

**Dundee's Outdoor Access  
Strategy**

**Discovering The Liveable  
City**

**May 2005**

# ***Discovering The Liveable City***

- **Learning & Working**  
A City for Living
  - **Community Safety**  
A Safe City
  - **Caring for the Environment**  
A City to Enjoy
  - **Health & Care**  
A Healthy City
  - **Building Stronger Communities**  
A City for Everyone
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# CONTENTS

<b>1. Introduction.....</b>	<b>1</b>
Background.....	1
<b>Discovering the Liveable City.....</b>	<b>1</b>
A City for Living.....	1
A Safe City.....	2
A City to Enjoy.....	2
A Healthy City.....	2
A City for Everyone.....	3
<b>Delivering the Liveable City.....</b>	<b>3</b>
Structure of the Strategy.....	3
<b>2. Audit and consultation findings.....</b>	<b>5</b>
Introduction.....	5
Key findings.....	5
Supply Audit.....	5
Demand Audit.....	5
Policy Audit.....	6
Resources to support access in Dundee.....	7
Summary of audit findings.....	8
Taking the audit findings forward.....	8
<b>3. Theme 1: a city for living.....</b>	<b>9</b>
<b>4. Theme 2: a safe city.....</b>	<b>13</b>
<b>5. Theme 3: a healthy city.....</b>	<b>15</b>
<b>6. Theme 4: a city to enjoy.....</b>	<b>19</b>
<b>7. Theme 5: a city for everyone.....</b>	<b>23</b>
<b>8. Taking the strategy forward: Action Plan 2005-2010.....</b>	<b>26</b>
A. Implementing the Land Reform (Scotland) Act 2003.....	27
B. City Network Routes.....	28
C. Green Circular.....	29
D. Parks and Green Spaces.....	29
E. Community Paths Challenge Projects.....	31
F. Travel Plan Development.....	31
G. Cycling Development.....	32
H. Other Projects.....	33
I. Monitoring and review.....	33
<b>Appendices.....</b>	<b>44</b>

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# I. Introduction

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## **Background**

- I.1. This Strategy forms a framework for the future planning, development and management of access within Dundee.
- I.2. Many different stakeholders, including Dundee's Local Access Forum, have actively developed the Outdoor Access Strategy. Dundee City Council has had substantial input through strong interdepartmental links. This broad input was to ensure the strategy is more clearly targeted towards achieving the needs of all Dundee's people. This partnership of stakeholders continues to be vital throughout the Strategy's life to deliver this vision for Dundee.
- I.3. The key theme of the Access Strategy is that access is no longer an end in itself, but a key mechanism to address a much wider range of policy aims. This Strategy will play a key role in co-ordinating access and ensuring that its potential as a tool for integrated and sustainable urban development is realised.
- I.4. It is important to define the use of the term 'access' in this Strategy. Access means progress by foot, bicycle, wheelchair or horse. However this is an ideal that is not always achievable in practice in all situations. The Strategy aims to achieve the highest levels of access possible, where practicable in Dundee. This includes;
  - Access to green space in and around settlements;
  - Non motorised paths and routes, including commuting routes to work places;
  - Access to and within key recreation sites;
  - Strategic networks for health, Safer Routes to School, for horse riding etc;
  - Access to the wider countryside for recreation.

## **Discovering the Liveable City**

- I.5. Dundee continues to work hard to realise a truly accessible city where people can easily go about their everyday lives. Through creative planning and civic design the ongoing City redevelopment is allowing people to move more easily through the built and green spaces. To date this has come through making safe space for pedestrians, enabling commuter cycling, making links to services, and providing opportunities to enjoy green and open space.
- I.6. Yet there is recognition of plenty more to be done. New access responsibilities have also emerged through the Land Reform (Scotland) Act 2003 alongside existing policy. So, this strategy aims to allow access to play its part in delivering Dundee's core policy needs for community, economy and environment.

## **A City for Living**

- I.7. Although access is traditionally associated with countryside recreation, in Dundee it provides an important functional role as a part of everyday life. Roadside pavements provide many of the existing routes in the city. Access issues often relate more to neighbourhood management as a whole, than the creation and use of purpose built, off road routes. Access needs to be available and attractive on a daily basis.

- I.8. Transport in Dundee is at the heart of the Outdoor Access Strategy. Access in Dundee is primarily about getting out and about every day, for work, school, shops and recreation, especially as car ownership is low (45.5% of households had no car at the 2001 Census). Access needs to allow people access to services and facilities that they need to use.

This reflects the transport policy aims in the city, as well as an ongoing emphasis on the importance of securing economic investment and opportunities for employment for all the city's residents. For the Planning and Transportation Department the Strategy feeds into the Local Plan to provide a Walking and Cycling Strategy. By working to develop commuter routes and travel planning the aim is to identify commuting infrastructure and promotional needs, with clear links to walking and cycling.

### **A Safe City**

- I.9. A city-wide access network is only likely to bring benefits if it is used. Too often, people's concerns about personal safety and issues associated with road safety can be a barrier to the use of access routes. Use of routes needs to be encouraged from an early age with Safe Routes to School and services. This theme focuses on ways of addressing these issues using community involvement, creative urban design and integrated transport management.

### **A City to Enjoy**

- I.10. Even though a path network is accessible and safe people need to be motivated to use it. People use access not only as a means of transport but for a number of more personal reasons, because they like the place, because it has memories for them, it may simply be fun. Access can be enjoyable, educational and inspirational. Building on opportunities for recreation and tourism which already exist in the city, the Outdoor Access Strategy aims to define ways in which projects can help to raise awareness of, and interest in the city's built, cultural and natural heritage through planned and evaluated interpretation. This in turn is likely to not only enhance the quality of life of local people, but also to help build on ongoing initiatives which aim to stimulate visitor interest in the city. This will also link with Dundee's Public Open Spaces Strategy (DCC 1999) and the Local Transport Strategy (2000). The Access Strategy will also benefit Economic Development and Scottish Enterprise Tayside by attracting the 'green pound'.
- I.11. The Access Strategy can facilitate connections between the path network and open space and provide added value to the Paths for All Initiative in Dundee with guidance for the years to come.

### **A Healthy City**

- I.12. This emphasis on access as a part of everyday life, as well as its recreational value, is also reflected in the growing recognition of its potential benefits for health and community well-being which has emerged at the national level in recent years.
- I.13. Access can play a key role in improving people's health and well-being. The Joint Health Improvement Plan sets out actions to be implemented to combat health and well-being problems in Dundee. This Access Strategy defines the ways in which

access can encourage people to improve their personal health, as well as focusing on the role of access as an integral part of healthy communities.

- I.14. Dundee City Council, Scottish Enterprise Tayside and Ninewells Hospital will use the Access Strategy to promote sustainable and healthy travel planning.

### **A City for Everyone**

- I.15. The development of an inclusive access network, which is ‘owned’ by the people of Dundee is central to the success of the Strategy. The aim is to create access that is freely available for all people regardless of age or ability.
- I.16. It is important that all of the citizens of Dundee have the opportunity to be involved in the access planning and management of access. The Strategy provides advice, ranging from specific projects which aim to encourage participation.
- I.17. Through this broader emphasis on the role of access within regeneration and place promotion programmes it is the aim to strengthen the perception of Dundee as a place to live.

### **Delivering the Liveable City**

- I.18. Dundee anticipates that more organisations will wish to become involved in delivering the Outdoor Access Strategy themes of health, quality of life and community ownership. By promoting the benefits of Dundee’s Paths for All Initiative, they will be striving to attract substantial capital and revenue from major funding sources. Communities will be also empowered to take the lead in smaller local projects, seeking other sources of funding, with Council technical support and co-ordination.

### **Vision**

- I.19. These themes combine, to provide the following Vision for Access for Dundee:

***‘A city that works for all its people as they move easily through its built and green spaces to go about their everyday lives – for work or play. Safe, healthy and friendly – a good place to be.’***

### **Structure of the Strategy**

- I.20. The following chapters set out the rationale for each of these themes in turn. Each theme is also developed further to form a series of more focused objectives, to help ensure that the advice set out here is as practical as possible.

The Strategy is structured in the following way:

- *Chapter 2* sets out a brief review of the Audit element of the work. This brings together the findings to identify key strengths, weaknesses, opportunities and threats
- *Chapters 3 to 7* detail each of the Action Themes, illustrating how the objectives should guide the development of the path network in Dundee.
- *Chapter 8* forms the action plan for the strategy.



## 2. Audit and consultation findings

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### Introduction

- 2.1. The first part of the process of preparing this access strategy, involved undertaking a comprehensive ‘audit’ of the existing situation. This helped to ensure that the Strategy builds on previous and ongoing priorities for access in Dundee. This section of the Strategy provides an overview of the findings of the audit work. The full audit report is included in Appendix 2. The audit work focused on four main areas:
- The **supply** of existing paths and access in Dundee;
  - Existing and as yet unrealised **demand** for access in Dundee, informed through consultation, surveys and additional social data;
  - **Policy** support for access from national to local level;
  - Available **resources** which could help to achieve the aims and objectives of the strategy.

