.

Wayfinding is about finding one’s way and relates to how a visitor orientates and navigates through an area or place.

The existing tourism related signage in Angus does not enhance the visitor experience or adequately direct visitors to the area’s many attractions. Excellent destination signage encourages visitors to stop, extend their length of stay and increase expenditure.

The recommended actions relevant to the RTIF plan are:

- A review of all signage across Angus to improve the visitor experience to develop a complete a sign Rationalisation Study and improvement and implementation plan to cover:
 - Destination Brown Signage
 - Wayfaring and Orientation Signage for cycling and walking paths and trails
 - Interpretation signs at key locations
 - Car parking signs

⁴ The CivTech process is a high-profile Scottish Government initiative aiming to solve problems of public sector organisations in collaboration with innovative businesses. Largely these will be technology solutions driven by innovative start-up companies that will not only solve the challenge but also create marketable products that will provide jobs and boost Scotland’s economy

- Health and Safety signage (land and coast)
- Responsible tourism
- Developing a framework for the delivery of signage across Angus to achieve a standard format and branding for all existing and future signage.
- Implementation of the signage strategy review

5.1.6 Paths and Trails:

Nature Scot in partnership with key stakeholders has undertaken over recent years, studies measuring public awareness and usage of paths and trails across Scotland. This included counts and user surveys on individual routes and networks; economic impact studies; estimates of the costs of building and maintaining paths; and research into the health, social and environmental benefits associated with walking and cycling routes.

A sample of the key findings from these studies, with relevance from an Angus Tourism perspective include:

- Walking is the most popular outdoor recreation pursuit among people in Scotland: it features as an activity in around 327 million visits to the outdoors each year (83% of all visits).
- Cycling (including mountain biking) features in an estimated 30 million outdoor visits per annum (7% of all visits) and running or jogging features in an estimated 21 million outdoor visits per annum (5% of all visits).
- Most outdoor visits, particularly those which include walking, involve the use of a path (76% of all outdoor visits and 82% of visits which include walking).
- Walking is also popular among tourists: more than 5 million walking trips are taken in Scotland each year by domestic tourists (GB residents).
- The proportion of people in Scotland walking or cycling for transport or pleasure has increased significantly over the last ten years.
- Outdoor visits in Scotland, most of which involve walking or cycling, generate around £2.6 billion in expenditure per annum, with an average spend per visit of £9 (including those who spend nothing).
- Hillwalking and mountain biking both make significant contributions to the Scottish economy with estimated annual expenditure in excess of £65 million for hillwalking and £75.5 million for mountain biking.
- Cycle tourism and home-based leisure cycling on the NCN is estimated to be worth £375 million.
- VisitScotland estimates that the annual economic impact of walking tourism is £1.6 billion.

Angus is well known for visitors coming to the area specifically for walking holidays (e.g., although not held in recent years the Angus Walking Festival attracted good numbers) and also walking being recognised as a leisure activity while on other types of holidays and short breaks.

Angus offers an impressive choice of walking routes to suit all abilities, from relaxing, scenic coastal paths to longer, more challenging treks through the countryside.

As with the path network, the cycling and mountain biking route and trail networks are an increasingly important part of the Angus tourism infrastructure. There are 12 Mountain biking trails and 22 cycling routes in Angus.

The upland paths in Angus (primarily in the Angus Glens) are used and enjoyed by many walkers, climbers and mountain bikers every year. These paths have developed and evolved over time as a result of people visiting the upland areas. The condition of these assets is variable paths (e.g., problems with surfaces, missing or damaged signs and poor wayfinding directional signage). These paths play a key role in supporting, and enabling, a range of local residents and visitor recreational activities as well as managing impacts on the sensitive landscapes and habitats in which they take place.

Within the National Park, the CNPA act as the access authority in the way local authorities do elsewhere. This means they have their own core path plan.

The network of walking and cycling paths and trails should be considered as a key part of the area's tourism infrastructure for both visitors and residents. Investing in the paths and trails has the potential to generate a wide range of economic, social, health and environmental benefits for Angus by:

- Enhancing Angus's tourism offer and supporting tourism growth, especially in the Angus Glens communities;
- Creating and sustaining employment and volunteering opportunities connected with the management and maintenance of the network and associated visitor services;
- Extending the range of recreational opportunities available, with consequent benefits to people's health and well-being;
- Enhancing opportunities to explore, experience and enjoy the natural coast and countryside landscapes and cultural heritage of Angus.
- The estimated spend to benefit ratio of maintenance of paths is 1:7, i.e., every £1 invested will deliver £7 of benefits.

The recommended actions relevant to the RTIF plan are:

- Undertake a detailed audit and inventory of existing route assets (including the length of surfaced paths; signage; and structures such as steps, stiles, gates, bridges and boardwalks); report on the condition of route assets; provide an estimate of the cost of any improvements, replacements or upgrades required to meet agreed route standards or ensure user safety.
- Develop a master plan for the upgrading of the Angus Coast Path with the ambition for the Coastal Path to be recognised as a long – distance walking route in Scotland equivalent to e.g., Fife Coast Path⁵; Speyside Way, Southern Upland way etc. and be included in Scotland's Great Trails
- Working with key partners (CNPA, Nature Scot, etc) develop consistent signage all key paths appropriately (e.g., waymarking on lower-level paths but more limited signage on hill routes).
- Engage with key stakeholders at a national level been on a consistent approach to path grading

5.2 Other Potential Visitor Infrastructure Projects

In the consultations other suggested visitor infrastructure projects to be delivered by other partners included:

- Review of transport services to include residents, business, and visitors the opportunity to share how transport linkages and services can be improved using digital technology.
- Review of ranger services at key locations - Funding/recruitment beyond 2022 season
- Scoping of affordable accommodation Angus Glens
- Improvements to picnic and barbecue locations
- Water quality supply at Glen Doll
- Communicating with the Community, Information and Engagement – a communications plan to engage with local communities and tourism operators to inform them and encourage e them to work together to generate ideas and to deliver the plan
- Communication with Visitors, Education and Awareness of Countryside Access Code – developing and delivering a consumer campaign emphasising why Angus is such a special place and raising awareness on the key issues i.e., parking, litter, camping, etc.
- Community led project to develop the old school at Tarfside

⁵ The Fife Coastal Path supports an estimated 800 – 900 FTE jobs in Fife, with annual net expenditure associated with the route estimated between £24m and £29m annually. Source Nature Scot

6. RTIF Funding Criteria

The Rural Tourism Infrastructure Fund (RTIF) was established in 2018 by the Scottish Government and the Fund is managed by VisitScotland on its behalf.

RTIF is designed to support collaborative projects which focus on improving the visitor experience in rural parts of Scotland that are facing pressure on their infrastructure and communities as a result of visitor numbers.

To enable a more strategic approach to visitor infrastructure development and greater alignment with the objectives of [Scotland Outlook 2030](#) and the new [National Strategy for Economic Development](#), RTIF has supported the development of 24 Strategic Tourism Infrastructure Development Plans in rural areas across Scotland. The Strategic Infrastructure Plans will inform the priorities for RTIF over the next three to five years.

The Rural Tourism Infrastructure Fund is a platform which provides leverage for additional and focused investment, stimulate collaboration, build capacity within communities and meet the Scottish Government's commitment to delivering responsible tourism actions, addressing climate change and the transition of Scotland to a low carbon society. There are two core elements in the RTIF criteria that describe the main objectives for tourism infrastructure projects: -

1. Alleviating existing or anticipated visitor pressures: "As a result of previous increases in visitor numbers, there is a visitor and or community pressure point which is likely to continue and needs to be addressed. Projects should describe an area's pressure point(s) and what actions are proposed to address the issues."

2. Delivering an enhanced visitor experience: This is expected to happen "through the provision of improved visitor facilities and infrastructure, particularly in areas that have experienced pressure from increased visitor numbers, leading to a positive impact on the local landscape and visitor economy and improving access for all."

The project eligibility criteria set is quite broad, there are a number of key requirements which heavily influence which projects are successful and supported: -

- Only projects in rural areas (as defined by the Scottish Government's official Urban/Rural classification 5 & 6 – "accessible and remote rural areas") are eligible. Projects in settlements above 3000 people are therefore not eligible.
- All applications for funding must be made by a local authority or National Park authority.
- The infrastructure provided should be in public or community ownership so private business led projects are not eligible.
- Projects are expected to address existing tourism pressures. Therefore, new initiatives to develop tourism are not normally eligible although in some cases a new development may be eligible if it is specifically designed to alleviate pressures at a neighbouring site.
- Projects should provide some form of additional provision so projects that simply cover repairs or routine maintenance are not eligible.
- Road projects are not eligible although related facilities such as laybys, parking or active travel routes that get walkers or cyclists off roads can be supported.
- Path developments are not eligible with the exception of small sections of path related to a wider development – for example, a connecting path to a viewpoint could be included when a car park is improved.

7. Action Plan

The RTIP Action Plan has been drafted to which will guide a coordinated partnership approach to delivery and reflects the strategic objectives. It is based on short-, medium- and long-term investment perspectives (1-2; 2-5 and 5-10 years) and looks at projects of all sizes. Indicative costs have been identified Plan owners will co-ordinate the ongoing approach to funding and explore all appropriate funding opportunities as they arise. It is anticipated that the funding will be a mix of: Scottish Government, Council and private/local investment and cover both capital and revenue activities.

