

ANGUS COUNCIL

POLICY AND RESOURCES COMMITTEE– 3 SEPTEMBER 2024

ACTIVE TRAVEL TRANSFORMATION: INFRASTRUCTURE – TIER 1 – PROGRAMME OF WORKS

REPORT BY GRAEME DAILLY, DIRECTOR OF INFRASTRUCTURE AND ENVIRONMENT

ABSTRACT

This report updates the Committee on the delivery of the programme of projects funded in 2023/24 through the Cycling, Walking and Safer Routes (“CWSR”) fund and seeks approval to accept funding offer from Transport Scotland and approval of the programme of projects to be funded during 2024/25 via the Active Travel Transformation: Infrastructure: Tier 1 fund.

1. RECOMMENDATIONS

It is recommended that the Policy and Resources Committee:-

- (i) agrees to accept the funding offer from Transport Scotland as set out in section 4.2 of this report, delegating authority to Director of Infrastructure & Environment to execute and deliver any necessary acceptance documents, following consultation with the Director of Finance and Director of Legal, Governance and Change;
- (ii) notes the amended programme of projects undertaken during 2023/24 as set out in Appendix 1 to this Report;
- (ii) approves the Active Travel Transformation: Infrastructure: Tier 1 programme of projects to be undertaken during financial year 2024/25 as set out in Appendix 2 to this Report; and
- (iii) delegates authority to the Director of Infrastructure and Environment to substitute projects listed in Appendix 2 with (a) projects listed in Appendix 3; and/ or (b) other Active Travel projects if required.

2. ALIGNMENT TO THE COUNCIL PLAN

This report contributes to the following priorities contained within the Council Plan:

PEOPLE

- Support children, young people and adults to access appropriate opportunities which allow them to progress in their learning.

PLACE

- Take action to mitigate against climate change by delivering our Transition to Net Zero Action Plan: 2022 to 2030.
- Maintain our roads, pavements, lighting, and other infrastructure efficiently and focus our resources on our priority routes and infrastructure.
- Engage with communities to support their ambitions to deliver on local aspirations through a place framework.
- Support the development of more active travel routes around Angus.

3. BACKGROUND

- 3.1 The Cycling, Walking and Safer Streets (CWSR) fund was a ring-fenced capital grant from Transport Scotland, established in 2001. Allocations have been provided on an annual basis in recent years. The allocation for 2024/25 is £641,571. For comparison the 2023/24 allocation was £742,000. This year's grant award is no longer referred to as CWSR; Transport Scotland have amended the funding title to **Active Travel Transformation: Infrastructure – Tier 1**.

4. CURRENT POSITION

- 4.1 A programme of works to be undertaken in 2023/24 was approved by the Communities Committee on 23 May 2023 (reference Report No. [151/23](#)). A summary of the projects undertaken during 2023/24 is attached to this report (see **Appendix 1**).
- 4.2 As further programme of works for 2024/25 has been prepared in response to Transport Scotland's latest offer of £641,571 for the year 2024/25. This report seeks authority to accept this funding offer.

5. PROPOSALS

- 5.1 A summary of the proposed programme of projects to be undertaken in 2024/25, which were developed based on responses to a public consultation, is attached to this report (see **Appendix 2**). Projects that scored highly in last year's round of consultation and were subsequently added to the active travel pipeline of projects (see **Appendix 3**), were also considered. In addition, responses received through emails and posts on council social media channels were considered.
- 5.2 Projects were scored against criteria that included latent demand, improving access and deliverability. Projects that were the progression of previous studies/audits and aimed to deliver key points from the Angus Active and Sustainable Travel Strategy were also included and scored accordingly.
- 5.3 Suggestions from previous years that scored highly but were not delivered through that year's CWSR allocation have been added to the pipeline of projects. These will be considered for other suitable funding opportunities or progressed in future rounds of CWSR funding.
- 5.4 It is further proposed that the list of other active travel projects presented in **Appendix 3**, identified, and assessed through CWSR assessment criteria, be utilised to feed into the pipeline of Active Travel projects (reference Report No. 43/21). As funding opportunities are presented, these will be reassessed against the specific funding criteria on offer. These funds include Active Travel Infrastructure Fund – Tier 2; Places for Everyone; Sustrans NCN Development Fund; Local Authority Direct Award; Tactran Active Travel Behaviour Change and Access to Bikes Grant and may also extend to Place-Based Investment Programme Fund, Participatory Budgeting, Regeneration Capital Grant Fund and future town centre and regional regeneration funding.
- 5.5 As the projects on the Active Travel Transformation: Infrastructure – Tier 1 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.
- 5.6 A location plan is included in **Appendix 4** showing the distribution of projects across Angus from CWSR 2023/24 (listed in **Appendix 1**), proposed Active Travel Transformation: Infrastructure – Tier 1 2024/25 (listed in **Appendix 2**) and other projects (listed in **Appendix 3**).

