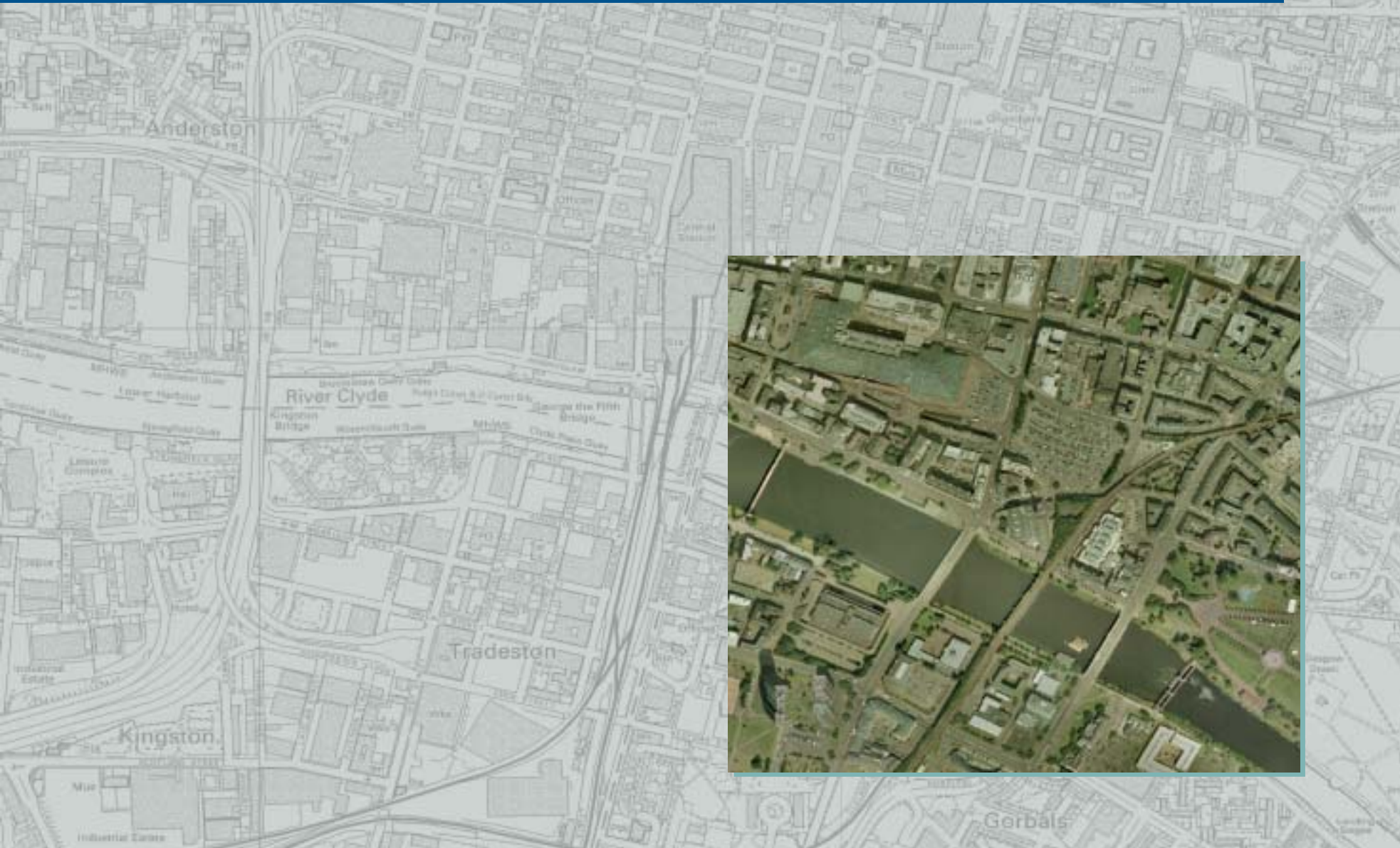


# GLASGOW CORE PATHS PLAN

FINAL CONSULTATIVE DRAFT



## FOREWORD



Glasgow, the “Dear Green Place” is a vibrant home to six hundred thousand people, and a place where many thousands more work, study or visit every day. The city has a network of parks and greenspaces linked by a network of paths and roads. Glasgow’s Core Paths Plan is a consultation document and provides you with the opportunity to help to identify the network of paths which are most valued by you or other people you know. The council has drawn up a network of Proposed Core Paths that it considers will help people to travel to work, school or university, to visit friends or parks and greenspaces. The paths that become Core Paths can be trodden earth or wide level tarmac. The paths in woodlands or nature reserves will be designed to suit these sensitive environments. A range of users including walkers, runners, cyclists, horse riders, as well as those in prams and wheelchairs will share the paths. Users are expected to take responsibility for their own behaviour. It is expected that much of the network will be accessible to people of all abilities and it is intended that the network will as far as possible be barrier free.

Most of the proposed Core Paths already exist and it is intended to link the off road sections of the network with sign posted “On Road Links” to create a citywide network of routes. Some new paths will be needed in some areas to link different parts of the network, these are the “Aspirational Core Paths.

The Core Path Network should help to improve the quality of life of Glasgow’s residents and encourage visitors to come to the city. Access to a network of paths will encourage people to take exercise improving physical and mental health. Improvements to the path network across the city, which attract more users, will help to make the network safer and more attractive for all users.

Your Comments on the Glasgow Core Paths Plan will contribute to the future development of the city, helping to deliver the high quality of life that the people of Glasgow deserve.

A handwritten signature in black ink, appearing to read 'George Ryan'.

Councillor George Ryan

*Executive Member for Development & Regeneration*

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*An A2 map of the whole network is located inside the back cover*

## WHAT IS A CORE PATH ?



*“The core paths system should provide the basic framework of routes sufficient for the purpose of giving the public reasonable access throughout their area. This basic framework of routes will link into, and support, wider networks of other paths”*

Core paths will form the basic network of paths around Glasgow, and will link into and support the wider network of other paths that already exist around the city.

