Abstract: This report seeks the Committee’s authority to undertake upgrading works on several paths to form phase 1 of the Carnoustie Path Network.

1 RECOMMENDATION

It is recommended that the Committee –

1. agrees to proceed with path improvements around the north-west end of Carnoustie at an estimated cost of £58,275;

2. authorises the Head of Roads to proceed with the procurement of the works;

3. 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.

2 INTRODUCTION

2.1 A key element of the Angus Countryside Access Strategy is the establishment of path networks around each of the burghs. Carnoustie and Montrose are the last two remaining burghs without a path network. In 2010 works were undertaken at Craigmill Den, to the east of Carnoustie, to improve the path surface and replace a bridge providing a circular route to Panbride (report No. 723/09).

2.2 It is proposed that the path development works in Carnoustie will be split into two phases. Phase 1 of the works will concentrate on existing routes to the north-west side of Carnoustie in the area adjacent to Carnoustie High School and around the back of Pitskelly cemetery. These paths require upgrading to bring them up to a similar standard as the other burgh path networks. Some of these paths are in private ownership and will require a path agreement. Others are owned and maintained by the Council. (see attached plan).

2.3 The paths which will be upgraded in Phase 1 will provide the basis of a path network. However, with the closure of the Fairy Steps and bridge several years ago for safety reasons, there is a missing link between Panbride northwards towards Muirdrum and westwards towards the High School.

2.4 Further investigation is required to assess the opportunities to create the path links and this, together with signposting of the route would form the second phase of the path network. This will be reported to the Committee in due course.

3 PROPOSALS

3.1 The proposed works are partly to existing pedestrian / cycle paths and partly to existing farm tracks, some of which are badly potholed. The works would include laying a firm base and blinded with “chippy dust” which would improve the surfaces for all path users. The sections that follow existing farm tracks form essential links within the network of paths are currently
well used by pedestrians and cyclists and there are no suitable alternatives. These routes will therefore be designed to withstand existing light agricultural traffic as well as other users.

3.2 The length of path proposed to be upgraded in this first phase of works is 2,197m. The width varies between 2m – 2.8m depending on the path. The paths are all existing routes, some of which are currently maintained by Neighbourhood Services. This level of maintenance would continue once the paths are upgraded.

4 RISKS

4.1 There are no risks associated with the recommendations in this report. However, the risk of not agreeing to the upgrading of the paths is that they do not form part of the network or, if they do, the network would not be up to a standard consistent with other burgh networks.

5 FINANCIAL IMPLICATIONS

5.1 The estimated cost of the Phase 1 proposed works, inclusive of fees is £58,275. The costs are broken down as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminaries and site clearance</td>
<td>£ 2,310</td>
</tr>
<tr>
<td>Main contract works</td>
<td>£41,837</td>
</tr>
<tr>
<td>Contingencies</td>
<td>£  4,415</td>
</tr>
<tr>
<td>Fees</td>
<td>£  9,713</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£58,275</strong></td>
</tr>
</tbody>
</table>

The Planning and Transport Financial Plan has an allocation of £105,000 for establishing a path network around Carnoustie (report 589/11 refers). Of this, there is £55,000 available in the current financial year (2011/12) and it is proposed that the additional £3,275 will be brought forward from the Carnoustie allocation for 2012/13. This minor adjustment will be reflected in future capital monitoring reports.

There are no additional revenue budget implications arising from the recommendation contained within this report as the paths which are already maintained by Neighbourhood Services will continue to be maintained in the future by that department. Those routes which will be upgraded to vehicular standard will require little or no regular maintenance to retain them in a condition suitable for other users e.g. pedestrians/cyclists. Any maintenance works in the future are therefore likely to be minor and would be contained within the Planning and Transport revenue budget. In the event of any major maintenance required to retain vehicular standard, this would require to be funded by the farm owners.

6 HUMAN RIGHTS IMPLICATIONS

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

7 EQUALITIES IMPLICATIONS

7.1 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.

8 SINGLE OUTCOME AGREEMENT

8.1 This report contributes to the following local outcomes contained within the Single Outcome Agreement for Angus.

- Our natural and built environment is protected and enjoyed
- Our carbon footprint is reduced
9 CONSULTATION

9.1 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.

10 CONCLUSION

10.1 The upgrading of paths around the Pitskelly/Carnoustie High School area will form important links in the evolving path network, providing benefits to residents and visitors in the Carnoustie area.

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/KvE/IAL
14 September 2011
Carnoustie Path Network - proposed works