

Slough Borough Council

Report To:	Cabinet
Date:	17 July 2023
Subject:	A4 Cycle Lane (Huntercombe Lane to Uxbridge Road)
Lead Member:	Cllr Puja Bedi Transport, housing, highways, the environment and environmental services
Chief Officer:	Richard West - Executive Director Place & Communities
Contact Officer:	Savio de Cruz – Associate Director Place Operations
Ward(s):	All
Key Decision:	YES
Exempt:	NO
Decision Subject To Call In:	YES
Appendices:	Appendix 1 – Drawing numbers SBC-TH-MP-00532-01, 02 & 03 Appendix 2 – Drawing numbers SBC-TH-MP-00532-04 & 05 Appendix 3 – Drawing numbers SBC-TH-MP-00532-06, 07 & 08 Appendix 4 – Equalities Impact Assessment

1. Summary and Recommendations

- 1.1 In November 2020, Cabinet noted a concept design for an off-road cycleway along the A4, to be submitted to the Department for Transport's Active Travel England team. The Council was subsequently awarded a capital grant for £10.4m for the purpose of designing and constructing the off-road A4 cycle lane scheme.
- 1.2 The completion of this scheme will serve as a crucial facility to encourage and facilitate an increase in cycling and walking. By promoting these modes, the scheme is expected to yield a wide range of positive outcomes including addressing Slough's health and obesity problems, improvements to air quality, sustainable travel and increased safety (funded by the DfT's Safer Roads capital allocation) for those using active travel modes.
- 1.3 This report aligns these objectives with the borough's Local Transport Plan and their contribution to the Council's broader strategic goals specifically to deal with health and obesity. It also provides an update on the progress and development of the A4 cycle lane scheme, presenting the preliminary designs for the proposed route which extend from the Huntercombe crossroads at the borough boundary in the west to the Uxbridge Road junction near Sainsbury's.

Recommendations:

Cabinet is recommended to:

- (a) Confirm the Council's support for the A4 Cycle Lane and agree the allocated grant funds of £10.4m to the proposed approach set out in this report.
- (b) Delegate authority to the Director of Place & Communities, in consultation with the Lead Member for transport, housing, highways, the environment and environmental services, to approve the undertaking of a statutory and public consultation and following consultation, make the necessary traffic regulation orders;
- (c) Where procurement is above officer delegation thresholds and is fully covered by the allocated grant, delegate authority to the Director of Place & Communities, in consultation with the Lead Member for transport, housing, highways, the environment and environmental services, to approve the procurement and award of contract for traffic signals and design works.

Reason:

It is anticipated that the completed scheme will realise the following positive outcomes:

- *Make cycling all inclusive*, providing infrastructure that allows a broader range of people to feel confident cycling on the borough's roads.
- *Improve the health of residents* through an increase of journeys made by active travel modes.
- *Improve air quality along the route*, as more people choose to cycle and walk and car use is reduced.
- *Contribute to a reduction in CO2 emissions* with alternate journeys to car use being made by sustainable modes.
- *Enhance the public realm and journey experience* for pedestrians as well as cyclists, through the introduction of better facilities such as safer crossing points along the route.

Implementation of the proposed scheme will contribute to a range of the Council's strategic goals with no direct impact on the Council's general fund revenue budget. Failure to implement the scheme will result in grant funds of £10.4m being repaid to the project sponsor, Active Travel England-Department for Transport.

Commissioner Review

"Costs and time overruns are commonplace in road network projects and lead to overstretched budgets.

The percentage of contingency applied should be at its greatest in the early stages of the project when there are high levels of unknowns and risks and reduced as better information becomes available and some risks have transferred. Given the infancy of the project, nature of the scheme, economic uncertainty, and current market conditions, consideration needs to be given to the sufficiency of the contingency with risks and mitigations clearly stated; including the potential to value engineer or rescope the scheme with the overarching funding available."

