

ANGUS COUNCIL

24 JUNE 2021

CYCLING, WALKING AND SAFER ROUTES UPDATE AND 2021/22 PROGRAMME OF PROJECTS

REPORT BY DIRECTOR OF INFRASTRUCTURE

ABSTRACT

This report updates the Council on the delivery of the programme of projects funded in 2020/21 through the Cycling, Walking and Safer Routes fund ("CWSR") and seeks approval of the programme of projects to be funded during 2021/22.

1. RECOMMENDATION

It is recommended that the Council:

- (i) notes the amended programme of projects undertaken during 2020/21;
- (ii) approves the programme of projects to be undertaken funded by CWSR during financial year 2021/22; and
- (iii) notes that a list of other projects identified through the CWSR consultation process is utilised as substitutes for the CWSR programme of projects 2021/22 and delegates authority to the Service Leader – Roads & Transportation to make substitutions and to feed the others into the pipeline of Active Travel projects as funding opportunities are presented.

2. ALIGNMENT TO THE COUNCIL PLAN

This report contributes to the Council Plan 2019-2024 priorities:

ECONOMY: We want Angus to be a 'go-to' area for businesses

- We will make Angus a low-carbon, sustainable area

PEOPLE: We want to maximise inclusion and reduce inequalities

- We will work collaboratively for and with our citizens to keep them safe in resilient communities

PLACE: We want our communities to be strong, resilient and led by citizens

- We will engage with citizens and communities to deliver the right services in the right place at the right time
- We will continue to reduce the council's carbon footprint with the aim of reducing our net carbon emissions to zero by 2045

3. BACKGROUND

3.1 The Cycling, Walking and Safer Streets (CWSS) fund is a ring-fenced capital grant from Transport Scotland and was established in 2001. The funding was initially set to run until 2011/12, however this was extended for a further three years to the end of 2014/15. Since then, further allocations have been provided on an annual basis. The allocation for 2021/22 is £509,000 - marginally lower than the 2020/21 allocation of £512,000, and a significant increase of the 2019/20 allocation of £191,000.

3.2 The offer of grant letter for 2021/22 has renamed the capital grant to Cycling, Walking and Safer Routes (CWSR).

4. CURRENT POSITION

- 4.1 A programme of works to be undertaken in 2020/21 was approved by Special Arrangements Committee on 23 June 2020 (reference Report No. 180/20). A summary of the projects undertaken during 2020/21 is attached to this report (see **Appendix 1**).
- 4.2 A public consultation exercise for the 2021/22 programme of works was open from 23 April to 7 May 2021. This involved an article being published in the local press, our website and social media platforms (Facebook and Twitter). The article invited members of the public to submit ideas and suggestions on what could be done to make travel safer where they live and to encourage active travel in their area through cycling and walking. One of the sites was suggested by an elected member directly.
- 4.3 These ideas and suggestions, along with previous years projects that remain outstanding and relevant, were assessed by an officer panel from the Schools & Learning, Infrastructure and Communities Directorates against predetermined criteria of the grant funding and to determine the extent to which they:
- meet strategic objectives;
 - link with other walking and cycling initiatives; and
 - contribute to child safety, through for example, safer routes to schools.
- 4.4 The initial programme of projects (see **Appendix 2**) from the above officer panel assessment was reviewed by the Road Safety Member Officer Working Group (MOWG) on 2 June 2021, under the MOWG's remit for active travel.
- 4.5 A number of projects were identified through the CWSR consultation and assessment process that are considered to merit specific consideration for future funding opportunities that may be more appropriate or advantageous, and as substitutes for the CWSR programme of projects 2021/22 should any of the projects approved be undeliverable before the end of March 2022. These are listed in **Appendix 3**.
- 4.6 A location plan is included in **Appendix 4** showing the distribution of projects across Angus from CWSR 2020/21 (listed in Appendix 1), proposed CWSR 2021/22 (listed in Appendix 2) and other projects (listed in Appendix 3).