Key Partners:

AAL – Angus Alive

AC – Angus Council

ATC – Angus Tourism Co-Operative

CNPA – Cairngorms National Park Authority

CP – Community Partnerships

DE – Dalhousie Estate

EHCP – East Haven Community Partnership

F&SL – Forestry & Land Scotland

LBCP – Lunan Bay Community Partnership

PKC – Perth Kinross Council

SW – Scottish Water

Timescales

A – 2022-2024

B – 2025-2027

C – 2027-2030

Action Plan							
Ref	Project / Activity	Project Description	Location	Delivery Partners	Timescale	Estimated Costs	Notes
Public Toilet Provision							

Action Plan							
Ref	Project / Activity	Project Description	Location	Delivery Partners	Timescale	Estimated Costs	Notes
1.1	New toilets and changing facilities at Lunan Bay	<ul style="list-style-type: none"> Design and build new fully accessible toilets and changing facilities to support the increase visitor numbers and the increase in visitors and increased water-based activities. 	Lunan Bay	AC;LBCP;	A	£350K	Estimated cost based on similar developments undertaken in other locations in Scotland
1.2	Upgrading public toilets in visitor hotspots	<ul style="list-style-type: none"> Improvements to the toilet facilities at key locations Glen Clova, Glen Isla, Glen Esk (Tarfside) and Crombie Country Park 	Across Angus	AC; AAL; CNPA, LC	B		
1.3	Upgrading existing East Haven toilets	<ul style="list-style-type: none"> East Haven community manage and upkeep the toilet facilities at the beach. The toilet block is old and requires upgrading. East Haven Community have secure funding of £10k for works to be carried out. 	East Haven	EHCP; DE,F&LS; CNPA	A	£14k	<ul style="list-style-type: none"> Note, upgrade now completed, funding gap provided by private donation
2. Motor Home Aires and Waste Disposal Network							
2.1	Infrastructure development for Motor Home Aire Sites	<ul style="list-style-type: none"> Scoping of the identified locations as potential Motor Home Aires sites to establish the infrastructure facilities available or that would need to be provided 	Across Angus	AC;	A	Internal Cost	<ul style="list-style-type: none"> Indicative sites at, Edzell, Kirriemuir (gateways to Glens), Lunan Bay, Arbroath
2.1.2	Motor Home Aires Sites	<ul style="list-style-type: none"> Schedule installation of Aires Sites at the identified locations 	See 2.1	AC; AAL; CP	A/B	£10-£25k per site	<ul style="list-style-type: none"> Cost depending on level of facilities installed at each site
2.1.3	Motor Home Aires Sites Guidelines	<ul style="list-style-type: none"> Establish applications guidelines for a step-by-step guide to establishing (PDF and digital) Motor Home Aire sites i.e., capacity for 3, 5 and maximum of 10 vehicles 	Across Angus	AC	A	Internal Cost	<ul style="list-style-type: none"> Guidelines for private sector to follow if interest in developing commercial Aires sites

Action Plan							
Ref	Project / Activity	Project Description	Location	Delivery Partners	Timescale	Estimated Costs	Notes
2.1.4	Motor Home Aires Site	<ul style="list-style-type: none"> Explore opportunity with Land & Forestry Scotland to install a Stay the Night site at forest location in Angus 	TBC	AC;F&LS	A	£25k	<ul style="list-style-type: none"> F&LS have limited sites in Angus, discussion to be held to identify possible sites
2.1.5	Community Engagement	<ul style="list-style-type: none"> Engage with local communities to ensure support for the Aires sites at identified locations 	Across Angus	AC; CP;ATC	A	NA	<ul style="list-style-type: none"> Engage with local community partnership to outline concepts and gain support
2.2	Strategic Waste Disposal Point Network Angus wide	<ul style="list-style-type: none"> Scoping of the requirements to develop a strategic waste disposal network, depending on the infrastructure / drainage / sewage capacity for each of the suggested sites (Edzell, Arbroath – Victoria Park and Gayfield Park, Montrose Beach, Kirriemuir, Glen Esk – Tarfside, Monikie and Crombie Country Parks) 	Across Angus	AC;CP;ATC	A	Estimate costs of £10k- £24K depending of scale of facility	<ul style="list-style-type: none"> Due to a central location this project will serve motorhome visitors across the region Costs are indicative depending on level / type of sewage connection. Indicative costs are a guide from Scottish Water
2.2.1	Strategic Waste Disposal Point Network	<ul style="list-style-type: none"> Scoping of infrastructure for site and development plan and costs 	Arbroath, 2 sites	AC;CP	A	£24k	
2.2.2	Strategic Waste Disposal Point Network	<ul style="list-style-type: none"> Scoping of infrastructure for site and development plan and costs 	Montrose Beach	AC;CP	B	£24K	
2.2.3	Strategic Waste Disposal Point Network	<ul style="list-style-type: none"> Scoping of infrastructure for site and development plan and costs 	Kirriemuir	AC;CP	A	£24K	
2.2.4	Strategic Waste Disposal Point Network	<ul style="list-style-type: none"> Scoping of infrastructure for site and development plan and costs 	Monifieth Beach	AC;CP	B	£24k	

Action Plan							
Ref	Project / Activity	Project Description	Location	Delivery Partners	Timescale	Estimated Costs	Notes
2.2.5	Strategic Waste Disposal Point Network	<ul style="list-style-type: none"> Scoping of infrastructure for site and development plan and costs 	Glen Esk (Tarfside)	AC;CP	A	£24k	
2.2.6	Strategic Waste Disposal Point Network	<ul style="list-style-type: none"> Scoping of infrastructure for site and development plan and costs and integration with Masterplan 	Monikie & Crombie Country Parks	AC;AAL	B	£24k	
3. Car Parking / Electric Vehicle Charging Points							
3.1	Review of and upgrading of parking infrastructure at key tourism hotspots due to increased usage, especially by heavy motorhomes and campervans.	Extent of remedial and enhancement works to be identified and some locations will link with the installation of motorhome waste disposal points.	Across Angus	AC;	A/B		<ul style="list-style-type: none"> Resurfacing of car parks in key locations across AC area to avoid deterioration due to increased usage
3.1.1	Glen Doll Car Park	<ul style="list-style-type: none"> Upgrading of main car parking area to include defying of parking spaces, disabled bays Scoping the requirements of the overflow car parking facility Install of 4 electric charging stations and facility for e-bike charging Review car park signage to develop consistent signage, messaging etc. 	Glen Doll	AC;CNPA;F&LS	A	TBC	<ul style="list-style-type: none"> CNPA funded F&LS for improvements to overflow car park EV Charging based on installing 4 commercial quality units, power supply might be an issue and seasonal battery powered supply might be a solution, investigate Shetland Council.

Action Plan							
Ref	Project / Activity	Project Description	Location	Delivery Partners	Timescale	Estimated Costs	Notes
							<ul style="list-style-type: none"> Need to consider length of time for charging i.e., maximum time to avoid limited use
3.1.2	Glen Clova Car Park	<ul style="list-style-type: none"> Upgrading of car parking area to include defining of parking spaces, disabled bays Improvements to lower car park area surface Install of 2 electric charging stations and facility for e-bike charging 	Glen Clova	AC;CNPA;F&LS	B	TBC	
3.1.3	Glen Esk (Tarfside) Car Park	<ul style="list-style-type: none"> Upgrading of Car Park to include defining of parking spaces, disable bays 	Glen Esk (Tarfside)	AC;CNPA;DE	B	TBC	
3.1.4	Glen Isla Car Park	<ul style="list-style-type: none"> Upgrading of Car Park to include defining of parking spaces, disable bays etc 	Glen Isla	AC;CNPA;F&LS	B/C	TBC	
3.2	Lintrathen	<ul style="list-style-type: none"> Investigate with Scottish Water opportunity to develop car parking facilities at Lintrathen 	Lintrathen	AC;SW	B/C	TBC	
3.3	Electric Vehicle charging network	<ul style="list-style-type: none"> Installing commercial quality EV charging points at key locations i.e., Glen Esk (Tarfside), Glen Doll, Glen Isla, Montrose Beach, Lunan Bay, Glen Clova 	Across Angus	AC;CNP,F&LS;CP	A/B	TBC	
4.Destination Signage / Sensor Technology / Data Management							
4.1	Data and Technology Infrastructure	<ul style="list-style-type: none"> Scoping of the requirements for the installation of smart traffic management technology at key car parks 	Angus Glens Glen Clova	AC;CNP;DE;CP;ATC	A/B	TBC	<ul style="list-style-type: none"> Hardware requirements will be: Sensors, Counters, Digital

Action Plan							
Ref	Project / Activity	Project Description	Location	Delivery Partners	Timescale	Estimated Costs	Notes
	for visitor management	<ul style="list-style-type: none"> ○ Lunan Bay ○ Glen Clova ○ Glen Isla ○ Glen Esk ○ East Haven 	Glen Clova Glen Esk Lunan Bay East Haven				Signage; Internet of Things Distribution boxes <ul style="list-style-type: none"> • Installation of the hardware would be over a 1 to 3 year period as infrastructure challenges resolved
4.2		<ul style="list-style-type: none"> • Software development - 	Across Angus	AC;CNP;DE;CP;ATC; CIVTECH	A	TBC	<ul style="list-style-type: none"> • Developing software for integration with Angus App, Web Site etc to provide real time data from sensors and distribution to digital signage accessing CIVTECH technology and support
5. Paths and Trails							
5.1	Angus Paths and Trails Review	<ul style="list-style-type: none"> • Undertake a detailed audit and inventory of existing route assets (including the length of surfaced paths; signage; and structures such as steps, stiles, gates, bridges and boardwalks); report on the condition of route assets; provide an estimate of the cost of any improvements, replacements or upgrades required to meet agreed route standards or ensure user safety. 	Angus Glens	AC / NS / VS / CCL /CNPA	A	£35K	<ul style="list-style-type: none"> • Project delivered in partnership with CNPA; AA; NS
5.2	Angus Coastal Path Upgrade	<ul style="list-style-type: none"> • Develop a master plan for the upgrading of the Angus Coast Path with the ambition for the Coastal Path to be recognised as a long – distance walking route in Scotland equivalent to e.g., Fife Coast Path; Speyside Way, 	Arbroath	AC / NS / VS / CCL /	B/C		<ul style="list-style-type: none"> • An ambitious project to develop and maximise the benefits of a long-distance coastal trail similar to the Fife Coastal Path

Action Plan							
Ref	Project / Activity	Project Description	Location	Delivery Partners	Timescale	Estimated Costs	Notes
		Southern Upland way etc. and be included in Scotland's Great Trails					
5.3	Audit of Cateran Trail	<ul style="list-style-type: none"> Development plan to improve linkages and visitor experience through improve wayfarer signage and opportunities around the Cateran Eco Museum 	Glen Isla / Doll	AC;PKC;CNP;F&LS;CP	B	TBC	<ul style="list-style-type: none"> PKC lead on Eco Museum they are exploring opportunity to employing a development officer to run feasibility studies and marketing campaigns. Also, investment in E-Bike charging facilities. Opportunity to develop region wide concepts, infrastructure etc
5.4	Wayfaring signage branding	<ul style="list-style-type: none"> Working with key partners (CNPA, Nature Scot, etc) develop consistent signage all key paths appropriately (e.g., waymarking on lower-level paths but more limited signage on hill routes). 	Across Angus	AC/CNPA/NS/AAL	B/C	TBC	<ul style="list-style-type: none"> Developing a consistent masterplan for the introduction consistent signage branding etc
5.5	Trail Grading	<ul style="list-style-type: none"> Engage with key stakeholders at a national level been on a consistent approach to path grading 	Across Angus		A	Internal Cost	
6. Other Projects							
6.1	E-bike charging network	<ul style="list-style-type: none"> Angus is a prime cycling location with a variety of road, gravel and mountain bike trails. 	Across Angus	AC;ATC;AL;CNP;DE;CP	A	£10k	<ul style="list-style-type: none"> Improvements to the electric bike charging points together with improved bike storage facilities. Installation of 10 E-Bike charging units for 4 bikes per unit. Location s to be agreed (e.g., East Haven, Arbroath, Lunan Bay, Glen Doll, Isla, Esk