2. Report

Introductory paragraph

- 2.1 The A4 is a key corridor in the borough, providing connectivity to destinations across the borough for residents, businesses and commuters. Previous attempts to provide off-road cycling facilities along the A4 have been implemented in fragmented sections and have not provided suitable infrastructure to encourage residents to cycle. This has been primarily due to limited funds. To address safety concerns along the A4, including high volume traffic, road safety issues, excessive speeds and multiple vehicle access points to commercial facilities along the route, there is a need for a dedicated cycle route.
- 2.2 The primary objective of this transport scheme is to enhance the cycling infrastructure in the borough, addressing barriers that hinder the adoption of cycling while catering to a wide range of individuals. The establishment of such a route is crucial for encouraging modal shift by alleviating safety concerns, promoting behaviour changes and ultimately fostering a shift toward sustainable modes. Active Travel England has been tasked by the Government with delivering its objective of ensuring 50% of trips in England's towns and cities are walked, wheeled or cycled by 2030. This requires local authorities to work in partnership with Active Travel England to provide high-quality infrastructure to make active travel part of people's everyday lives. Resources will be focused on local authorities that have strong leadership, ambition and a track record of delivery. As part of this approach, local authorities have been rated, with 4 being a council will significant strong local leadership, ambition and capacity to deliver to zero for a council without any of these attributes. The Council currently has a rating of 1 which indicates some local leadership with basic plans and isolated interventions that do not yet form part of a plan for a network.
- 2.3 It is intended that the proposed scheme will bring substantial improvements to the existing cycling infrastructure by establishing a continuous, segregated and safer route. This route will connect residential areas with local rail stations, retail centres and employment opportunities from the western borough boundary to the Town Centre and will integrate with the existing local and national cycle route networks including the National Cycle Networks Route 461 to Windsor and Route 61 via the Jubilee River, Cliveden and Burnham Beeches. The scheme will support a diverse range of local utility and recreational cycling trips.
- 2.4 The completed scheme will contribute to the realisation of the following strategic objectives:

The Corporate Improvement and Recovery Plan 2022-2025

- A council that lives within our means, balances the budget and delivers best value for taxpayers and service users by ensuring the correct governance and procurement processes are in place to provide robust and clear adherence to the requirements. By continuing to place bids for government grants, any impact on Council budgets is removed.
- An environment that helps residents live more independent, healthier and safer lives needs by encouraging active travel (cycling and walking) as an alternative

mode of transport that will help meet their daily minimum requirement for daily physical activity.

- A borough for children and young people to thrive; by improving air quality through sustainable active travel schemes that reduce congestion and advocating cycling as a means for promoting physical activity.
- Infrastructure that reflects the uniqueness of Slough's places and a new vision for the town centre by providing transport infrastructure that will make a visible difference to people's lives in terms of connectivity, access to destinations, improved journey quality and improvements to the public realm to instil a sense of pride in the area.

2.5 Underpinning all Transport policies is a commitment to modal shift, to be achieved by a series of measures that facilitate a shift from private car use to sustainable modes as described in the borough's Local Transport Plan.

Options considered: -

2.6 The preliminary designs for the A4 cycle scheme highlight that, in part, road space has been reallocated to allow for the installation of the segregated cycle lane. The scheme has been designed with adherence to the national design standards set out in the Local Transport Note (LTN1/20) that provides guidance and good practice for the design of cycle infrastructure and establishes five core principles which represent the requirements to achieve more people travelling by cycle or on foot. These five principles have been based on best practice internationally and across the UK which, as stated in the LTN1/20 highlight that cycle networks must be:

- Coherent
- Direct
- Safe
- Comfortable, and
- Attractive.

2.7 In addition, the scope of the proposed A4 Cycle Lane scheme design has been shaped by cost; the grant allocation of £10.4m for design and construction that the Council is in receipt of.

Option 1: Introduce a basic standard cycle route

2.8 The introduction of a basic cycle route (this is cycle route/design that does not meet the minimum criteria from the technical document LTN1/20) will fail to meet the five core design principles (Coherent, Direct, Safe, Comfortable and Attractive) and will result in a sub-standard cycle scheme where the DfT's stringent design standards will not be upheld. It is recognised that to increase cycling levels, infrastructure should be of high quality. 'Inclusive cycling is an important design theme, so that people of all ages and abilities are considered'. A basic cycle scheme will be insufficient to overcome barriers associated with cycling uptake.

- 2.9 In addition, if the design standards set out in LTN1/20 are not adhered to and delivered as set out in the original bid submission, SBC will be required to return the funding to the DfT. **This option is not recommended.**

Option 2: Do nothing

- 2.10 The increase in use of sustainable modes is critical if the Council is to deliver on its public health and environmental aim for residents. As a fully grant-funded scheme there is an opportunity to achieve these strategic aims with no direct impact on current Council budgets. The Council is in receipt of the full grant which will have to be returned in full to the DfT and reduces the likelihood of grant funding in the future for these types of schemes.
- 2.11 In order to access future funding from Active Travel England, the Council needs to demonstrate its effectiveness and ability to deliver on previous schemes. Local authorities rated at 0 are not eligible to apply for Active Travel funding and therefore the Council needs to demonstrate its ability to deliver well designed schemes to increase its rating (and avoid reducing its rating) in the future. **This option is not recommended.**

Option 3: Introduce an LTN 1/20 compliant cycle route as set out in the presented preliminary drawings; following a consultation process.

