

**ANGUS COUNCIL****RECREATION & CULTURAL SERVICES COMMITTEE - 18 APRIL 1996****ROADS COMMITTEE - 25 APRIL 1996****PLANNING AND TRANSPORT POLICY COMMITTEE- 25 APRIL 1996****SUBJECT: THE NATIONAL CYCLE NETWORK - THE ANGUS LEG**

**Joint report by Directors of Planning Transport & Economic Development , Roads and Recreational services**

**Abstract:** The MILLENNIUM COMMISSION has approved substantial funding towards the establishment of a NATIONAL CYCLE NETWORK, part of which runs through Angus. Grant assistance is available to the Council to undertake a detailed investigation of the Angus leg of the NETWORK and it is suggested that advantage should be taken of this opportunity.

**1 RECOMMENDATION**

- 1.1 It is recommended that the Committees agree in principle to the establishment of the Angus leg of the NATIONAL CYCLE NETWORK and authorise the appropriate officials to investigate this further with a view to reporting back in due course. It is further recommended that an application for grant assistance towards the cost of these investigations be submitted to Sustrans, the organisation responsible for dispersing the MILLENNIUM COMMISSION funding.

**2 INTRODUCTION**

- 2.1 In September 1995 the MILLENNIUM COMMISSION approved a grant of £42.5 million to Sustrans for the establishment of a NATIONAL CYCLE NETWORK. Sustrans is a design and engineering charity which takes its name from "SUSTAINABLE TRANSPORT". It has extensive practical experience in creating popular cycling and walking routes and has worked with a range of local authorities and others over the years. Although it is envisaged that the establishment of the NETWORK will be carried out mainly by local authorities, Sustrans will play a pivotal role in the overall co-ordination and programming of the work and will be responsible for dispersing the MILLENNIUM COMMISSION funds via grant assistance.
- 2.2 The NATIONAL CYCLE NETWORK will comprise over 6,500 miles of designated cycle route running through most major towns and cities in the UK. The whole network is scheduled for completion by the year 2005 with a core 2,500 miles, the MILLENNIUM ROUTES, completed by Easter 2000. (See Plan A). Approximately half the network will be on traffic free paths and half on minor country roads or on traffic calmed/segregated sections through towns. Part of the network runs through Angus following the coastline for most of the suggested route.

### 2.3 The Angus Leg

The Angus Leg of the network (Route 109A) is not part of the MILLENNIUM ROUTE and is not therefore programmed by Sustrans for implementation until after the year 2000. Nonetheless, it should be possible to establish a cycle route relatively easily and inexpensively by making use of existing minor roads in the first instance (see Plan B). It would also be possible to link the route with the recently completed DUNDEE GREEN CIRCULAR. This could produce an excellent coastal route offering fine views, pleasant cycling and opportunities to stop at points of interest along the way. Over a period, it may be possible to negotiate sections of traffic free path although a total traffic free route is probably not feasible.

2.4 Due to its linear nature, this route may have limited potential for leisure cycling and is more likely to appeal to touring cyclists as an alternative to the A92. It could, therefore, add to the overall tourism product of Angus and help in the promotion of the area for activity based holidays.

2.5 It should be emphasised that this route should not be viewed in isolation but should be seen within the context of a wider strategy for cycling provision in Angus. This is currently being investigated by the Director of Roads in conjunction with the Directors of Recreational Services and Planning, Transport and Economic Development and will be the subject of a further report in due course.

2.6 Also, it links with the proposed cycle way from Montrose to St Cyrus via the NORTHWATER VIADUCT, detailed plans for which are being progressed. A separate report on this proposal will also be presented for consideration in the near future.

## 3 FINANCIAL IMPLICATIONS

3.1 It is not possible to quantify the financial implications of establishing the Angus leg of the network until such time as more detailed investigations have been carried out. It is, however, anticipated that, since a large proportion of the proposed route utilises minor country roads (excluding the Montrose to St Cyrus section) the initial establishment cost should not be high.

3.2 The bulk of the grant assistance available from Sustrans will be directed towards the establishment of the MILLENNIUM ROUTES and will not therefore apply in Angus. Sustrans will, however, consider grant aiding the cost of surveying/ investigating routes as follows:-

- i. Up to 50% of route survey/study costs.
- ii. Up to 25% of partner costs where the local authority allocates a key staff member to routes in their area.
- iii. Up to 50% of negotiation/planned/legal costs.

3.3 The surveying/investigating of the routes will be carried out in-house by Angus council staff and there will therefore be no added cost to the Council

3.4 Sustrans has indicated that an application for the investigation of the Angus leg on that basis will be looked upon favourably.