### Key findings

#### Supply Audit

- 2.2. The first part of the audit aimed to define the existing supply of access in Dundee. Dundee has a good supply of access, with a number of recreational parks and open spaces and the Green Circular cycle route which extends around the outskirts of the city. The Green Circular provides the spine of the access network in Dundee, and it has been the focus of much of the action on access which has been undertaken in the city to date.
- 2.3. However, Dundee has relatively few commuter cycling routes, or off road countryside routes. There are also few bridleways in and around Dundee with the exception of the Greater Camperdown Country Park bridleway network and the horse riding routes in the countryside to the north of Middleton Community Woodland. In other words, whilst some routes already exist the network does not yet cater as widely as it might do for people of all ages and abilities.
- 2.4. The Kingsway and Riverside Drive create major barriers to pedestrian and cycle access in Dundee. A roadside cycle route has been developed along part of the Kingsway, but this is a circular arterial dual carriageway which acts as a transport spine, and is heavily used by traffic passing through Dundee. This cycleway has also not yet been connected with the Green Circular route. The southern stretch of the Green Circular passes adjacent to Riverside Drive and the southeast section of the Green Circular is part of the Sustrans National Cycle Route and the North Sea Cycle Route.

#### Demand Audit

- 2.5. The demand audit examined recognised and latent demand for access in Dundee. Demand was assessed using results of visitor and user surveys, local views on access from consultation with users and stakeholders.



- 2.6. Walking and recreational use of open space are important recreational activities in Dundee. Demand issues raised related to improving promotion, information and signage of routes for local users and visitors. Access to everyday services and facilities is particularly important in Dundee due to the low levels of car ownership.

### **Latent Demand**

- 2.7. Several issues emerged during the demand audit which could be tackled by the Access Strategy. People who already enjoy walking, cycling and riding in the city have suggested a number of ways in which access resources in the city could be improved as a means of increasing participation and enjoyment. In addition, however, there are also significant levels of 'latent' demand for access in the city which could be met by targeting initiatives in areas where this need is greatest.
- 2.8. Dundee has numerous health and social exclusion problems. Access can be one contributing part to improving health and promoting social inclusion.
- 2.9. Dundee has a very solid foundation of reports, policy initiatives and schemes to consult and involve local communities. That suite of guidance provides a good base for implementing the access strategy and the strategy itself needs to be used as component part of that process.
- 2.10. The geography of residential population and their social and likely behavioural characteristics suggests that (a) the Community Regeneration Areas provide a good base for targeting those perhaps most in need of a pro-active approach to access provision (and its potential benefits) but also that (b) not all 'target' communities live within the Community Regeneration Areas and these should not be ignored simply because they are not concentrated enough to qualify for Community Regeneration status.

### **Policy Audit**

- 2.11. Access is relevant to a wide range of policies, from the national to local level. Fundamental to the Strategy is the Land Reform (Scotland) Act 2003 which sets out the new policy framework for access in Scotland and details the obligations of local authorities, land managers and other bodies which have a role to play in facilitating access, and also the responsibilities of users. This represents a new challenge for local authorities across Scotland, but also an opportunity to develop a better understanding of the way in which the Strategy can provide benefits across a wide range of policy sectors.
- 2.12. The local policy framework relating to access is wide ranging. The following key areas of policy making are directly relevant to the Strategy:
- Environmental policy provides an opportunity to 'add value' to an access network for the city. For example, the Tayside Biodiversity Action Plan 2002 and Dundee Urban Nature Conservation Subject Local Plan Supplementary Statement (DCC 1995) highlight the importance of promoting and encouraging management of the environment for wildlife and promoting public access and understanding of environmental resources and management.
  - Dundee Local Plan, Dundee's Sport and Physical Recreation Strategy (DCC 2000) and Dundee's Public Open Spaces Strategy (DCC 1999) identify scope for

increasing promotion and provision of recreation opportunities, partly through access.

- Health is also high on the policy agenda in Dundee. Recent policy, including the *Joint Health Improvement Plan 2004-2005* and *Physical Activity Strategy 2005-2008* set out an agenda for action which aims to improve local people's health over the long term, partly through increasing levels of physical activity.
- Linking with this, Dundee's Corporate Plan 2003-2007 (DCC) and the Community Plan *Dundee in Partnership 2001-2006* (DCC) aim to promote social inclusion. Through developing an inclusive approach to the development of local path network, access can help to realise this aim.
- The tourism potential of Dundee is recognised by the promotion of cultural tourism within the city and this is supported by the aims of Scottish Enterprise and the Cultural Strategy 2001-2006 (DCC 2001). Dundee is also developing its Public Art Programme in parks, which will help to promote the Outdoor Access Strategy.
- The Dundee Partnership has played a vital role in the regeneration that has taken place in Dundee. The Partnership is a co-operation between Dundee City Council, Scottish Enterprise Tayside, Dundee and Tayside Chamber of Commerce and Industry and Communities Scotland plus members of the Dundee Partnership Forum. The Partnership aims to promote Dundee as an attractive place to live, work and invest. The Access Strategy can contribute to these aims through improving the environment and accessibility of Dundee.
- Dundee's Local Transport Strategy sets out the aims for sustainable transport in Dundee and accessibility for all. It is important that as the city continues to grow and develop the transport and access network develops in tandem. The Local Transport Strategy aims to give the people of Dundee travel choice and accessibility and a high quality environment. Encompassing the concept of sustainability is an important part of the strategy
- Transportation policy in the city has increasingly focused on increasing the modal share of more sustainable forms of transport, including walking and cycling.

### **Resources to support access in Dundee**

2.13. The recent access legislation will bring about a shift in local authority resourcing of access. Whilst it is anticipated that some additional resources are likely to be provided to local authorities to help them fulfil their new duties, there will be a continuing need to access external resources through partnership working. An increasing range of funding programmes and agencies provides external resources. More detailed information on potential funding is available in Appendix 2. The following thematic areas provide an insight into the range of resources which are potentially available:

- **Community based resources:** as described in detail in the resource audit, local authorities may not be eligible to bid for some funding programmes. As a

result community involvement and voluntary sector support is likely to play an essential role in ensuring that the Strategy is implemented.

- **Recreation and sports resources:** Access is traditionally associated with recreation. Projects and programmes which support this could involve linking public access provision with sports facilities.
- **Heritage, conservation and environment resources:** This is a potentially source of support, linking with heritage based initiatives in the city. Sources of funding for more rural projects may also be relevant, for example, the Woodland Improvement Grant could provide a source of funding for the woodland areas within Dundee, despite its urban nature.
- **Economic development resources:** Supporting jobs and prosperity in Dundee is key to ensuring a vibrant and successful future for the city. There is potential to create links between access and economic development and to develop the link between these sectors.

### **Summary of audit findings**

- 2.14. In conclusion a number of key issues have emerged from the audit which have been used to shape the proposals set out by the strategy. The supply audit shows that while there is a good strategic route and a number of local networks the network as a whole lacks cohesion. The policy and resource audit reflect the potentially multi-faceted benefits of access. The findings emphasise the importance of going beyond considering access as an end in itself, to focus on the extent to which it can be a tool in helping to deliver on a much wider policy agenda. In particular in Dundee, the aims of improving health and providing a more sustainable functional transport network for the city highlight the scope which the Strategy provides for keying into established policy making process.

### **Taking the audit findings forward**

- 2.15. The following sections set out each of the key action themes identified for Dundee. The rationale for each theme, and their constituent objectives are defined and discussed.

### 3. Theme I: a city for living

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#### Introduction

- 3.1. This theme reflects the importance of ‘utility’ access, in other words, the need to link people with community services, facilities, employment and education opportunities. This theme can also help to improve health by integrating access into people’s everyday lives. The policy framework in Dundee has already noted the importance of this theme. For example, the city’s transport policy aims to promote accessibility to everyday facilities for all, especially those without a car, with the Local Transport Strategy aiming to promote the integration of all forms of transport and land use planning.
- 3.2. The connections between access to everyday facilities and social inclusion have also been noted in local level policy. The Dundee Community Regeneration areas objectives and priorities include the need to connect people in these areas, with employment and training opportunities. Through targeting access provision in this way, action can help to ensure that physical access to these opportunities does not exclude those most in need.
- 3.3. The broader economic policy context also highlights the scope for access to play a role in the working life of the city. Policy emphasises the need to develop an efficient economy, and to support sustainable economic growth in appropriate locations.
- 3.4. Access can play an important part in people’s everyday lives in a number of ways. Problems such as unemployment can be addressed both directly, by providing training as an integral part of the physical development of the network, or by ensuring that workplaces are accessible, and indirectly by supporting longer term regeneration and economic development aims. As a result, the following objectives are included within this theme:

**Everyday Access Objective I: To ensure that, where possible, training opportunities associated with the development of the network are provided for local people.**

- 3.5. This objective aims to embrace the concept of sustainability by providing the skills and the workforce for the development and maintenance of the network within the local area. This reflects an opportunity for maintenance of the network in the long term, by ensuring that the skills will be developed within the local area. This can also help to promote community ownership and a sense of involvement by the local people carrying out the work.

#### **Implementation Idea**

*Organisations such as the WiseGroup and Greenlight provide jobs training and opportunities for unemployed people. This can have a number of benefits, including providing local skills and training opportunities, achieving works in an economically efficient way, and also building stronger links between members of the community and their local path networks. Scope for using this approach should be considered further in path projects at a local level.*

**Everyday Access Objective 2: To develop access as a sustainable and equitable transport mode by ensuring that local services are linked to people's homes.**

- 3.6. Facilitating non-motorised access to local services should be an integral element of promoting access. There are clear health and environmental benefits associated with this objective, and links can be made with improvements to the local environment in terms of improving air quality and reducing congestion. This could partly be achieved by the Local Plan providing land use based recommendations which ensure pedestrian or cycle access is provided between local services and local people. As a means of implementation there is a need to ensure adequate promotion of the path network by working in partnership with developers, employers or businesses. For example ensuring new supermarket developments are pedestrian and cycle friendly is important.

