Abstract: This report updates the Committee on the establishment of a combined footway/cycleway between Monifieth and Carnoustie and seeks authority to proceed with the project.

1 RECOMMENDATION

It is recommended that the Committee –

1. agree to proceed with the establishment of a combined footway/cycleway between Monifieth and Carnoustie subject to the conclusion of the purchase of the land from the Ministry of Defence and confirmation of the external funding;

2. agree to the Angus Council financial contribution to the project being met from the Cycling, Walking and Safer Streets fund for 2004/05 (£40,000), Roads Capital for 2004/05 (£40,000) and Planning and Transport Capital (Rural Initiatives) for 2004/05 (£4,000);

3. note that the Financial Plan 2003/07 will be amended at the next opportunity;

4. authorise the Director of Property Services and the Director of Law and Administration to conclude negotiations with the Ministry of Defence for the acquisition of the land;

5. authorise the Director of Planning and Transport and the Director of Law & Administration to negotiate an agreement with the Carnoustie Golf Links Management Committee for the establishment of the footway/cycleway along the edge of the practice ground;

6. authorise the Director of Road to proceed with the detailed design of the footway/cycleway and the procurement of the works;

7. agree to instigate Notice of Intention to Develop procedures once more detailed designs and specifications have been prepared;

8. agree to await a further report on progress in due course.

2 INTRODUCTION

2.1 In June 2003, the Committee approved in principle the establishment of a combined footway/cycleway from Monifieth to Carnoustie and authorised the Director of Property Services to enter into negotiations with the Ministry of Defence for the purchase of a strip of ground (report No. 658/03 refers).
3 CURRENT POSITION

3.1 The negotiations with the MOD’s agents, Defence Estates have taken longer than initially anticipated but have reached a successful conclusion. During the negotiations, it was agreed that the strip ground to be acquired would be increased to an average width of 10 metres. This will give greater flexibility to the line of the footway/cycleway and allow access by horses. The terms of the acquisition have been agreed in principle including a rate/ha for the acquisition of the land of £988/ha. The site has been surveyed and a land plan showing the precise area to be acquired is being prepared. This will determine the precise purchase price but, for guidance, the approximate area is 4 ha, giving a purchase price of around £4,000. This cost can be contained within the overall budget available for the project (see Financial Implications).

3.2 In view of the time taken to reach agreement with Defence Estates and the upcoming summer recess, the following courses of action are recommended to avoid any further delay in the project.

3.3 The acquisition of the strip of land from the MOD will allow the construction of the footway/cycleway from Monifieth to Barry but it is highly desirable that it will be extended into Carnoustie. The preferred route is to continue alongside the railway, along the edge of the golf practice ground to connect with the service road adjacent to the Burnside Golf Course. Informal discussions with the Carnoustie Golf Links Management Committee have been positive but it will be necessary to negotiate an agreement with the Committee to allow this route to be developed.

3.4 As the estimated cost of the project exceeds £100,000 it will be necessary to instigate Notice of Intention to Develop procedures. It is therefore recommended that the Director of Law and Administration be authorised to do so once the designs and specification have been progressed to a sufficiently detailed stage.

3.5 In accordance with the Council’s Financial Regulations, as the value of the Civil Engineering Works project is in excess of £200,000 the select list of tenders will be selected following a public advertisement. The proposed select list of tenders will be detailed in a future report and will be subject to the approval of the Infrastructure Services Committee.

4 FINANCIAL IMPLICATIONS

4.1 The estimated capital cost of the footway/cycleway from Monifieth to Carnoustie is £252,000. This includes the capitalised maintenance of the boundary fence along the southern boundary of the strip of land for which the MOD would become responsible. This combined with the estimated land acquisition cost (see para. 3.1) brings the total estimated cost to £256,000.

4.2 The funding and phasing of the project is shown below. This has been amended from that reported in June 2003 and contained in the Financial Plan 2003/07 to maximise available external funding.
Contribution

2004/05

£000's

Planning & Transport Capital (CWSS) 40
Planning & Transport (Capital Rural Initiatives) 4
Roads Capital 40
Scottish Water 70
Scottish Enterprise Tayside* 62
Scottish Natural Heritage 20
Angus Environmental Trust* 20
TOTAL 256

*funding confirmed

4.3 The contribution from Scottish Water is the balance of a fund which they made available for projects along the coast following the construction of the Tay Waste Water Treatment Plant. Their agreement is required but this should not present any problems as this project is entirely consistent with the type of project they are keen to support. The contribution from SNH has still to be confirmed but they are also very supportive of the project.

4.4 The estimated cost of the annual maintenance of the cycleway is £5,000. This is on the basis that the MOD will maintain the new boundary fence and the warning signs. This expenditure can be met from the Planning and Transport Revenue Budget (Access to Countryside) for as long as that budget exists.

5 HUMAN RIGHTS IMPLICATIONS

5.1 There are no human rights implications arising from this report.

6 CONSULTATION

6.1 The Chief Executive, Director of Finance, Director of Law & Administration, Director of Roads, Director of Leisure Services and Director of Property Services have been consulted during the preparation of this report.

7 CONCLUSION

7.1 The establishment of an Angus Coastal Path will provide a valuable tourism and recreational asset and the Monifieth to Carnoustie section is a significant and potentially popular link.

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/RM/IAL
28 May 2004

Alex Anderson
Director of Planning and Transport