6. FINANCIAL IMPLICATIONS

- 6.1 The ring-fenced capital grant allocation for 2024/25 is £641,571. The overall programme of projects, as detailed in **Appendix 2**, which detail the estimated costs for each project, will be contained within this allocation. The underspend from 2023/24 allocation (detailed in **Appendix 1**) was added to the 2024/25 capital budget.
- 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/Active Travel Transformation: Infrastructure – Tier 1 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/ Active Travel Transformation: Infrastructure – Tier 1 process is utilised will be considered and reported to Committee as required.

7. ENVIRONMENTAL IMPLICATIONS

- 7.1 There are positive impacts arising from the contents of this report. The delivery of the projects detailed in the report will encourage more active travel in Angus and are aligned with the Angus Active & Sustainable Travel

Strategy, the Angus Sustainable and Climate Action Plan (SECAP) and the Angus Council Transition to Net Zero Action Plan: 2022 to 2030.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 A full Equality Impact Assessment has been completed for this report and is attached as **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.

9. CONSULTATION

- 9.1 The Directors of Finance, Legal, Governance and Change, and Vibrant Communities and Sustainable Growth were consulted in the preparation of 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. 151/23 - Cycling, Walking and Safer Streets Routes Fund - 2023/24 Programme of Works – Communities Committee, 23 May 2023

Report No.134/22 - Cycling, Walking and Safer Streets Routes Fund - 2022/23 Programme of Works – Communities Committee, 7 June 2022

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 2023/2024**
Appendix 2 – CWSR Projects 2024/2025
Appendix 3 – Pipeline of projects
Appendix 4 – Location Plan of Projects Listed in Appendices 1-3
Appendix 5 – Equality Impact Assessment

CWSR PROJECTS – 2023/24 - £741,621

PROJECT	BUDGET £	COST £	DESCRIPTION
Drumachlie Loan Active Travel and Accessibility Improvements	£515,000	£531,043	Improving of links between core path routes, nature reserve and housing in Brechin including enabling fully segregated travel and accessibility.
Milton Place to Green Circular, Monifieth	£55,000	£43,694	Removing existing stile and creating step and incline free access between Ferry Rd and the Green Circular via Milton Place.
B9127 40mph Walking & Cycling Friendly Route – Arbroath to Arbirlot	£7,000	£11,158	Trial initiative to provide a low cost, safer route for cyclists and pedestrians using the popular route. Monitoring to be carried out 12 months after implementation with a view to extend across Angus.
Inchbare & Barry Feasibility Studies	£40,000	£28,279	Feasibility studies to improve accessibility within villages and to surrounding facilities.
Montrose High Street and Train Station Active Travel Improvements	£25,000	£20,084	Improve safety and accessibility for cyclists onto and through Montrose High Street and Train Station
Arbroath network of coherent Routes Concept Design	£30,000	£21,414	Progression of existing feasibility study to improve safety and accessibility of cycle links around Arbroath.
Kirriemuir to Forfar Concept Design	£50,000	£34,740	Progression of existing feasibility study to concept design for prospective detailed and construction in future years.
Total	£722,000		
Fees	£20,000	Included in costs above	
Overall Total	£742,000	£690,415	

ACTIVE TRAVEL TRANSFORMATION: INFRASTRUCTURE - TIER 1 PROJECTS – 2024/25 - £641,571

PROJECT	BUDGET £	DESCRIPTION
A926 Queenswell Road, Forfar	£280,000	Segregated cycle route and footpath improvements along Queenswell Road. New connection into Country Park and to existing paths.
Brechin Road to Newhame Road Active Travel Route	£160,000	Path widening and traffic calming measures to complete a substantial gap between existing infrastructure Identified from previous Agency study commissioned in 2021-2022.
Seaview Primary School Footway Improvements, Victoria Street, Monifieth	£100,000	Project to provide a wider footway to the frontage of Seaview Primary school, making it more accessible for cyclists and parents with buggies, improving accessibility for all. Improvements here will complement the existing school friendly zone.
School Road, Tealing, concept design and feasibility	£32,000	Next phase that will encompass the greater Tealing area and School Road following on from previous feasibility study and continuing the active travel engagement carried out by development trust.
NCN1, Easthaven to Elliot Links detailed design in preparation for Transport Scotland Tier 2 funding application for 25/26	£70,000	Detailed design following on from previous feasibility work that looked at upgrading of existing path surface and structures from Easthaven to Elliot Links.
TOTAL	£642,000	

PIPELINE OF PROJECTS

Potential Tier 2 projects for 2025/26

PROJECT	BUDGET £	DESCRIPTION
Angus Town Centres and Schools Cycle Parking Improvements	TBC	Consistently put forwards in consecutive years as part of the CWSR consultation process. This scheme to look at inclusion of benches along existing routes.
Forfar Loch, Phase 2 detailed design	£60,000 (Estimate, subject to tender)	Heavy rainfall over winter has led to further damage to the existing path, drainage issues and subsidence. Resurfacing and drainage works will bring the path up to the same standard as previous works. Opportunity to link into Queenswell scheme through link path.
Friockheim to Arbroath detailed design	TBC	Progression of existing concept design to detailed design for prospective construction in future years.
Arbroath network of coherent Routes Detailed Design	TBC	Progression of concept design work carried out in 2023/24 to detailed design for the 3 routes across the town – Westway, Cairnie Rd and Keptie Rd.
Liff to Backmuir Footway	£175,000	Footpath link from Liff to Backmuir Woods creating a new pedestrian link between Liff and Muirhead as well as improved link to Liff Primary School. Possible follow-on scheme to improve link through Backmuir Woods.