Action Plan							
Ref	Project / Activity	Project Description	Location	Delivery Partners	Timescale	Estimated Costs	Notes
							<ul style="list-style-type: none"> Estimated cost based on £10k per 4 bike unit per location
6.2	Public Transport	<ul style="list-style-type: none"> Review of transport services to include residents, business, and visitors the opportunity to share how transport linkages and services can be improved using digital technology 	Across Angus	AC	C	TBC	<ul style="list-style-type: none"> Longer term project on how to improve public transport connectivity for visitors
6.3	Ranger Services	<ul style="list-style-type: none"> Review of ranger services at key locations - Funding/recruitment beyond 2022 season 	Angus Glens, Lunan Bay	AC;AL,CNP	A	TBC	<ul style="list-style-type: none"> Funding of roles uncertain, but clear need for the ranger role to engage with visitors and provide visitor management and informative role
6.4	Community Projects	<ul style="list-style-type: none"> Community led project to develop the old school at Tarfside 	Glen Esk	AC;DE	C	TBC	<ul style="list-style-type: none"> Interest in developing the school building at Tarfside into a community centre
6.5	Affordable Accommodation	<ul style="list-style-type: none"> Scoping of affordable accommodation Angus Glens 	Angus Glens	AC,CNP,DE	C	TBS	<ul style="list-style-type: none"> Potential commercial opportunity to add to the accommodation offer in Angus Glens
6.6	Visitor Infrastructure - BBQ and Picnic Facilities	<ul style="list-style-type: none"> Improvements to picnic and barbecue locations 	Across Angus	AC	B	TBC	<ul style="list-style-type: none"> Condition of BBQ / Picnic facilities across Angus varied. Need to improve quality and facilities for disposal of portable BBQs from and H&S and environmental aspect
6.7	Glen Doll Ranger Station	<ul style="list-style-type: none"> Water quality supply at Glen Doll 	Glen Doll	AC;CNP;SL&E	B	TBC	<ul style="list-style-type: none"> Issue with classification of water quality, resolution required

Action Plan							
Ref	Project / Activity	Project Description	Location	Delivery Partners	Timescale	Estimated Costs	Notes
6.8	Community Engagement	<ul style="list-style-type: none"> Communicating with the local Community to inform and engage of infrastructure activity and support implementation 	Across Angus	AC;CP;ATC;CNP	A	Internal Cost	<ul style="list-style-type: none"> Create a communications plan to engage with local communities and tourism operators to inform them and encourage e them to work together to generate ideas and to deliver the plan
6.9	Consumer Engagement	<ul style="list-style-type: none"> Communication with Visitors, Education and Awareness of Countryside Access Code – 	Across Angus	AC;CP;ATC;CNP	A	£5k	<ul style="list-style-type: none"> Developing and delivering a consumer campaign emphasising why Angus is such a special place and raising awareness on the key issues i.e., parking, litter, camping, etc.
6.10	Angus Adventure Tourism	<ul style="list-style-type: none"> Scoping of the Angus Adventure Tourism proposition to build the regions competitive position as an Outdoors Adventure Tourism destination (land and water based) 	Across Angus	AC/CNPA/AAL/ATC/NS/SE	A	£15k	<ul style="list-style-type: none"> Scoping of brief to commission consultants to help build capacity around the sector by undertaking an audit of existing product, developing a strategy and action plan,

8. Appendix

8.1 Consultations

External Stakeholders	Contact
Angus Alive Rangers	Neil Lowther
Angus Alive - Monikie and Crombie Country Park	Iain Stevens
Angus Alive - Monikie and Crombie Country Park	Colin Knight
Lunan Bay Community Partnership	Jillian McEwan
East Haven Community	Wendy Murray
Angus Tourism Cooperative	Alison Elliott
	Norma Lyall
Angus Cycle Hub	Scott Francis
Regional Partners	
Dundee City Council	Jennifer Caswell
Perth and Kinross Council	Suzanne Cumiskey
	Arek Nowrotek
Fife Council	Hilary Roberts
Fife Coast and Countryside Trust	Ed Heather-Hayes
Aberdeenshire Council	Kirsty Black
East Lothian Council	Elaine Carmichael
Cairngorms National Park Authority	Liz Henderson
Cairngorms National Park Authority	Colin Simpson
VisitScotland	Caroline Warburton
Glen Clova Hotel	Mhairi Preston
Dalhousie Estates	Deirdre Stewart
Internal Stakeholders	
TVMG - Internal Council Group	
Waste	Susanne Austin
Electric Vehicle Charging Points	Scott Dryden
Digital connectivity	Alistair McLeod
GIS Map	Ross McDonald
Path Network	Paul Clark
Active Travel / Sustran / Cycling network	Paul Downie
Environment, climate change, biodiversity, outdoor tourism	Kelly Ann Dempsey
Communities Team	Debbie Gowans
Funding team	Rhonda McFarlane
Development Plans	Katey McKay
Transport	Iain Leith
Tay Cities Project	Craig Lafferty
Manager, Risk, Resilience & Safety	Jacqui Semple

8.2 Angus Tourism Infrastructure Audit

8.2.1 Car Parking - Existing and Gaps in Provision

Car parking facilities across Angus consist of public areas operated by Angus Council, many of which are in towns / communities and are used in the main by locals for parking at home, work or everyday general activities e.g., shopping or accessing local services. Appendix 6.5 details these parking spaces across Angus. There are 1656 parking and 64 disabled bays. These facilities might be used by visitors however for the purpose of the audit are not considered as tourism infrastructure.

Visitor parking i.e., where cars are parked for longer periods of time when visiting e.g. beaches, parks etc or where they might be undertaking an activity, (walking, cycling, water sport) visiting an attraction, a local community, beach or other natural feature or to undertake an activity such as walking, cycling, water sports. These are considered to be dedicated “tourism infrastructure”.

Parking that meets this definition, whether operated by Angus Council or others is shown in table 1 below.

Gaps in Provision

In considering where the provision of parking does not meet current demand, generally some provision exists, but that capacity is inadequate, parking spaces are not marked clearly or there is no disabled parking rather than there being no parking or a gap in provision. There are a few sites that have become more popular with visitors and demand has rising for parking in locations that did not previously require it

To identify possible gaps to existing provision, locations where parking exists but is not adequate for the demand experienced at certain times are highlighted **in yellow**. For sites where, especially through COVID, are experiencing an increase in visitors but where the parking is available and passing places or road verges are increasingly being used are shown with an amber background in the table below. Angus Council introduced free parking during COVID.

Table 1 Visitor Car Parking

Location	Facilities	Gap in Provision
Montrose Beach	<ul style="list-style-type: none"> 2 dedicated park sites with height restrictions and parking regulations On street parking bays 	<ul style="list-style-type: none"> EV Charging Points
Montrose Golf Links	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
Lunan Bay	<ul style="list-style-type: none"> Large car park area Rough Core Surface Old Signage 	<ul style="list-style-type: none"> EV Charging Points Parking bay marking Disabled bays
Auchmithie	<ul style="list-style-type: none"> 25 Designated Bays No Disabled Bays Hard Core Surface 	<ul style="list-style-type: none"> EV Charging Points Disabled Bays
Arbroath – Victoria Park	<ul style="list-style-type: none"> Extensive parking area 	<ul style="list-style-type: none"> EV Charging Points
Arbroath - Invercarse	<ul style="list-style-type: none"> TBC 	<ul style="list-style-type: none"> EV Charging Points
Carnoustie Beach	<ul style="list-style-type: none"> 50+ designated Bays Disabled Bays 	<ul style="list-style-type: none"> Nil
Monifieth	<ul style="list-style-type: none"> 50+ designated Parking Bays EV Charging Stations 	<ul style="list-style-type: none"> Nil

Location	Facilities	Gap in Provision
Forfar Park Loch	<ul style="list-style-type: none"> TBC 	<ul style="list-style-type: none"> EV Charging Points
Lintrathen	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> EV Charging Points Disabled Bays
Clen Clova	<ul style="list-style-type: none"> Limited parking Generally poor condition Lower level flooded No disabled bays No sensors 	<ul style="list-style-type: none"> EV Charging Points Disabled Bays Poor surface
Glen Doll	<ul style="list-style-type: none"> Large car park facility Areas not functional due to river flooding damage No disabled bays Overspill car park, 	<ul style="list-style-type: none"> EV Charging Points Disabled Bays
Glen Prosen	<ul style="list-style-type: none"> Limited parking with difficult access at Wilson Cairn 	<ul style="list-style-type: none"> EV Charging Points Disabled Bays
Glen Isla	<ul style="list-style-type: none"> 25+ Parking Bays New signage recently added 	<ul style="list-style-type: none"> EV Charging Points Disabled Bays
Glen Esk	<ul style="list-style-type: none"> 25+ Paring Bays Coach Parking 	<ul style="list-style-type: none"> EV Charging Points Disabled Bays
East Haven	<ul style="list-style-type: none"> 20 Parking Bays No dedicated bays No Disabled Bays Restricted Low level access due to railway tunnel Issue with parking in village, restricted 	<ul style="list-style-type: none"> EV Charging Points Disabled Bays

8.2.2 EV Charging Points

Angus Council have a planned approach to installing electric vehicle (EV) charge points, Appendix 6.3 details these. Although not dedicated “tourism infrastructure” these have been included in recognition of the importance that having a good network of charging points for visitors is in giving visitors traveling by electric vehicles the confidence to visit an area.

There are 55 EVC sites in 24 locations with 133 charging points available in Angus and are provided / maintained by the Council and 2 which are private workplace parking. There may be others provided by other public sector partners or private businesses, however these may only be available to their own guests / customers.

Gaps in Provision

The increasing numbers of electric vehicles is expected to (and encouraged by Government to meet net zero target) continue to increase and therefore there will be demand for further charging points will be required. As more visitors travel by electric cars (owned and hired) this will also mean a demand for charging points in villages, visitor attractions, key tourism locations etc.