**Everyday Access Objective 3: To work with employers and education providers to develop access links to the workplace and learning opportunities.**

- 3.7. Improving health and fitness, reducing traffic congestion, air pollution, and parking problems are among some of the issues being addressed. There is also potential for illustrating and improving routes from where people live to their school or work place. This can be integrated with developing and maintaining 'Safe Routes to Schools' Green Travel Plans and the HEBS 'Walk in to Work out' initiative. These also provide opportunity to raise awareness of the issues being tackled.

***Implementation Idea***

*The role of Dundee City Council's Travel Plan Coordinator will be to look specifically at travel plans, initially for SET, Ninewells Hospital and Dundee City Council. This can be incorporated with the 'Walk in to Work out' scheme for which packs are available from HEBS. The existing pack does not contain local maps, but their inclusion would be beneficial. Private company sponsorship of paths close to the work place would also be a practical way of implementing this objective.*

**Everyday Access Objective 4: To work in partnership with developers and investors to ensure that regeneration and development projects take into account access by means other than the car.**

- 3.8. It is important that the means of facilitating non-motorised access are integrated into new developments. This means access provision which links areas of housing with the services and facilities they need and also providing links between the new development and the existing path network. This is an important aspect to include within the Local Plan. Measures to encourage developers to take the issue fully on board should also be considered further.

**Everyday Access Objective 5: To focus on access opportunities from and within the Community Regeneration Areas of the city as a means of ensuring that the development of the network does not reinforce patterns of exclusion.**

- 3.9. It is important to integrate the access network throughout the city. Access is an important issue for those who do not have access to a car and in particular those living in the Community Regeneration Areas. Integration of the access network across the city can only be achieved through strategic planning. This involves considering the Local Plan, Local Transport Strategy and feedback from the community in a logical and co-ordinated manner. Particular attention will be paid to ensure that individual projects in targeted areas are considered in the context of strategic planning of the access network as a whole.



## 4. Theme 2: a safe city

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### Introduction

- 4.1. It is critical that the development of the network takes into account the personal and road safety of users as these issues can form a barrier to access. This reflects earlier consultation within the Paths for All Initiative, which noted that people were concerned about crime along some paths and that vandalism is a problem in some areas. In terms of road safety, community consultation for the Paths for All Initiative identified the need to 'Improve crossings over the Kingsway and Riverside Drive' amongst the top ten solutions for access in Dundee.
- 4.2. This is also reflected in broader policy making for the city as follows:
  - The Local Plan states that defining access routes and links between different parts of a community area is extremely important and provides the opportunity to establish a route network hierarchy where none, or a poorly defined one existed before. The Plan priorities and actions include improving safety for all travellers
  - The Local Transport Strategy aims to make it easier and safer to get around locally by walking.
  - The Healthy Dundee strategic action plan aims to reduce the number of accidents in the city by implementing traffic calming initiatives.
  - Under the heading of community safety the Community Plan priorities for action include enhancing the support of community safety groups, targeting areas of high community concern through focused community policing, utilising CCTV systems to aid community reassurance and where the incidence of crime is higher than average. The Plan also identified priorities for action under the heading of improving road safety including implementing traffic calming measures and promoting safe cycle and walking routes to school.
  - Tackling crime and fear of crime through the implementation of the Community Safety Strategy is stated in Dundee City Council Plan as a particular target.
- 4.3. The following objectives are therefore included under this theme:



**Safety Objective 1: Working with communities and the police to identify specific problem areas and define appropriate solutions.**

- 4.4. Crime and perceptions of crime can be deterrents to access. It is important to ensure that paths are maintained to maintain clear sight lines, to help people to feel safe and to deter anti-social activity. It is important to integrate good design to deter crime from the outset. Litter, graffiti and vandalism also contribute to poor perceptions of an area. Those who experience or perceive crime, best define crime. As a result, a bottom up approach should help to ensure that anti crime initiatives are appropriately targeted.

**Implementation Idea**

*Follow advice in PAN 46 Planning for Crime Prevention when designing and working on the path network.*

*Example: Work is currently being undertaken in the Vale of Leven to design crime out of the path network.*

*Key proposals include focusing on bridges and underpasses, as well as areas where people noted their concerns about personal safety.*

*Solutions included achieving more routine use and maintenance, provision of lighting, providing barriers to motorised access to off road routes, and ensuring that furniture etc would be vandal resistant.*

**Safety Objective 2: Working with schools to develop Safer Routes to Schools Projects.**

- 4.5. Providing opportunities for children to walk or cycle to school safely provides an opportunity for exercise and can help to establish good habits which will be continued into later life. Children walking or cycling to school can also reduce the traffic pressures on the roads near to their school, with both safety and environmental benefits. There has already been a 'Safe Routes to School' Initiative in Dundee covering Braeview Academy secondary school and four primary schools. An opportunity exists to develop the concept in other parts of the access network.

**Safety Objective 3: Ensuring that the network is considered within the context of the road network, where necessary improving road crossing points, etc.**

- 4.6. It is important that the pedestrian, cycle and horse riding routes are integrated with the road network. This means ensuring that the path network is cohesive and that where a route has to cross a busy road a safe crossing point is provided. The danger to pedestrians, cyclists and horse riders from traffic is very real and it is important to reduce the risks. Access needs to be considered in the context of the Local Plan and the Local Transport Strategy. Where new developments are planned with increased traffic implications, their impact on any existing paths or road crossing points should be considered.

## 5. Theme 3: a healthy city

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### Introduction

- 5.1. The main aim of this theme is to ensure that access provision provides opportunities for recreation for health, particularly focusing on the areas and communities where the need for this is greatest. This reflects the strong policy emphasis defined within the resource audit to improve health by encouraging higher levels of regular physical activity.
- 5.2. Physical activity can help protect against heart disease, strokes and a number of other health problems and promote physical, social and mental well-being and fitness. Only one in four of the Dundee population take sufficient physical activity. As a result, the *Joint Health Improvement Plan* sets out a key target of increasing the number of people engaging in regular, vigorous exercise by 20%. The links between social exclusion and poor health have also been recognised in the city. As a result, each of the city's Community Regeneration Areas has defined improving health as a priority for action within these communities.
- 5.3. Access can play a key role in addressing these issues, with measures ranging from encouraging people to take the first steps towards improved fitness by building walking into their everyday routine, to ensuring that the network provides sufficiently challenging opportunities for those who are already active. The following objectives fall within this theme:

### Objective 1

**To target the development of local projects in areas where problems of poor health are greatest.** The links between improving access and community health are already widely recognised in Dundee. Community consultation for the Paths for All Initiative in Dundee, noted the particular importance of promoting the health benefits of walking and cycling. There is, however, scope to develop this theme in a more proactive way, partly by emphasising the role of different partner agencies within the process.

#### **Implementation idea:**

*Dighty Environment Group carries out a range of work to improve the environment in the vicinity of the Dighty Burn. The Dighty Burn and associated Green Circular route pass close to a number of communities that are likely to suffer from poor health. Broadening community involvement in the project, and in its access related activities could provide further benefits from the project.*

- 5.4. In achieving this objective, strong links should be forged between improving access and improving health, and opportunities exist for tackling the two issues together. The Community Regeneration Areas in Dundee have high levels of ill health and low levels of car ownership. It is necessary to work with the communities and provide access opportunities that can be integrated with their everyday life. This can be achieved by working through the local access groups and existing community structures to establish measures to provide opportunities for access and to encourage and facilitate people to use them.

**Health Objective 2: To facilitate the development of health walks within Dundee.**

5.5. The *Joint Health Improvement Action Plan* aims to increase the population of people engaging in regular vigorous exercise by 20%. The concept of health walks was developed to promote the mental and physical health benefits of walking. They can consist of selected and mapped graded routes. Accompanying leaflets with health information could also be provided for the walks. Some walks are led by volunteers to allow those who would feel vulnerable walking alone to take part. Health walks have been found to have a beneficial effect on the health of those who take part.

5.6. Health walks are provided in Kirkton, Hilltown, Ardler, Charleston and Douglas through the Dundee Healthy Living Initiative. Sports Development run a health walk group in Kirkton through their 'Active for Life' programme and the Urban Rangers at Baxter Park have developed a health walks programme there. There are still further opportunities to hold and promote health walks throughout the city.

**Good Practice Example: Dunblane Health Centre, Stirling Council Environmental Services and the Health Promotion Department have developed a Health Walks pilot programme in Dunblane.**

*'Initially, two short walking routes adjacent to the Health Centre were identified for the use of patients who may benefit from the increased activity levels. These one mile routes were outlined in a leaflet comprising a map on one side and information on the other. The information outlined the benefits of an active lifestyle, how to monitor the pace of activity, safety precautions and advice on clothing for walking. This pilot Health Walks programme was launched in October 1999. The target group is sedentary adults but has mainly attracted those from the 50+ age group. In January 2000 the programme was expanded to include a monthly walk led by Stirling Council's Countryside Ranger Service. The walks are about 2-3 miles long.'*

**Implementation idea:**

*The Healthy Living Centre provides a potential centre for the promotion and distribution of information. Tayside Health Promotion Centre also has an important role providing a source of health information, training, co-ordination of campaigns, help for organisations to produce their own leaflets and advice on press and media activity relating to health work. Scope for developing access related materials should be explored further.*

**Health Objective 3: To integrate development of the network with health promotional schemes.**

5.7. Raising the profile and promoting involvement in exercise for health in Dundee can be achieved in a variety of ways. Promotion and information about the benefits of walking and cycling is likely to be an effective way of realising the health benefits of the local network. Access should be considered in the context of preventative medicine and should be integrated with other health promotion initiatives, such as healthy eating, or support to give up smoking.

5.8. For example, a leaflet promoting health walks could be distributed alongside information about conditions which may benefit from increased levels of physical activity. GP referrals for exercise could be aided by the provision information about where walking could be safely undertaken in and around the city, target distances and

times etc. There are numerous examples of this aim being achieved in different communities across the country. The Health Board is likely to be a key partner in helping to achieve this objective.

