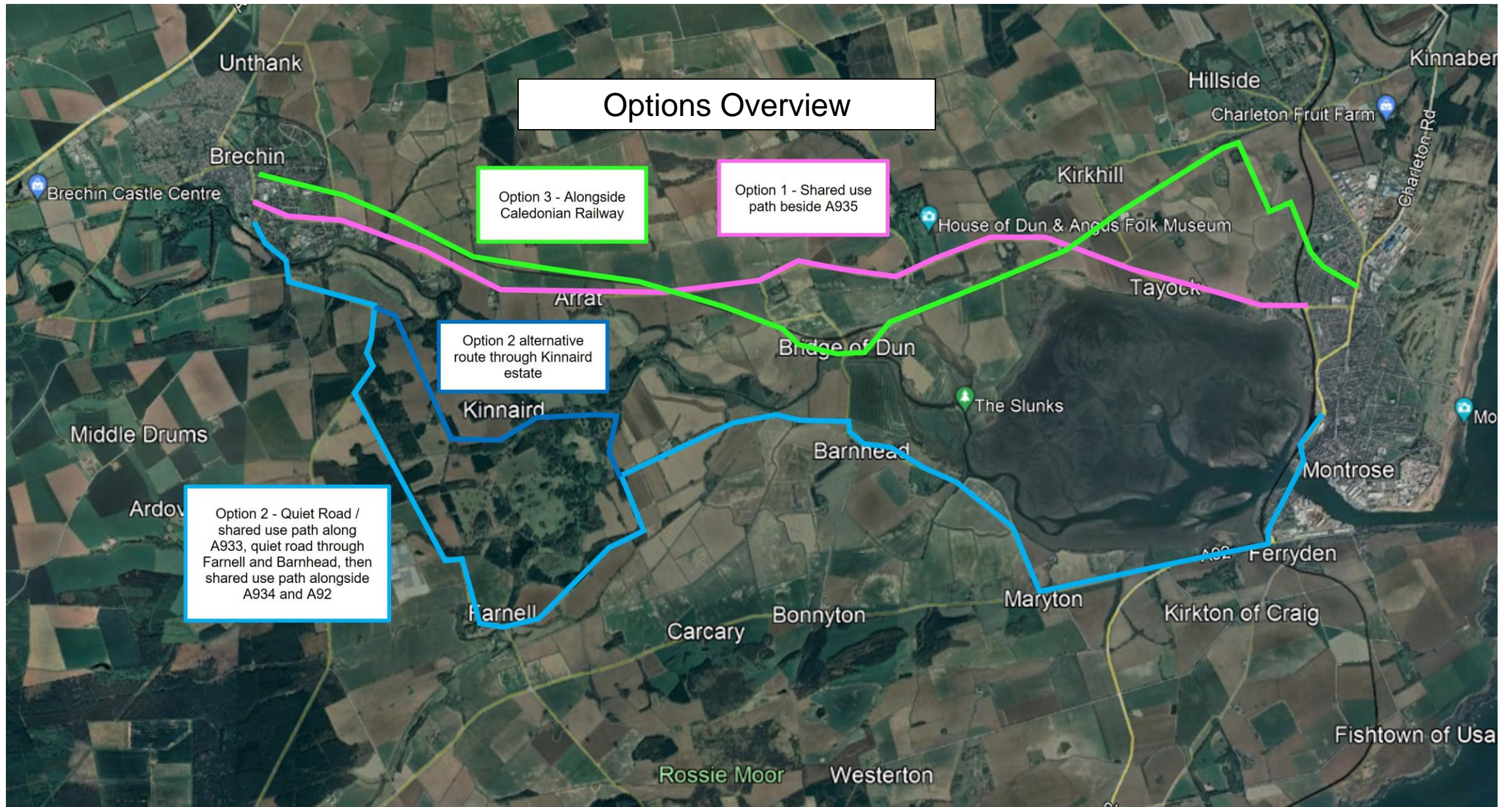


Brechin to Montrose



Option 1 – A935

- A direct route alongside the A935, which would consist of a 2.5m wide shared use path, with 0.5m separation strip to the road carriageway
- A 20mph speed limit would be introduced on Union Street in Brechin to support on-road cycling
- The shared use path would start at Drumachlie Loan and end at Omar Avenue in Montrose
- Connection to Montrose town centre would be via existing shared use path on Brechin Road – width currently constrained where it crosses the railway line