5. PROPOSALS

- 5.1 A summary of the proposed programme of projects to be undertaken in 2021/22, along with location plans for the projects, is presented in Appendix 2.
- 5.2 It is further proposed that the list of other active travel projects presented in Appendix 3, identified and assessed through CWSR, be utilised to feed into the pipeline of Active Travel projects (reference Report No. 43/21) as funding opportunities are presented, will be reassessed against the specific funding criteria on offer.
- 5.3 As the projects on the CWSR programme or other funded active travel are developed, further details will be provided to elected members in the relevant Burgh(s), shared with community councils and publicised in advance of physical works commencing. Any major projects would also be subject to reporting to committee as appropriate.

6. FINANCIAL IMPLICATIONS

- 6.1 The ring-fenced capital grant allocation for 2021/22 is £509,000. The overall programme of projects, as detailed in Appendix 2, which detail the estimated costs for each project, will be contained within this allocation.
- 6.2 Any additional on-going maintenance costs associated with these capital projects will require to be contained within future years revenue budgets of the directorates responsible for their upkeep.
- 6.3 The funding of CWSR projects will greatly assist the Council in meeting its aims and objectives contained in various strategies, most principally Angus Active & Sustainable Travel Strategy (reference Report No. 43/21), and full use will be made of the available allocation.

6.4 The financial implications of any applications for funding opportunities for the pipeline of Active Travel projects that are presented where the list of other projects from the CWSR process is utilised will be considered and reported to Committee as required.

7. RISK IMPLICATIONS

7.1 There are traditional procurement and construction risks involved in the delivery of the programme, which will be managed by our professional officers.

7.2 The Coronavirus pandemic placed particular risks on the delivery of the programme of projects for 2020/21 and are to a lesser extent affecting projects for 2021/22.

8. EQUALITY IMPACT ASSESSMENT

8.1 An Equality Impact Assessment has been completed for this report – see **Appendix 5**.

8.2 The Assessment concludes that there are either neutral or positive impact on protected characteristic groups for the proposals contained in this report.

NOTE: The background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) which were relied on to any material extent in preparing the above report are:

Report No 43/21 - Angus Active & Sustainable Travel Strategy – Communities Committee 23 February 2021

Report No.180/20 - Cycling, Walking and Safer Streets Fund – Programme of Works Communities Committee, 23 June 2020

REPORT AUTHOR: Walter Scott, Service Leader – Roads & Transportation

EMAIL DETAILS: Communities@angus.gov.uk

List of Appendices:

Appendix 1 – CWSS Programme of Projects 2020/21 (Approved)
Appendix 2 – CWSS Programme of Projects 2021/22 (Proposed)
Appendix 3 – Other Active Travel Projects from 2021/22 CWSR Consultation
Appendix 4 – Location Plan of Projects Listed in Appendices 1-3
Appendix 5 – Path to Kinnordy, Kirriemuir
Appendix 6 – Equality Impact Assessment

CWSS PROJECTS 2020/21 (APPROVED) - £512,000 TOTAL

PROJECT	BUDGET £	DESCRIPTION
1. Westway, Arbroath	118,019	Signalled pedestrian crossing point
2. Pitskelly Road to Braefoot, Carnoustie	59,731	Proposed footway/cycleway
3. Braefoot to Stinky Brae, Carnoustie	107,392	Proposed footway/cycleway
4. Marine Drive, Monifieth to cyclepath	78,547	Proposed cyclepath
5. A937 Montrose to Hillside	3,006	Signage improvements to footway/cycleway
6. Monifieth High School	13,472	Improvements to footpath adjacent to school
7. Broomfield Cyclepath, Montrose	18,905	Proposed footpath improvements
8. Forfar Lochside Country Park	55,523	Upgrade existing footpath at south side of caravan park
9. Drumachlie Loan, Brechin	24,218	New footway links
10. The Commonty, Kirriemuir	39,035	Footpath improvements
Overall Total	517,848	

