Abstract: This report seeks Committee approval in principle for the establishment of a combined footway/cycletrack between Carnoustie and Easthaven.

1 RECOMMENDATION

It is recommended that the Committee –

1. approve, in principle, the establishment of a combined footway/cycletrack between Carnoustie and Easthaven;

2. note the financial implications associated with the project as outlined in this report and note that the Financial Plan 2003/2007 will be amended at the next opportunity;

3. authorise the Director of Property Services in consultation with the Director of Planning & Transport to enter into negotiations with the relevant landowners for the purchase of the necessary land;

4. agree to more detailed designs and cost estimates being prepared; and

5. agree to await a further report on the matter in due course.

2 INTRODUCTION

2.1 Members will be aware that one of the key elements of the Angus Countryside Access Strategy is the establishment of an Angus Coastal Path (report No. 278/04 refers). This Committee had previously approved, in principle, the establishment of a combined footway/cycleway between Monifieth and Carnoustie (report No. 658/03) and a report on progress on that project is presented for consideration (report No. 713/04). This project would extend this provision from Carnoustie to Easthaven.

2.2 On completion, it is likely that this section of cycletrack would become part of the Sustrans National Cycle Network (Route 1) and the North Sea Cycle Route.

2.3 Further Scottish Water, following the construction of the Tay Waste Water Treatment Plant agreed to allocate a sum of £40,000 towards a project of benefit to the residents of East Haven but agreed that the residents themselves could decide what that project should be. The Residents’ Association undertook extensive consultation in the village and the majority view was that the funds should go towards the cost of the provision of a footway/cycletrack between the village and Carnoustie.
3 PROPOSED FOOTWAY/CYCLEWAY

3.1 The Council’s Roads Department undertook a study into the feasibility of establishing a combined footway/cycleway between the two settlements. A number of possible routes were assessed and the proposed route identified. More detailed designs and cost estimates would have to be prepared in due course.

3.2 The proposal is to construct a dedicated off-road combined footway/cycletrack, 2.5 metre wide and approximately 2km long. It would, for the most part, run on the south (seaward) side of the road, separated from the road by a grass verge approximately two metres in width. A stockproof fence would be required along the full length to separate it from the adjoining fields.

3.3 Informal contact has been made with the relevant landowners regarding the purchase of a strip of ground by the Council and the responses so far have been positive.

4 FINANCIAL IMPLICATIONS

4.1 The estimated cost of the footway/cycleway from Carnoustie to Easthaven is £180,000. This does not allow for any land purchase but, given the relatively poor agricultural quality of much of the affected land, this should not be a significant cost and should not exceed £3,000. This produces a total project cost of £183,000.

4.2 The budget available for this project in the Financial Plan 2003/07 is £140,000. This was based on the cycletrack running from Easthaven to a point approximately 500 metres from the edge of Carnoustie. Cyclists would have continued along the road into town from that point. It was subsequently felt that this was undesirable and that the cycleway should be extended into Carnoustie at an estimated additional cost of £40,000. This together with the estimated land acquisition cost brings the total cost to £183,000.

4.3 The revised funding and phasing of the project is shown below.

<table>
<thead>
<tr>
<th>Contributions</th>
<th>Total £000's</th>
<th>2004/05 £000's</th>
<th>2005/06 £000's</th>
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<tbody>
<tr>
<td>Planning &amp; Transport Capital (CWSS)</td>
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<td>20</td>
<td>60</td>
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<tr>
<td>Planning &amp; Transport Capital (Rural Initiatives)</td>
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<tr>
<td>Scottish Water*</td>
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<td>40</td>
<td>-</td>
</tr>
<tr>
<td>Scottish Natural Heritage</td>
<td>20</td>
<td>-</td>
<td>20</td>
</tr>
<tr>
<td>Angus Environmental Trust*</td>
<td>40</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>183</strong></td>
<td><strong>83</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>

*funding confirmed

4.4 The Angus Council contribution from the CWSS fund would form part of the CWSS programmes for 2004/04 and 2005/06 (see report No. xxx /04) The contribution from SNH has still to be confirmed but they are very supportive of the project. The contributions from Scottish Water and the Angus Environmental Trust have been confirmed and although the above table shows the anticipated phasing, these contributions are not tied to specific financial years.
5 HUMAN RIGHTS IMPLICATIONS

5.1 There are no human rights implications.

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

The establishment of an Angus Coastal Path will provide a valuable tourism and recreational asset and the Carnoustie to Easthaven section is a significant link. It will also provide an important community asset, allowing the residents of Easthaven to walk and cycle to Carnoustie safely.

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