The identified gaps in provision are:

- New Charge points in more rural settings where charge points are not yet available i.e.
 - Lunan Bay
 - Auchmithie
 - East Haven
 - Glen Doll
 - Glen Clova
 - Glen Isla
 - Montrose Beach
 - Forfar Loch
 - Lintrathen
- Additional points in locations that have existing provision but where provision may not meet current or anticipated levels of demand i.e.;
 - Monikie and Crombie Country Parks
 - Carnoustie Links and Sports Centre
 - Arbroath Victoria Park and Gayfield Park
- Commercial visitor attractions, accommodation (hotels, B&Bs, Caravan Parks etc) – These falls into their own commercial plans to improve the service and experience for their visitors / customers

The forecast continuing increase in electric vehicles as identified will mean increased demand for charging points. Two actions need to be considered:

- Having additional charging points in more locations might be a benefit to communities as dwell time of visitors is increased while waiting for vehicles charging
- Private operators need to be encouraged to add charging points at their businesses as an added value service (although charged for) to enhance reputation of Angus as a place to visit, go to. This will require a positive communication plan and potential financial support to encourage installation

The plans for further phases of provision of charging stations should continue to recognise the needs of visitors and providing charge points at some visitor sites identified above.

8.2.3 Public Toilets

Existing provision

Angus Council operates and supports a network of public toilets across the region. A number of these are directly managed by Angus Council, while others are operated by third parties such as communities or businesses with some financial support from The Angus Council through the Angus Comfort Scheme.

Additional facilities are also provided / supported by businesses, communities etc where the toilet facilities are provided that could be described as being publicly available (without the visitor having to be a customer of the business).

Table 5 in Appendix 6.4 details the toilet facilities provided by Angus Council. These are not included in the tourism infrastructure audit as the primary user will be Angus residents.

Gaps in Provision

The audit has identified some gaps in the provision and are primarily the quality of the facilities. Table below, are toilet facilities identified in key locations across Angus, where the facilities will be used by both residents and visitors, particularly as there will be demand at e.g., beaches, Ranger Stations, Country Parks etc. Those shown with an amber background currently have no provision while those with a yellow background have facilities, but these may not always be adequate for the level of demand.

Table 2: Visitor Toilet Provision

Location	Facilities	Gap in Provision
Montrose Beach	<ul style="list-style-type: none"> Seasonal opening April to August: 10am to 7pm September: 10am to 6pm 1 October to mid-October (end of school holidays): 10am to 5pm Building with two unisex toilets, one with baby changing facility. Both units are suitable for people with disabilities (but not accessible by special RADAR key). 	<ul style="list-style-type: none"> Toilet relatively new and in good condition Changing rooms / showers
Lunan Bay	<ul style="list-style-type: none"> No Council Facilities Limited toilets facilities in Café. 	<ul style="list-style-type: none"> Poor facilities for a key location attracting high number of visitors Toilet block /Changing / Showers /water
Auchmithie	<ul style="list-style-type: none"> male & female unit for people with disabilities RADAR unit for people with disabilities, RADAR key required 	<ul style="list-style-type: none"> Average condition facilities in centre of village No beach toilets
Arbroath – Victoria Park	<ul style="list-style-type: none"> Seasonal opening times male & female unit for people with disabilities RADAR - RADAR unit for people with disabilities, RADAR key required 	
Arbroath – West Links	<ul style="list-style-type: none"> male and female baby changing facility unit for people with disabilities RADAR unit for people with disabilities, RADAR key required 	
Carnoustie Beach	<ul style="list-style-type: none"> male and female accessible toilet baby changing 	<ul style="list-style-type: none"> Located in Sports Centre
Monifieth	<ul style="list-style-type: none"> Seasonal Opening 	<ul style="list-style-type: none"> Changing rooms and Showers

Location	Facilities	Gap in Provision
	<ul style="list-style-type: none"> April to August: 10am to 7pm September: 10am to 6pm 1 October to mid-October (end of school holidays): 10am to 5pm male and female 	<ul style="list-style-type: none"> Water facility
Forfar Park Loch	<ul style="list-style-type: none"> Building with two unisex toilets, one with baby changing facility. Both units are suitable for people with disabilities 	
Lintrathen	<ul style="list-style-type: none"> No toilet provision 	
Clen Clova	<ul style="list-style-type: none"> Seasonal opening male & female unit for people with disabilities 	<ul style="list-style-type: none"> Generally poor condition facility
Glen Doll	<ul style="list-style-type: none"> Male & Female at Ranger station 	
Glen Prosen	<ul style="list-style-type: none"> No toilet provision 	
Glen Isla	<ul style="list-style-type: none"> Seasonal opening - late March/early April to late September/early October. Community Partnership toilet. male & female unit for people with disabilities 	
Glen Esk	<ul style="list-style-type: none"> Seasonal opening - late March/early April to late September/early October. Open during winter on week-ends only. male & female unit for people with disabilities 	<ul style="list-style-type: none"> General condition of toilet facilities average
East Haven	<ul style="list-style-type: none"> Older toilet block Well maintained by local community 	<ul style="list-style-type: none"> Note, £10k fund for upgrade

8.2.4 Footpath and Cycling Routes

Footpaths

Angus is well known for visitors coming to the area specifically for walking holidays (e.g., although not held in recent years the Angus Walking Festival attracted good numbers) and also walking being recognised as a leisure activity while on other types of holidays and short breaks.

Angus offers an impressive choice of walking routes to suit all abilities, from relaxing, scenic coastal paths to longer, more challenging treks through the countryside. The network of paths and trails should be considered as a key part of the area's tourism infrastructure for both visitors and residents.

The Land Reform (Scotland) Act 2003 requires Angus Council as a statutory duty to produce a Core Path Plan which records many of these. These paths are recorded in the core path plan available at: https://www.angus.gov.uk/leisure_tourism_and_the_outdoors/paths_and_outdoor_access/core_paths.

The Angus Council area maps also downloadable and an interactive map also displays the walks https://www.angus.gov.uk/core_paths_map.

The Core Path Plan is a strategic plan for paths in Angus, although dedicated path projects are not eligible for funding through the Regional Tourism Infrastructure Fund. It should be recognised by the Council that paths (and cycle trails) are an important part of Angus's tourism infrastructure for both visitors and residents. However not all paths will be considered as core to the visitor experience and will be used more by local residents for access, dog walking etc.

The audit of the public access trails has not assessed the conditions of the paths, furniture condition, maintenance issues etc.

The footpaths / trails identified in Angus are:

1. Paths Around Towns and Communities / Core Paths

A path networks around the main towns, where most people live have been developed by working with local community groups. The paths identified are:

- Brechin path network (6 paths)
- Carnoustie path network (5 paths)*
- Forfar path network (4 paths)
- Glen Clova Path Network (7 paths)
- Glen Esk Path Network (4 paths)
- Kirriemuir path network (6 paths)
- Monifieth path network (5 paths)*
- Montrose path network (5 paths)*
- Sidlaw Path Network (4 paths)
- Arbroath Paths (5 paths)*

*Includes sections of Angus Coastal Path

2. Angus Glens

The Angus Glens have some of the most dramatic scenery with numerous corries and waterfalls, rich with local history, abundant wildlife, mountain plants and animals. Angus Council works with the [Cairngorms National Park](#) Authority, Nature Scot and Forestry Commission Scotland in the managing and promotion of some the glens and have produced walking leaflets for [Glen Clova](#) and [Glen Esk](#).

Glen Esk: Glen Esk is the longest and most easterly of the Angus Glens with some excellent hiking routes to suit all abilities, including one to Queen's Well and another up Mount Keen, Scotland's most easterly Munro. There are 4 walks ranging from 3 miles to 10 miles in length. The Glen Esk paths leaflet gives details on all 4 walks including maps and further information about the area. There is limited tourism infrastructure in the glen, a single-track road with poor signage (little indication is a "dead end" route). No information on car parking availability etc. Glenesk Folk Museum is a museum located in the Glen Esk valley, in Tarfside, there is also a local field providing overnight location for camping and motorhomes. Car parking is available for access many of the walks and Loch Lee.

Glen Clova / Doll: A glacial valley with a blanket of woodland in the very bottom. Mostly working forests, managed by the Forestry Commission Scotland. Managed by Angus Council, Cairngorms National Park Authority & Forestry Commission Scotland. Glen Doll car park is the base for the Angus Glens Ranger Service & has info on walks & cycling in Clova, Doll & Esk Glens. Trails from car park: 2-5 miles.

Corrie Fee is a National Nature Reserve managed by Nature Scot, Access from Glen Doll carp park it is a hidden gem at the end of the glen and attracts a high level of visitors.

Glen Isla: The most westerly of the Angus Glens, and the only one that is a through route for cars. It is a wide valley in the southern Grampians, between Glen Shee and Glen Prosen. The wood is managed by the Woodland trust and there are hiking trails, mountain bike trails and cross-country ski runs. The Glenmarkie Riding Centre lies on the edge of the wood and offers, lessons, pony trekking, pony camps and pony parties.

Glen Prosen: A quiet wooded backwater, with all the wild and rugged splendour of the other Angus glens but without the crowds. Glen Prosen is a narrow, twisty road on the western side and a good circuit can be made by crossing the river at the village of Glen Prosen, returning to Kirriemuir along the western side of the glen via Pearsie. A mile into the glen from Dykehead, is a contemporary cairn commemorating Captain Scott and Doctor Wilson. It is a roadside stone cairn located on a tight corner, poor signage for car parking.

Cycling Trails and Routes

As with the path network, the cycling and mountain biking route and trail networks are an increasingly important part of the Angus tourism infrastructure.

The audit has identified 12 Mountain biking trails and 22 cycling routes. The National Route 1, the long-distance Coasts and Castles route spanning the United Kingdom and the North Sea Cycle Route, National Cycle Network Route 1 connects the Forth Road Bridge at North Queensferry to Dundee, St Andrews, Arbroath and Aberdeen.

Angus Active Travel Strategy

The **Scottish** Government has set out an **active travel** vision for **Scotland**, that by 2030, for the benefit of our communities, walking or cycling will be the most popular choice for shorter everyday journeys.

Angus Council Active Travel strategy sets out how the council will deliver improvements to active travel networks, infrastructure and supporting activities to encourage and enable people to walk and cycle more.

The infrastructure developments of the strategy are primarily for Angus residents. However, where some of the works will benefit / be used by visitors these have been included where considered relevant to the purpose of this infrastructure plan e.g.

- **Broughty Ferry to Monifieth Active Travel Project:** Angus Council are partnering with Dundee City Council on delivering this cross-boundary project to improve the coastal National Cycle Route 1 from Broughty Ferry to Monifieth, which is funded through Sustrans' Places for Everyone. The £9 million project is 100% funded by Sustrans based on offset match funding relating to Dundee City Council's Broughty Ferry Flood Protection Scheme. <https://broughtyferryactivetravel.com>. This route is part of the Angus Coastal Path and will be of direct benefit to visitors using the path and will be a great improvement to the path infrastructure.