CWSR PROJECTS 2021/22 (PROPOSED) - £509,000 TOTAL

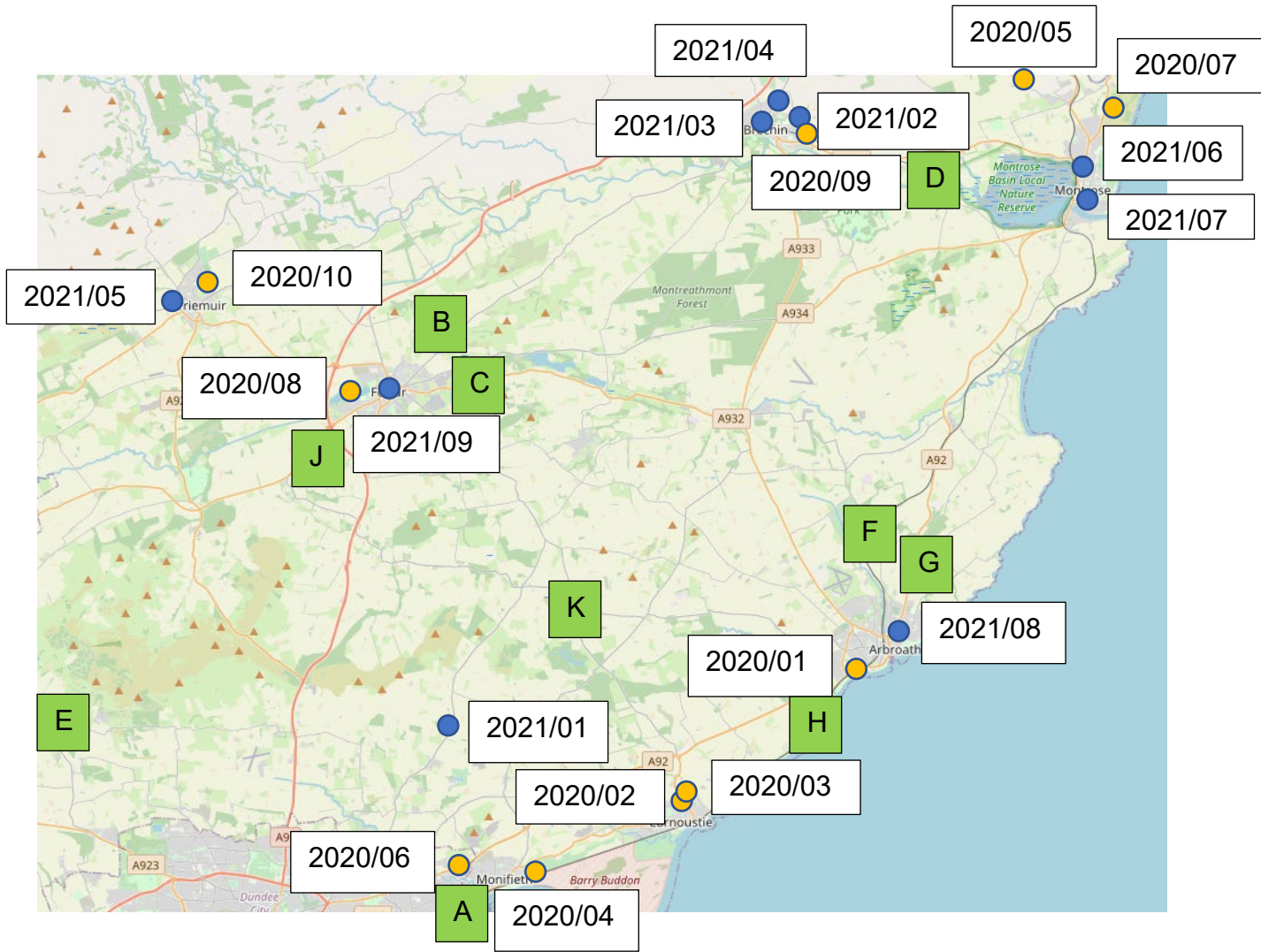
PROJECT	BUDGET £	DESCRIPTION
1. B978 Wellbank – Kellas	80,000	Proposed 600m of footway from “Bucklerheads to Kellas” to provide a continuous pedestrian link between Wellbank and Kellas
2. Drumachlie Loan, Brechin	12,000	Proposed Feasibility Study and design (in preparation for future CWSR programme or other funding opportunity)
3. Old railway path, Brechin	42,000	Lighting of two existing paths – The Banks to Cookston Road (650m approximately) & Back Road to Andover Primary (350m approximately)
4. Path at Andover Primary, Brechin	30,000	Resurfacing of path (150m approximately) to rear of Andover Primary school
5. Path to Kinnordy, Kirriemuir	244,000	Footpath out to Kinnordy suitable for all users (2100m approximately)
6. Guardrails and street clutter, Montrose	5,000	Repositioning of guardrails and removal of street clutter to improve accessibility to existing paths, guardrails on shared use path at Wester Road North.
7. Coherent network of routes across the town, Montrose	12,000	Proposed Feasibility Study and Design (in preparation for future CWSR programme or other funding opportunity)
8. Coherent network of routes across the town, including safe link from Victoria Park, Arbroath	24,000	Proposed Feasibility Study and Design (in preparation for future CWSR programme or other funding opportunity)
9. New signalised crossing on Brechin Road, Forfar	40,000*	Subject to survey required to confirm that standards for a crossing are met
Total	489,000	
Design & supervision fees	20,000	
Overall Total	509,000	

