

Rosewell to Auchendinny NCN 196 Pathway Upgrade

Report by Kevin Anderson, Executive Director Place

Report for Noting

1 Recommendations

Council is recommended to note:

- i. the significant numbers of responses to the public consultation;
and
- ii. the decision of Cabinet at its meeting of 28 November 2023 to
approve the upgrade of the Rosewell to Auchendinny NCN 196
Pathway.

2 Purpose of Report/Executive Summary

The report is to update Council on the outcome of the public consultation and next steps to progress the upgrade of the Rosewell to Auchendinny NCN 196 Pathway.

Date: 6 December 2023
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3 Main Report

- 3.1 At its meeting of 27 June 2023, Council considered a [report](#) on the resurfacing options of the Rosewell to Auchendinny NCN 196 Pathway and agreed to proceed to progress to public consultation. Council requested a report to be brought back on the outcome and next steps following the consultation.
- 3.2 An online public consultation was launched on 8 August 2023 and closed on 5 September 2023. This was hosted on the council's consultation portal. The consultation sought views on three options proposed by officers and alternative solutions put forward by respondents which could include do nothing.
- 3.3 Consultation responses were analysed and presented to Cabinet for consideration and approval at its meeting of 28 November 2023. The full [report](#) to Cabinet is published online.
- 3.4 Cabinet considered the findings from the consultation, the officer analysis, the options for the upgrade and agreed to proceed with using "Flexipave" materials at an approximate grant funded expenditure cost of up to £590,000, to provide a safer and more user accessible path, at no additional cost to the Council.

4 Report Implications (Resource, Digital and Risk)

4.1 Resource

The capital cost of the project is £550,000 with Cycling, Walking, and Safer Routes (CWSR) grant funding of £369k allocated to the project of which £8k has been spent on design. Additional top up funding of £221k will be required in 2024-25 from either CWSR, Sustrans or UK Shared Prosperity Fund. If the £369k fund is not spent in the current financial year it must be returned to Transport Scotland CWSR fund.

4.2 Digital

There are no Digital Services issues associated with any aspect of this project.

4.3 Risk

If the project does not go ahead or is delayed the £369k CWSR grant will be lost and returned to Transport Scotland. There may be accident claims against the council for failure to maintain a pathway.

4.4 Ensuring Equalities (if required a separate IIA must be completed)

The project aims to address equality-related comments from the public relating to poor access quality of the existing infrastructure. The pathway is a key connector for various user groups, including many users from protected user groups.

4.5 Additional Report Implications

Appendix A – Report implication

APPENDIX A – Report Implications

A.1 Key Priorities within the Single Midlothian Plan

The path promotes active travel which supports delivery of health inequality outcomes and achieving net zero by 2030.

A.2 Key Drivers for Change

Key drivers addressed in this report:

- ☒ Holistic Working
- ☐ Hub and Spoke
- ☐ Modern
- ☒ Sustainable
- ☐ Transformational
- ☒ Preventative
- ☒ Asset-based
- ☒ Continuous Improvement
- ☒ One size fits one
- ☐ None of the above

A.3 Key Delivery Streams

Key delivery streams addressed in this report:

- ☒ One Council Working with you, for you
- ☒ Preventative and Sustainable
- ☐ Efficient and Modern
- ☒ Innovative and Ambitious
- ☐ None of the above

A.4 Delivering Best Value

The recommended solution is not the cheapest but is the best value option that allows access to and use of the path by the widest group of users.

A.5 Involving Communities and Other Stakeholders

The path is well used by the community for various purposes such as walking, running, cycling, horse riding etc. There were 752 responses to the online consultation which indicates a significant community interest in the path.

A.6 Impact on Performance and Outcomes

Installing an improved path surface will encourage more active travel and leisure activity which will benefit health and wellbeing outcomes.

A.7 Adopting a Preventative Approach

Installing an improved path surface will encourage more active travel and leisure activity which will benefit health and wellbeing.

A.8 Supporting Sustainable Development

The proposed pathway is constructed from materials that will allow water drainage to tree roots. Provides an accessible route to allow movement between communities with use of a vehicle.