Option 1



Option 1

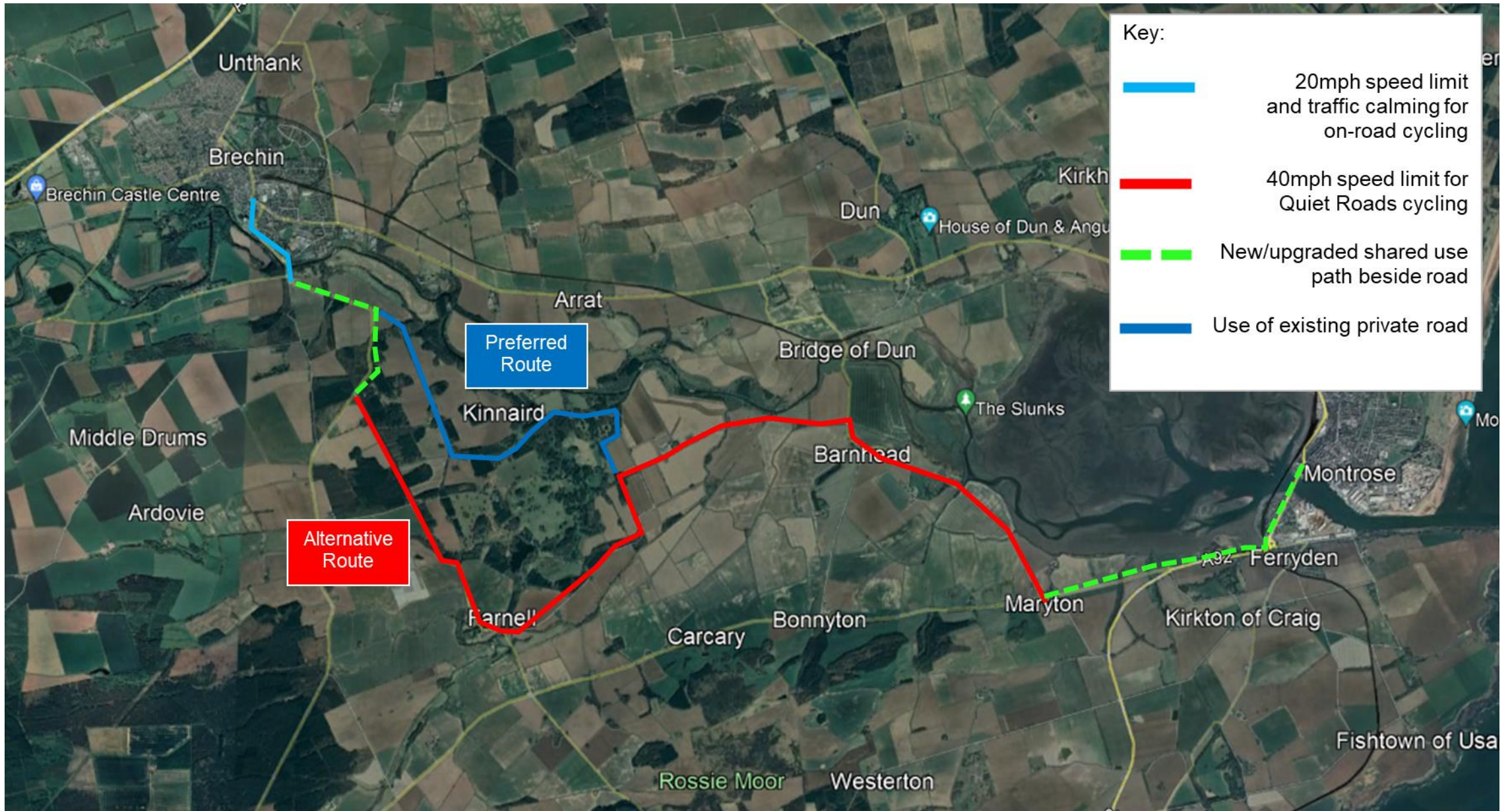
Option 1: A935

Strengths	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none">• Small changes in gradient along route leading to greater comfort when cycling.• Most direct route.• Minimal loss of existing vegetation.	<ul style="list-style-type: none">• Cyclists remain on or adjacent to road and so have a greater risk of collisions with traffic leading to discomfort.• Conflict with junctions along shared use path from Brechin to Montrose which also require crossings being built.• Shared use path travelling adjacent to the A935 does not conform to standards due to the buffer width used being recommended for speeds of 20mph due to width constraints	<ul style="list-style-type: none">• Improved active travel link between Brechin and Montrose and the developments along the route.• Removes barriers to active travel by providing link to wider active travel network.	<ul style="list-style-type: none">• Potential for road safety audit impact on speed limit and traffic calming implementation.• Feasibility of option depends on successful land acquisition for widening of shared use path.• Width constraints along shared use path adjacent to A935 due to property boundaries.• Widths constraints due to existing bridges.• Feasibility of option depends on extent of earthworks required due to level differences where shared use path is to be constructed or widened at certain points along the A935.

Option 2

- Option which comprises a mix of on-road and off-road sections, making use of quieter roads to the south of the river
- Bridge Street and River Street in Brechin would be 20mph for on-road cycling
- To the south of the river crossing, a new shared use path would be formed next to the carriageway of the A933
- From there, two on-road options have been identified. The preferred option would go through the Kinnaird estate, utilising existing private roads. The alternative, should access agreements not be reached for the Kinnaird estate route, would involve reducing the speed limit on the unnamed road which serves Farnell to 40mph for on-road cycling
- The on-road route would then head east before passing through Barnhead and Maryton
- A new shared use path would be built alongside the A934 at Maryton, heading east to where it joins the A92
- The existing shared use path alongside the A92 would be upgraded towards Montrose

