CONVERSION OF FOOTPATHS/FOOTWAYS TO CYCLE TRACKS

REPORT BY THE DIRECTOR OF ROADS

ABSTRACT
This report seeks the promotion of an Order to convert various lengths of existing footpaths and footways in Angus to cycle tracks.

1 RECOMMENDATION

1.1 It is recommended that the Committee agree to the promotion of an Order under Section 152(2) of the Roads (Scotland) Act 1984 to convert various lengths of existing footpaths and footways in Arbroath, Forfar and Montrose to cycle tracks.

2 INTRODUCTION

2.1 Under Section 151(2) of the Roads (Scotland) Act 1984, “footway”, “footpath” and “cycle track” are all categories of “road” and are defined in terms of the means by which there is a public right of passage.

For the purpose of the Act, where the public right of passage:-

(a) is by foot only, the road is –
   (i) where it is associated with a carriageway, a “footway”; and
   (ii) where it is not so associated, a “footpath”;
(b) is by pedal cycle only, or by pedal cycle and foot only, the road is a “cycle track”.

2.2 Where new cycle tracks are constructed for that purpose then they may be adopted as such onto the List of Public Roads. However under the terms of Section 152(2) of the Roads (Scotland) Act 1984 an Order must be promoted where it is proposed to redetermine the means of exercise of a public right of passage over a road.

2.3 A number of existing footways and footpaths in Arbroath, Forfar and Montrose have been identified as suitable for use as cycle tracks either to tie into newly constructed cycle tracks or simply to extend the local cycle track network. Many of these are already in use and their status requires to be formalised.
3 DETAILS

3.1 The affected sections of footpaths and footways are detailed below and are shown in Appendix A. (Larger scale plans have been placed in the Members’ Lounge).

3.1.1 ARBROATH

(i) Dundee Road (north side) from Westway southwestwards for a distance of 750 metres and from Westway northeastwards for a distance of 420 metres.

(ii) Ladyloan (southeast side) from Shore southwestwards to the footpath leading to the seawall just southwest of the Signal Tower Museum (750 metres).

(iii) A92 Arbroath – Montrose Road (southeast side, opposite the Saltire Centre) from Montrose Road southwestwards for a distance of 80 metres.

(iv) Westway (northeast side) from Dundee Road northwestwards for a distance of 180 metres.

(v) Westway (southwest side) from Dundee Road northwestwards for a distance of 145 metres.

(vi) Kirkton Road (north side) linking the two sections of advisory cycle lanes in the vicinity of the St Vigeans junction.

3.1.2 FORFAR

(i) Brechin Road (east side) from just north of the mini roundabout at Kirriemuir Road northwards to the private access leading to Carse Gray.

(ii) A926 Forfar – Kirriemuir Road (south side) from the Zoar westwards to the existing cycletrack at the grade separated junction on the A90.

(iii) A926 Forfar – Kirriemuir Road (south side) westwards from existing cycletrack at the grade separated junction on the A90 to Redford.

(iv) A94 Forfar – Perth Road (north side) from Halfpennyburn westwards to existing cycletrack at the grade separated junction on the A90.

(v) A94 Forfar – Perth Road (north side) from the existing cycletrack at the grade separated junction on the A90 westwards to North Leckaway.

3.1.3 MONTROSE.

(i) Western Road (east side) from the private access leading to Servite House southwards to just south of Hume Street..

(ii) Coronation Avenue (northeast side) from Kinnaber Road, Hillside southeastwards to just opposite Newhame Road.
(iii) **Rossie Island Road** (east side) from New Bridge southwards eastwards and southwards to Burnside Place, Ferryden.

(iv) **Basin View** (west side) from North Esk Road southwestwards to adjacent to the rear of 26 Rutland Crescent.

(v) **Borrowfield** (west of Fettes Way) from just south of No.19 Fettes Way northwestwards to Newhame Road

3.2 The above affected footways and footpaths are indicated on the attached plans.

4 **FINANCIAL IMPLICATIONS**

4.1 The estimated cost of implementing the proposals is £3000 which will be met from the 2004/2005 Revenue Budget. Additional maintenance costs will amount to £300 per annum and this will require to be contained for in future years’ Roads Revenue Budgets.

5 **HUMAN RIGHTS IMPLICATIONS**

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

6 **CONSULTATION**

6.1 The Chief Executive, the Director of Law and Administration, the Director of Finance and the Chief Constable have been consulted in the preparation of this report.

7 **CONCLUSION**

7.1 Sections of existing adopted footpaths and footways are required to be converted to cycle track in order to be integrated into the overall cycle track network. The conversion of these existing footpath and footways requires a formal Order.

Ronnie McNeil  
DIRECTOR OF ROADS

**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.

DAM/JSG  
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