Core paths could be the most popular paths and/or key routes that link communities or provide access to local facilities as well as parks and greenspaces.

Paths may be used to manage public access in environmentally sensitive areas such as parks and woodlands or on the edge of the City to help farmers and land managers to manage access on their land.

Core paths can be anything from a tarmac path to a grassy field margin.

Whilst each core path may not be suitable for all user groups, the core path system in Glasgow as a whole will provide for people of all abilities.

Not all paths in an area will become core paths.

Consultation with land managers is ongoing and may lead to changes to the route of some Core Paths. This is particularly likely where new or Aspirational Core Paths are proposed. These routes will be subject to separate detailed consultation targeted at local communities and land managers. There is a presumption that the design of new paths will as far as possible minimise any negative impacts for land managers, whilst ensuring a safe, convenient routes for the path users.

***Not all paths in an area will become core paths.***

### OUR OBJECTIVES ARE

- To connect homes with workplaces, schools, public services, parks, greenspaces, neighbouring communities and the wider countryside.
- Form a safe framework for sustainable travel and informal outdoor recreation.
- Improve the quality of life of Glasgow's residents and visitors.
- Help make Glasgow a healthier, more sustainable city.

## IT IS LIKELY THAT CORE PATHS WILL BE

The basic framework of paths to meet the needs of communities' within the city

Well maintained

Well signposted

Free from obstructions

Safe and welcoming

Publicised and protected in the planning process

Open to people of all abilities whenever the terrain allows

## CORE PATHS COULD

Provide opportunities for walking, cycling, horse riding and access to water

Be multi-use paths, or may be more suitable for a particular activity

Be an existing path or a completely new route

Be a Right of Way although not all ROW's will become a Core Path. It depends on the outcome of this consultation process

Help to minimise any potential conflict with land managers



## WHY ARE WE PRODUCING THIS DRAFT CORE PATHS PLAN ?

The Land Reform (Scotland) Act 2003 came into effect in February 2005. The Act placed various new duties on local authorities, one of which is to draw up a plan for a system of paths, “*sufficient for the purpose of giving the public reasonable access throughout their area*”. These paths are to be known as Core Paths. All local authorities in Scotland must draw up a plan of Core Paths by February 2008.

