

**ANGUS COUNCIL**

**COMMUNITIES COMMITTEE – 23 MAY 2023**

**CYCLING WALKING AND SAFER ROUTES FUND – 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 2022/23 through the Cycling, Walking and Safer Routes (“CWSR”) fund and seeks approval of the programme of projects to be funded during 2023/24

**1. RECOMMENDATIONS**

It is recommended that the Committee:

- (i) notes the amended programme of projects undertaken during 2022/23;
- (ii) approves the programme of projects to be undertaken during financial year 2023/24; and
- (iii) notes that a list of other projects identified through the CWSR consultation process is utilised as substitutes, if required, for the CWSR programme of projects 2023/24 and delegates authority to the Director of Infrastructure and Environment 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 AND ANGUS COMMUNITY PLAN**

This report contributes to the following priorities contained within the Angus Community Plan 2022 to 2030:

Caring for or People

- Improve physical, mental health and wellbeing.

Caring for our Place

- Protect and enhance our natural and built environment.
- Enable inclusive, empowered, resilient and safe communities across Angus.
- Make our local services accessible.
- Improve connectivity around Angus.

This report also contributes to the following priorities contained within the Angus Council Plan 2023-2028:

Caring for our Place:

- We will take action to mitigate against climate change by delivering our Transition to Net Zero Action Plan: 2022 to 2030 and leading on the delivery of a Sustainable Energy Climate Action Plan (SECAP) for Angus to reduce area wide emissions.
- We will support the development of more active travel routes around Angus.

**3. BACKGROUND**

- 3.1 The Cycling, Walking and Safer Routes (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 2023/24 is £742,000 a similar figure to the 2022/23 allocation of £741,621. There is an understanding that this fund will 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**

4.1 A programme of works to be undertaken in 2022/23 was approved by Angus Council's Communities Committee on 7 June 2022 (reference Report No. 134/22). A summary of the projects undertaken during 2022/23 is attached to this report (**Appendix 1**).

#### **5. PROPOSALS**

5.1 A summary of the proposed programme of projects to be undertaken in 2023/24, which were developed based on responses to public consultation is attached to this report (**Appendix 2**).

5.2 All responses received via public consultation are scored via assessment matrix. The Active Travel Scheme Prioritisation Matrix is based on the Core Design Principles stated in both Transport Scotland's document "Cycling by Design" and the Department for Transport's document LTN1/20 Cycling Design Infrastructure. All scored suggestions are given a priority rating and are contained within a central register.

5.3 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, Levelling Up Fund and future town centre and regional regeneration funding.

5.4 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.

5.5 A location plan is included in **Appendix 4** showing the distribution of projects across Angus from CWSR 2022/23 (listed in **Appendix 1**), proposed CWSR 2023/24 (listed in **Appendix 2**) and other projects (listed in **Appendix 3**).

#### **6. FINANCIAL IMPLICATIONS**

6.1 The ring-fenced capital grant allocation for 2023/24 is £742,000. 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 additional costs for the 2022/23 programme (£44,000) will be contained within the Roads & Transportation 5-year Capital Plan.

6.4 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.

6.5 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. OTHER 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.

## 9. CONSULTATION

9.1 The Directors of Finance, Legal & Democratic Services 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 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.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 2022/2023  
**Appendix 2** – CWSR Projects 2023/2024  
**Appendix 3** – Pipeline of projects  
**Appendix 4** – Location Plan of Projects Listed in Appendices 1-3  
**Appendix 5** – Equality Impact Assessment