OTHER ACTIVE TRAVEL PROJECTS FROM 2021/22 CWSR CONSULTATION

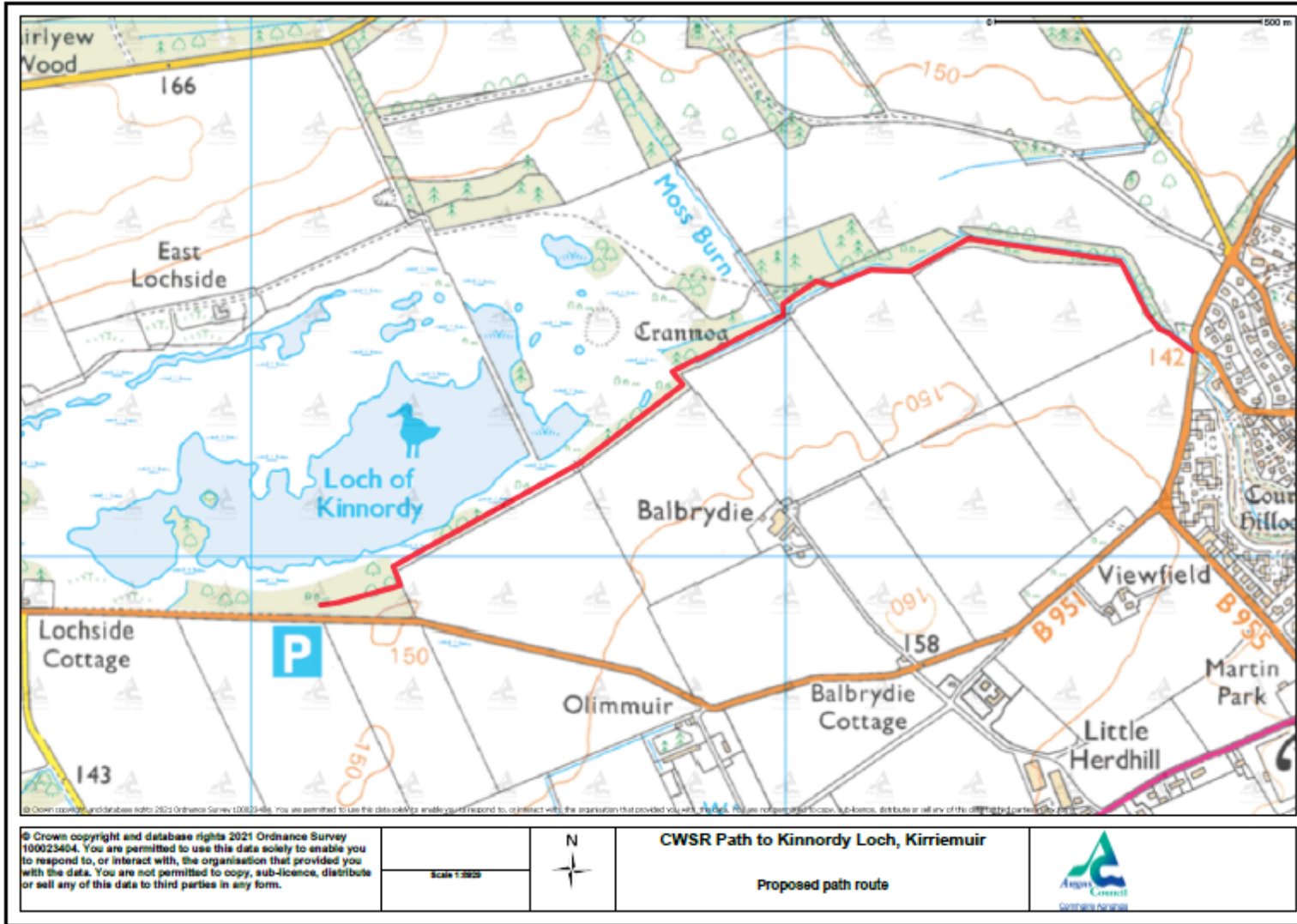
Other potential projects identified through the CWSR consultation and assessment that scored well against the CWSR criteria (see section 4.3 of this report) are listed below. It is proposed that the first three projects (marked with an asterisk *) will be used to substitute for any CWSR projects listed in Appendix 2 that are unable to proceed in 2021/22. These, the remaining projects listed below and the Pipeline of Active Travel Projects approved by committee (Report No. 43/21) may merit specific consideration for future funding opportunities that may be more appropriate or advantageous and should be utilised to feed into the pipeline of Active Travel projects.