Gaps in Provision

- Traffic management signage
- Directional signage
- Orientation and wayfinding signage
- Bike Racks
- EV and Electric Bike charging points
- Data gathering sensors

8.2.5 Motorhome Facilities Provision

Existing Provision

There are 17 Caravan / Camping sites around Angus, with 539 non designated pitches i.e. no specific pitches for Motorhomes, they are multi-use pitches. Only one has 5 pitches designated for Motor Homes.

All of the sites, with the exception of Tarfside, Glen Esk, have formal arrangements for designated waste disposal points and strict rules apply to usage. There is no provision of facilities for the disposal of

motorhome waste except in Angus out with the formal caravan and camping sites. The audit explored the option of disposal of waste for non-staying visitors waste disposal at the sites a service that is not offered by these sites.

Table 3: Angus Motorhome Sites

Name	Location	Designated Pitches	Pitch Capacity	Waste Facilities
Lunan Farm Campsite	Lunan Bay	Motor Homes Welcome But No Designated Pitches	16 Grass Pitches,10 With Electric Hook-Up, 10 Additional Pitches Planned	Yes
Nethercraig Holiday Park	Kirriemuir	Motor Homes Welcome But No Designated Pitches	8 Pitches For Caravans And Motor Homes	Yes
Lochside Caravan Club	Forfar	5 Designated Pitches		Yes
South Links Holiday Park	Montrose		5 Hard Standing And Grass Pitches With Electric Hook Ups	Yes
Gardeners Cottage Campsite	Forfar	Motor Home Service Point	Hwe,Gwe,Hs ,G 6 Pitches	Yes
Drumshademoir Caravan & Camping Park	Glamis	Motor Homes Welcome But No Designated Pitches	72 Touring Pitches, Hs.G All With Electric Hook Up	Yes
Inchcape Motorhome Parking	Arbroath		Check With Angus Council	No
Foresterseat Caravan Park	Forfar	Motor Homes Welcome No Designated Pitches	40 Pitches Shared With Caravan Pitches	Yes
Red Lion Holiday Park	Arbroath	Motor Homes Welcome No Designated Pitches	31 Pitches Shared With Caravan Pitches	Yes
Riverview Caravan Park	Monifeith	Motor Homes Welcome No Designated Pitches	36 Hse	Yes
Eastmill Road Caravan Park	Brechin	Motor Homes Welcome No Designated Pitches	36 14 G Pithces,14 Gwe, 8 Electric Gravel Touring Pitch	Yes
Woodlands Caravan Park	Carnoustie	Motor Homes Welcome No Designated Pitches	43 Pitches	Yes
Tayview Caravan @ Camping Park	Monifeith	Motor Homes Welcome No Designated Pitches	100 Plus Pitches	Yes
Barry Downs Holiday Park	Carnoustie	Motor Homes Welcome No Designated Pitches	65 Pitches	Yes
Glenesk Caravan Park	Edzell	Motor Homes Welcome No Designated Pitches	60 Pitches	Yes
Miltonhaven Seaside Caravan Park	Montrose	Motor Homes Welcome No Designated Pitches	21 Pitches	Yes
Tarfside, Glen Esk	Tarfside	Open Space, No Designated Pitches	Not identified as an open field	No

Possible Gaps in Provision

The audit identified there is adequate capacity on the formal sites for Motorhome provision. It is difficult to define if more provision is required in Angus without more detail market information.

The gaps in provision identified are:

- Sites for the “informal” Motorhome Aires sites. In Scotland, a motorhome falls within the definition of The Caravan Sites Act 1968 that sets out the maximum permitted size of a caravan in Scotland. Any individual or organisation offering overnight stops for motorhomes must do so in compliance with the act. Motorhome owners tend to make last minute plans and only require a safe place to park and sleep before moving on the next day. Many campervan tourers can last at least 3 days without requiring service point facilities, so it is not essential to offer waste disposal at every parking location, especially in rural areas.

These sites will need to be identified, taking into consideration local community views and will preferably be commercially operated by local landowners / communities. The Angus Council Planning and Parking Policies will need to be referred to.

- Creating a network of facilities for the provision of wastewater and toilet waste disposal points for campervans and motorhomes. Four possible types of waste disposal facility design have been identified in the Scottish Water motorhome waste disposal guidance developed in conjunction with SEPA and the Highland Council.

8.2.6 Destination Signage

Signage has a crucial role to play in making any place accessible and visitor and user friendly. The audit has identified that much of the existing signage has evolved over many years and many signs have become dated and in need of replacement while others should have been removed as they do not provide accurate information.

A more consistent and uniform approach to signage would mean that orientation and wayfaring signs could be more informative and coherent. As visitor numbers increase across Angus signage is a crucial part of creating a positive and consistent visitor experience, and to directing both locals and visitors throughout the region.

Improved tourism and wayfinding signage will assist the development of a strong brand identity. Signage should be friendly and engaging; provide valuable information about the facilities and services available; and enable people to navigate safely and easily from place to place. Appropriately designed and welcoming town entry signage will create a positive first impression and foster pride within communities.

Key Findings:

There are a number of issues around signage that the STIDP will need to address, including:

- The destination (brown) signs on the key roads (A90 / A92) give a sense of arrival in Angus and provide directional information for tourism traffic. The secondary directional information is more sporadic and inconsistent. There are directional and informative signage issues in most areas that if addressed could improve the visitor experience;
- Much of the existing orientation and wayfaring signage throughout Angus is outdated or in poor condition; In general, there is no cohesive or comprehensive wayfinding signage in Angus.
- Many of the wayfarer / orientation signage for paths and trails is in many cases degraded or damaged and lacks a consistency in format;
- Many of the map signs in the Angus Glens are old, dilapidated and difficult to read. There is useful information but the quality of presentation and how up to date it is needs to be addressed.
- Inconsistent branding across Angus presents a confusing message to visitors and does not adequately convey Angus as a premium tourist destination
- There is a wide variety in the style and content of tourism interpretation related signage and generally does not enrich the visitor experience or adequately direct visitors to the key features of the area; Much of the signage is dated and needs to be refreshed.
- Angus is well connected to major roads and has a distinctive rural character on the many local roads e.g., Angus Glens. Given that many visitors use the road networks for access to many of the key locations, signage is important tool in managing visitors' movement around the region and dispersal from key sites. This is particularly evident in the Angus Glens, Lunan Bay, East Haven etc. There is an

inconsistency in the signs and more directional circular routes might be a benefit. Use of technology to inform visitors when roads are busy, car parks are full or near capacity again would be a benefit.

- Current signage lacks a co-ordinated approach and does little to orientate visitors around the area and its attractions. It appears as though there is currently no coordinated approach to signage policies and practices.
- Events, both major and community, are of importance to Angus. Event signs inform about current and/or upcoming events and generally display the event name and information regarding where and when the event is being held. This information is static and does not provide real time information. Temporary digital billboards / signs can be located in almost any location i.e., roadside, car parks, etc and can be used to provide real-time information for visitors. Future proofing the digital infrastructure will benefit when major events such as The British open return to Angus.
- Sign Rationalisation and Branding: Signage is one of the most important tools for the management of responsible access. Signs have a significant role to play in promoting paths, trails, beaches etc and encouraging and supporting people in their use. Reducing the clutter of signs across Angus and introducing branding guidelines will improve look and appeal of signs and ensures a consistent approach in communicating with visitors.

8.2.7 Public Transport

A review of public transport is out with the remit of the project. However, the topic came up several times in the consultations. The key issues being:

- The limitation of the rural transport connections especially on east to west routes
- No real time data on services
- Lack of fully integrated public transport particularly when the region fills up with guests attending larger events e.g., Bonfest in Kirriemuir.

8.2.8 Technology and Innovation

There are limitations associated with existing mobile signal connectivity across Angus and this means that local communities (and the visitor) rely upon networks that lack resilience and vary significantly in quality of signal. The result is communities, businesses and visitors in certain locations access to digital information is restricted.

Currently through Angus Council Internet of Things (IOT) Initiative (see Appendix 6.8 for list of IOT base stations) using digital technologies are available to for implementing more effective demand management to support real time provision of data. Improved digital connectivity would support the opportunities for remote, hybrid and digital nomad working in Angus.

Smart and integrated digital technology and data provision would make managing traffic management, car parking, visitor tracking etc easier and an opportunity to strengthen links between transport, service delivery and land use planning. Digital mobility as an essential service allows the future proofing for complete integration between digital information, transport and visitor information and management.

8.3 Product Audit Key Locations Strengths, Weaknesses, Opportunities

Table 4: Key Locations Audit

Angus Council - Strategic Tourism Infrastructure Development Plan, Project Audit			
Location	Strengths	Weaknesses / Challenges	Opportunities
Lunan Bay	<ul style="list-style-type: none"> • Destination Brown Signage • Local Community • Stunning beach • Space to improve infrastructure • Commercial Motor Home Site 16 pitches, 	<ul style="list-style-type: none"> • Car parking surface • Limited car parking for level of visitors • No Toilets / Changing facilities, only limited facilities in café, not of scale for peak times 	<ul style="list-style-type: none"> • Improved car parking layout • E-bike charging, as well as cycle parking and shelter, to support the use of environmentally friendly transport.

