

ANGUS COUNCIL

PLANNING AND TRANSPORT POLICY COMMITTEE

8 JUNE 1999

SUBJECT: ANGUS PATHS FOR ALL NETWORKS - FEASIBILITY STUDY

JOINT REPORT BY DIRECTOR OF PLANNING & TRANSPORT AND DIRECTOR OF PROPERTY SERVICES

Abstract: This report advises on the results of Stage 1 (Forfar) Feasibility Study and seeks authority to let the contract for Stage 2 (Six Burghs).

1 RECOMMENDATION

1.1 It is recommended that the Committee -

- (a) agrees the principle of establishing a paths network around Forfar broadly in accordance with the consultant's study;
- (b) asks the Director of Planning and Transport to report back to Committee on 26 August 1999 regarding a project funded by the Paths for All Partnership;
- (c) authorises the letting of Stage 2 (Six Burghs) to Halcrow Fox Ltd.

2 INTRODUCTION

2.1 Members will recall that the Planning and Transport Committee of 28 January 1999 agreed the principle of pursuing path networks around each of the seven burghs. (Report No. 48/99 refers). The Committee of 11 March 1999 approved the acceptance of the tender submitted by Halcrow Fox Ltd. for Stage 1 (Forfar), and asked the Director of Planning and Transport to report back to Committee, the results of Stage 1 and funding package for Stage 2 (Six Burghs). (Report No. 294/99 refers).

3 STAGE 1 (FORFAR)

3.1 Stage 1 (Forfar) has now been completed by Halcrow Fox. The study has involved extensive field survey and liaison with Council Departments. In addition, consultations took place with affected landowners/land managers; user groups; Community Councils; and members of the public with questionnaires being placed in local shops, the library and Forfar Loch Ranger Centre. An evening seminar was held by the consultants to discuss draft proposals, with representatives of the above groups in attendance. The response to the draft proposals from the attendees was generally supportive, including the landowners present.

3.2 A plan showing the recommended path network around Forfar is attached as Appendix A.

- 3.3 The object has been to create a path network with a strong emphasis on interlinking circular routes but with connections to the wider countryside. The consultants have identified off-road paths (pedestrian, and where possible, multi-user) as the main basis around which links have been recommended, using a combination of existing paths, farm tracks and desire lines. Minimal use has been considered for on-road use, but where significant linkage benefits have been identified, the recommendation is for pedestrian path construction on the roadside verges and installation of cycleways at the road edge. Similarly, the cost of creating new off-road routes has dictated that these be kept to a minimum.
- 3.4 The intention is to create a network which is at least in part suitable for pedestrians, cycling, horse riding, and the less able. Financial constraints may, however, limit this potential in the short-term.
- 3.5 The works associated with creating a network have been divided into three categories:-
- **Fundamental** - path works which are considered to be fundamental (such as basic vegetation clearance, strimming and making good surfaces) to the formation of a path network. In addition, some selected projects recommended shared use (upgraded) and all ability surfaces (e.g. Health Walks).
 - **Desirable** - path works that are considered to be desirable in order to complement essential works (such as improving drainage, or interpreting themes) and path works that are considered to be necessary if considering an expanded shared use path network.
 - **Extended and Upgraded (to shared use : pedestrians, cycles, horses)** - path works which are considered to be feasible in the longer term. Upgrading of existing or proposed pedestrian paths where they are considered feasible parts of evolving shared use path network.
- 3.6 Following the implementation of "fundamental works", the Forfar Path Network would be around 31 km with 18 km proposed for pedestrian use whilst 13 km will be proposed as shared use paths (i.e. cycles, horses, pedestrians).
- 3.7 However, should "desirable" and "extended and upgraded (to shared use)" be undertaken in the future, the Forfar Path Network would be 116 km with 63 km proposed for pedestrian use whilst 53km would be proposed as "shared use paths".
- 3.8 The capital cost of implementing the network according to category of works is as follows:-
- | | |
|---------------|----------|
| • Fundamental | £79,760 |
| • Desirable | £141,000 |
| • Upgraded | £80,000. |

- 3.9 The Paths for All Partnership have indicated that they have available around £10,000 which they would offer to Angus Council for the purposes of creating part of the Forfar Path Network prior to October 1999. Accordingly, it is proposed that the Director of Planning and Transport, in consultation with other relevant chief officials, evaluate the Forfar Study and report to the Planning and Transport Committee of 26 August 1999 on the various options open to the Council, financing (including revenue) arrangements/possibilities, etc.
- 3.10 A copy of the feasibility study for Stage 1 (Forfar) is available in the Members' Lounge.

4 STAGE 2 (SIX BURGHS)

- 4.1 Stage 1 was felt to be a useful exercise and it is considered that there is merit in extending the study to the other Angus Burghs.
- 4.2 Halcrow Fox tendered for undertaking Stage 2 at the same time as Stage 1. The process undertaken for Forfar would be replicated in each of the remaining six burghs of Angus. Thereafter, the Council will be in a position to consider implementing a rolling programme of implementation works.
- 4.3 The results of Stage 2 will be reported to Committee in early Autumn.