The Land Reform Act established a right of responsible non-motorised access to most land and inland water in Scotland, as well as responsibilities for land managers to respect access rights. Although the Act established a right of responsible access to the outdoors, most people prefer to use paths. For a number of years, Glasgow City Council has been working with various communities, organisations and land owners to develop a network of local paths within Glasgow. These paths lie in both built up and undeveloped areas, they cross parks, follow rivers and connect communities together. They currently allow for a variety of users including, walkers, horse riders, cyclists, disabled users and commuters. The Land Reform Act includes water based paths within its remit so this plan will include identified routes and areas for non motorised water craft around the city.

As part of the process of Core Paths planning and access development we have been gathering information over the last few years from local residents and visitors, recreational users, land owners, land managers and farmers. Several studies have been carried out within the City. We have used this information to draw up this Final Consultative Draft Core Paths Plan for Glasgow.

If you are a land owner, land manager or farmer, this is your opportunity to influence where core paths may be on your land, and to comment on the integration of potential Core Paths with land management activities or development proposals. If you have sensitive areas on your land where you would not want a path, then please let us know.

If you use paths to travel into and around the city to work, shop, learn, visit friends or for recreation we want to hear from you. You may use paths for walking, cycling, horse-riding, canoeing or other outdoor activities. This is your opportunity to have your say on whether you agree with our proposed Core Paths network, or whether other paths or routes would be better. Have we provided connecting routes that work for you or are there other potential routes that you would wish to see us include?

It is recognised that good path networks can contribute towards better health by encouraging people to take more exercise as well as helping to encourage people to live or work in the city, supporting tourism and other economic activities. Good path networks are an important part of a high quality environment and could help to reduce the volume of traffic on the roads by encouraging people to make short journeys sustainably.

We have tried to balance public demand for recreational routes with the needs and requirements of land owners, land managers and farmers. Have we got the balance right?

We would like to hear your views on this draft Core Paths Plan, so we can take them into consideration before this plan is finalised.

Over the last few years we have been out and about around Glasgow asking people of all ages and abilities where they go walking, cycling, and horse riding and take part in other recreational activities. This has included specific consultations relating to local studies, general consultation at events such as the annual Woodland Fair; discussions as part of planning studies carried out in different areas across the city, and meetings with the Glasgow Outdoor Access Forum. We've also been asking land owners and land managers for their views on managing access on their land. From these consultations we have gathered a lot of information about which paths and routes are the most popular in an area, where people would like to be able to walk, cycle or horse-ride in future, as well as comments and suggestions for improving paths.

Using information from these studies and the experience of council officers, the "Consultative Draft of the Core Paths Plan" was prepared and published in May 2007. This was circulated extensively and 164 members of the public and 52 organisations returned 867 individual comments on the proposed Core Paths. A summary of the comments made is available on the Core Paths section of the Glasgow City Council Website at [www.glasgow.gov.uk/en/Residents/GettingAround/CorePathPlan](http://www.glasgow.gov.uk/en/Residents/GettingAround/CorePathPlan)

A group of officers from three council services then revised the Core Paths Plan using the comments. One of the key messages in the consultation was that the network was fragmented, some areas of the city were not connected to the network and that the accuracy of the mapping needed to be improved. To address these problems some new routes were included and the "On Road Links" were devised to ensure that the Core Paths were linked into a single network. The general principles used in the review were agreed with the Glasgow Outdoor Access Forum at their October 2007 meeting. The Glasgow Outdoor Access Forum represents a range of stakeholders and they have a statutory role to advise the council on the Core Paths Planning Process.