A926 Airlie Primary School to Airlie Hall Footway	£35,000	Installation of new footway link between the two facilities.
Monikie Country Park Footway Link Improvements	£40,000	Installation of new footway to link Monikie Country Park north entrance to improve access to busses and village amenities.
Victoria Street Puffin Crossing, Monifieth	£30,000	Installation of new signal-controlled crossing to provide patients safer access to medical centre.
Childrens cycle training facility, Montrose	£15,000	Installation of children's cycle training facility similar to Bradbury Cycling Centre.
C16 Newtyle to Glamis and Keillor Walking and Cycling Friendly Road	£20,000	New 40mph speed limit across link with upright traffic signs advising motor vehicles 'walking and cycling friendly road'. Route ties in with PKC's existing route to Coupar Angus and Perth
Provision of additional benches around Forfar	£10,000	Provision of new benches strategically placed to improve accessibility to links for mobility restricted community members.
Forfar Reid Park and Surrounding Area Connectivity Improvements	£30,000	Installation of missing links and accessibility improvements of footways linking various housing schemes and Reid Park.
Dunrossie Terrace to Sleepy Hillock Cemetery, Montrose	£35,000	Installation of new short footway to connect Montrose and Dunrossie Terrace to Sleepy Hillock Cemetery.
Newtyle to Dundee Green Circular Detailed Design	£65,000 (Estimate, subject to tender)	Progression of existing feasibility study to concept design for prospective detailed and construction in future years.
A923 Muirhead to Piperdam Active Travel Route Study	£30,000 (Estimate, subject to tender)	New feasibility study to provide active travel route to Piperdam and adjacent rural communities. Long term prospects to contribute to Coupar Angus Active Travel Link.

Brechin to Montrose Active Travel Link	Design: £150k £300k Construction: £5M to £9.5M *Depending on option to be progressed	Progression of existing feasibility study to concept design for prospective detailed and construction in future years. * Highly dependent on progress of Caledonian Railway extension.
Hillside to Craigo Active Travel Link	Design: £75k-£100k Construction: £1.5M to £2.5M *Depending on option to be progressed	Progression of existing feasibility study to concept design for prospective detailed and construction in future years.
Angus Disused Railway Lines (Six Route)	Design: Est £500K Construction: Est. £45M	Continuation of previous study to develop Angus's disused railway lines into Active Travel Routes. Each route ranges from £5M to £12.5M.

MAP OF 2023/24 CWSR PROJECTS



MAP OF 2024/25 TIER 1 PROJECTS





Equality Impact/Fairer Scotland Duty Assessment Form

(To be completed with reference to Guidance Notes)

Step 1

Name of Proposal (includes e. g. budget savings, committee reports, strategies, policies, procedures, service reviews, functions):

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 a percentage increase in fees which has no differential impact on protected characteristics
Yes/No

(iii) It is for information only

Yes/No

(iv) It is reflective e.g. of budget spend over a financial year

Yes/No

(v) 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 cycling and walking the most attractive and convenient mode of transport for short journeys in Angus in line with Transport Scotland's Active Travel Framework, STPR2 and the specific requirements of the Tier 1 fund. This will be achieved by delivering a programme of works for 2024-25 using awarded funds.

(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 & Environment and Vibrant Communities & Sustainable Growth Directorates are consulted on the list of projects and can identify projects that meet the requirements of the Tier 1 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).

A public consultation exercise for the 2024/25 programme of works in spring 2024 took place. This involved an article being published on social media platforms (Facebook and Instagram) and a page on Engage Angus. A repeat exercise from previous years but with the addition of the Engage Angus page resulting in far more participation. The page and social media posts 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 access to safer and more attractive active travel facilities. 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. A number of the projects will directly improve active travel to and from schools for children.

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. Projects will proactively remove any existing barriers to accessibility as part of the works, for example lack of tactile paving and dropped kerbs.

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.

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)?

Neutral or positive impact, hence no consultation undertaken

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 Tier 1 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).

Impact

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

Impact

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

Impact

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

Impact

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?

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

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

Prepared by: Paul Downie – Active travel Officer - Roads & Transportation

Reviewed by: Ian Cochrane, Interim Service Leader – Roads & Transportation – 27 August 2024

Approved by: Graeme Dailly, Director of Infrastructure and Environment, 28 August 2024

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