- 2.12 The cycle scheme is located on the borough's most important corridor. By reprioritising road space where necessary and introducing the LTN1/20 compliant route, the scheme will cater for a broad range of residents while meeting the five core design principles set out in the design guidance and bid submission to achieve more people cycling and walking. Delivery of this option, satisfies the scheme sponsor (Active Travel England), addresses existing challenges, capitalises on benefits and creates a transformative impact on the borough's cycling infrastructure and the overall quality of life for residents in the borough. **This is the recommended option.**

Preliminary scheme design and proposed delivery phases

- 2.13 The proposed scheme includes the introduction of a segregated cycle line, relocation of lamp columns, drainage works, resurfacing works, signing and lining, utility diversion works, junction improvement works, upgrade of the traffic signals and possible closures to the service roads to accommodate the cycle lane. Officers have designed the scheme to minimise costs and to address on-going issues for cyclists, pedestrians and commuters.

Delivery Phases

- 2.14 The scheme designs have been split into three sections that will be constructed in three phases to lessen impacts on residents and local businesses while ensuring an efficient delivery of the works.
- 2.15 Section 1 / Phase 1 - see Appendix 1 - drawing no's: SBC-TH-MP-00532-01, 02 & 03**
- 2.15.1 Construction phase proposed start date September 2023 – December 2025.

2.15.2 Phase 1 of the scheme focuses on the western section of the A4 Bath Road, from Huntercombe Lane North (western borough boundary) to its junction with Dover Road. This phase entails the implementation of a dual cycle lane along the northern side of the A4. To accommodate the cycle lane, certain modifications will be made, including a reduction in the width of the westbound traffic lane and a narrowing of the carriageway between Huntercombe roundabout and Huntercombe Lane North. The works in this phase also involve relocating bus shelters, introducing side road junction treatments such as tables at intersections, and upgrading traffic signals at key junctions including St Andrews Way, Station Road, Burnham Lane and Dover Road.

2.16 Section 2 / Phase 2 - see Appendix 2 drawing no's – SBC-TH-MP-00532-04 & 05

2.16.1 Construction phase: January 2024 – December 2024

2.16.2 The second phase of the scheme focuses on the A4 Bath Road, specifically from the junction with Dover Road to its junction with the A355 Three Tuns. Along this section, a dual segregated cycle lane will be established along the southern side of the A4 Bath Road. The proposed scheme includes upgrading the existing off-road cycle lane into a dual segregated cycle lane and improving the signalised junctions along the A4, between Dover Road and the A355 Three Tuns junction.

2.17 Section 3 / Phase 3 – see Appendix 3 drawing no's – SBC-TH-MP-00532-06, 07 & 08

2.17.1 Construction phase: January 2024 – December 2025

2.17.2 The final phase of the scheme covers the section from the junction with the A355 Three Tuns to its junction with Uxbridge Road. On this section, a segregated cycle lane will be implemented on the north side of the A4 but where possible near to Tesco, engineers will be looking to introduce a cycleway both sides of the carriageway. The scheme aims to also improve the signalised junctions along the A4 Bath Road/Wellington Street between its junction with the A355 Three Tuns and its junction with Uxbridge Road.

2.18 The construction dates and delivery plan provide an outline and may require changes based on specific site conditions, unforeseen challenges and regulatory requirements. Regular monitoring, coordination and communication with all stakeholders will be undertaken to ensure successful delivery within the specified timeframe.

2.19 Project completion and closedown – January 2026 – March 2026

2.19.1 A review of overall progress, snagging to address any outstanding issues or tasks and a comprehensive monitoring and evaluation of the completed scheme against the initial objectives and design principles will be undertaken and presented to Active Travel England post construction.

2.19.2 This will be undertaken via cyclist, pedestrian journey time and traffic surveys. The 'before' surveys have been collected and to gauge the scheme success the 'after' surveys will be undertaken following scheme completion.

2.19.3 A sound handover to the Highways team will be provided for the continued maintenance of the scheme.

2.20 Proposed consultation

2.20.1 Informal consultation was undertaken with businesses and communities in 2020 which helped shape the bid document to the DfT.

