

Title of Report: Strathfoyle Greenway	Officer Presenting: Head of Environment Author: Greenways Development Officer
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1 Purpose of Report/Recommendations

- 1.1 To update Members with regard to the current status of the Strathfoyle Greenway proposal.

2 Background

- 2.1 The Strathfoyle Greenway is a 2.7km extension of the Waterside Greenway, from Foyle Bridge to Stradowen Drive. It is on Council's capital list of projects, and is listed in the Strategic Growth Plan. It is the first project listed in the Strathfoyle and Maydown Cluster Village Plan, with the highest priority.
- 2.2 The project has full planning permission, secured in 2012 (A/2012/0430/F).
- 2.3 A Steering Group of elected representatives and community leaders meets regularly to support the development of the project.

3 Key Issues

- 3.1 The proposed Greenway runs parallel with the railway and passes through one area in Council control (Strathfoyle pitches and play area), three areas owned by public bodies (Gransha Estate, Oakgrove school and NIHE lands at Stradowen Drive) and one area in private ownership.
- 3.2 Council has previously approved the purchase of the public lands (July 2018) and this is progressing through legal services. Land and Property Services (LPS) have agreed a premium with the private landowner and a report has been prepared for Capital Review Group to seek funds for the acquisition of the final section of the Greenway.
- 3.3 The construction cost of the greenway is estimated at £2.68m+ VAT inclusive of capital costs, professional fees and OB. These costs are based on a Quantity Surveyor's estimate from July 2018.

- 3.4 DfI Walking And Cycling Unit held a workshop during May 2018 to inform Councils of a planned £15m grant scheme for greenways which form part of the network in *Exercise-Explore-Enjoy: A Strategic Plan For Greenways*. 'Strathfoyle Greenway would form part of the Secondary Route from Derry to Coleraine and so would be eligible for funding under this measure. The proposed scheme would have funded capital expenditure at a rate of 50%. However, the issue of ministerial approval has meant that the grant scheme has not been launched.
- 3.5 In March 2019, officers of DfI Walking And Cycling Unit visited Derry for a study tour of the City's cycle infrastructure, and met with members of the Steering Group. Following this visit - and written submissions from various political parties - the Unit has invited Council to present a Business Case for the project, to see if DfI are able to support the project in any way. Officers hope to have a completed draft Business Case by the end of July.

4 Financial, Equality, Legal, HR, Improvement and other Implications

- 4.1 While it is hoped that external funding can be secured for the project from a range of agencies, it is likely that a contribution would be required from Council. Officers will continue to consider other possible external funding opportunities.
- 4.2 If all sections of the Greenway can be brought into Council ownership, there is the option to open them to public access in advance of the creation of the full Greenway project. This would require installation of basic fencing and the clearance of some trees, which will require funding.

5 Recommendations

- 5.1 Members are asked to note the contents of this report.

Members' Background Papers:

Appendix 1 - Strathfoyle Greenway Plan A4