

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 7 JUNE 2022

CYCLING, WALKING AND SAFER ROUTES FUND – PROGRAMME OF WORKS

REPORT BY DIRECTOR OF INFRASTRUCTURE

ABSTRACT

This report updates the Committee on the delivery of the programme of projects funded in 2021/22 through the Cycling, Walking and Safer Routes (“CWSR”) fund and seeks approval of the programme of projects to be funded during 2022/23.

1. RECOMMENDATION(S)

It is recommended that the Committee:

- (i) notes the amended programme of projects undertaken during 2021/22;
- (ii) approves the programme of projects to be undertaken during financial year 2022/23; 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 2022/23 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 ANGUS COMMUNITY PLAN/CORPORATE PLAN

This report contributes to the following local outcomes contained within the Angus Community Plan:

ECONOMY

- An inclusive and sustainable economy

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

- An enhanced, protected and enjoyed natural and built environment
- A reduced carbon footprint
- Safe, secure, vibrant and sustainable communities

3. BACKGROUND

- 3.1 The Cycling, Walking and Safer Streets (CWSR) fund is a ring-fenced capital grant from Transport Scotland and was established in 2001. Allocations have been provided on an annual basis in recent years. The allocation for 2022/23 is £741,621, a significant increase on the 2021/22 allocation of £509,000. There is an understanding that this fund will continue to increase significantly in coming years to align with commitments made for active travel to represent 10% of the Scottish Government’s Transport Budget by 2024/25.

4. CURRENT POSITION

A programme of works to be undertaken in 2021/22 was approved by Angus Council on 24 June 2021 (reference Report No. 219/21). A summary of the projects undertaken during 2021/22 is attached to this report (see **Appendix 1**).

5. PROPOSALS

5.1 A summary of the proposed programme of projects to be undertaken in 2022/23, which were developed based on responses to the public consultation is attached to this report (see **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. These funds include Smart Choices, Smarter Places; Regional Active Travel Development Fund; Places for Everyone; Sustrans NCN Development Fund; and may also extend to Place-Based Investment Programme Fund, Participatory Budgeting, Regeneration Capital Grant Fund and future town centre and regional regeneration funding.

5.3 As the projects on the CWSR programme or other funded active travel are developed, further details will be provided to members in the relevant ward(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.

5.4 A location plan is included in **Appendix 4** showing the distribution of projects across Angus from CWSR 2021/22 (listed in Appendix 1), proposed CWSR 2022/23 (listed in Appendix 2) and other projects (listed in Appendix 3).

6. FINANCIAL IMPLICATIONS

6.1 The ring-fenced capital grant allocation for 2022/23 is £741,621. 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. These have been heightened recently due to supply and inflationary increases attributed to the geo-political issues in Europe that are affecting supplies of materials such as bitumen and fuel, which are often constituents of the works undertaken for active travel projects.

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 49/22 - School Exclusion Zones at Ferryden Primary School, Montrose, Langlands Primary School, Forfar and Muirfield Primary School, Montrose - Communities Committee 22 February 2022

Report No.226/21 - Improvements to Coastal Path at Elliot Links on National Cycle Network Route 1 and Core Path Network - Communities Committee 9 July 2021

Report No.219/21 - Cycling, Walking and Safer Streets Routes Update and 2021/22 Programme of Projects – Angus Council, 24 June 2021

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

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List of Appendices:

- Appendix 1 – CWSR Projects 2021/2022
- Appendix 2 – CWSR Projects 2022/2023
- Appendix 3 – Pipeline of projects
- Appendix 4 – Location Plan of Projects Listed in Appendices 1-3
- Appendix 5 – Equality Impact Assessment

CWSR PROJECTS – 2021/2022 - £509,000

PROJECT	BUDGET £	COST £	DESCRIPTION
1. B978 Wellbank – Kellas	80,000	77,655.84	600m of footway from “Bucklerheads to Kellas” provided a continuous pedestrian link between Wellbank and Kellas
2. Drumachlie Loan, Brechin	12,000	22,953.88	Feasibility Study and design (in preparation for future CWSR programme or other funding opportunity)
3. Old railway path, Brechin	42,000	Nil	Propose lighting of two existing railway paths were reconsidered due to technical issues
4. Path upgrade, Andover Primary, Brechin	30,000	22,200.00	Resurfaced 150m of path to rear of Andover Primary school
5. Kirriemuir – path to Kinnordy	244,000	244,420.44	Footpath out to Kinnordy (2100m approximately) suitable for all users
6. Coherent network of routes across the town, Montrose	12,000	17,353.00	Feasibility Study and Design (in preparation for future CWSR programme or other funding opportunity)
7. Coherent network of routes across the town, Arbroath	24,000	16,781.23	Feasibility Study and Design (in preparation for future CWSR programme or other funding opportunity)
8. A926 Brechin Road Crossing Feasibility Study and Design	40,000*	3,169.00	Proposed Feasibility Study and Design (*included cost for new signalised crossing)
Substitute project			
9. Footpath Improvements between St. Margaret’s Park, Forfar and Lunanhead		84,466.60	£89,000 improvements to existing path between St Margaret’s Park and Lunanhead.
Total (including fees)	509,000	509,000	