## CWSR PROJECTS – 2022/23 - £741,621

| PROJECT   | BUDGET £ | COST £  | DESCRIPTION   |
|---|----------|---------|---|
| 1. Kinnordy Nature Reserve, Kirriemuir – Footway Upgrades (additional work) | 0        | 30,500  | Project carried over from 2021/22. Additional costs to provide footpath drainage  |
| 2. Forfar Loch Path Improvements – South side of Loch, Forfar               | 186,000  | 171,000 | Improving path surface along south side of loch and links joining the path  |
| 3. Drumachlie Loan, Brechin   | 35,000   | 20,000  | Detailed design following on from previous year's feasibility study.  |
| 4. Brechin to Montrose Walking and Cycling Route, Brechin                   | 15,000   | 12,000  | Feasibility study looking at route between Brechin and Montrose   |
| 5. Removal of Street Clutter in Montrose                                    | 10,000   | 10,000  | Removal of and repositioning of barriers and other street clutter across the town to improve accessibility.                               |
| 6. Barns of Craig in Ferryden – Montrose                                    | 131,000  | 190,000 | Footpath down into Ferryden and connecting into the School Friendly Zone at Ferryden Primary School                                       |
| 7. Angus Disused Railway Lines – Angus Wide                                 | 25,000   | 18,500  | Feasibility study looking at disused railway lines across Angus with a view to utilising them as active travel routes between settlements |
| 8. Kirriemuir to Forfar Route – Kirriemuir                                  | 15,000   | 12,000  | Feasibility study looking at improving the route between Kirriemuir and Forfar  |
| 9. School Road – Tealing  | 15,000   | 12,000  | Feasibility study looking at active travel routes along School Road and around Tealing  |
| 10. Milton Place – Monifieth  | 13,000   | 0       | Removal of steps and installation of ramp to improve accessibility for path users<br><b>(Note scheme moved to 2023/24 programme)</b>      |

|   |                |                |   |
|---|----------------|----------------|---|
| <b>11. New footpaths – Leysmill</b>                   | <b>60,000</b>  | <b>47,500</b>  | Provision of footpaths where there is currently no provision.   |
| <b>12. Kellas to Murroes Primary School – Murroes</b> | <b>201,000</b> | <b>188,000</b> | An additional phase providing a link from last year's path from the village of Kellas to Murroes Primary School |
| <b>13. Hillside to Craigo - Hillside</b>              | <b>15,000</b>  | <b>18,500</b>  | Feasibility study looking into a route from Hillside through to Craigo and on towards Marykirk                  |
| <b>Total</b>  | <b>721,000</b> | <b>730,000</b> |   |
| <b>Design &amp; Supervision Fees</b>                  | <b>20,000</b>  | <b>55,000</b>  |   |
| <b>Overall Total</b>                                  | <b>741,000</b> | <b>785,000</b> |   |

## CWSR PROJECTS – 2023/24 - £742,000

| PROJECT   | BUDGET £       | DESCRIPTION  |
|---|----------------|--|
| 14. Drumachlie Loan Active Travel and Accessibility Improvements        | 515,000        | Creation of links between core path network, nature trail, housing and schools in Brechin, including enabling fully segregated travel and accessibility. |
| 15. Milton Place to Green Circular, Monifieth                           | 55,000         | Creation of step and incline-free access between Ferry Rd and the Green Circular via Milton Place.   |
| 16. B9127 40mph Walking & Cycling Friendly Route – Arbroath to Arbirlot | 7,000          | Trial initiative to provide a low cost, friendly option for cyclists and pedestrians using the popular route.  |
| 17. Inchbare Village Feasibility Study                                  | 20,000         | Feasibility study to improve accessibility within village and to surrounding facilities at Edzell and Stracathro.  |
| 18. Barry Village Active Travel Feasibility Study                       | 20,000         | Feasibility study to address road safety concerns in the community and provide improved active travel connectivity in Barry and into Carnoustie.         |
| 19. Montrose High Street and Train Station Active Travel Improvements   | 25,000         | Improve safety and accessibility for cyclists onto and through Montrose High Street and Train Station  |
| 20. Arbroath network of coherent routes concept design                  | 30,000         | Progression of existing feasibility study to improve safety and accessibility of cycle links across Arbroath.  |
| 21. Kirriemuir to Forfar Concept Design                                 | 50,000         | Progression of existing feasibility study to concept design for prospective detailed and construction in future years.                                   |
| <b>Total</b>  | <b>722,000</b> |  |
| <b>Design &amp; Supervision Fees</b>                                    | <b>20,000</b>  |  |
| <b>Overall Total</b>  | <b>742,000</b> |  |