PROJECT	BUDGET £	DESCRIPTION
A. Milton Place, Monifieth*	10,000	Removal of steps and installation of ramp on core path
B. Old railway path between Lunanhead and St Margarets*	89,000	Resurfacing path (460m approximately)
C. Footpath past Forfar Golf Course*	189,000	Extension of footpath (1490m approximately) to improve safe access to walking routes
D. Montrose – Brechin Cycling Path	TBC	Pipeline of Active Travel Project (reference Report No. 43/21).
E. Sidlaw Path Network	TBC	Pipeline of Active Travel Project (reference Report No. 43/21).
F. Friockheim – Arbroath Shared Path	TBC	Pipeline of Active Travel Project (reference Report No. 43/21).
G. Arbroath to Marywell link	TBC	Pipeline of Active Travel Project (reference Report No. 43/21).
H. NCN 1 flooding at Elliot Links, Arbroath	TBC	Sustrans has agreed in principle to fund a study and design into possible solutions for the continual flooding experienced at this section.
i. Angus – low traffic areas around schools	TBC	Trial already underway at 3 schools in Angus.
l. Forfar – cycle path network	TBC	Possible study into coherent routes across the town.
J. Forfar, Crombie, Monikie and other Angus wide old railway lines	TBC	Further work looking into these potential routes following on from previous studies.

LOCATION PLAN OF PROJECTS LISTED IN APPENDICES 1-3



Path to Kinnordy, Kirriemuir



Created by Scott Dryden on 18 June 2021

Map showing proposed path alignment from Kirriemuir to Loch of Kinnordy RSPB Nature Reserve



Equality Impact/Fairer Scotland Duty Assessment Form

Step 1

Name of Proposal (includes e. g. budget savings, committee reports, strategies, policies, procedures, service reviews, functions): **Programme of Active Travel projects to be undertaken funded by CWSR during financial year 2021/22**

Step 2

Is this only a **screening** Equality Impact Assessment ~~Yes~~/No

(A) If Yes, please choose from the following options **all** reasons why a full EIA/FSD is not required:

- | | |
|---|--------|
| (i) It does not impact on people | Yes/No |
| (ii) It is for information only | Yes/No |
| (iii) It is reflective e.g. of budget spend over a financial year | Yes/No |
| (iv) It is technical | Yes/No |

If you have answered yes to any of points above, please go to **Step 16**, and sign off the Assessment.