2.20.2 Formal consultation will look to engage residents and businesses with the detail of the proposals and the wider benefits of junction upgrades for all users. The consultation period will run between August 2023 and September 2023. Guidance from Active Travel England emphasises the importance of effective community engagement. Done well, active travel provision creates attractive, healthy places where people want to live and invest, benefiting local economies and returning very high value for money. However, poorly considered and badly designed schemes can waste taxpayers' money and make it harder to introduce new schemes in the future.

2.20.3 The consultation approach for further developing the scheme will focus on engagement with the community and gathering feedback to ensure the scheme meets the needs of residents and complies with statutory requirements. The key elements of the consultation approach include engaging with statutory bodies to ensure regulatory compliance, actively involving residents through various channels, ensuring accessibility for all, maintaining timely communication, conducting a thorough analysis of feedback and ensuring comprehensive reporting.

2.20.4 A consultation report will be prepared, summarising the key findings, feedback received and the proposed subsequent actions taken in response. This report will be presented to the Director for Place and Communities in consultation with the Lead member for transport, housing, highways, the environment and environmental services to authorise progression to the next stage. Delegated authority is given to the Director to progress the scheme taking account of the consultation responses, however if there are strong objections to aspects of the scheme will cannot be addressed in the design, the Director may decide to decline delegation and refer this matter to Cabinet.

Background

2.21 In November 2020, officers received Cabinet approval to undertake preliminary investigations for an east-west cycle route along the A4 between the western borough boundary to the town centre. Cabinet welcomed the concept in principle, agreed to the recommendations to carry out further designs and noted that another report be returned to Cabinet for decision when the project had been detailed.

2.22 The majority of the A4 corridor comprises a single carriageway road with two traffic lanes operating in both directions. Additional traffic lanes are gained at the approach to the major junctions that are present along its length. Traffic data

indicates that the peak hourly two-way traffic flows on this section of the A4 are approximately 1,500 vehicles per hour. The vehicle average speed is 30 miles per hour. The route section also includes a four-arm signalised junction at the intersection between the A4 Bath Road, Station Road and Elmshott Lane. There is also a large roundabout at the A4 Bath Road, Goldsworthy Lane and Huntercombe Spur (for the M4 Junction 7). The existing A4 cycling provision offers a predominantly shared use path, delineated by a white line on the footway to separate cyclists and pedestrians. Cyclists are required to cross at junctions with pedestrians with provision of dropped kerbs to transition on and off the carriageway along some (but not all) of the route.

- 2.23 Cycle count data indicates that cyclists used the footways to travel along the A4 rather than using the carriageway. This suggests a reluctance by cyclists for using the carriageway, which may be reflective of the traffic conditions along the route. The existing cycle lanes do not provide any physical protection from moving vehicles along its length or at junctions and therefore this adds to the cycle lanes being perceived as un-safe. Take up of cycling has therefore stagnated/been on the decline in Slough for many years though the road network and location are perfect for it.
- 2.24 In 2021, Slough concluded its first Local Cycling and Walking Infrastructure Plan (LCWIP) in response to the Government's Local Cycling and Walking Strategy (CWIS, 2017). The LCWIP sets out a list of priority schemes for investment and progression. A pre-requisite of any bid submission to Active Travel England remains that schemes must be prioritised in the borough's own LCWIP. The entire A4 corridor has been flagged as the top priority route in SBC's LCWIP (Bath Road from its western borough junction (Huntercombe Lane to William Street).
- 2.25 Active Travel England invited Local Authorities to submit bids to deliver cycle routes and associated infrastructure improvements as set out in their LCWIPs. SBC's Transport team submitted a successful bid for the A4 Bath Road between its junctions with Huntercombe Lane and Uxbridge Road. Under the Active Travel Fund, the Council was awarded £10.4m capital grant funding to deliver the entire scheme. A requirement of funding is that schemes must be delivered to the stringent design standards as described in the government's Cycle Infrastructure Design Local Transport Note (LTN 1/20).
- 2.26 Any design must incorporate the following principles from the design guidance (LTN1/20):
- Cyclists will be physically separated from the high volume of vehicles on the A4 to improve safety and improve confidence for any cyclist.
 - Cyclists will be separated from pedestrians, to improve journeys for both types of users.
 - The design allows for the future growth in numbers of cyclists that will use the route as it becomes popular.
 - The scheme will be clearly and comprehensively signposted, legible and easy to understand.
 - The route will be act as the spine of a future cycle network that will flow from the A4 scheme.