5 FINANCIAL IMPLICATIONS

- 5.1 Stage 2 (Six Burghs) of the feasibility study will cost £19,737 which will be funded by Angus Environmental Trust and Scottish Natural Heritage, each contributing 50% of contract costs. Again, Angus Council will not be required to provide funding its contribution being in the form of in kind project management and assistance to the consultants.
- 5.2 It is anticipated that the studies could lead to a rolling programme of works. Partnership funding for these works has not yet been secured but will be sought and reported to Committee for consideration in due course. The scale of the eventual programme will be determined by the level of partnership and revenue funding able to be secured. Should funding be available and the Council agree to implement the works, it is likely to be programmed over a number of years but even if finance is not initially available, the survey information will remain valid and useful for a considerable period of time, perhaps until funds are made available.

6 CONSULTATION

- 6.1 The Chief Executive, Director of Finance, Director of Law & Administration, Director of Recreation Services, and Director of Roads have been consulted in the preparation of this report.

7 CONCLUSION

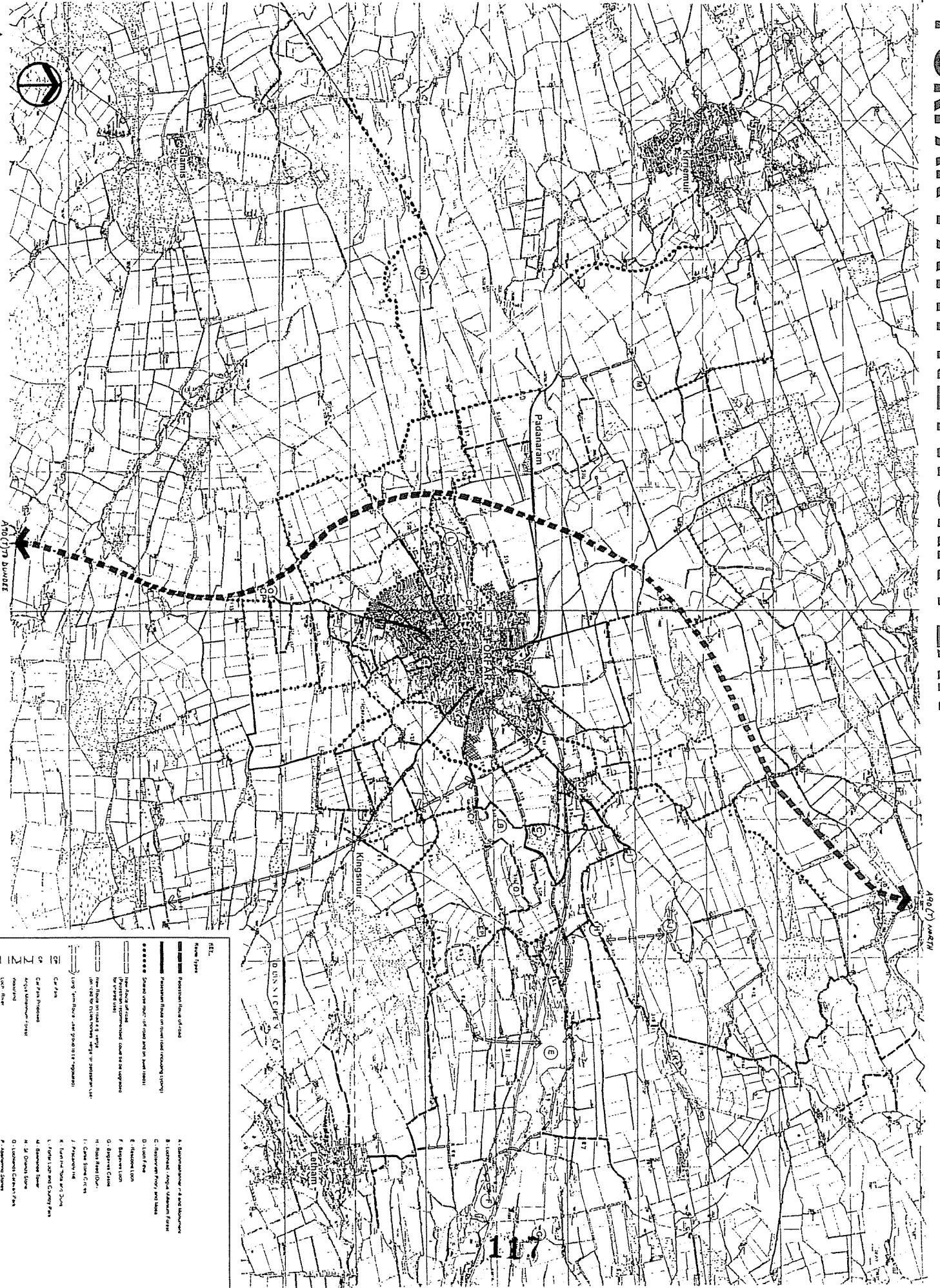
- 7.1 The undertaking of the feasibility studies represents a cost-effective approach to evaluating the potential for establishing path networks around each of the seven burghs of Angus.

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.

AA/SJR/IAL
1 June 1999

Alex Anderson
Director of Planning and Transport



LINE	Meaning
	Asphaltnachtwerk - 4 and 6cm thickness
	Lebenaufwerk - 10cm, 12cm, 15cm, 20cm
	Lebenaufwerk - 10cm, 12cm, 15cm, 20cm
	Lebenaufwerk - 10cm, 12cm, 15cm, 20cm
	Lebenaufwerk - 10cm, 12cm, 15cm, 20cm
	Lebenaufwerk - 10cm, 12cm, 15cm, 20cm
	Lebenaufwerk - 10cm, 12cm, 15cm, 20cm
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