(B) If you have answered No to the above, please indicate the following:

Is this a full Equality Impact Assessment	Yes/No
Is this a Fairer Scotland Duty Assessment	Yes /No

If you have answered Yes to either or both of the above, continue with Step 3.
If your proposal is a **strategy** please ensure you complete Step 13 which is the Fairer Scotland Duty Assessment.

Step 3

(i) Lead Directorate/Service: **Infrastructure/Roads & Transportation**

(ii) Are there any **relevant** statutory requirements affecting this proposal? If so, please describe.

No.

(iii)What is the aim of the proposal? Please give full details.

- **To make travel safer where people live and to encourage active travel in their area through cycling and walking by delivering a programme of projects for 2021/22**

(iv)Is it a new proposal? **Yes/No** Please indicate **OR**

Is it a review of e.g. an existing budget saving, report, strategy, policy, service review, procedure or function? **Yes/No** Please indicate

Step 4: Which people does your proposal involve or have consequences for?

Please indicate all which apply:

Employees **Yes/No**

Job Applicants **Yes/No**

Service users **Yes/No**

Members of the public **Yes/No**

Step 5: List the evidence/data/research that has been used in this assessment (links to data sources, information etc which you may find useful are in the Guidance). This could include:

Internal data (e.g. customer satisfaction surveys; equality monitoring data; customer complaints).

Not applicable.

Internal consultation (e.g. with staff, trade unions and any other services affected).

Officers from the Schools & Learning, Infrastructure and Communities Directorates are consulted on the list of projects and can identify projects that meet the requirements of the CWSR fund.

External data (e.g. Census, equality reports, equality evidence finder, performance reports, research, available statistics)

Projects from previous years' consultation and assessment – see below – are considered if still outstanding and relevant.

External consultation (e.g. partner organisations, national organisations, community groups, other councils).

Reference paragraph 4.2 of the report: A public consultation exercise for the 2021/22 programme of works was open from 23 April to 7 May 2021. This involved an article being published in the local press, our website and social media platforms (Facebook and Twitter). The article invited members of the public to submit ideas and suggestions on what could be done to make travel

safer where they live and to encourage active travel in their area through cycling and walking.

Other (general information as appropriate).

Reference paragraph 4.4 of the report: The initial programme of projects from the above officer panel assessment was reviewed by the Road Safety Member Officer Working Group (MOWG) on 2 June 2021, under the MOWG's remit for active travel.

Step 6: Evidence Gaps.

Are there any gaps in the equality information you currently hold? Yes/ No

If yes, please state what they are, and what measures you will take to obtain the evidence you need.

Step 7: Are there potential differential impacts on protected characteristic groups? Please complete for each group, including details of the potential impact on those affected. Please remember to take into account any particular impact resulting from **Covid-19**.

Yes.

Please state if there is a potentially positive, negative, neutral or unknown impact for each group. Please state the reason(s) why.

Age

Impact: Positive impact on people of all ages, but particularly young and old, having the option and choosing to use active travel. Reduction in street clutter will result in a positive difference for elderly, young children and parents/carers with push chairs will also benefit through making the footways clearer. Two of the projects will provide safer options for school children through a new crossing and a new path to a primary school.

Disability

Impact: Positive impact on people with this protected characteristic having the option and choosing to use active travel. Reduction in street clutter will result in a positive difference for elderly, visually impaired and those with mobility issues. Parents/carers with push chairs will also benefit through making the footways clearer.