Option 2



Option 2

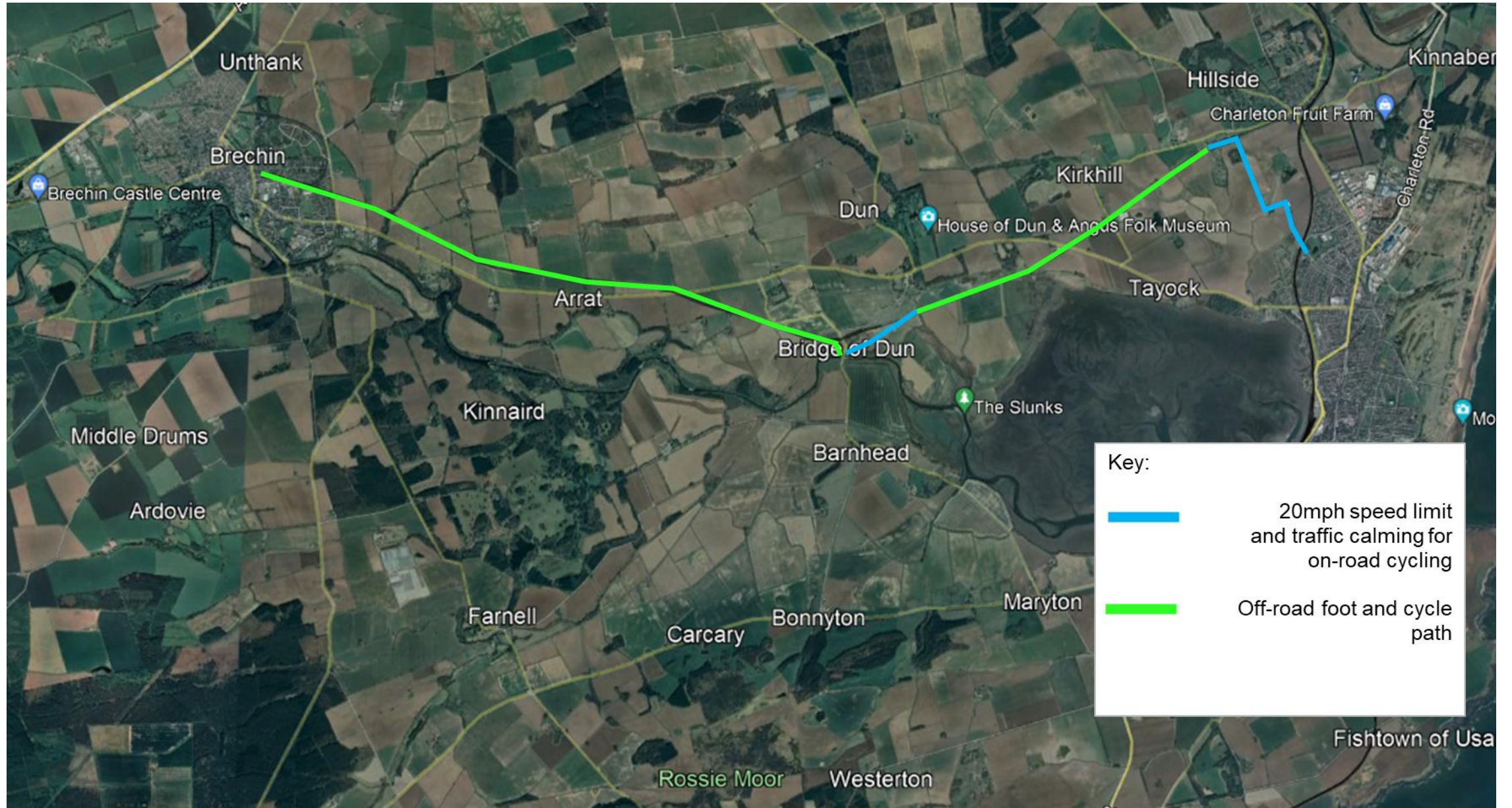
Option 2: Southern Quiet Roads

Strengths	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none"> Existing vegetation protected due to reconditioning of existing paths and on-road provisions on parts of the route Links to existing properties on track. 	<ul style="list-style-type: none"> Shared use path travelling along the A933, A934 and A92 does not conform to standards due to the buffer width used being recommended for speeds of 20mph due to width constraints. High rails along Montrose Bridge leading to discomfort. Majority of route is an on-road cycle provision leading to discomfort due to conflict with traffic. Steep gradients observed on-road between Southesk Farm and Barnton leading to discomfort and on Witchden Road. As majority of route is on-road it has limited pedestrian provisions 	<ul style="list-style-type: none"> Ties in with existing shared use provision on A92 before Montrose Bridge. Removes barriers to active travel by providing link to wider active travel network. Ability to improve existing crossing on A92 before the Montrose Bridge. Ability to remove roundabout linking Montrose Bridge, Bridge Street and Wharf Street and replace it with a signalised junction. 	<ul style="list-style-type: none"> Feasibility of preferred option depends on permissions required to use private access track through Kinnaird Park. River Street is liable to flooding. Potential for road safety audit impact on speed limit and traffic calming implementation. Feasibility of option depends on extent of earthworks required due to level differences where shared use path is to be constructed on A934. Feasibility of option depends on successful land acquisition for widening or construction of shared use path.

Option 3