Angus Council - Strategic Tourism Infrastructure Development Plan, Project Audit			
Location	Strengths	Weaknesses / Challenges	Opportunities
	<ul style="list-style-type: none"> 10 with charging points and planned capacity increase River access to the beach 	<ul style="list-style-type: none"> No water source for e.g. cleaning paddle boards Poor disabled access No EV charging points (car and bike) General signage poor Waste / Litter disposal – numerous bins but ????? Boardwalk in poor condition Steps from boardwalk to beach – very high and safety issue Access to river for SUP Condition of picnic tables Limited mobile signal Access roads narrow. Ranger service lost funding Picnic benches x 3 tired and damaged 	<ul style="list-style-type: none"> Orientation and interpretation to encourage exploration within and around Lunan Bay and promote it as base for wider travel including and interactive display with information on local attractions, public transport, walking and cycling routes and interpretation. Formalised and signposted car parking area with electric vehicle charging points for cycles (and shelter) and cars, encouraging low carbon transport and active travel. Need for public conveniences to adequately service visitors, include changing facilities, water etc Wayfinding and interpretation of the Angus Coastal trail Enhancement of Angus Coastal Trail Introduce real time car parking information
Auchmithie	<ul style="list-style-type: none"> Small but well-maintained car park Public Toilets – clean and tidy, with disabled facilities 	<ul style="list-style-type: none"> Dated destination signage Poor Angus Coastal Trail Links Path re-directed by Landowner Condition of Angus Coastal Trail Limited mobile signal Access to beach area requires improvement 	<ul style="list-style-type: none"> Coastal path can be developed for both walking and cycling Local Hotel up for sale on the market for £300k
Arbroath Centre	<ul style="list-style-type: none"> Traditional coastal fishing town with a heritage story Close proximity to Arbroath Abbey, conservation area and monument which is a key heritage attraction Strong vehicular connectivity 1EV Charging station at Shore Car Park, 2 	<ul style="list-style-type: none"> Surrounding residential areas have limited pedestrian accessibility across the roundabout towards local amenities This is a node in a movement corridor, rather than a destination Limited pedestrian connectivity across the roundabout, connecting surrounding areas, creating a reliance on cars 	<ul style="list-style-type: none"> Create a space that acts as a 'gateway' into the historical / town centre for pedestrians, cyclists and cars <ul style="list-style-type: none"> Artwork or wayfinding to be an eye-catching feature car parking and cycle parking within an open space Upgrade public realm to include seating and space

Angus Council - Strategic Tourism Infrastructure Development Plan, Project Audit			
Location	Strengths	Weaknesses / Challenges	Opportunities
Arbroath North Beach	<ul style="list-style-type: none"> Stations at Ladybridge Street (all type 2 22kw) Toilet's facilities Large free parking area Located on Sustrans N1 route Cycle rack for 10 bikes Toilet facilities 	<ul style="list-style-type: none"> challenging crossings that create barriers to pedestrian movement no designated cycle way to encourage cyclists moving north to south (or east to west) to connect to existing NCR Lack of northbound connections Evidence of high-volume campervan parking at Inchcape Park (21 on the day of visit) No lifesaving equipment No motorhome points Limited picnic benches x 3 	<ul style="list-style-type: none"> to include seating and planting, as part of an attractive open space Space to develop facilities at Springfield Park
Carnoustie	<ul style="list-style-type: none"> Established premier golf destination Large, designated car parking area EV Charging 1 station at Leisure Centre, 3 stations at the Golf Hotel (all type 2 - 22kw) High quality seafront interpretation boards and footpath lighting Good brown sign directional information to the beach Hub for leisure and sports centre Current investment in new play area "sandy sensation" Public Toilets inside Leisure Centre Multi point access to beach area with handrails and clear safety risk signage Connectivity with Scotrail Network 	<ul style="list-style-type: none"> Railway acts as a barrier to town 	<ul style="list-style-type: none"> Potential to develop the Pavilion Building
Monifieth	<ul style="list-style-type: none"> Good brown sign directional information to the beach 	<ul style="list-style-type: none"> Low level access under railway bridges No sensors 	<ul style="list-style-type: none"> Angus Coastal Path / Active Travel work Improved Interpretation

Angus Council - Strategic Tourism Infrastructure Development Plan, Project Audit			
Location	Strengths	Weaknesses / Challenges	Opportunities
	<ul style="list-style-type: none"> • Good car parking (might be limited at Peak times) • EV Charging • Connects to Angus Coastal Trail • Upgrading on coastal trail as part of Active Travel – www. • Electronic Water condition information board • Access to train station • Excellent beach • Strong Mobile signal 		
Monikie CP	<ul style="list-style-type: none"> • Good Brown Destination Signage • Wide variety of paths and trails (varying condition) • Water sports facilities • Angling facilities • Large car parking areas • 2 EV Charging located in depot area • Adequate signage of paths trails • Visitor Centre • Water changing facilities • Disabled activities 	<ul style="list-style-type: none"> • Significant tree damage impacting paths and trails access • No defibrillator • No electronic counters • Quality of café / marquee seating, layout etc • No electric bike charging • No / limited bike racks / shelters • Adventure Zone closed • No links to other trails / walks etc • Poor mobile signal 	<ul style="list-style-type: none"> • Master Plan in development
Crombie CP	<ul style="list-style-type: none"> • Good brown destination signage • 	<ul style="list-style-type: none"> • Narrow driveway entrance • Limited parking • No EVC stations • Condition of overflow car park • Poor toilets • Limited interpretive signage • Poor destination Info • Ranger site closed • Poor mobile signal • Play area partially closed • Significant tree damage, impacting on trails/paths • Limited BBG / seating area 	<ul style="list-style-type: none"> • Master Plan in development
Glen Clova	<ul style="list-style-type: none"> • Ample trails and paths to explore from low level routes • 7 developed walks • Trail link to Glen Prosen 	<ul style="list-style-type: none"> • Limited parking spaces (20) • Overspill car park poor condition • Limited interpretive signage • No EV / Bike Charging • Poor public toilets • Poor mobile / no signal 	<ul style="list-style-type: none"> • Interpretive signage • Digital parking / road congestion signage • Electronic counters • Walking / Cycling Trail routes

Angus Council - Strategic Tourism Infrastructure Development Plan, Project Audit			
Location	Strengths	Weaknesses / Challenges	Opportunities
	<ul style="list-style-type: none"> Natural Gateway to Cairngorms 	<ul style="list-style-type: none"> No Sensors 	<ul style="list-style-type: none"> Formalised and signposted car parking area with electric vehicle charging points for cycles (and shelter) and cars, encouraging low carbon transport and active travel.
Glen Doll	<ul style="list-style-type: none"> Good ranger station and interpretation Large parking area Scenery and setting 	<ul style="list-style-type: none"> Gella Bridge Picnic Area – condition of tables, interpretive signage No EV / Bike Charging Old style traffic counter No Sensors Limited bike racks / shelters 3-mile Single Track Road with a dead end Overflow Car Parking 	<ul style="list-style-type: none"> Formalised and signposted car parking area with electric vehicle charging points for cycles (and shelter) and cars, encouraging low carbon transport and active travel A managed traffic flow system from Dykehead
Glen Prosen	<ul style="list-style-type: none"> Links to other Glens Through routes 	<ul style="list-style-type: none"> Parking at Wilson Cairn Limited visitor experiences 	<ul style="list-style-type: none"> Improve signage Links r walking trails in other Glens
Glen Isla	<ul style="list-style-type: none"> Circular route Connects to other locations Many activities 	<ul style="list-style-type: none"> Poor signage No sensors 	<ul style="list-style-type: none"> TBC
	<ul style="list-style-type: none"> TBC 	<ul style="list-style-type: none"> TBC 	<ul style="list-style-type: none"> TBC
Glen Esk	<ul style="list-style-type: none"> Access to Loch Lee and many Munros 	<ul style="list-style-type: none"> No Sensors Poor signage Limited mobile signal 	<ul style="list-style-type: none"> TBC
Forfar Loch	<ul style="list-style-type: none"> TBC 	<ul style="list-style-type: none"> TBC 	<ul style="list-style-type: none"> TBC
East Haven	<ul style="list-style-type: none"> Community run Maintained to a high standard Lifesaving equipment and Defib Clear signage Angus Coastal Path & Cycling route N1 High quality nature and wildlife interpretation boards Cycle rack Easy access to beach Bus timetable for Dundee and Arbroath Car parking An Exemplar site 	<ul style="list-style-type: none"> Access restricted by height of railway bridge No BBQ facilities No EV charging points No Sensors 	<ul style="list-style-type: none"> New toilet block Enhanced Angus Coastal Path Data gathering with IOT

8.3.1 EV Charging Points

Location	Address	Post Code	Grid Reference No.	Specification	Supplier	Users	Contactless Payment Option	Bay Markings?	CYC Stickered
Arbroath	Bruce House, Wellgate, Arbroath	DD11 1UH		3kW single outlet, dumb	Elektromotive	Private workplace parking	No		
Arbroath	Bruce House, Wellgate, Arbroath	DD11 1UH		3kW single outlet, dumb	Elektromotive	Private workplace parking	No		
Arbroath	Arbroath Harbour, Shore Car Park	DD11 1PB	36420, 74064	7kW double outlet, smart	APT	Public parking	No	Yes	Yes
Arbroath	Burgh Yard, Arbroath	DD11 4DS	36340, 74179	7kW double outlet, smart	APT	Public/workplace parking	No		
Arbroath	Stanley Street Car Park, Arbroath (HUB Unit 1of3)	DD11 1HJ	64507, 41319	22kW double outlet, smart	APT	Public parking	No	Yes	Yes
Arbroath	Stanley Street Car Park, Arbroath (HUB Unit 2of3)	DD11 1HJ	64507, 41319	22kW double outlet, smart	APT	Public parking	No	Yes	Yes
Arbroath	Stanley Street Car Park, Arbroath (HUB Unit 3of3)	DD11 1HJ	64507, 41319	50kW CCS triple outlet	APT	Public parking	No	Yes	Yes
Arbroath	Ladybridge Street Car Park, Arbroath	DD11 1AS	36435, 74073	22kW double outlet, smart	Swarco	Public parking	No	Yes	Yes

Location	Address	Post Code	Grid Reference No.	Specification	Supplier	Users	Contactless Payment Option	Bay Markings?	CYC Stickered
Arbroath	Ladybridge Street Car Park, Arbroath	DD11 1AS	36435, 74073	50kW CCS triple outlet	Swarco	Public parking	Yes	Yes	Yes
Arbroath	Bruce House, Wellgate, Arbroath	DD11 3TP	36386, 74126	50kW CCS triple outlet	Swarco	Public/ workplace parking	Yes	Yes	
Arbroath	Bruce House, Wellgate, Arbroath	DD11 3TP	36386, 74126	22kW double outlet, smart	Swarco	Public/ workplace parking	No	Yes	
Birkhill	Birkhill and Muirhead Millennium Hall	DD2 5QE	33487, 73410	50kW CCS triple outlet	Swarco	Public/workplace parking	Yes		
Birkhill	Birkhill and Muirhead Millennium Hall	DD2 5QE	33487, 73410	22kW double outlet, smart	Swarco	Public/workplace parking	No	Yes	
Brechin	Maisondieu Primary School Car Park, Maisondieu Lane, Brechin	DD9 6JB	35963, 76032	22kW double outlet, smart	APT	Public parking	No	Yes	Yes
Brechin	Maisondieu Lane Car Park, Brechin	DD9 6EQ	35964, 76029	22kW double outlet, smart	Swarco	Public parking	No	Yes	Yes
Brechin	Maisondieu Lane Car Park, Brechin	DD9 6EQ	35964, 76029	50kW CCS triple outlet	Swarco	Public parking	Yes	Yes	Yes
Brechin	Church Street Car Park	DD9 6HB	35966, 76019	50kW CCS triple outlet	Swarco	Public parking	Yes	Yes	Yes