**Health Objective 4: To ensure that initiatives which aim to encourage more physical activity are sustained in the long term by encouraging people to make walking and cycling part of their everyday routine.**

- 5.9. Ensuring the endurance of the promotion of access as an integral element of people's lives is key to the success of the Strategy. The basis for ensuring this success is to integrate access into a wide variety of other initiatives and themes. This can be linked into the development of Green Travel Plans, Safer Routes to School, and work to reduce the barriers presented by crime and perceptions of crime. It also means ensuring that there is monitoring and review of the mechanisms for the promotion of the network, the maintenance of the network, and sufficient allocation of resources to achieve this.
- 5.10. This can be achieved through establishing good partnership working between the agencies and organisations implementing the elements of the strategy. The access forum for Dundee can provide a key mechanism for the establishment and maintenance of communication between agencies and stakeholders in the process. There is a need at the initiation stage to incorporate access into a range of implementation bodies. Once this has been established the access forum can then monitor the effectiveness and role of access within each theme.

**Health Objective 5: To ensure that the network provides access to health facilities and services for all.**

- 5.11. It is vital that the access network connects people with the facilities they want and need to access. It is necessary to make access an easy and attractive option for people to utilise, by ensuring that it is functional. In order to tackle health problems people need access to health information and advice. People also need to be connected with everyday services. In order to achieve this objective it is necessary to establish the facilities people wish and need to access and their preferred routes.

**Health Objective 6: To ensure that transportation costs do not form a barrier to physical activity**

- 5.12. Access to areas that are enjoyable and pleasant for recreation should not be a barrier to participation. This can mean ensuring provision of open spaces and playing fields close to people's homes, and ensuring that safe routes exist to enable them to access these. This also means raising people's awareness of how to participate in physical activity, and that it does not necessarily mean participation in formal sport. Access routes to local open spaces need to be identified and maintained. Improving the access routes between the open spaces in Dundee is an element of the Open Spaces Strategy. This opens up the access opportunities for a wider number of people. Linking up areas of open space within Dundee can help to provide an integrated and functional path network.

**Health Objective 7: To facilitate an inclusive approach which provides scope for social interaction, strengthens community cohesion and people's influence on decision making.**

- 5.13. Community capacity building is an important aspect of improving community cohesion. An important element of this is to strengthen the role of individuals within the community. Access is an issue which touches on many different fields of interest. Access provision is for the people within Dundee and beyond who are going to use it. In developing the access strategy local communities have been involved through the consultation process. However it is necessary to ensure that community involvement is maintained within the process. Involving people in local access forums is a means of achieving this. Community involvement also fosters a sense of community ownership, increasing local understanding and respect for projects being carried out. This is explored further under the theme 'Inclusive Access' (see below).

**Health Objective 8: To ensure that the access network meets the needs of people of all ages and abilities.**

- 5.14. If people experience difficulties or encounter barriers to access they may be prevented or deterred from participating. It is therefore important to try and ensure that paths are suitable for multi use from the outset. This means incorporating good design and examining the needs of the less able from the outset of any work done. It is important that where construction or maintenance of the path network is carried out, good practice to reduce the barriers to access is incorporated.

***Implementation Idea***

*BT Countryside for All Good Practice Guide to Disabled Access in the Countryside guidelines sets out recommendations on path widths for different path users. The guidelines include advice about surfacing, route width, barriers, passing places, rest areas, gradient, slow across paths, step levels, clear walking tunnels and maximum surface breaks. Different approaches are suggested for different types of area, including urban and formal areas, urban fringe areas and managed landscapes, rural and working landscapes, and open countryside. Clear approaches to path provision varies within these areas, ranging from wide, smooth surfaced paths in formal landscapes, to minimal interventions, and even no change on wild land.*

## 6. Theme 4: a city to enjoy

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### Introduction

- 6.1. Access provides opportunities for recreation and tourism. Dundee has a great deal to offer in terms of heritage, location and scenery for enjoyable and inspirational access and the Green Circular provides a key route around the city. Key policies relating to leisure and tourism, which the development of the city-wide network are brought together in the existing Local Plan for the area, are as follows:
- To support and encourage appropriate developments that will enhance Dundee's attractiveness as a destination for a wide range of tourists and visitors.
  - To support the creation of new green access corridors to help consolidate the open space network and improve recreational and commuter access.
  - To support the creation of new community forests on the urban fringe in conjunction with neighbouring authorities.
  - To encourage the establishment and use of paths and access routes for both recreation and commuting purposes.
  - To support the provision of both on and off-road facilities for cyclists.
- 6.2. The policy context of this theme extends beyond these objectives, however, to also relate to the broader aims of realising the cultural and heritage potential of the city. These have been reflected in ongoing programmes of innovation in tourism development, linked with regeneration, which have emerged in the city over the last decade. In addition, there has been considerable emphasis on the role of open spaces in contributing to the quality of life of the city's residents. The following objectives fall within this theme:

#### **Recreation Objective 1: To ensure that visitor and recreation facilities are accessible by foot or cycle.**

- 6.3. It is important to ensure that visitors who do not have access to a car do not have fewer opportunities for enjoyment when visiting Dundee. All facilities should be accessible by foot and cycle to provide maximum visitor potential. Sustainability and promoting a 'green' image of the city is also a positive marketing image. The development of the network for tourists can also attract different funding sources including those related to economic development such as through Scottish Enterprise Tayside.

#### **Implementation Idea**

*The Scottish Enterprise Tayside tourism strategy is focused on the environment and short breaks. Scottish Enterprise Tayside and Perth and Kinross Council established the Perth and Kinross Countryside Trust which is investing each year in the access network, and links between visitor attractions. A similar approach could be taken in Dundee, drawing from examples of good practice from Perth and Kinross. Source: Paths for All The Right Track Issue 1 | Spring 2001.*

**Recreation Objective 2: To develop opportunities for access within and between the city's parks and open spaces, ensuring that the Strategy contributes to the wider aims of developing an integrated 'green network'.**

- 6.4. Dundee has a wealth of parks and green spaces which provide an important recreation resource. People visit these areas to take exercise and enjoy themselves. The audit found that people tend to visit parks or open spaces which are closest to their homes. It is therefore important to ensure that these areas are accessible. Ensuring sound linkages between the parks and open spaces in Dundee will enable people to access more of the opportunities available to them and support the concept of an 'integrated green network'. Working with Dundee's Open Spaces Strategy the links between the open spaces and which form the basis of the path network can be identified and targeted for improvement. This would improve the local access network, and increase opportunities for recreation. Routes linking open spaces could also form a core for the development of some of the heritage/art/education trails being promoted within the city.

**Recreation Objective 3: To develop the role of access as a visitor attraction in its own right, through the use of promotional materials, signage, the development of themed routes etc.**

- 6.5. Where routes exist there is a need to ensure that people are actively encouraged to use them. Good signage is required, where possible indicating where a path goes, the distance, and the type of user the route is suitable for. Walking is a popular recreational activity and the promotion of the routes in Dundee would provide new stimulus and interest along routes. Working with the themes to promote art and heritage trails within the city, key linkages could be made to provide a resource for both locals and visitors. This could involve amongst other themes, focusing on the existing tourist attractions and facilities and the access network between them. Public transport and path network links could also be mapped and/or a map specifically designed for visitors to the city who do not have a car.

**Implementation Idea**

*Greenmaps have been created for a number of cities across the world. They can promote the 'green' elements of a city. The thought behind them is that; 'Greenmaps indicate where sites of ecological, cultural and social significance are located in the city. They are essential tools for those seeking out the greener side of city life in the early 21st century. If you are looking for a farmers' market, renewable energy site, or recycling point. They mark the sustainable wealth of an area and are fantastic tools to promote future change along more ecological lines.' More information from: [www.greenmap.com](http://www.greenmap.com)*

**Recreation Objective 4: To broaden understanding and recognition of the culture, built and natural heritage of Dundee by making use of interpretation and promotion alongside the development of the network.**

- 6.6. Dundee has a rich heritage and high environmental quality. The *Discovery* and the frigate *Unicorn*, along with whaling and trading all contribute to the maritime history of Dundee. The influence of the textile industry can still be seen today in many of the converted mill buildings around the city. The associations with publishing in particular the *Beano* and the *Dandy* can be seen in the Desperate Dan sculpture in the city centre, and the themed Christmas decorations.
- 6.7. There is also potential for extending the natural heritage interpretation within Dundee, for example along the water front. Dundee City Council Ranger service already play a role in natural heritage interpretation on sites across the city.

**Implementation Idea**

*Certain trails close to schools and 'Safe Routes to School' could be targeted to provide information that could provide a teaching resource. Children could be involved in the design of the trails and awareness would be raised of the routes. Educational trails could be targeted in areas used by Dundee City Council Ranger Service for teaching and interpretation.*

*The heritage and public art trails could be themed around using reclaimed and local materials. Awareness could be raised about ways to dispose of unwanted household articles to try and tackle the issue of fly tipping which occurs in many of the green spaces, particularly along the Dighty Burn.*

**Recreation Objective 5: To extend the range of recreation opportunities which are available locally by improving links between the city and the surrounding countryside.**

- 6.8. Dundee has a range of recreation opportunities within the city but is also surrounded by open countryside close to the city boundaries. There is potential for a number of links to be made out of the city to provide recreational opportunities in the countryside beyond. Key opportunities lie in creating links out to Angus, and Perth and Kinross and also promoting the link with the Fife Millennium Cycle Network and Kingdom Cycle Route. It is important to maintain regular contact with the two adjacent Councils as a means of realising the potential for co-ordinated working, integrating path networks and signage connecting these areas. There is a role for SET in facilitating the co-ordination of joint activities for the councils.