A set of key criteria to help us to select potential Core Paths for Glasgow was developed. These are based on best practice from elsewhere and what the public told us they required of a path. These can be seen opposite. We used all the information we gathered in the public consultations, the key criteria and our knowledge of the path networks in Glasgow, to develop a map of potential core paths for Glasgow. This map of potential Core Paths was compiled by the Outdoor Access Officer at Glasgow City Council, planning colleagues in Development & Regeneration Services, an Officers Working Group that include representatives from Culture & Sport Glasgow, Countryside Rangers, the Cycling Unit and Parks Managers. The Glasgow Outdoor Access Forum has also been involved throughout this process and will continue to work with all parties involved including landowners and path users to ensure that their rights are respected.

### Key Criteria for selecting paths for inclusion on the Glasgow Core Path Plan

Paths selected should fit most of the following criteria:

- *High level of demand within the community (from public consultations).*
- *Provide safe routes for non-motorised users in and around communities within the city, for people of all abilities including the less able and wheelchair users where the terrain allows.*
- *Links in regional path networks to other parts of both the urban area and communities outside Glasgow.*
- *Paths that help people to access local sites of natural, cultural and built heritage whilst minimising the environmental impact of access.*
- *A path should as far as possible avoid or mitigate conflict with land management operations.*

## HOW WILL CORE PATHS BE MANAGED ?



Our aspiration is for a well managed and well maintained network of core paths.

Our aim is for core paths to be:

- *Sign posted*
- *Maintained to a good standard*
- *Barrier free*
- *Monitored*
- *Inspected on a regular basis*
- *Continually improved*

Glasgow City Council already manages and maintains most of the paths we have highlighted in this draft Core Paths Plan. Others are managed by private land owners or land managers such as British Waterways who are responsible for the Forth & Clyde Canal. Some land managers may be eligible for funding from the Scottish Rural Development Programme where they provide for public access. Core Paths may be anything from a strip of grass around a field margin, to a tarmac path, and the Core Paths network in Glasgow as a whole will provide for people of all abilities. Core Paths will be inspected, usage will be monitored and they may be upgraded as necessary in the future.

The finalised Core Path Plan will be reviewed after a period of about five years to ensure that it continues to meet the needs of the City and its people. At that stage any aspirational routes which have been constructed may be proposed as Core Paths and if supported by that round of consultation will be designated as Core Paths.

Maps showing the paths we have selected as potential Core Paths for Glasgow can be viewed in the second half of this document.

**Core Paths** – will be off the road elements of the network, and are intended to be available for all users, although in some cases barriers such as steps will make it difficult for cyclists, wheelchairs and buggies. A few of the Core Paths enter pedestrianised areas such as Buchanan Street and Sauchiehall Street where existing Traffic Regulation Orders prohibit cycling and cyclists will need to dismount to avoid committing an offence.

**On Road Links** - are intended to link Core Paths that are off road, together forming a better network. The intention is that these routes will be sign posted so that people can link core paths over greater distances i.e. from the edge of the city to the centre. These links are where possible quieter roads and in some places cyclists will be able to legally use the footway where a “Re-determination Order” is already in place.

**Day Light Only Core Paths** – a few Core Paths enter parks and cemeteries that are locked at night to reduce the risk of vandalism to headstones, glasshouses etc. Where this is the case (at the Botanic Gardens and a few other locations) you will not be able to follow the route at night and will need to use adjacent streets or paths.

**Aspirational Paths** – In many parts of the city the potential to create new paths using old railway lines, greenspaces etc has been identified. These new paths may be funded by the council, external bodies such as the National Lottery, or funded by developers through Planning Gain. The paths will be constructed to be fit for the purposes for which they are intended. For instance, a path in an urban area could be three metres wide and have a tarmac surface, whilst a path through environmentally sensitive woodland on the urban fringe will be narrower, and have a whin dust or even a trodden surface.



## TYPES OF PATHS AND FEATURES SHOWN ON THE MAPS



We have indicated a route for each path, but this may change once the following key issues have been considered.