- 2.27 In addition to the A4 Cycle Lane scheme, SBC is also planning to implement the A4 Safer Roads scheme, using a £1.7m grant awarded by the Department for Transport. Both schemes share joint objectives, with the Safer Road Fund offering scope to improve journeys for all users but providing an opportunity to bring forward the programmes of work in parallel to offer delivery savings.
- 2.28 Many of the junctions along the A4 will be addressed by both funds to deliver these wider benefits but also providing the council to make changes to road network that were previously not possible due to funding.

3. Implications of the Recommendation

3.1 Financial implications

- 3.1.1 The Council has been awarded £10.4m Capital Grant funding by Active Travel England - Department for Transport to introduce works. The funds have been allocated to the A4 Cycle Route cost code C4001 P579 A4000 and will fund costs associated with the design and the construction works of the cycle scheme.
- 3.1.2 Officers working on the project will be able to undertake full cost recovery for their time with the additional engineer, site supervisor and quantity surveyor costs also included for the on-site works. Engineers have provided options for designs to make sure that we have certainty on the budget and deliverability of the project.
- 3.1.3 With all construction on the highway, there are risks associated with utility apparatus under the road surface. Officers have undertaken assessments to determine the scale of risk and have also provided approximately 20% contingency equating to around £2.1m. Furthermore, through a project board early risks will be mitigated through a value engineering process to ensure that there is no budget overspend. As risks are mitigated the contingency will be released to allow for provisional work to be undertaken.

Design fees	£1,045,450.00 includes £209K of contingency
Construction costs	£7,527,240.04 (construction including prelims)
Construction contingency	£1,881,810.01 (20% of the construction costs)
 Total scheme cost	 £10,454,500.05

- 3.1.4 Designs produced to date have been costed and will be reviewed with the contractors when commissioned to limit risk and exposure to future cost rises against the project.

3.2 Legal implications

- 3.2.1 Traffic Regulation Orders are required to enable the introduction of measures that support the cycle route, these will then be subject to procedures under the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 3.2.2 The Traffic Management Act 2004 (Section 16(1)) imposes a Network Management Duty to ensure that the Council secures the expeditious movement of traffic on the

authority's road network and facilitates the expeditious movement of traffic on road networks for which another authority is the traffic authority.

3.2.3 The guidance emphasises that the Public Sector Equality Duty still applies and in making any changes to their road networks, Councils must ensure that elements of a scheme do not discriminate, directly or indirectly and must consider their duty to make reasonable adjustments anticipating the needs of those with protected characteristics, for example, by carrying out equality impact assessments on proposed schemes. Engagement with groups representing disabled people and others with protected characteristics should be carried out at an early stage of scheme development. Visually impaired people, particularly, may find navigating through changed layouts difficult if they are not thought through at the design and consultation stage.

3.2.4 Recommendations to undertake the highway works including temporary road closures traffic management plans, permanent signage and road markings will be undertaken using the Council's statutory powers as the Highway Authority and The Traffic Signs Regulations and General Directions 2016.

3.3 Risk management implications

<i>Description of risk</i>	<i>Risk/Threats/Opportunities</i>	<i>Current Controls</i>	<i>Proposed future controls</i>
Stakeholder Resistance - Objection to the proposed scheme due to unfavourable response to the wider public consultation.	Provides the Council with the opportunity to analyse the feedback and identify if there are any additional measures to be undertaken to improve the cycle route.	Provides the Council with the opportunity to analyse the feedback and identify if there are any additional measures to be undertaken to improve the cycle route.	Consultation process has followed through the statutory process and early consultation with key stakeholders will be undertaken. Residents are aware of the scheme due to prior engagement activity and press release around bid award. Provide clear and transparent communication regarding the benefits of the scheme and addressing misconceptions and emphasising positive outcomes.
Objection to proposed Traffic Regulation Orders (TRO's)	Likely to cause delay to the scheme delay and significant changes to the scheme if the objection is not set aside.	Undertake the TRO process as part of the Consultation process for residents to understand the scheme proposals and benefits of the TRO's.	The TRO process has followed the statutory process and is advertised as per requirements of the Road Traffic Regulation Act 1984 – Section 9 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996- Regulation 22.
DfT/ Active Travel England not agreeing to the proposed designs	If DfT/ATE as project sponsors are not satisfied with the preliminary designs. They could request a review of the designs.	Early engagement with the DfT to agree on the scheme proposals.	Close liaison with the DfT during scheme design and construction works with clear communication and reporting