CWSR PROJECTS – 2022/23 – £741,621

PROJECT	BUDGET £	DESCRIPTION
1. Forfar Loch Path Improvements – South side of loch - Forfar	186,000	Improving path surface along south side of loch and links joining the path
2. Drumachlie Loan - Brechin	35,000	Detailed design work following on from last year's feasibility study
3. Brechin to Montrose Walking & Cycling Route – Brechin	15,000	Feasibility study looking at a route between Brechin and Montrose
4. Removal of street clutter in Montrose – Montrose	10,000	Removal and repositioning of barriers and other street clutter across the town to improve accessibility
5. Barns of Craig in Ferryden – Montrose	131,000	Footpath down into Ferryden and connecting into the school exclusion zone at Ferryden Primary School
6. Angus Disused Railway Lines - Angus Wide	25,000	Feasibility study looking at disused railway lines across Angus with a view to utilise them as active travel routes between settlements
7. Kirriemuir to Forfar route – Kirriemuir	15,000	Feasibility study looking at improving the route between Kirriemuir and Forfar
8. School Road – Tealing	15,000	Feasibility study looking at active travel routes along School Road and around Tealing
9. Milton Place – Monifieth	13,000	Removal of steps and installation of ramp to improve accessibility for path users
10. New footpaths – Leysmill	60,000	Provision of footways where there is currently no provision
11. Kellas to Murroes Primary School – Murroes	201,000	An additional phase providing a link from last year's path from the village of Kellas to Murroes Primary School
12. Hillside to Craigo - Hillside	15,000	Feasibility study looking into a route from Hillside through to Craigo and on towards Marykirk
Total	721,000	Total
30% uplift for supply risks		
Design & supervision fees	20,000	
Overall Total	741,000	Overall total