**Recreation Objective 6: To make more use of the coastline and routes along it as a key component of the access network.**

- 6.9. The coastline provides an important linear access route through Dundee. It is also Dundee's interface with Fife with the Tay Road Bridge providing pedestrian and cycle access. There is potential for linking Dundee's coast with other coastal routes such as the Fife Coastal Path. The North Sea Cycle Route and National Cycle Network are strategic routes that pass through Dundee and utilise the coastline. The coastline provides a key opportunity for illustrating how Dundee fits into the national access network. Coastal access is important, as it is an opportunity for access for all with no gradient to deter people. The Coast is an important link with the city's identity and Dundee has strong maritime connections.

**Implementation Idea:**

*During the preparation of the Inverclyde Access Strategy, it became clear that the coast not only provided an excellent opportunity for the access network, but was also a key part of local civic pride and overall quality of life. Building on work undertaken prior to the Strategy which identified local people's concerns about restricted access to the coast as a result of new development, the Access Strategy set out a number of practical ways in which access to this area can be extended and more proactively managed. Recommendations included completion of the coastal route, interpretation, mediation between fishermen, walkers and cyclists etc.*

The coast is already an important route for access with the Green Circular passing along the stretch of the riverfront. There is potential to improve links with attractions and facilities along the riverfront. The Green Circular now passes through the port area, however, this route is only available for cyclists with ID passes. The exclusion of other users still presents an issue to be resolved.

**Recreation Objective 7: To encourage the sustainable use of resources in the construction and maintenance of access routes**

- 6.10. Path construction can be resource intensive and it is possible to re-use waste materials in path construction. Use of locally sourced materials and labour is also an important consideration. This can make both economic and environmental sense and with the recent increased costs of waste disposal there is now even greater potential for sourcing reusable materials. The scope for setting up a reclamation scheme within the council for path construction materials should be investigated.

## 7. Theme 5: a city for everyone

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### Introduction

7.1. Access provides an opportunity to have a positive impact on people's lifestyles and play a role in strengthening the identity and cohesion of local communities. Community involvement is therefore key to the development and implementation of the Strategy. The audit highlighted the importance of taking into account local views relating to the network, to ensure that it is developed in a sustainable and appropriate way. This reflects the wider policy agenda as follows:

- The Paths for All Initiative closely related to community needs. The implementation of projects identified within the Initiative has aimed to include the views and participation of local people.
- Involvement also relates to wider aims of environmental management. The Tayside Biodiversity Action Plan states that there is a need to increase public awareness of biodiversity and its importance to the community. Following on from this, the Urban Nature Conservation Local Plan states that the Council will endeavour to ensure that the public has pedestrian access, including wherever possible access for the disabled and pedal cyclists, to all areas of nature conservation interest within its control except where access would be detrimental to the wildlife interest or contrary to public safety.
- The Local Plan also notes the importance of community consultation in ensuring that rights of way and other statutory routes are appropriately safeguarded and developed.

7.2. Access can go beyond the development of a transparent and accessible planning process, to actively address problems associated with social exclusion and neighbourhood failure. Indeed, community and voluntary sector involvement is one of the objectives and priorities for Dundee's Community Regeneration Areas, where it is viewed as being instrumental in overcoming exclusion and neighbourhood decline. Building on these policy aims, the following objectives for the Strategy have been identified under this theme:

### **Inclusion Objective 1: Establishing local access groups**

7.3. Setting up an access forum in Dundee will provide a framework for establishing local views and issues. From this local access forums can be established as a means of translating strategic objectives and priorities into locally specific projects and actions. It is also a requirement of the Land Reform (Scotland) Act 2003. Proposals for this part of the Strategy are defined in more detail in the action plan in chapter 8, Section A.

### **Inclusion Objective 2: Providing practical scope and ideas for inclusive implementation**

7.4. Involving the community in the design and improvement of the access network in their local area can help to establish a stronger sense of community ownership of the routes, as well as the wider environment. This process can also help to instil local pride in an area and reduce problems of anti-social behaviour. Involving the

community in decisions on the local path network helps to identify local issues, and ensures that measures are accurately targeted.

- 7.5. Contemporary health research shows that a stimulating, active and caring community may also be a healthy one. There is strong evidence to suggest that participation in community processes and contact with community members can have a beneficial effect on physical and mental health. In other words, where a community is actively involved in the process of planning its own future that process itself can be a potential source of health benefit to all those who participate. Defining, creating or maintaining access can play a part in increasing peoples' involvement in their future, and in improving their quality of life in a number of ways.

**Inclusion Objective 3: Ensuring that all interests are represented in the process, including different types of user (walkers, riders and cyclists), and people of all ages and levels of mobility.**

- 7.6. The Strategy aims to address access for cyclists, pedestrians and horse riders of all abilities, so it is important that representatives of all these groups are given the opportunity to contribute to the process. This helps to ensure that the different groups have been consulted and are more likely to be supportive of the Strategy. It is important to involve all of the different representative groups in the local access forum. This can be achieved by ensuring that the current developments with access in Dundee are well publicised and that meetings and contact information are readily available. Local access groups are a means of translating strategic objectives and priorities into locally specific projects and actions.

**Inclusion Objective 4: Focusing initiatives and projects in areas where 'need' as defined by social, economic and health indicators, is greatest.**

- 7.7. Targeting the Strategy in areas with greatest need for non-motorised access ensures that priority areas are not excluded further. There is also the need to meet latent demand and target efforts within these areas.

**Inclusion Objective 5: To include access as an educational resource**

- 7.8. The access network is already used as an educational resource, particularly by Dundee City Council Ranger service. There is however, potential for increased and more integrated use of this resource. In order to foster a culture of activity it is important that children are introduced to access as part of their everyday lives. Integrating access with education provides an important opportunity to raise awareness of health and lifestyle issues and the opportunities which access can provide.



## **8. Taking the strategy forward: Action Plan 2005-2010**

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The action plan shows how Dundee City Council proposes to take forward its vision for access in Dundee. Projects in the action plan take forward the five strategic themes from The Dundee City Council Community Plan and The Dundee City Council Plan 2003 – 2007. These themes, which aim to improve social inclusion and sustainability, are: Learning and Working, Health and Care, Community Safety, Building Stronger Communities and Caring for the Environment. Dividing up the plan in this manner allows work to progress towards achieving the goals and targets set out in the Council Plan. These parallel with the objectives in the five main themes of the Outdoor Access Strategy: A City for Living, A Safe City, A City to Enjoy, A Healthy City, A City for Everyone. Progressing the projects within this action plan will help the council to deliver on major initiatives including health, education, tourism, social inclusion, environmental issues and sustainability. As new opportunities for access projects arise this plan will be updated.

A study by the Countryside Ranger Service, 'Development Proposals for Disabled Access and Opportunities in Dundee's Nature Conservation Sites', found that there is potential to improve facilities for people with disabilities in Dundee's parks and green spaces and that there is also a need to provide educational and recreational opportunities. Dundee's Outdoor Access Strategy aims to provide access for all people, despite age or ability. Projects within this action plan should aim to include the needs of people with disabilities as far as possible, from planning new path networks to promoting events and activities.

It is important that the access projects being developed are in accordance with the aspirations of local communities. Local Community Plans have recently been developed for Dundee and access was one of the topics consulted on. Most of the plans highlight general areas of improvement such as more signage, developing health walks and making links to parks and wider cycle networks. These ideas have been incorporated into the projects in this action plan.

The projects in this action plan are split between project-based elements and process-based elements. The project-based elements of the action plan are concerned with physical aspects such as the construction of new routes. These routes will connect green spaces, providing enjoyable routes for commuting and leisure, enabling access in and between communities and providing access for all types of user. The process-based elements build on developmental aspects such as promoting access for all, building a sense of pride and ownership of routes in local communities, encouraging healthy lifestyles and ensuring access is thought about in the first stages of new developments. Short summaries of the projects are detailed below, outlining the main steps in taking them forward. A plan of timescales, budgets and priorities is also included.

## **A. Implementing the Land Reform (Scotland) Act 2003**

Part I of the Land Reform (Scotland) Act 2003 (the Act) gives people the statutory right of responsible access to open spaces in Scotland. The Act gives local authorities new duties and powers to aid its implementation. The date of commencement of the Act was the 9<sup>th</sup> of February 2005. From this date forward there are several duties the council must carry out and these are detailed below. The Scottish Executive will be monitoring the progress of local authorities in implementing the Act.

### **1. Access Officer**

The Access Officer plays a key role in facilitating the projects in this plan and in developing the promotion and understanding of access throughout Dundee. An Access Officer should be in place to help the council fulfil its duties under the Act, co-ordinate projects related to outdoor access and provide a point of contact within the council for access issues.

### **2. Core Path Networks**

Within 3 years of the coming into force of Part I of the Act every local authority must draw up a plan for a system of core paths, which are “sufficient for the purpose of giving the public reasonable access throughout their area”. Core path plans will provide the basic framework of routes for the exercise of access rights and can include any form of path or waterway. It is expected that the core path plan will be incorporated into future local plans.

