

ANGUS COUNCIL

PLANNING AND TRANSPORT POLICY COMMITTEE
ROADS COMMITTEE

28 NOVEMBER 1996
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CYCLE TRACKS, MONTROSE

REPORT BY THE DIRECTOR OF ROADS &
DIRECTOR OF PLANNING, TRANSPORT AND ECONOMIC DEVELOPMENT

ABSTRACT

This report recommends that the cycle track along the former railway line at the East Links be extended northwards from Broomfield Road into the Borrowfield Housing area, and westwards from Marine Avenue to the Leisure Centre and Montrose Academy.

1 RECOMMENDATIONS

It is recommended that the Committee agree

- (i) that the cycle track along the former railway line at the East Links be extended northwards from Broomfield Road into the Borrowfield Housing area, and westwards from Marine Avenue to the Leisure Centre and Montrose Academy and
- (ii) that the Director of Roads and the Director of Law and Administration be authorised to promote any Orders which may prove necessary to effect these measures.

2 INTRODUCTION

Report number 465/96, which was approved by the Roads Committee in June 1996, gave an overview on cycling, contained a new cycling policy for Angus, and contained a programme of schemes which were to be designed in detail and brought

back to Committee. The extension of the cycle track at East Links is another such scheme.

3 DETAILS

As detailed previously a number of measures are already in place or in hand in the Montrose area which is ideally suited for cycling. (See Report Number 848/96 to Roads Committee, October 1996).

It is therefore proposed that two new sections of cycle track be provided:-

- i) A section from Broomfield Road northwards for approximately 400 metres.

This is presently an unadopted footpath of 1.8metres width, lit and well used by pedestrians and cyclists. The section from the Industrial Estate access road to the A92 bridge is held on the Planning Account and the remainder on the Housing Account. The section on the Housing Account runs past various houses in the Borrowfield Estate which have high wooden boundary fences with poor visibility. It is proposed to build, across the open grassed area, a new section of cycle track here, 2.5 metres wide, shared use and lit. The other part between the Industrial Estate road and the A92 bridge would be widened from 1.8 metres to 2.5 metres shared use and resurfaced. Following upgrading, the cycle track would be taken on to the list of roads. In addition minor modifications are proposed to the layout at the south end in conjunction with the proposed private housing in the area.

- ii) A section from Marine Avenue westwards to the Leisure Centre and Montrose Academy.

It is proposed that a new 2.5 metres wide, shared use cycle track be provided here and would be taken on to the list of roads. If lighting proves necessary it would be provided at a later date. It is a logical extension of the cycle track along the old railway line and links Borrowfield Housing in the north with the Leisure Centre and School by a safe route. Crossing facilities over Marine Avenue are being investigated and will be contained in a separate report to Committee.

4. FINANCIAL IMPLICATIONS

The estimated cost of the northmost section is £18,000 including design and supervision costs. £20,000 had been allowed in the current financial year within the Planning Department Capital Budget for the section of cycleway from Broomfield Road northwards to the Northwater Viaduct. This was to be co-funded by Scottish Enterprise Tayside. The cycleway has however been delayed pending completion of remedial works to the viaduct by British Rail Property Board and is now unlikely to proceed until next financial year. It is therefore proposed that this sum be re-allocated to the northmost section from Broomfield Road. Additional road maintenance costs would amount to £520 per annum and this would be added to the 1997/98 base budget.

Scottish Enterprise Tayside has confirmed that it supports in principle the establishment of a network of cycle tracks in Montrose and is willing to take into account costs incurred by Angus Council (and previously by Angus District Council and Tayside Regional Council) when determining the overall funding split. This could result in Scottish Enterprise Tayside meeting the full cost of certain sections of cycleway such as the Northwater Viaduct link. Accordingly it would not be necessary for the Council to make a further financial allocation towards the Northwater Viaduct Link in future years.

The estimated net cost to Angus Council of the southmost section is £20,000 including design and supervision costs and this can be met from the Roads Department Capital Budget for Cycling/Pedestrian Facilities during the current financial year. Additional maintenance costs would amount to £364 per annum and this would be added to the 1997 - 1998 base budget.

5. CONSULTATION

The Chief Executive, Director of Law and Administration, Director of Finance, Director of Housing, Director of Recreation Services and Chief Constable have been consulted in the preparation of this report and are in agreement with it.

6. CONCLUSION

In order to further encourage cycling in the Montrose area, it would be appropriate to extend the East Links cycle track northwards, and also westwards at the south end.