Location	Address	Post Code	Grid Reference No.	Specification	Supplier	Users	Contactless Payment Option	Bay Markings?	CYC Stickered
Carnoustie	High Street Car Park, Carnoustie (HUB Unit 1of3)	DD7 6AG	56429, 34574	22kW double outlet, smart	APT	Public parking	No	Yes	Yes
Carnoustie	High Street Car Park, Carnoustie (HUB Unit 2of3)	DD7 6AG	56429, 34574	22kW double outlet, smart	APT	Public parking	No	Yes	Yes
Carnoustie	High Street Car Park, Carnoustie (HUB Unit 3of3)	DD7 6AG	56429, 34574	50kW CCS triple outlet	APT	Public parking	No	Yes	Yes
Carnoustie	Carnoustie Sports Centre Car Park	DD7 7JB	35633, 73429	7kW double outlet, smart	Swarco	Public parking	No	Yes	Yes
Carnoustie	Links Avenue Car Park	DD7 7EP	35593, 73452	50kW CCS triple outlet	Swarco	Public parking	Yes	Yes	Yes
Forfar	Angus House, Orchardbank, Forfar	DD8 1AN	34358, 74968	50kW CCS triple outlet	APT	Public/workplace parking	No	Yes	Yes
Forfar	Angus House, Orchardbank, Forfar	DD8 1AN	34358, 74968	7kW double outlet, smart	Swarco	Public/workplace parking	No	Yes	Yes
Forfar	East Greens Car Park, Forfar	DD8 3AR	34575, 75088	22kW double outlet, smart	Swarco	Public parking	No	Yes	Yes
Forfar	East Greens Car Park, Forfar	DD8 3AR	34575, 75088	50kW CCS triple outlet	Swarco	Public parking	Yes	Yes	Yes

Location	Address	Post Code	Grid Reference No.	Specification	Supplier	Users	Contactless Payment Option	Bay Markings?	CYC Stickered
Forfar	HUB at Orchard Loan, Forfar (Rapid 4 of 4)	DD8 1WS		50kW CCS triple outlet	Swarco	Public parking	Yes	N/A	Yes
Forfar	HUB at Orchard Loan, Forfar (Rapid 3 of 4)	DD8 1WS		50kW CCS triple outlet	Swarco	Public parking	Yes	N/A	Yes
Forfar	HUB at Orchard Loan, Forfar (Rapid 2 of 4)	DD8 1WS		50kW CCS triple outlet	Swarco	Public parking	Yes	N/A	Yes
Forfar	HUB at Orchard Loan, Forfar (Rapid 1 of 4)	DD8 1WS		50kW CCS triple outlet	Swarco	Public parking	Yes	N/A	Yes
Forfar	HUB at Orchard Loan, Forfar (Fast 3 of 3)	DD8 1WS		22kW double outlet, smart	Swarco	Public parking	No	N/A	Yes
Forfar	HUB at Orchard Loan, Forfar (Fast 1 of 3)	DD8 1WS		22kW double outlet, smart	Swarco	Public parking	No	N/A	Yes
Forfar	HUB at Orchard Loan, Forfar (Fast 2 of 3)	DD8 1WS		22kW double outlet, smart	Swarco	Public parking	No	N/A	Yes
Forfar	HUB at Orchard Loan, Forfar (Slow 1 of 2)	DD8 1WS		7kW double outlet, smart	Swarco	Public parking	No	N/A	Yes
Forfar	HUB at Orchard Loan, Forfar (Slow 2 of 2)	DD8 1WS		7kW double outlet, smart	Swarco	Public parking	No	N/A	Yes

Location	Address	Post Code	Grid Reference No.	Specification	Supplier	Users	Contactless Payment Option	Bay Markings?	CYC Stickered
Forfar	Myre Road Car Park, Myre Road, Forfar	DD8 1BA	34547, 75066	50kW CCS triple outlet	Swarco	Public parking	Yes		
Forfar	Myre Road Car Park, Myre Road, Forfar	DD8 1BA	34545, 75068	22kW double outlet, smart	Swarco	Public parking	No		
Friockheim	Friockheim Park, Friockheim	DD11 4XB	35995, 74968	22kW double outlet, smart	Swarco	Public parking	No	Yes	Yes
Friockheim	Friockheim Park, Friockheim	DD11 4XB	35995, 74968	50kW CCS triple outlet	Swarco	Public parking	Yes	Yes	Yes
Kirriemuir	Bellies Brae Car Park, Bellies Brae, Kirriemuir	DD8 4EB	33854, 75375	22kW double outlet, smart	APT	Public parking	No	Yes	Yes
Kirriemuir	Reform Street Car Park, Kirriemuir	DD8 4EB	33860, 75402	22kW double outlet, smart	Swarco	Public parking	No	Yes	Yes
Kirriemuir	Bellies Brae Car Park, Bellies Brae, Kirriemuir	DD8 4EB	33854, 75375	50kW CCS triple outlet	Swarco	Public parking	Yes	Yes	Yes
Kirriemuir	Reform Street Car Park	DD8 4BS	33860, 75402	50kW CCS triple outlet	Swarco	Public parking	Yes	Yes	Yes
Kirriemuir	Bellies Brae Car Park, Bellies Brae, Kirriemuir	DD8 4EB	33854, 75375	22kW double outlet, smart	Swarco	Public parking	Yes	Yes	Yes

Location	Address	Post Code	Grid Reference No.	Specification	Supplier	Users	Contactless Payment Option	Bay Markings?	CYC Stickered
Letham	The Square, Letham	DD8 2PZ	35293, 74883	22kW double outlet, smart	Swarco	Public parking	No	Yes	Yes
Letham	The Square, Letham	DD8 2PZ	35293, 74883	50kW CCS triple outlet	Swarco	Public parking	Yes	Yes	Yes
Monifieth	Marine Drive, Monifieth	DD5 4NN	50013, 32287	22kW double outlet, smart	APT	Public parking	No	Yes	Yes
Monifieth	Marine Drive, Monifieth	DD5 4NN	50013, 32287	22kW double outlet, smart	Swarco	Public parking	No	Yes	Yes
Monifieth	Marine Drive, Monifieth	DD5 4NN	50013, 32287	50kW CCS triple outlet	Swarco	Public parking	Yes		
Monifieth	Marine Drive, Monifieth	DD5 4NN	50013, 32287	50kW CCS triple outlet	Swarco	Public parking	Yes		
Monikie	Country Park Car Park	DD5 3QA	350147 3836	22kW double outlet, smart	Swarco	Public/workplace parking	No	Yes	
Montrose	Montrose Sports Complex, Marine Avenue, Montrose	DD10 8TR	37188, 75762	22kW double outlet, smart	APT	Public parking	No	Yes	Yes
Montrose	Lower Hall Street Car Park, Carnoustie (HUB Unit 1of2)	DD10 8JN	71247, 58171	50kW CCS triple outlet	APT	Public parking	Yes	Yes	Yes

Location	Address	Post Code	Grid Reference No.	Specification	Supplier	Users	Contactless Payment Option	Bay Markings?	CYC Stickered
Montrose	Lower Hall Street Car Park, Carnoustie (HUB Unit 1of2)	DD10 8JN	71247, 58171	22kW double outlet, smart	APT	Public parking	No	Yes	Yes
Montrose	Baltic Street Car Park, Montrose	DD10 8ET	37154, 75772	22kW double outlet, smart	Swarco	Public parking	No	Yes	Yes
Montrose	Baltic Street Car Park, Montrose	DD10 8ET	37154, 75772	50kW CCS triple outlet	Swarco	Public parking	Yes	Yes	Yes

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8.3.2 Public Conveniences and Changing Place Toilets

Location	Facilities	Comments
1. Arbroath Sports Centre (toilet)	<ul style="list-style-type: none"> male and female accessible toilet baby changing 	
2. Arbroath, Bus Station, Catherine Street	<ul style="list-style-type: none"> male & female 	
3. Arbroath, Harbour Visitor Centre	<ul style="list-style-type: none"> male & female baby changing facility unit for people with disabilities RADAR unit for people with disabilities, RADAR key required Changing Places toilet 	
4. Arbroath, Market Place Superloo	<ul style="list-style-type: none"> male & female attendant on duty baby changing facility unit for people with disabilities RADAR unit for people with disabilities, RADAR key required 	
5. Arbroath, Ness-Victoria Park	<ul style="list-style-type: none"> Seasonal opening times male & female unit for people with disabilities RADAR - RADAR unit for people with disabilities, RADAR key required 	
6. Arbroath, Saltire Sports Centre (toilet)	<ul style="list-style-type: none"> male and female accessible toilet baby changing 	
7. Arbroath, Signal Tower Museum (toilet)	<ul style="list-style-type: none"> male and female accessible toilet baby changing facilities 	
8. Arbroath, West Links	<ul style="list-style-type: none"> male and female baby changing facility unit for people with disabilities RADAR unit for people with disabilities, RADAR key required 	
9. Auchmithie toilets	<ul style="list-style-type: none"> male & female unit for people with disabilities RADAR unit for people with disabilities, RADAR key required 	
10. Auchterhouse toilets	<ul style="list-style-type: none"> male & female 	
11. Brechin Community Campus (toilet)	<ul style="list-style-type: none"> male and female accessible toilet baby changing 	
12. Brechin, Church Street	<ul style="list-style-type: none"> male & female unit for people with disabilities baby changing facility RADAR unit for people with disabilities, RADAR key required 	

Location	Facilities	Comments
13. Brechin, Southesk Street	<ul style="list-style-type: none"> Seasonal opening times male & female unit for people with disabilities 	
14. Carnoustie Library	<ul style="list-style-type: none"> male & female unit for people with disabilities 	
15. Carnoustie Sports Centre	<ul style="list-style-type: none"> male and female accessible toilet baby changing 	
16. Carnoustie, The Station Hotel	<ul style="list-style-type: none"> Comfort Partnership male & female unit for people with disabilities baby changing facility 	
17. Crombie Country Park	<ul style="list-style-type: none"> Seasonal opening times male & female 	
18. Easthaven toilets	<ul style="list-style-type: none"> Community Partnership Seasonal Male & female No disabled facilities 	<ul style="list-style-type: none"> £10,000 funding secured to upgraded toilets. Now completed
19. Edzell toilets	<ul style="list-style-type: none"> Male & female RADAR unit for people with disabilities, RADAR key required 	
20. Ferryden toilets	<ul style="list-style-type: none"> Male and female, no disabled facility 	
21. Forfar Community Campus	<ul style="list-style-type: none"> male and female accessible toilets baby changing (café area) Changing Places toilet 	
22. Forfar Loch, Ranger's Centre	<ul style="list-style-type: none"> Building with two unisex toilets, one with baby changing facility. Both units are suitable for people with disabilities 	
23. Forfar, Buttermarket Superloo	<ul style="list-style-type: none"> male & female RADAR unit for people with disabilities, RADAR key required - available to buy from Disability Rights UK attendant on duty baby changing facility 	
24. Forfar, Meffan Museum and Art Gallery (toilet)	<ul style="list-style-type: none"> Open Thursday to Saturday: 10am to 3pm male and female accessible baby changing facilities 	
25. Friockheim toilets Community Hub	<ul style="list-style-type: none"> Changing Places facility within the Hub is fully accessible open 24/7, 365 days a year with a RADAR key 	
26. Friockheim, Bus Stance	<ul style="list-style-type: none"> Male & female 	
27. Glamis toilets	<ul style="list-style-type: none"> male & female unit for people with disabilities 	