#### **The next steps:**

- Complete an audit of existing paths
- Carry out informal consultation – community groups/ user groups/ access forum
- Look at gaps – how can they be filled?
- Information to be put on GIS database
- Draw up draft plan – consult with access forum/ steering group
- Formal consultation should take place and plan should be able to be viewed for a minimum of 12 weeks, inviting comments and objections
- A Strategic Environmental Assessment of the plan is required
- If objections are not withdrawn a public inquiry will be held
- Revision and/or adoption of core paths plan
- Improvements made to sections that are not fit for purpose/ non-existent and signage
- Decision to be made on the maintenance of core paths
- Review the core path plan and outdoor access strategy regularly

### **3. Local Access Forum**

The local access forum in Dundee has now been re-established and will help the council fulfil its duties under Section 25(1) of the Act. The access forum will have a key role to play in the implementation of this action plan. The forum will become particularly important in developing the core path plan, resolving disputes, as a sounding board for new ideas and a source of advice on specialist subjects such as cycling, walking and horse riding.

#### **The next steps:**

- Core group meets quarterly or as required
- Core group is linked to the Outdoor Access Strategy Group
- Training for core group on specific issues e.g. core path planning
- Annual meeting of wider forum which core group reports back to

#### **4. Promotion of Outdoor Access**

It is important to promote outdoor access and its benefits to those living in and visiting Dundee. The council has a joint duty with Scottish Natural Heritage to promote the Scottish Outdoor Access Code (the Code). Dundee City Council will promote facilities connected to outdoor access such as the Cycle Centre at Camperdown. Another opportunity to promote access in Dundee would be to host events related to outdoor access, such as the annual Cyclathon.

##### **The next steps:**

- Develop leaflets promoting the Code – these could be themed for types of access
- “Know the Code” events planned throughout the year
- Promote the facilities available in Dundee that encourage physical activities such as walking, cycling and horse riding.
- Regularly update a cycle map and provide this free of charge
- Set up a working group for the Cyclathon 2006
  - Involvement in the organisation of Cyclathon 2005
  - Link with organisers of other cycling events to develop proposals for Dundee
  - Ensure the Green Circular is up to an acceptable standard to hold events
  - National promotion of events in Dundee

#### **5. Review Byelaws**

Insure that byelaws are up to date and are in accordance with the Act. This must be done within two years of the Act coming into effect. It is suggested that management rules should also be reviewed to remove any inconsistencies with the Act.

##### **The next steps:**

- Identify byelaws and management rules associated with outdoor access
- Review byelaws and management rules
- Amend byelaws and management rules
- Inform others of changes

## **B. City Network Routes**

A feasibility study ‘Dundee’s Paths for All Initiative’ highlighted several projects that could be taken forward as part of this action plan these include: radials (commuter routes to city centre linking to Green Circular) and links between and within parks and open spaces. By combining these ideas we aim to develop off-road routes that are safe, attractive and useable by all members of the community.

Six major routes are suggested as priorities to be taken forward:

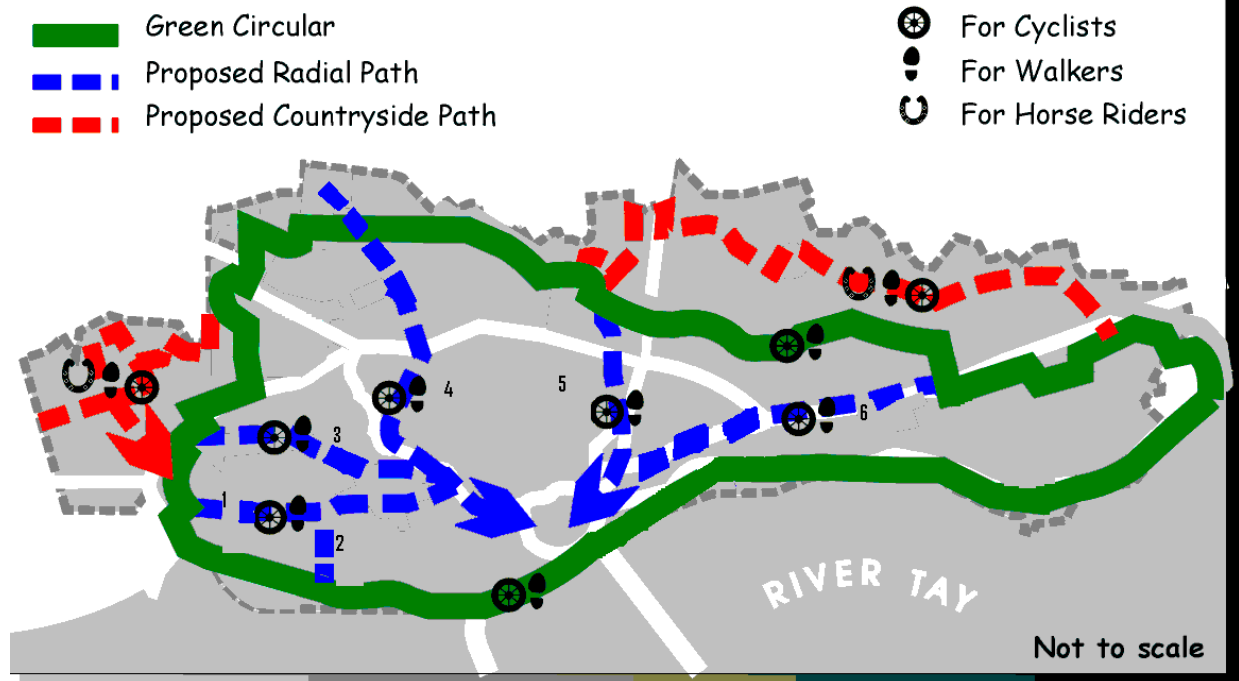
- 1. Green Circular to City Centre via Balgay Park**
- 2. Green Circular to Ninewells**
- 3. Green Circular to City Centre via South Road Park**
- 4. Green Circular to City Centre via Ardler/St Marys**
- 5. Green Circular to City Centre via Caird Park**
- 6. Green Circular to City Centre via Arbroath Road**

##### **The next steps:**

- Audit of where route should go
- Consultation on route
- Decision on exact location of route
- Cost route
- Identify funding
- Carry out necessary work - signage, path construction, etc.

- Promote the route
- Monitoring and evaluation
- Maintenance of route undertaken

### Master Plan - Main Paths Only



## C. Green Circular

The Green Circular requires ongoing improvements and maintenance to keep it to a good standard. The Countryside Ranger Service will monitor the route and provide biannual maintenance audits. Action will be required to upgrade signage, surfaces, verges, barriers, fences and road crossings where indicated in the audit report. The Green Circular should be promoted to raise awareness of the route. A new Green Circular map should be developed. Connections to the Green Circular should be shown so that the easiest access route can be identified. The map should be designed in a format that can be easily updated to add new routes as they are developed.

### **The next steps:**

- Countryside Rangers undertake biannual audits in April and October
- User opinion survey to be carried out every three years
- Improvements should be made according to the audit and recommendations
- Promote the route through updated map editions and events
- Carry out maintenance work on a regular basis

## D. Parks and Green Spaces

Access to green and open spaces is a valuable asset for local communities and for the city as a whole. The access routes in green and open spaces also link to the wider network of routes across the city, improving sustainable transport options. The following projects are suggested under this heading:



## **1. Camperdown Country Park, including Templeton Woods and Clatto Reservoir**

Camperdown Country Park, Templeton Woods and Clatto Reservoir provide great potential for a number of outdoor access activities. An audit will be undertaken to identify where opportunities exist for walking, cycling and horse riding, and any maintenance that is required. This will create clearly defined routes through the parks that also link to the Green Circular and the wider path network. A map will be produced showing these paths, backed up with appropriate signage on the ground. To increase the potential for cycling a mountain bike skills trail could be developed, taking the route off the main path wherever possible to avoid user conflicts. The existing cycle centre at Camperdown Country Park hires out bikes for use in the Park, including adapted bikes for users with disabilities. A new source of funding to needs to be established to continue this project.

The Templeton Arts Strategy proposes a sculpture trail in Templeton Woods, incorporating existing elements, such as the Totem Pole, the Wooden Monolith Circle, Visitor Centre Tile Panel and the existing path network. It will comprise of a way marked trail linking with additional permanent and temporary art works. The art works will be produced by a number of community artists working alongside groups and adults of all abilities from Dundee.

### **The next steps:**

- Undertake an audit of paths in Camperdown, Templeton and Clatto
- Produce a map of the paths that can be used by visitors to the parks and identify positions for way marking
- Upgrade paths where required
- Improve toilet and changing facilities for people with disabilities
- Develop the Templeton Arts Strategy and the Cycle Strategy
- Promote the parks using the above elements

## **2. Formalising a cross country route at Caird Park**

The possibility of creating a dedicated cross-country route in Caird Park that in hosting cross-country races also fulfils the aim of providing a path for walking, jogging and cycling in the park will be investigated. This will link into the development of the velodrome at Caird Park as a national cycling academy. The Leisure & Arts Dept, Outdoor Education and Scottish Cycling will develop a mountain bike trail in the old 9 holes course.

## **3. Baxter Park**

Baxter Park is being restored and an access audit and an access statement will be incorporated into the Park Management Plan. This allows standards to be set for access in the park. This will include path networks, seating design and layout, lighting, and sensory areas. The audit will highlight areas where action needs to be taken to improve access for all.

## **4. Balgay Park**

The bridge in Balgay Park has fallen into disrepair and restoring it will help to provide more enjoyment of the park. The restored bridge will link into the wider network of paths and major walking and cycling routes.

There is also potential to create a new footpath link to a viewpoint on Balgay Hill.

## **5. Broughty Ferry Local Nature Reserve**

The paths at Broughty Ferry Local Nature Reserve are no longer accessible to all. Some sections of the path network have become eroded and the surface is unsuitable for some users. The path network requires to be upgraded so that it can continue to be used by people with disabilities.

## **6. Other Projects**

### **1. Improving signage to green and open spaces**

This was highlighted as a need in Local Community Plans. Improving signage increases people's access to enjoy green and open spaces. This will also be important to consider when developing the core path network, on which signage is required.