- *Consultation with the land owner and manager*
- *Ecological surveys which may identify areas of habitat which need to be protected from damage and identify opportunities to improve habitats*
- *Further detailed consultation with local communities*
- *Geotechnical surveys which may identify unfavourable ground conditions*
- *Safety issues such as steep drops or road crossings*

The Aspirational Paths have been included on the Core Paths Plan to ensure that they are considered as part of the Development Management process. Although it is expected that many of the Aspirational Paths will become Core Paths this will only happen once the Core Paths Plan is reviewed in five years time following further public consultation.

**Proposed New Bridges** – in a number of locations it is proposed that new bridges will be constructed to improve the connectivity of the path network and link communities who might otherwise have to travel considerable distances to cross barriers such as the Forth & Clyde Canal, a river, or railway line.

Again the inclusion of a proposed new bridge on the Core Paths Plan will make it easier to ensure that they are delivered through the Development Management process.

**River Access Points** – The final draft of the City Plan shows a number of River Access Points that are included on the maps of the River Clyde. To the West of the Weir at Glasgow Green these can only be used by powered vessels with the permission of Clydeport Ltd. The intention is that they will be used in the future for a riverboat service. It is therefore important to ensure that they are linked to the Core Path Network along the river. To the east of the Weir the river access points will be designed to facilitate safe access to and from the water for rowing and canoeing.

**Core Paths On Water** – because the access rights extend to water we are proposing a Core Paths network on water which will enable the council to provide for safer access to water for rowing, canoeing and other non-motorised water sports. The council will work with other partners to ensure that information to improve water safety is made available as access to and from the water is improved.

The following Core Paths on Water are proposed;

**River Clyde** – upstream of the Weir at Glasgow Green, the council has separate proposals in the City Plan for Watersports Access Points which are shown on the maps.

**River Kelvin**

**Forth & Clyde Canal**

**White Cart**

**Hogganfield Loch (part)** – this is a Local Nature Reserve, which is important for a number of bird species. A small part of the Loch is available for use by non-motorised watersports and is indicated on the map.

The following water bodies will not have Core Paths on water because of their value as natural habitat and designation as Sites of Special Scientific Interest (SSSI) or Sites of Importance for Nature Conservation (SINC). This is to protect the species and habitats on these sites from damage and disturbance.

**Possil Marsh** - SSSI

**Bishop Loch** - SSSI

**Frankfield Loch** – SINC

**The River Clyde - down stream of the Weir** is an active port controlled by Clydeport Ltd and no access rights apply for health & safety reasons.

***NB; Safety*** It is recommended that users seek advice from local canoeing and rowing clubs before using Core Paths on Water and to ensure that their skills are sufficient for the conditions. Water can be dangerous and rivers can very dangerous following heavy rain, only those with suitable skills and equipment should venture out.



## TYPES OF PATHS AND FEATURES SHOWN ON THE MAPS

**Strategic Cycle Network** – Existing cycle paths are shown with the exception of Quality Bus Corridors, which many people responding to the first round of consultation thought did not offer sufficiently safe routes for cyclists, although for confident experienced cyclists they are a useful facility.

**The maps show proposed Core Paths on land for walking, cycling, horse riding, and Core Paths on Water for canoeing, rowing and sailing.**

On the maps, the paths we have identified as potential Core Paths are shown in purple whilst the aspirational new routes are shown in red. These are the paths and routes that we are asking you to comment on in this consultation. They have all been numbered to identify individual paths and help you to comment on them.