#### 4 CONSULTATION

4.1 The Director of Law & Administration and the Director of Finance have been consulted on this report.

#### 5 CONCLUSION

5.1 There is little doubt that leisure cycling is steadily increasing in popularity and it would appear that that trend will continue for the foreseeable future. It is estimated that there are now more bicycles in Britain than cars (over 21 million) but few are used regularly. Further, activity based holidays (including cycling) are seen as one of the markets offering greatest opportunity for development in Angus.

5.2 Provision for cycling, both local and tourist based, in Angus is currently limited but the numerous minor country roads throughout the area present an ideal opportunity to establish an attractive cycle network. The early establishment of the Angus leg of the NATIONAL CYCLE NETWORK could form the first but significant stage in the creation of such a network.

AA/RM/rj

Alex Anderson  
Director of Planning, Transport & Economic Development

#### NOTE

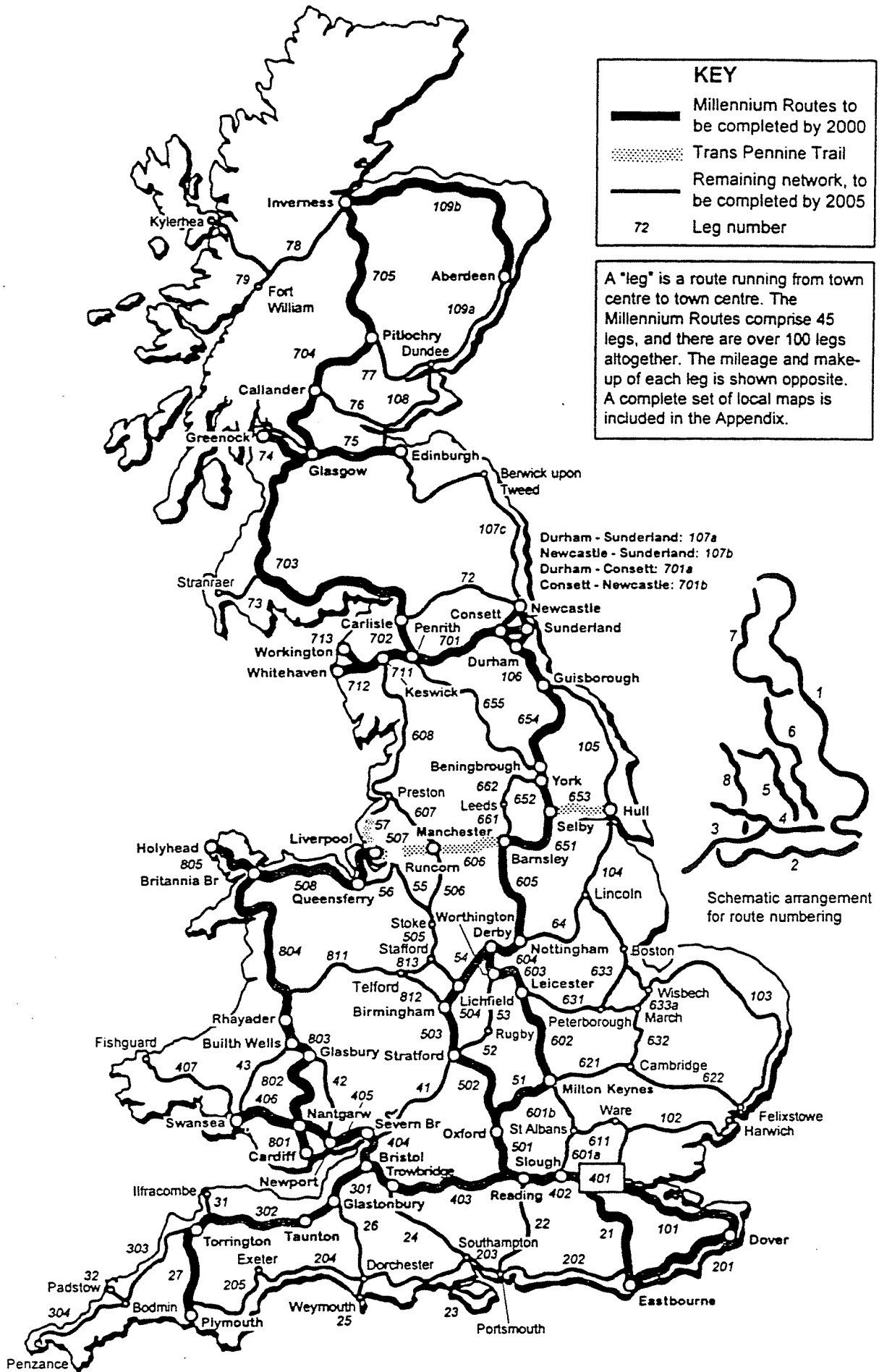
No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973, (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.