<i>Description of risk</i>	<i>Risk/Threats/Oportunities</i>	<i>Current Controls</i>	<i>Proposed future controls</i>
Congestion on the network. Disruption to traffic and accessibility during construction phases	Journey time delays due to construction works of the scheme	Agree Traffic Management Plans with the Contractor. Work closely with Highways to ensure a coordinated and well communicated approach is undertaken	Advance warning of the scheme works and continuous monitoring of traffic to check if any changes are required. Ensure a clear communications strategy to inform residents, businesses, and stakeholders of works
Funding Constraints	Unforeseen issues such as utility diversion and general delays may impact scheme costs and lead to an overspend	Use of existing network to reduce costs	There is a 20% contingency to manage impacts to the budget but further value engineering processes will be undertaken during weekly/fortnightly meetings with the contractor and client team. De-scoping of of the scheme may also be needed to ensure costs remain in budget envelop.

3.4 *Environmental implications*

3.4.1 In its recently published strategies, the government set out its vision for a Net Zero Transport system which will benefit all. Public transport and active travel will be the natural first choice for daily activities; cars used less and residents able to rely on a convenient, cost-effective and coherent public transport network. The introduction of cycle infrastructure will help increase active travel and is a vital part of an environmentally friendly local sustainable transport system.

3.4.2 The Council's ambitions are described in key corporate strategies including the 2040 Vision and Climate Change Strategies with their key principles upheld through delivery of measures such as the A4 Cycle Lane.

3.4.3 These ambitions can be summarised as follows:

- To protect and enhance the built and natural environment and contribute to tackling climate change.
- To create attractive, accessible and liveable places that contribute to better healthy, wellbeing and where everyone has the same access to opportunity and
- To provide the conditions for sustainable, inclusive and resilient economic growth, including enabling regeneration and redevelopment.

3.4.4 The promotion of cycling as an alternate mode of transport can lead to a reduction in carbon emissions. By encouraging more people to cycle instead of using private vehicles, the scheme can contribute to lowering emissions and mitigating the impacts of climate change. Similarly, reduced reliance on vehicles can result in improved air quality. With fewer vehicles on the road, there will be a decrease in pollutants such as particulate matter and nitrogen oxides, leading to cleaner and healthier air for residents. Promoting active lifestyles can lead to improved public

health outcomes by encouraging physical activity. Increased cycling will reduce rates of sedentary behaviour and associated health issues fostering a healthier and more active local population.

3.4.5 Slough has a significant problem with diabetes and obesity and disproportionate life expectancy compared to neighbouring authorities. Providing good infrastructure and a better environment for those residents will help them to live longer and healthier lives.

3.5 *Equality implications*

3.5.1 An EIA has been completed for the initial consultation. See Appendix 4 EIA. Another EIA will be completed as part of the consultation exercise for the preliminary designs. The design and construction will be undertaken using the Inclusive Mobility – A Guide to Best Practise on Access to Pedestrian and Transport Infrastructure 2021 and various DfT Toolkits to ensure compliance. In particular:

- The scheme will prioritise accessibility to ensure that the infrastructure is designed and built to accommodate the needs of all individuals. This includes provision of clear signage and sufficient width to allow for various types of bicycles including adapted bikes.
- The scheme will contribute to social inclusion by providing a safe and accessible mode of transport for all, including those who cannot afford private vehicles or rely on public transport. Cycling offers an affordable and convenient travel option allowing individuals to access education, employment, healthcare and other essential services.
- Well-lit and safer routes promote a cycling environment that is appealing to both genders and a wide age range.
- Separation of cyclists from pedestrians supported pedestrians with visual impairments and those with young children.
- The consultation and engagement activity will be undertaken and diverse stakeholder groups targeted to ensure the scheme meets the needs of different groups.
- Regular monitoring and evaluation will help identify any inequalities that have not been captured in the EIA.

3.6 *Procurement implications*

3.6.1 Procurement for the design works has been undertaken and the tender was awarded to the successful tenderer. A procurement exercise will be undertaken for the design of the traffic signals.

3.7 *Workforce implications*

3.7.1 None

3.8 *Property implications*

3.8.1 Officers have designed options adjacent to assets that the council is disposing of as part of its Asset Disposal Strategy but it is not anticipated that the scheme will impact the value of these sales.

4. Background Papers

None