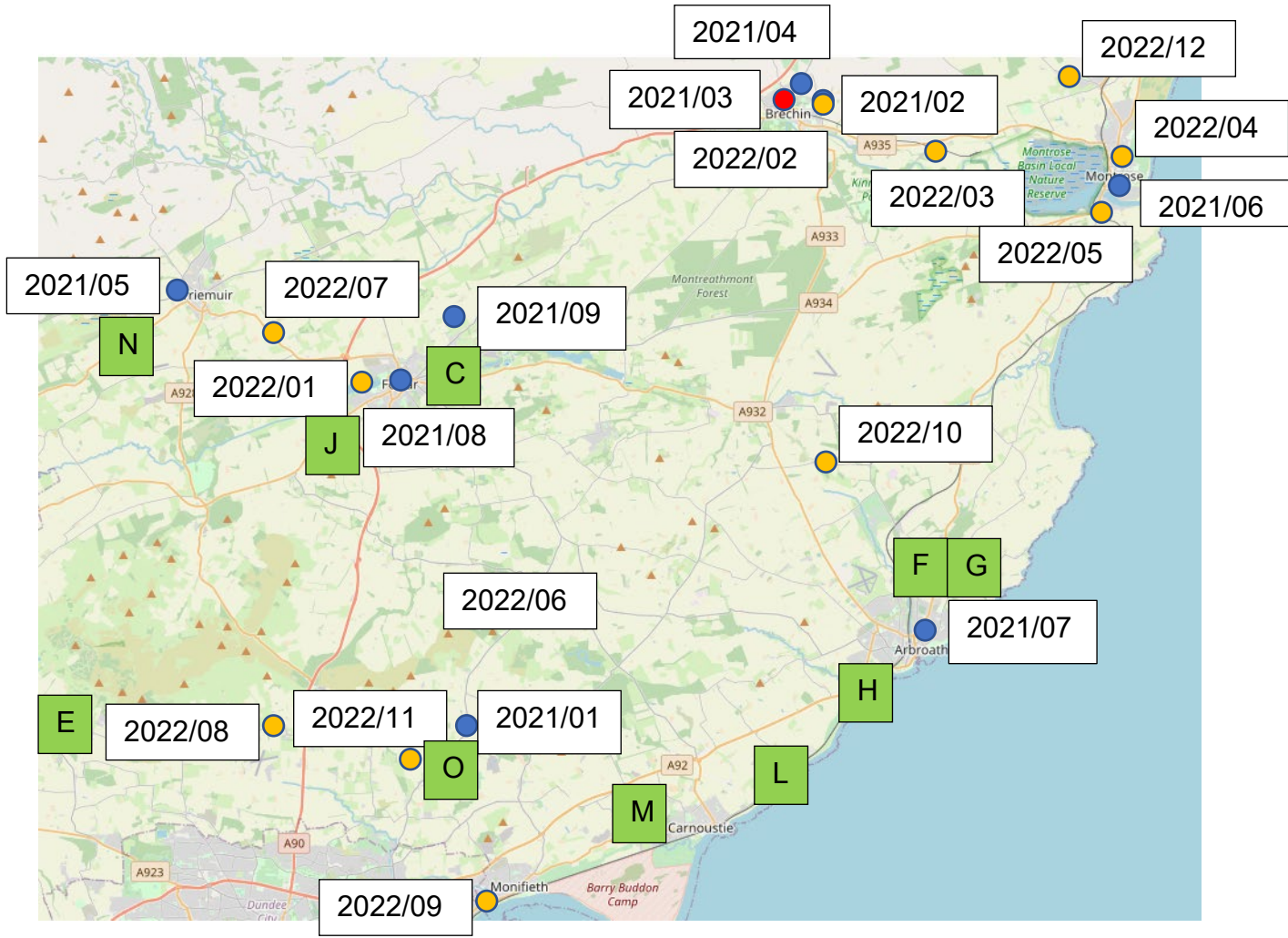
OTHER ACTIVE TRAVEL PROJECTS

Other potential projects identified through the CWSR consultations and assessments are listed below. It is proposed that the appropriate projects from the list will be used to substitute for any CWSR projects listed in Appendix 2 that are unable to proceed in 2022/23. These 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	See CWSR 2022/23 Project No.9	Removal of steps and installation of ramp on core path
B. Old railway path between Lunanhead and St Margarets	See CWSR 2021/22 Project No.9	£89,000 resurfacing path (460m approximately) was completed in CWSR 2021/22 programme
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	See CWSR 2022/23 Project No.3	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). Newtyle Coupar Angus Rd and High Keillor Rd, Cycling Friendly Road. This will be looked at further through the next stages of the Sidlaw Path Network project which will seek Tactran funding.
F. Friockheim – Arbroath Shared Path	TBC	Pipeline of Active Travel Project (reference Report No. 43/21).
G. Arbroath to Marywell link	10,000	Pipeline of Active Travel Project (reference Report No. 43/21). Active Travel Route Feasibility Study was completed in August 2021.
H. NCN 1 flooding at Elliot Links, Arbroath	200,000	Reference Report No. 226/21, a project to address the continual flooding experienced at this section will be completed in July 2022.
I. Angus – low traffic areas around schools	88,600	Reference Report No.49/22 on results at 3 schools and roll-out of school exclusion zones at 5 more schools.
J. Forfar – cycle path network	TBC	Possible study into coherent routes across the town.
K. Forfar, Crombie, Monikie and other Angus wide old railway lines	See CWSR 2022/23 Project No.6	Further work looking into these potential routes following on from previous studies.

L. NCN 1 improvements from Arbroath to Easthaven	TBC	Continuing the improvements of the route from the Elliot Links section through to Easthaven. Possibly funded through Sustrans and the Network Development team.
M. Angus wide cycle friendly roads.	TBC	Angus wide cycle friendly roads. The Network Development Team are currently looking for pilot projects to trial some sections along existing NCN routes and other appropriate roads.
N. Westmuir - Cycle rest area	TBC	Cycle rest area with seats and cycle parking at triangle of ground at lower end of East Bank Road. Cycling Scotland funding could be applied for to allow this project to be realised.
O. Church Road to Ballumbie Castle Estate Path – Kellas	TBC	A continuation of the previously funded schemes that would provide a link from Kellas down towards Dundee.

LOCATION PLAN OF PROJECTS LISTED IN APPENDICES 1-3





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 2022/23**

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 2022/23**

(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 2022/23 programme of works in spring 2022. 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).

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: **Craig Hudson, Traffic & Transport Manager, 12 May 2022**

Reviewed by: **Walter Scott, Service Leader – Roads & Transportation, 12 May 2022**

Approved by: **Ian Cochrane, Director of Infrastructure, 12 May 2022**

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