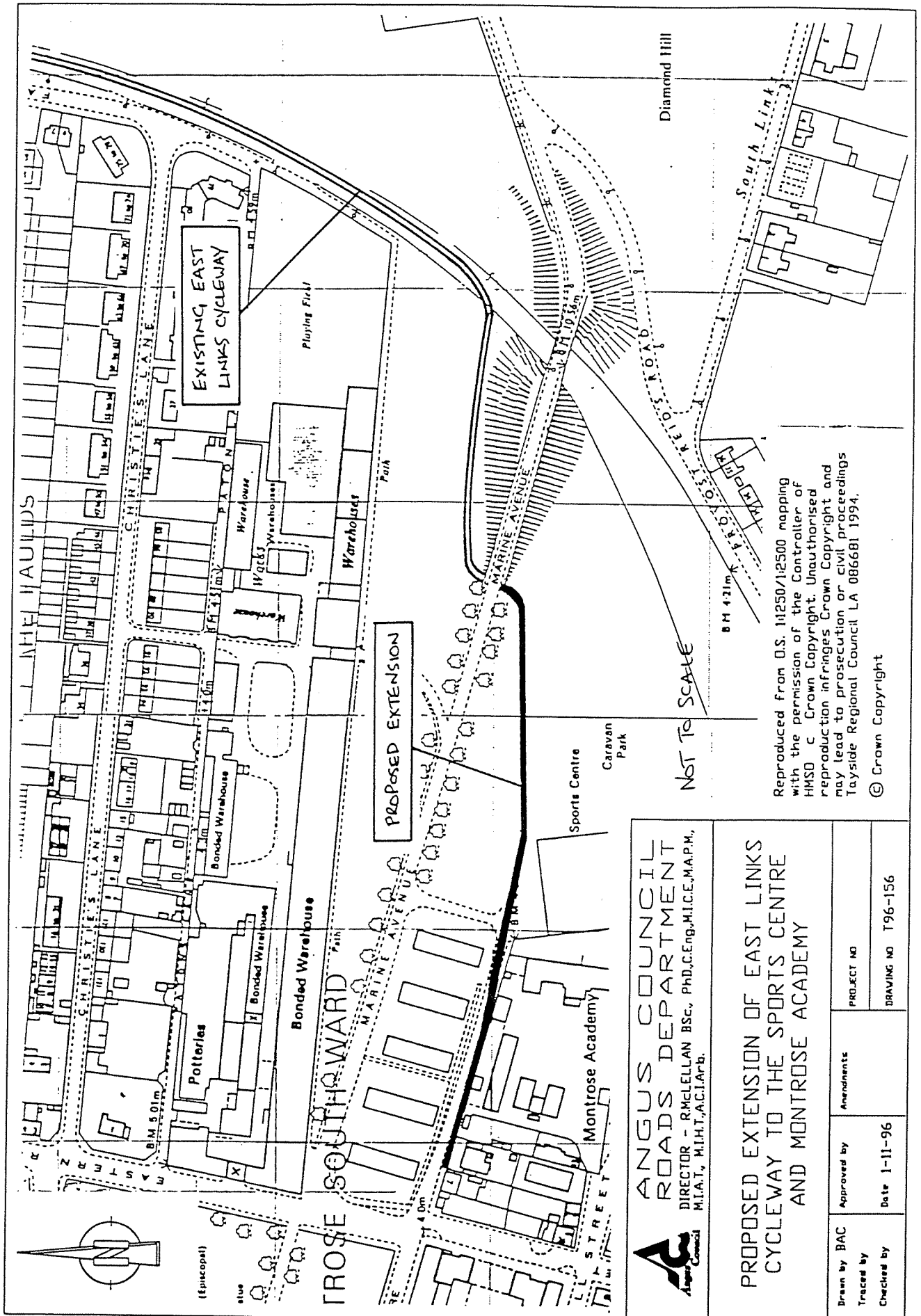
Dr Bob McLellan
DIRECTOR OF ROADS

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.

REPORTS/cycle track
18 November, 1996
DN/PK



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**PROPOSED EXTENSION OF EAST LINKS
 CYCLEWAY TO THE SPORTS CENTRE
 AND MONTROSE ACADEMY**

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ANGUS COUNCIL
ROADS DEPARTMENT
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PROPOSED EXTENSION OF EAST LINKS
CYCLEWAY TO BORROWFIELD

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