### **2. Developing access to woodlands in and around Dundee**

Funding is available from the Scottish Forestry Grant Scheme to manage woodlands in and around towns. The grant is available for improving access in woodland areas and linking them to wider path networks. The Ardler health walk group have highlighted several areas where improvements could be made to access to Templeton Woods. Other projects are likely to include Trottick Nature Reserve and Baldovan Wood, Clatto Reservoir and Baldragon Wood.

### **3./4. Countryside links**

Routes accessible to all types of user, including walkers, cyclists and horse riders, should be developed in the northern and western countryside areas. These routes should be developed in conjunction with neighbouring local authorities to ensure good linkages. The Outdoor Access Strategy Group will be kept up to date on new developments in these areas to enable access issues to be addressed at an early stage.

### **5. Dighty Project – Natural Steps**

Provide funding for a ranger to develop a grass routes walking initiative that aims to reconnect neighbourhoods and build community capacity by providing opportunities for access to the Dighty.

## **E. Community Paths Challenge Projects**

Dundee City Council and Land Use Consultants developed the Community Paths Challenge Project. The project encouraged members of the community to submit ideas for access projects in their areas. From these 9 priority projects were selected. To date one project has been completed, providing an upgraded link to a viewpoint overlooking Logie Avenue and Balgay Park.

### **The next steps:**

- The Outdoor Access Strategy Group needs to decide which of the other projects are priorities and are practical to take forward.
- Funding should be identified for the projects
- Implementation of projects
- Publicity for projects

## **F. Travel Plan Development**

Travel plans provide an alternative to the single car user. They can influence the way people choose to travel and offer them more sustainable options.

### **I. Staff Travel Plan Development**

A Travel Plan Co-ordinator will be delivering staff travel plans to four of Dundee's major employers over a three-year period. This involves detailed research with employees. This research will realise significant information on individual's personal travel habits. Information will also be given regarding why people don't try alternatives, due to issues such as road safety fears of using a bicycle. This information in particular will be shared with Outdoor Access Strategy Group and may allow targeted action, i.e. missing link of footway/cycle paths.

## **2. Secure Travel Plan Co-ordinator Post**

The post could be extended beyond three years to deliver similar schemes to other local employers.

## **3. School Travel Plan Development**

Similar travel plans will be developed for schools in Dundee. This will help to identify safer routes to schools, bicycle skills training and could feed into wider core path planning duties.

### **The next steps:**

#### **1. Promotion of sustainable transport in schools**

There is a need to promote the use of sustainable transport option such as walking and cycling to school children so that they can start to make decisions which could benefit their health and the environment. An initial step could be to give every child a copy of the walk it magazine.

#### **2. Cycle storage for schools**

One of the main reasons for children not cycling to school is the inadequate provision of secure cycle parking. Providing an area where children can leave their bicycles safely would encourage them to cycle to school more frequently.

#### **3. Bike IT project**

Cycling Scotland has launched a pilot scheme in Scotland called Bike IT. Four local Authorities in Scotland are taking part, including Dundee City Council. The scheme will encourage primary school pupils to develop skills for lifestyle cycling and sport cycling. The long-term objective is to try to 'embed' cycling into children's lifestyles.

#### **4. Walking bus project**

Walking bus projects are to be implemented across Dundee. KIA Cars have offered to sponsor yellow jackets for walking bus in 3 schools. Funding should be sought to implement this scheme in other areas.

## **G. Cycling Development**

Cycling projects have been included throughout the action plan, however this section specifically relates to the development of cycling projects in Dundee.

### **Next Steps**

- Set up regular meetings of a Cycling Strategy Action Plan Group
- Develop a programme of data collection e.g. spot surveys and cycle counters on routes
- Produce a system for recording audit reports, new route ideas and general cycling information e.g. a "cycling folder"
- Further develop preferred routes for cycling within the city and secure funding to implement them
- Ensure that the Cycling Officer is consulted on new developments within the City
- Establish cycling targets that are realistic for Dundee
- Develop a programme of cycle training
- Develop a Dundee City Council Bicycle Users' Group
- Increase cycle parking provisions across the City
- Promote National Bike Week through events and activities
- Develop a promotion plan for cycling

## **H. Other Projects**

Other projects have become apparent through consultations, Local Community Plans and the development of the Outdoor Access Strategy. These projects do not fit neatly into the above categories, but are no less important.

### **I. Health Walks**

There is an opportunity to co-ordinate health walks across Dundee and encourage more people to become volunteer walk leaders. A member of staff is needed to act as a co-ordinator for this project which would involve setting up training events, promoting health walks and increasing public awareness of walking opportunities by producing a calendar of the days/times that health walks take place.

It may be possible to link health walks to two of the Community Path Challenge projects. City centre closes and the Dundee women's achievement trail could be promoted as health walks or used as health walk routes.

### **2. Links to wider partnerships**

By linking to other partnerships such as Greenspace Scotland, SNH, Paths for All, Paths to Health, the Angus and Dundee Tourist Board and the Forestry Commission we can ensure an integrated approach to delivering Scottish Executive and City Council policies and initiatives. Linking with such groups and helping them to achieve their objectives may also help attract additional funding for access projects.

### **3. Footbridge over burn at Gauldie Crescent**

The bank has become eroded where people are crossing the burn between Gauldie Crescent and Sidlaw Avenue. This is reducing the quality of the natural environment in this area. The possibility of installing a bridge and a path here should be investigated.

### **5. Signposting walking routes – Ardler**

The Ardler Village Trust recently held public consultations, which have highlighted the need to sign walking routes in this area. The trust will be developing signage in response to this. This will need to tie in with signage in Templeton Woods, Camperdown Country Park and the city as a whole.

### **6. Path Link at Clatto Gardens/Reservoir Access**

Provide a path link from the existing unadopted footway at the reservoir access road to the tangent point with the main road. This is currently part of the Green Circular and is on the road. Providing this link will help to keep pedestrians and cyclists safe.

### **I. Monitoring and review**

One of the important parts of any access strategy is the ongoing monitoring and review of both the network and of the Strategy itself. This is vital as it may be necessary to modify the strategy should any problems be encountered or if the priorities within Dundee shift. Much of the monitoring could be done through a GIS database that would allow large amounts of data to be inputted and updated over a long period of time. This could be of particular use when undertaking projects relating to the development of new paths or with policy regarding heavily used ones. It is suggested that the extent to which the aims and objectives of the Strategy are being met should be reviewed annually. In terms of achieving this, a report could be prepared which describes the levels of success in meeting aims and objectives, detailing the current status of projects and proposed actions. It is also recommended that the Strategy itself be reviewed every five years and the action plan be updated annually, with the key involvement of the Local Access Forum and Outdoor Access Strategy Group.

**The Outdoor Access Strategy Action Plan**  
Date: 31/05/05

**A. Implementing the Land Reform (Scotland) Act 2003**

Project No.	Project Title	Lead Contact	Indicative Project Cost	Community Planning Targets					Local Community Plan Targets	Project Funders	Project Budget	Budget Shortfall	Timescale
				Health & Care	Learning & Working	Community Safety	Building Stronger Communities	Caring for the Environment					
A1.	Secure Access Officer Post	DCC (L&A) Peter Sandwell	£27,000 per annum	√	√		√	√		DCC (L&A)	£27,000	£0	Post has now been secured until Apr 08
A2.	Local Access Forum	DCC (L&A) Laura Campbell	£1,000 per annum				√	√			£0	£1,000 per annum	Ongoing
A3.	Develop a Core Path Planning and development process	To be confirmed (tbc)	£130,000 per annum	√			√	√			£0	£130,000 per annum	Statutory duty Feb 08 to have a draft plan, maintenance and promotion ongoing
A4.	Promote Outdoor Access	DCC (L&A)	£25,000 per annum	√			√	√	√		£0	£25,000 per annum	Ongoing statutory duty
A5.	Review Byelaws	ALL	N/A			√				N/A	N/A	N/A	Statutory duty Feb 07

**The Outdoor Access Strategy Action Plan**  
**Date: 31/05/05**

**B. City Network Routes**

Project No.	Project Title	Lead Contact	Indicative Project Cost	Community Planning Targets					Local Community Plan Targets	Project Funders	Project Budget	Budget Shortfall	Timescale
				Health & Care	Learning & Working	Community Safety	Building Stronger Communities	Caring for the Environment					
B1.	Feasibility study and costs	DCC (P&T) Rod Taylor	£5,000							L&A	£0	£5,000	To be completed July 2005
B2.	Green Circular to City Centre via Balgay Park	DCC (L&A) Laura Campbell	£137,718	√			√	√	√	L&A CWSS FF-TYS? SNH?	£79,000	£58,718	To be completed 2005
B3.	Green Circular to Ninewells	DCC (P&T) Raymond Tully		√			√	√	√	P&T			To be completed 2005
B4.	Green Circular to City Centre via South Road Park	DCC (L&A) Laura Campbell	£146,095	√			√	√	√	L&A CWSS FF-TYS? SNH?	£92,750	£53,345	To be completed 2006
B5.	Green Circular to City Centre via Arbroath Road	RT/LC	£100,000 subject to project B1	√			√	√	√	tbc	£50,000 (L&A)	£50,000	To be completed 2006
B6.	Green Circular to City Centre via Ardler/St Marys	RT/LC	£100,000 subject to project B1	√			√	√	√	tbc	£37,350 (CWSS)	£62,650	To be completed 2007
B7.	Green Circular to City Centre via Caird Park	RT/LC	£100,000 subject to project B1	√			√	√	√	tbc	£0	£100,000	To be completed 2007