- Purple solid lines - represent paths that already exist that could become core paths;
- Purple dotted lines – represent “On road links” which will link off road Core Paths together to create a network
- Red solid lines represent aspirational paths that do not exist yet on the ground that could become Core Paths during the life of this plan. The exact routes are yet to be negotiated.
- Red dotted lines represent aspirational “on Road links” that will be provided to connect sections of Aspirational Path as they are constructed..
- Red Triangle – Proposed location for a new bridge
- Light Blue has been used to show areas of water such as the Forth & Clyde Canal and some rivers, which are proposed “Core Paths on Water” for canoeing, rowing and other non motorised water sports.
- Orange (solid lines) show existing on road cycle routes and safer routes to school that you will be able to use to travel between the proposed core paths. We have excluded bus lanes since the last round of consultation suggested that many people did not feel safe using them.
- Blue Star – Existing River Access Point
- Red Star – Aspirational River Access Point – for motorised vessels
- Yellow Star – Aspirational Watersport Access Point – for canoes and rowing boats

Three large road projects are also shown on the mapping;

- M74
- Glasgow East End Regeneration Route,
- North Clydeside Development Corridor

## Core Paths in Neighbouring Local Authorities.

Every Local Authority in Scotland is currently preparing a Core Path Plan for their area. We have tried to exchange information with those around Glasgow to help ensure that Core Path Networks connect across the region. Each local authority around Glasgow is at a slightly different stage in the process so we have only been able to include mapping from Renfrewshire and North Lanarkshire. Please note that this information is indicative and you are advised to consult the appropriate Local Authority for the most up to date information. The table contains contact details that you may find helpful if you wish to get more information about Core Paths Plans in the areas around Glasgow and have an opportunity to comment.

East Dunbartonshire Council	Tel: 0141 578 8523	<a href="http://www.eastdunbarton.gov.uk">www.eastdunbarton.gov.uk</a>
East Renfrewshire Council	Tel: 0141 577 3882	<a href="http://www.eastrenfrewshire.gov.uk">www.eastrenfrewshire.gov.uk</a>
North Lanarkshire Council	Tel: 01236 780 636	<a href="http://www.northlan.gov.uk">www.northlan.gov.uk</a>
Renfrewshire Council	Tel: 0141 842 5258	<a href="http://www.renfrewshire.gov.uk">www.renfrewshire.gov.uk</a>
South Lanarkshire Council	Tel: 01698 543421	<a href="http://www.southlanarkshire.gov.uk">www.southlanarkshire.gov.uk</a>
West Dunbartonshire Council	Tel: 01389 737376	<a href="http://www.west-dunbarton.gov.uk">www.west-dunbarton.gov.uk</a>





Glasgow City Council would like to hear your views on the draft plan of Core Paths for Glasgow.

This consultation is open until **30 May 2008**.

On the following pages you can view maps of the proposed Core Paths for Glasgow.

An Index Map is on the opposite page. This shows the area that each map covers.

**A map showing the entire network of proposed core paths for Glasgow can be found inside the back cover.**

We would like to know whether you think we have got the plan right, or whether other routes would be better. We are keen to hear from as many people as possible, including land owners, land managers, farmers and recreational users, whether you access the outdoors regularly or not, whether you live, work, shop or study in Glasgow or visit from elsewhere.

You can find a 'comments form' at the end of this booklet on which you can provide comments on this version of the draft Core Paths Plan for Glasgow. The deadline for comments is 30 May 2008.

The City Council will be holding a series of consultation events between February and May 2008. It has also commissioned a Strategic Environmental Assessment (SEA) of the Core Paths Plan. All details will be published on the website when completed.

### **Viewing the maps and commenting online**

Maps and information about the core paths planning process in Glasgow can also be viewed on Glasgow City Council's website at:

[www.glasgow.gov.uk/Residents/GettingAround/CorePathPlan/](http://www.glasgow.gov.uk/Residents/GettingAround/CorePathPlan/)





Kelvinhaugh

Clyde

Govan

Ibrox



**Glasgow Core Paths Plan**  
Landscape and Environment  
Development and Regeneration Services  
Glasgow City Council  
229 George Street  
Glasgow G1 1QU

Telephone: **0141 287 8585**  
E-mail: [CorePaths@glasgow.gov.uk](mailto:CorePaths@glasgow.gov.uk)

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