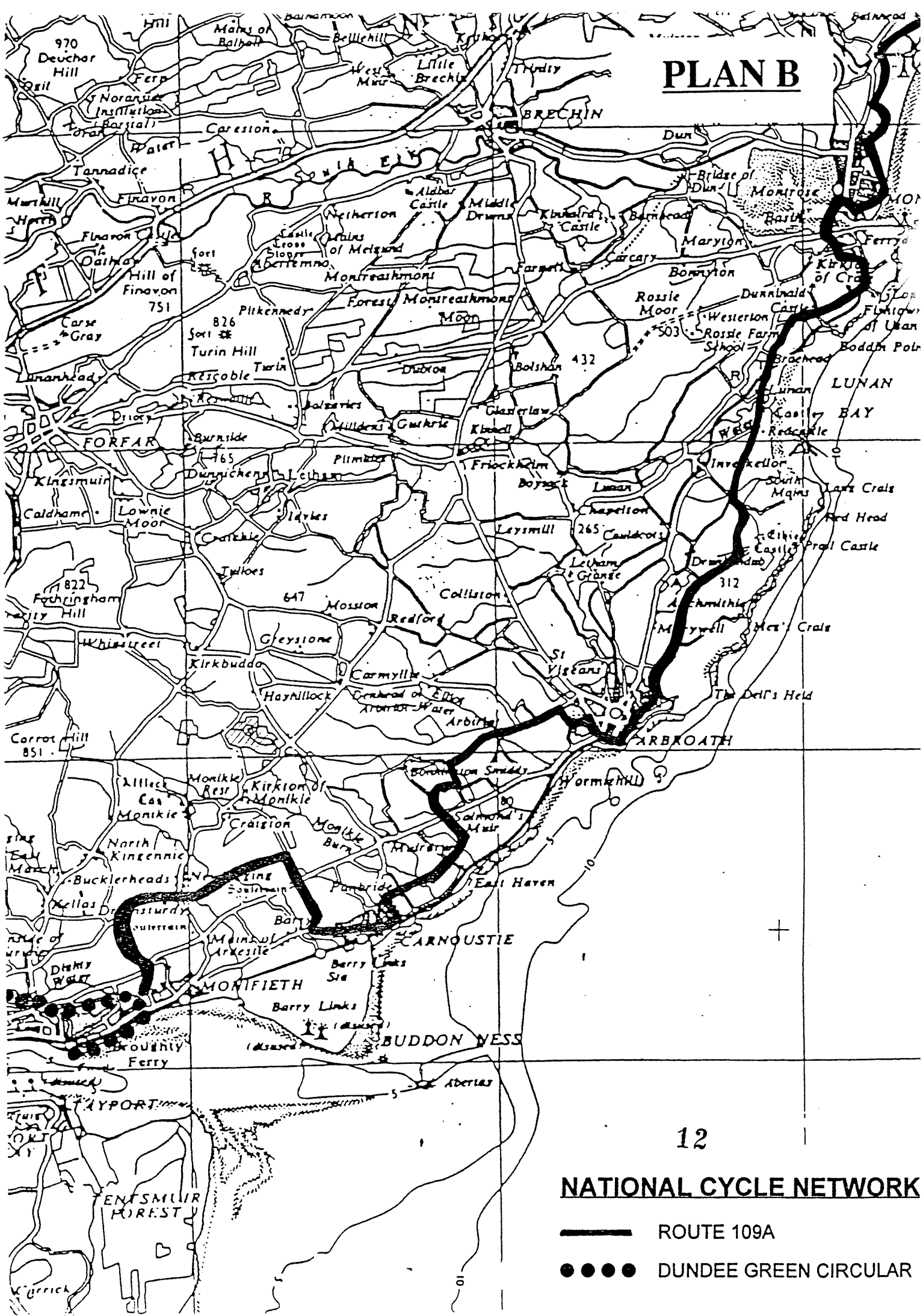
# PLAN A

KEY	
	Millennium Routes to be completed by 2000
	Trans Pennine Trail
	Remaining network, to be completed by 2005
72	Leg number

A "leg" is a route running from town centre to town centre. The Millennium Routes comprise 45 legs, and there are over 100 legs altogether. The mileage and make-up of each leg is shown opposite. A complete set of local maps is included in the Appendix.



# PLAN B



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## NATIONAL CYCLE NETWORK

- ROUTE 109A
- DUNDEE GREEN CIRCULAR