Abstract: This report seeks Committee authority to proceed with the establishment of a combined footway/cycleway between Easthaven and Arbroath.

1 RECOMMENDATION

It is recommended that the Committee:-

(i) agrees to proceed with the establishment of a combined footway/cycleway between Easthaven and Arbroath as outlined in this report, subject to the conclusion of legal agreements and planning permission being granted;

(ii) notes that an application for planning permission will be submitted;

(iii) authorises the Head of Law and Administration in consultation with the Head of Planning and Transport to enter into legal agreements with the relevant landowners;

(iv) authorises the Head of Roads in consultation with the Head of Planning and Transport to undertake detailed design work and procurement of the construction works, and

(v) notes that the revised capital expenditure can be met from the allocations within the Infrastructure Services 2010/2014 Financial Plan.

2 INTRODUCTION

2.1 The creation of an Angus Coastal Path is a key priority within the Angus Countryside Access Strategy 2007-2012. Significant progress has been made to date with the creation of a coastal cycle path along the southern part of the Angus coast. The Carnoustie to Easthaven cycleway was completed in 2009. Creation of the link between Easthaven and Arbroath would complete a continuous largely off-road coastal cycle path between Arbroath and the boundary with Dundee City Council.

3 PROPOSED FOOTWAY/CYCLEWAY

3.1 The proposal is to provide a dedicated off-road combined footway/cycleway within the coastal strip to the seaward side of the railway. The path will initially follow the access track to the east of the Easthaven car park, after which approximately 3km of new path construction will be required to reach the site of the former Dowie Works. Having given consideration to drainage issues and the coastline as identified in Angus Council’s Shoreline Management Plan, the preferred route for most of this length is to run the path alongside the railway line. Thereafter the route will utilise the existing Dowie Works access road and the existing path link and bridge over the Elliot Water to the West Links. An indicative plan of the proposed route is available for inspection in the members lounge. On completion the route will form part of the Sustrans National Cycle Route 1 and the North Sea Cycle Route.
3.2 Initial feasibility and costing work has been undertaken. Due to the scale of the works planning permission will be required. More detailed design work is now required in order to submit a planning application and proceed to procuring the construction works.

3.3 The landowners along the route have been contacted and are agreeable in principle to the project. Further discussions with these landowners are underway and will continue in parallel with the detailed design work referred to above. Legal agreements will be required with each of the landowners.

3.4 It is proposed that planning permission and legal agreements will be progressed during summer 2011. Prior to procuring a works contractor, which will be undertaken by the Head of Roads under delegated authority in accordance with section 16 of the Financial Regulations, and undertaking path construction during autumn/winter 2011/2012.

4 FINANCIAL IMPLICATIONS

4.1 The estimated cost of the project inclusive of in-house fees and legal fees is £350,000, based on preliminary design work undertaken to date. A breakdown of this cost and the anticipated spend profile is shown in Table 1 below:-

Table 1 – Estimated Cost of Works

<table>
<thead>
<tr>
<th>Estimated Cost</th>
<th>2009/10</th>
<th>2010/11</th>
<th>2011/12</th>
<th>2012/13</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminaries</td>
<td>£ 25,000</td>
<td>-</td>
<td>-</td>
<td>£ 25,000</td>
</tr>
<tr>
<td>Main Contract Works</td>
<td>£268,000</td>
<td>-</td>
<td>-</td>
<td>£263,000</td>
</tr>
<tr>
<td>Contingencies</td>
<td>£ 20,000</td>
<td>-</td>
<td>-</td>
<td>£ 20,000</td>
</tr>
<tr>
<td>In-house fees &amp; legal fees</td>
<td>£ 37,000</td>
<td>£ 4,000</td>
<td>£ 4,000</td>
<td>£ 28,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£350,000</strong></td>
<td><strong>£ 4,000</strong></td>
<td><strong>£ 4,000</strong></td>
<td><strong>£336,000</strong></td>
</tr>
</tbody>
</table>

4.2 The 2010/2014 Financial Plan (report 109/11 refers) currently includes a total allocation of £320,000 within Planning & Transports not yet legally committed capital expenditure as shown in Table 2 below:-

Table 2 – Allocation in the current 2010/2014 Financial Plan

<table>
<thead>
<tr>
<th>Total Allocation</th>
<th>Actual to 31/03/10</th>
<th>Projected Outturn 2010/11</th>
<th>Provisional Budget 2011/12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue Funding (Planning &amp; Transport)</td>
<td>4</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Contribution from General Fund Balances (Access to the Countryside)</td>
<td>316</td>
<td>5</td>
<td>311</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>320</strong></td>
<td><strong>4</strong></td>
<td><strong>5</strong></td>
</tr>
</tbody>
</table>

4.3 This allocation was based on an initial budget estimate prior to preliminary design work. The additional cost of £30,000 is mainly due to the requirement for accommodation works and additional site supervision, due to the proximity to the railway and public utilities.
4.4 This additional cost can be met from Rural Paths and Initiatives provision (not yet legally committed) within Planning and Transport’s 2011/12 Capital Budget.

4.5 The revised allocation as shown in Table 3 below will be reflected in the 2011/12 Final Capital Budget Volume.

Table 3 – 2011/2012 Capital Budget

<table>
<thead>
<tr>
<th></th>
<th>Total Allocation £000</th>
<th>Actual to 31/03/10 £000</th>
<th>Projected Outturn 2010/11 £000</th>
<th>Provisional Budget 2011/12 £000</th>
<th>Estimate 2012/13 £000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue Funding (Planning &amp; Transport)</td>
<td>4</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contribution from General Fund Balances (Access to the Countryside)</td>
<td>316</td>
<td>4</td>
<td>306</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Planning and Transport (Capital)</td>
<td>30</td>
<td></td>
<td>30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>350</td>
<td>4</td>
<td>4</td>
<td>336</td>
<td>6</td>
</tr>
</tbody>
</table>

4.6 On completion, it is estimated that the annual cost of maintaining the footway/cycleway will be £1,878. This cost will be contained within Planning and Transport's revenue budget in future years.

5 HUMAN RIGHTS IMPLICATIONS

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

6 EQUALITIES IMPLICATIONS

6.1 The issues dealt with in this report have been the subject of consideration from an equalities perspective (as required by legislation). An equalities impact assessment is not required.

7 SINGLE OUTCOME AGREEMENT

7.1 This report contributes to the following local outcomes contained within the Single Outcome Agreement for Angus:-

- Growth in tourism in Angus is achieved
- The health of the Angus population is improved
- All in Angus enjoy a good quality of life
- The carbon and ecological footprints of Angus are reduced

8 CONSULTATION

8.1 The Chief Executive, Director of Corporate Services, Director of Neighbourhood Services, Head of Law & Administration and Head of Finance have been consulted during the preparation of this report.
9 CONCLUSION

9.1 The Council has been working towards the creation of an Angus Coastal Path for a number of years. The proposed project will complete the last ‘missing link’ on the southern part of the Angus coast, enabling a continuous coastal cycle route between Arbroath and the boundary with Dundee City Council.

ERIC S LOWSON
DIRECTOR OF INFRASTRUCTURE SERVICES

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.

P&T/GWC/PC/LCA/IAL
6 May 2011