Location	Facilities	Comments
28. Glen Clova – Glen Doll Ranger Station	<ul style="list-style-type: none"> male & female at Ranger station 	<ul style="list-style-type: none"> water quality issue
29. Glen Clova, Milton of Clova, Picnic area	<ul style="list-style-type: none"> Seasonal opening male & female unit for people with disabilities 	
30. Glenesk toilets	<ul style="list-style-type: none"> Seasonal opening - late March/early April to late September/early October. Open during winter on weekends only. male & female unit for people with disabilities 	
31. Glenisla toilets	<ul style="list-style-type: none"> Seasonal opening - late March/early April to late September/early October. Community Partnership toilet. male & female unit for people with disabilities 	
32. Kirriemuir, Gateway to the Glens Museum	<ul style="list-style-type: none"> male & female unit for people with disabilities 	
33. Kirriemuir, Reform Street	<ul style="list-style-type: none"> male & female unit for people with disabilities baby changing facility 	
34. Kirriemuir, The Den	<ul style="list-style-type: none"> Seasonal opening April until mid-October Community Partnership toilet male & female 	
35. Kirriemuir, The Hill	<ul style="list-style-type: none"> Community Partnership toilet male & female 	
36. Kirriemuir, Webster's Sports Centre	<ul style="list-style-type: none"> Monday to Friday: 9am to 9pm Saturday: 9am to 12 noon Sunday: closed male and female accessible toilet baby changing Changing Places toilet 	
37. Letham toilets – Hand Pict Gallery	<ul style="list-style-type: none"> Comfort Partnership toilet. 	
38. Lunan Farm Shop	<ul style="list-style-type: none"> Comfort Partnership toilet. The shop is open 10am to 4pm until the end of October. Separate cubicle for male, female and accessible. Baby-change facilities. 	
39. Monifieth Library	<ul style="list-style-type: none"> male & female unit for people with disabilities 	
40. Monifieth Blue Seaway, Riverview Drive	<ul style="list-style-type: none"> Seasonal Opening April to August: 10am to 7pm September: 10am to 6pm 1 October to mid-October (end of school holidays): 10am to 5pm male and female 	

Location	Facilities	Comments
41. Monikie toilets	<ul style="list-style-type: none"> Generally open 9.15am to 4pm (Sept to April) and 9am to 8pm (May to August) male & female 	
42. Montrose Sports Centre toilets	<ul style="list-style-type: none"> male and female accessible toilet baby changing Changing Places toilet 	
43. Montrose, Baltic Street Car Park Superloo	<ul style="list-style-type: none"> male & female unit for people with disabilities attendant on duty baby changing facility 	
44. Montrose, Montrose Museum (toilet)	<ul style="list-style-type: none"> Thursday to Saturday: 10am to 3pm Male & female accessible toilet baby changing facilities 	
45. Montrose, The Splash, Traill Drive	<ul style="list-style-type: none"> Seasonal opening April to August: 10am to 7pm September: 10am to 6pm 1 October to mid-October (end of school holidays): 10am to 5pm Building with two unisex toilets, one with baby changing facility. Both units are suitable for people with disabilities (but not accessible by special RADAR key). 	
46. Montrose, Town Buildings, High Street	<ul style="list-style-type: none"> This is a RADAR unit for people with disabilities, RADAR key to enter 	
47. Newtyle toilets	<ul style="list-style-type: none"> Seasonal opening - late March/early April to late September/early October. Community Partnership Toilet. 	

8.3.3 Angus Council Operated Car Parks

Town	Stay	Capacity	Town	Stay	Capacity
Arbroath			Kirriemuir		
Gravesend	L	15	Bellie's Brae	L	63 (3)(2)
Guthrie Port	L	10 (1)	Glengate	L	27
Helen Street	L	23 (1)	Reform Street	S	63 (3)
High St / Hill St	L	119 (3)		TOTAL	153 (6)(2)
Ladybridge St / Marketgate	L	99 (4)			
Leonard St / Barngreen	L	28 (1)	Montrose		
Millgate/North Grimsby	L	79 (1)	Baltic Street	S	26 (2)
North Port / Hamilton Green	S	21 (1)	Lower Hall Street	L	80
The Shore	L	34 (1)(2)	Murray Lane	L	62 (2)
West Abbey Street	S	45 (3)		TOTAL	168 (4)
Stanley Street	L	69 (4)			
St Vigeans	L	15	Ferryden		
	TOTAL	557 (20)(2)	William Street	L	12
				TOTAL	12
Brechin					

Town	Stay	Capacity	Town	Stay	Capacity
City Road (West Side)	L	29 (1)	Glamis		
City Rd (South End)	L	15 (1)	Within Village	L	31(1)
Market Street	S	18 (1)		TOTAL	31(1)
Church Street	S	32 (4)			
Maisondieu Lane (East)	S	16 (1)	Fowls Easter		
Maisondieu Lane (West)	L	63 (1)	Within Village	L	14
	TOTAL	173 (9)		TOTAL	14
Carnoustie					
High Street	S	33 (2)	GRAND TOTAL	1,684	Spaces
Links Avenue	L	33 (2)		56	Disabled
Park Avenue	L	50 (2)		4	Electric
	TOTAL	116 (6)		3	Coaches
Forfar					
Green Street	S	17 (2)			
East Greens	L	210 (4)(2)			
Myre Road (East)	L	7 (4)			
Myre	L	187			
Old Halkerton Road	L	10			
St James Road	L	13			
West High Street	L	16 (1)			
	TOTAL	460 (11)(2)			

L = Long Stay (up to 72 hours maximum)

S = Short stay (maximum of 2 hours) () = Disabled

Spaces

() = Electric Charging Point

() Coaches

8.3.4 Angus Cycle Routes

Route	Distance	Grading
Circuit through Rural Angus	27.5km/17m	Easy
Arbroath Harbour to Barry Circuit	30km/19m	Easy
Kinnordy to Kingoldrum Circuit	15km/9m	Moderate
Edzell to Inchbare Circuit	8.5km/5.3m	Easy
Arbroath to Montrose	55km/33m	Moderate
Keptie Pond to Letham Grange	20km/12m	Easy
Kirriemuir to Loch of Lintrathen	32km/20m	Moderate
Forfar Loch to Glamis	32.5km/20m	Easy
Forfar to Glenogil Circuit	51.5km/32m	Moderate/Difficult
Kirriemuir to Glenisla Circuit	56.3km/35m	Difficult
Peter Pan Statue (Kirriemuir) to Reekie Linn	32.5km/20.2m	Moderate
Cateran Gran Fondo	109km/68m	Difficult
Folda & Forter Road	8km/5m	Easy
Circuit of Montrose Basin	27.5km/20m	Easy/Moderate
Loch of Lintrathen	26km/16m	Easy
Forfar, Aberlemno and Letham Circuit	41km/25m	Moderate
Carnoustie to Crombie Park	46.5km/28.4m	Moderate
Monifieth to Carrot Hill	35km/22m	Moderate/Difficult
Glen Clova Circuit	30.5km/19m	Easy/Moderate
Letham, Guthrie and Pitmuies Circuit	33.5km/21m	Moderate
Montrose to Edzell via Fettercairn	66km/41m	Moderate/Difficult
Carnoustie to Forfar	53km/38m	Moderate/Difficult

8.3.5 Angus Mountain Bike Trails

Route	Distance	Grading
Backmuir Woods	4km	Easy (Green)
Glen Esk, Tarfside and the Badalair	14.5km	Difficult (Red)
Backwater & Glenisla	64km	Difficult (Red)
Arbroath, Arbirlot, Ethie Woods and the Coast	24km	Intermediate (Blue)
Glen Doll and Jocks Road	8km	Intermediate (Blue)
Glen Doll, Loch Muick and The Capel Mounth	24.5km	Difficult (Red)
Montrose, Hillside and Northwater Bridge	14km	Easy (Green)
Glenisla & Kilry	18km	Easy (Green)
Monega Pass	42km	Difficult (Red)
Brechin and Burghill Woods Circuit	12km	Intermediate (Blue)
Glen Markie, Glen Isla and The CATERAN Trail	16km	Intermediate (Blue)
Caddam Woods and Loch of Kinnordy	8km	Easy (Green)
Balmashanner Hill and Forfar Loch	11.5km	Intermediate (Blue)
Glenisla Forest	12km	Easy (Green)

8.3.6 IOT Scotland Sites Angus Stations

Site	Full Address	Postcode	UPRN
Letham PS	Letham, By Forfar	DD8 2PG	117080471
Friockheim PS	Friockheim	DD11 4XB	117097152
Carmyllie PS	Redford, By Arbroath	DD11 2RD	117083457
Colliston PS	Colliston, Arbroath,	DD11 3RR	117081724
Wardykes PS	Wardykes Avenue, Arbroath	DD11 4AN	117082500
Inverarity PS	Inverarity, By Forfar	DD8 2JN	117079084
Glamis PS	2 Strathmore Rd, Glamis, By Forfar	DD8 1RX	117096129
Tannadice PS	By Forfar	DD8 3SH	117079837
Maison Deu PS	Maisondieu Primary School, St Andrews Street, Brechin	DD9 6JB	117081543
Andover PS	Andover Primary School, 50A Drumachlie Park, Brechin	DD9 7BU	117083810
Stracathro	Stracathro, By Brechin	DD9 7QE	117097328
Edzell PS	3 Lethnot Road, Edzell	DD9 7TG	117099736
Montrose Library	Montrose Library High St, Montrose	DD10 8PH	117105311
Montrose sports centre	Marine Avenue, Montrose	DD10 8TR	117083586
Strathmore Unit	Strathmore Avenue 57 Strathmore Ave, Forfar	DD8 1ND	117083735
Forfar Campus	Forfar Community Campus, Kirriemuir Road, Forfar	DD8 3TG	117134303
Angus house	Orchardbank Business Park, Forfar	DD8 1AN	117116017