New paths will present a smooth sealed surface on which a range of users can travel along through walking, cycling and wheeling.

New paths will provide greater opportunities for exercise therefore impacting positively on wellbeing, both physically and on people's mental health.

Gender reassignment

Impact: Neutral.

Marriage and Civil Partnership

Impact: Neutral.

Pregnancy/Maternity

Impact: Neutral or positive impact on people with this protected characteristic having the option and choosing to use active travel. New routes will make them more attractive to pregnant women and those with babies in prams.

Race - (includes Gypsy Travellers)

Impact: Neutral.

Religion or Belief

Impact: Neutral.

Sex

Impact: Positive. Lighting of one of the routes will also present a much safer option due to illuminating the path and addressing any safety concerns from individuals travelling alone at night.

Sexual orientation

Impact: Neutral.

Step 8: Consultation with any of the groups potentially affected

If you have consulted with any group potentially affected, please give details of how this was done and what the results were.

Neutral or positive impact, hence no consultation undertaken.

If you have not consulted with any group potentially affected, how have you ensured that you can make an informed decision about mitigating action of any negative impact (Step 9)?

Not applicable.

Step 9: What mitigating steps will be taken to remove or reduce potentially negative impacts?

Not applicable.

Step 10: If a potentially negative impact has been identified, please state below the justification.

Not applicable.

Step 11: In what way does this proposal contribute to any or all of the public sector equality duty to: eliminate unlawful discrimination; advance equality of opportunity; and foster good relations between people of different protected characteristics?

The proposal identifies the positive impact to advance equality in transport across a range of the protected characteristics by providing improved options and choice for using active travel.

Step 12: Is there any action which could be taken to advance equalities in relation to this proposal?

The active travel network is open to all to use if they are able. Positive and active communication of the programme of CWSR projects and the aims of the Active Travel & Sustainable Travel Policy and Action Plan will be undertaken.

Step 13: FAIRER SCOTLAND DUTY – NOT APPLICABLE

This step is only applicable to **strategies** which are key, high level decisions. If your proposal is **not** a strategy, please leave this Step blank, and go to Step 14.

Links to data sources, information etc which you may find useful are in the Guidance.

Step 13(A) What evidence do you have about any socio-economic disadvantage/inequalities of outcome in relation to this strategic issue?

Step 13(B) Please state if there are any gaps in socio-economic evidence for this strategy and how you will take measures to gather the evidence you need.

Step 13(C) Are there any potential impacts this strategy may have specifically on the undernoted groupings? Please remember to take into account any particular impact resulting from **Covid-19**.

Please state if there is a potentially positive, negative, neutral or unknown impact for each grouping.

Low and/or No Wealth (e.g. those with enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future).

Material Deprivation (i.e. those unable to access basic goods and services e.g. repair/replace broken electrical goods, warm home, leisure and hobbies).

Area Deprivation (i.e. where people live (e.g. rural areas), or where they work (e.g. accessibility of transport)).

Socio-economic Background i.e. social class including parents' education, people's employment and income.

Other – please indicate

Step 13(D) Please state below if there are measures which could be taken to reduce socio-economic disadvantage/inequalities of outcome.

Step 14: What arrangements will be put in place to monitor and review the Equality Impact/Fairer Scotland Duty Assessment?

As noted in Step 13(B), the importance of monitoring and evaluating outcomes from the Strategy, Action Plan and deliverables do need to be strengthened.

Step 15: Where will this Equality Impact/Fairer Scotland Duty Assessment be published?

With the published report to council committee.

Step 16: Sign off and Authorisation. Please state name, post, and date for each:

Prepared by: **Walter Scott, Service Leader – Roads & Transportation, 8 June 2021**

Reviewed by: **Doreen Phillips, Senior Practitioner (Equalities), 9 June 2021**

Approved by: **Ian Cochrane, Director of Infrastructure, 9 June 2021**

NB. There are several worked examples of separate EIA and FSD Assessments in the Guidance which may be of use to you.