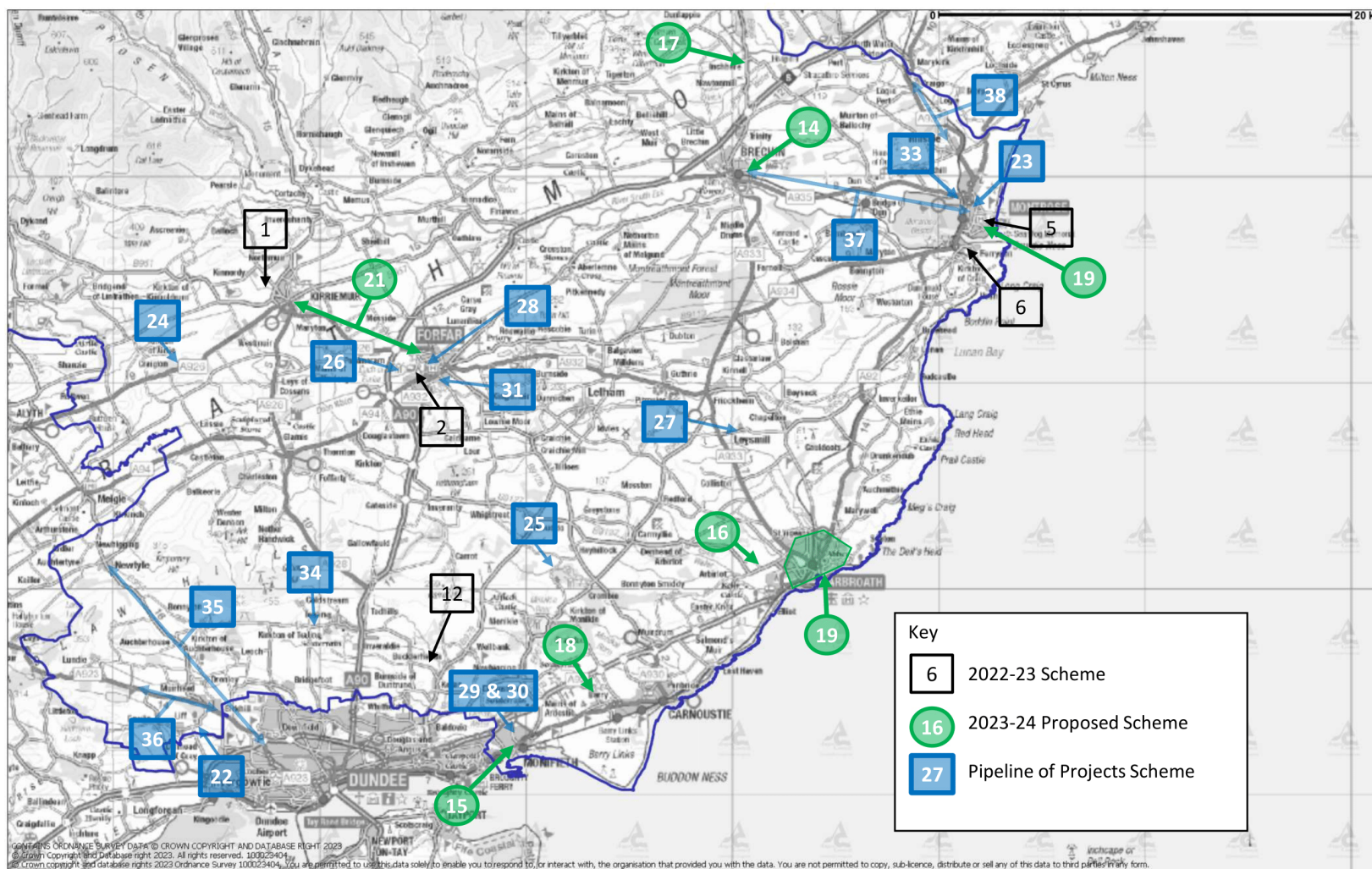
## PIPELINE OF PROJECTS

| PROJECT   | BUDGET £ | DESCRIPTION   |
|---|----------|---|
| 22. Liff to Backmuir Woods 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. |
| 23. Brechin Road to Newhame Road, Montrose, Active Travel Route | £150,000 | Creation of a 'missing link' in the Montrose Active Travel network by installing two new cycle crossings, cycle friendly traffic calming measures and upgrading of an existing footway to Shared Use.                 |
| 24. A926 Airlie Primary School to Airlie Hall Footway           | £35,000  | Installation of new footway link between the two facilities.  |
| 25. Monikie Country Park Footway Link Improvements              | £40,000  | Installation of new footway to link Monikie Country Park north entrance to improve access to bus and village amenities.   |
| 26. Forfar Loch - Phase Two                                     | £132,000 | Continuation of previous year scheme with view to upgrade the full circuit to Shared Use facility.  |
| 27. Leysmill Village - Phase Two                                | £35,000  | Continuation of footway works to provide missing link. Consultation and agreement from residents was sought in 2022/23 to allow additional works to proceed.  |
| 28. A926 Queenswell Road, Forfar, Shared Use Cycleway           | £230,000 | Proposal from Active Travel Audit. Development of route to Shared Use Cycleway connecting Forfar Loch with Town Centre, as well as Forfar Loch and Forfar CC.   |
| 29. Seaview Primary School Footway Improvements, Monifieth      | £75,000  | Widening of existing footway and rationalising of dropped kerbs to improve safety of children arriving at or leaving school.  |
| 30. Victoria Street Puffin Crossing, Monifieth                  | £30,000  | Installation of new signal-controlled crossing to provide patients safer access to medical centre.  |

|   |   |   |
|---|---|---|
| <p><b>31.</b> Forfar Reid Park and Surrounding Area Connectivity Improvements</p> | <p><b>£30,000</b></p>   | <p>Installation of missing links and accessibility improvements of footways linking various housing schemes and Reid Park.</p>  |
| <p><b>32.</b> Angus Town Centres and Schools Cycle Parking Improvements</p>       | <p><b>£25,000</b></p>   | <p>Purchase and install parking facilities in town centres and schools. Scalable budget.</p>  |
| <p><b>33.</b> Dunrossie Terrace to Sleepy Hillock Cemetery, Montrose</p>          | <p><b>£35,000</b></p>   | <p>Installation of new footway to connect Montrose and Dunrossie Terrace to Sleepy Hillock Cemetery.</p>  |
| <p><b>34.</b> School Road, Tealing</p>  | <p><b>£25,000</b></p>   | <p>Progression of existing feasibility study to design for prospective detailed and construction in future years.</p>   |