- This route would involve a new shared foot and cycle path built alongside the operational section of the Caledonian Railway line, and on the former track-bed of the disused section east of Bridge of Dun
- A diversion around Bridge of Dun station would be created, with a short section of on-road cycling required to access a new path built on the disused railway section
- The new path would then connect to Borrowfield Farm Cottages Road, to the northwest of Montrose, which would be upgraded provide an on-road link into Montrose

Option 3



Option 3

Option 3: Caledonian Railway Alignment

Strengths	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none">• Second most direct option.• Majority of route is a remote shared use provision leading to comfort.• Limited conflict with junctions and so no crossings are required to be constructed.	<ul style="list-style-type: none">• The route comes into contact with many historically listed buildings and bridges.• Extensive vegetation removal when constructing shared use path adjacent to or on the alignment of the disused railway.	<ul style="list-style-type: none">• Removes barriers to active travel by providing link to wider active travel network.• Opportunity to attract leisure/tourist users and dual use with railway	<ul style="list-style-type: none">• Feasibility of option depends on the potential widening of the railway bridge in Brechin or for the route to deviate around it.• Feasibility of option depends on extent of earthworks required due to level differences where shared use path is to be constructed on the unused railway track.• Feasibility of route depends on successful land acquisition where the route deviates from the unused railway and where the disused railway is currently being used for agricultural purposes.• The mixed use street used to bypass the Bridge of Dun railway station is subject to a high risk of flooding.• Feasibility of option depends on permissions required to use private access track