| <p><b>35.</b> Newtyle to Dundee Green Circular Detailed Design</p>                | <p><b>£65,000</b></p>   | <p>Progression of existing feasibility study to concept design for prospective detailed and construction in future years.</p>   |
| <p><b>36.</b> A923 Muirhead to Piperdam Active Travel Route Study</p>             | <p><b>£30,000</b></p>   | <p>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.</p> |
| <p><b>37.</b> Brechin to Montrose Active Travel Link</p>                          | <p><b>Design: £150k £300k</b><br/><b>Construction: £5M to £9.5M</b></p> <p>*Depending on option to be progressed</p>  | <p>Progression of existing feasibility study to concept design for prospective detailed and construction in future years.</p>   |
| <p><b>38.</b> Hillside to Craigo Active Travel Link</p>                           | <p><b>Design: £75k-£100k</b><br/><b>Construction: £1.5M to £2.5M</b></p> <p>*Depending on option to be progressed</p> | <p>Progression of existing feasibility study to concept design for prospective detailed and construction in future years.</p>   |
| <p><b>39.</b> Angus Disused Railway Lines (Six Route)</p>                         | <p><b>Design: Est £500K</b><br/><b>Construction: Est. £45M</b></p>  | <p>Continuation of previous study to develop Angus's disused railway lines into Active Travel Routes. Each route ranges from £5M to £12.5M.</p>                               |



PIPELINE OF PROJECTS



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## PIPELINE OF PROJECTS



## Equality Impact/Fairer Scotland Duty Assessment Form

(To be completed with reference to Guidance Notes)

**Step 1**

**Name of Proposal:** Programme of Active Travel projects to be undertaken by Transport Scotland's CWSR fund during financial year 2023-24

**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 CWSR fund. This will be achieved by delivering a programme of works for 2023-24 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             | <b>Yes/No</b> |
| Job Applicants        | <b>Yes/No</b> |
| Service users         | <b>Yes/No</b> |
| Members of the public | <b>Yes/No</b> |

**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 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 9 of the report: A public consultation exercise for the 2023/24 programme of works in spring 2022. This involved an article being published on social media platforms (Facebook and Twitter). A repeat exercise from previous years. 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?**

**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.

*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.

**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: Craig Hudson. Traffic & Transport Manager, 20 April 2023

Reviewed by: Andy Barnes, Team Leader – Traffic, 28.04.23

Approved by: Graeme Dailly, Director of Infrastructure and Environment, 02.05.23

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

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