## The Outdoor Access Strategy Action Plan

Date: 31/05/05

### C. Green Circular

Project No.	Project Title	Lead Contact	Indicative Project Cost	Community Planning Targets					Local Community Plan Targets	Project Funders	Project Budget	Budget Shortfall	Timescale
				Health & Care	Learning & Working	Community Safety	Building Stronger Communities	Caring for the Environment					
C1.	Improve Signage	DCC (L&A) Laura Campbell	£1,000	√			√	√	√	CWSS	£1,000	£0	Completed March 05
C2.	Improve section (Trottick)	DCC (L&A) Laura Campbell	£15,000	√			√	√		CWSS (£10,000) L&A (£5,000)	£15,000	£0	To be completed March 05
C3.	Upgrade section from Longhaugh Quarry to Forties Road	DCC Les Banks	£82,000	√			√	√		Vacant and Derelict Land Grant	£82,000	£0	Completed March 2005
C4.	Cycle Lockers	DCC (P&T) Raymond Tully		√				√					Installed 2005
C5.	Update Map	DCC (L&A) LC	£5,000	√			√	√			£0	£5,000	Annual updates
C6.	Cyclathon 2006	DCC (L&A)	£10,000	√			√	√			£0	£10,000	June 2006
C7.	Improvement works 05/06	DCC (L&A)	£31,000	√			√	√		CWSS (£19,000) L&A (£12,000)	£31,000	included in city network projects	To be completed March 06 –
C8.	Maintenance 06/07 and beyond	DCC (L&A)	£9,000 per annum	√			√	√		L&A revenue	£9,000 per annum	£0	ongoing
C9.	Improve the Stannergate	DCC (P&T) RT	£90,000	√			√	√		Sustrans (£90,000)	£90,000	£0	2005/06

**The Outdoor Access Strategy Action Plan**  
**Date: 31/05/05**

**D. Parks and Green Spaces**

Project No.	Project Title	Lead Contact	Indicative Project Cost	Community Planning Targets					Local Community Plan Targets	Project Funders	Project Budget	Budget Shortfall	Timescale
				Health & Care	Learning & Working	Community Safety	Building Stronger Communities	Caring for the Environment					
<b>D1. Camperdown, Templeton &amp; Clatto</b>													
D1.1.	Link to the Green Circular	DCC (L&A) Laura Campbell	£15,000	√				√		L&A	£15,000	£0	To be completed March 05
D1.2.	Way marking of Routes and provision of map	DCC (L&A) Tony Wright	£5,000	√				√		DCC (L&A)	£0	£5,000	2006
D1.3.	Improvements to Paths	DCC (L&A) TW		√				√		SFGS Challenge Fund?			tbc
D1.4.	Promotion of Cycle Centre	DCC (L&A) LC/ Ian Black	£3,000 per annum	√				√		Fresh Futures	£3,000 (05/06)	£0 (05/06 only)	ongoing
D1.5.	Development of mountain bike skills trail	DCC (L&A) KG/ LC	£30,000 - £50,000	√		√		√		SFGS Challenge Fund?	£0	£30,000-£50,000	tbc
D1.6.	Cycle Centre beyond 05/06	DCC (L&A) TW/LC	£20,000 per annum	√	√			√			£0	£20,000	Feb 2005
D1.7	Improve disabled toilets	DCC (L&A) TW		√			√						
D1.8	Sculpture trail in Templeton Woods	DCC (L&A) Rachel Bower	£20,000	√				√		FF-TYS?	£0	£20,000	ongoing
<b>D2. Caird Park</b>													
D2.1.	Development of Cycling Academy	DCC (L&A) Merrill Smith	£10,000	√	√						£0	£10,000	tbc
D2.2.	Development	DCC	£20,000								£0	£20,000	tbc



	of path network	(L&A) Laura Campbell		√				√					
D2.3.	Development of Mountain Bike trail	DCC (L&A) Ally Lawson	£30,000	√		√		√		Big Lottery Active Futures?	£0	£30,000	March 06
<b>D3. Baxter Park</b>													
D3.1.	Path surface improvements	DCC (L&A) Karen Clifford	£80,000	√				√		HLF	£80,000	£0	2005/06
<b>D4. Balgay Park</b>													
D4.1.	Improvements to bridge	DCC (L&A) Peter Sandwell	£150,000	√				√		DCC (L&A) HLF	£0	£150,000	tbc
D4.2	New path to viewpoint at Balgay Hill	DCC (L&A) James McCombe	£5,000	√				√			£0	£5,000	2005/06
<b>D5. Broughty Ferry LNR</b>													
D5.1.	Upgrade path surface	tbc	tbc	√			√	√			tbc	tbc	tbc
<b>D6. Other</b>													
D6.1.	Improve signage to green and open spaces	DCC (L&A)	£25,000 per annum	√				√	√		£0	£25,000 per annum	tbc
D6.2.	Improve access to woodlands	DCC Doug Shearer		√				√		WIAT			tbc
D6.3.	Develop western countryside links	DCC (L&A)	£30,000	√			√	√	√		£0	£30,000	tbc
D6.4.	Develop northern countryside links	DCC (L&A)	£30,000	√			√	√			£0	£30,000	tbc
D6.5	Dighty Project	Sustain Dundee	£39,000	√	√			√	√	SAG?	£19,000	£20,000	05/06 – 06/07

**The Outdoor Access Strategy Action Plan**  
**Date: 31/05/05**

**E. Community Paths Challenge Projects**

Project No.	Project Title	Lead Contact	Indicative Project Cost	Community Planning Targets					Local Community Plan Targets	Project Funders	Project Budget	Budget Shortfall	Timescale
				Health & Care	Learning & Working	Community Safety	Building Stronger Communities	Caring for the Environment					
E1.	Link to viewpoint on Balgay Road	DCC (L&A) Laura Campbell	£11,581	√			√	√		DCC (L&A)	£11,581	£0	To be completed March 05
E2.	Dighty Burn – Path to Kwik save	DCC (P&T/ L&A) Andy Mullholland	£13,800	√			√	√			£0	£13,800	tbc
E3.	Link from Liff to Camperdown	tbc	£8,500	√			√	√			£0	£8,500	tbc
E4.	Mapping Access Routes	tbc	£12,600	√			√	√			£0	£12,600	tbc
E5.	Promotion of Cycling	tbc	£1,100	√				√	√		£0	£1,100	tbc
E6.	City Centre Closes	Dundee Civic Trust	£5,970	√							£0	£5,970	tbc
E7.	Historical Women's Walk	tbc	£6,840	√							£0	£6,840	tbc
E8.	Footpath Custodians	tbc	Depends on type of scheme	√				√			£0		tbc
E9.	Link GC to railway station and city centre	tbc	£9,500	√				√			£0	£9,500	tbc

**The Outdoor Access Strategy Action Plan**  
**Date: 31/05/05**

**F. Travel Plan Development**

Project No.	Project Title	Lead Contact	Indicative Project Cost	Community Planning Targets					Local Community Plan Targets	Project Funders	Project Budget	Budget Shortfall	Timescale
				Health & Care	Learning & Working	Community Safety	Building Stronger Communities	Caring for the Environment					
F1.	Development of staff travel plans for Ninewells Hospital, The University of Dundee, SET, DCC	DCC (P&T) Merry Smith		√	√	√	√	√					To be completed 2006
F2.	Secure post of Travel Plan Development Officer	DCC (P&T)	£27,000 per annum	√	√		√	√		FF, SET, NHS, DCC	£27,000 per annum	£0	2008
F3.1	Promotion of sustainable transport in schools	DCC (Edu) Jenny McCombie	£5,000 per annum	√	√	√	√	√			£0	£5,000	ongoing
F3.2	Cycle parking for schools	DCC (Edu) JMc	£20,000	√		√		√		Sustrans?	£0	£20,000	tbc
F3.3	Bike IT project	DCC (Edu) JMc	N/A	√	√	√	√	√		Bike IT			Pilot scheme 2005/06
F3.4	Walking bus projects - Hi Viz jackets	DCC (Edu) JMc		√		√	√	√		Kia Cars			ongoing

**The Outdoor Access Strategy Action Plan**  
**Date: 31/05/05**

**G. Cycling Development**

Project No.	Project Title	Lead Contact	Indicative Project Cost	Community Planning Targets					Local Community Plan Targets	Project Funders	Project Budget	Budget Shortfall	Timescale
				Health & Care	Learning & Working	Community Safety	Building Stronger Communities	Caring for the Environment					
G1.	Establish a Bicycle Users Group for Dundee City Council	DCC (P&T) Raymond Tully		√				√			£0		2005
G2.	Further develop cycle links and paths around the city	DCC (P&T) Raymond Tully		√		√	√	√			£0		2007
G3.	Cycle parking provisions throughout the city	DCC (P&T) Raymond Tully		√		√		√			£0		2007
G4.	Develop a programme of cycle training	DCC (P&T) Raymond Tully		√		√		√			£0		ongoing
G5.	National Bike Week Events	DCC (P&T) Raymond Tully		√	√			√			£0		ongoing
G6.	Promote cycling	DCC (P&T) Raymond Tully		√		√	√	√			£0		ongoing
G7.	Install Cycle Counters on Routes	DCC (P&T) Raymond Tully									£0		tbc

**The Outdoor Access Strategy Action Plan**  
**Date: 31/05/05**

**H. Other Projects**

Project No.	Project Title	Lead Contact	Indicative Project Cost	Community Planning Targets					Local Community Plan Targets	Project Funders	Project Budget	Budget Shortfall	Timescale
				Health & Care	Learning & Working	Community Safety	Building Stronger Communities	Caring for the Environment					
H1.	Appointment of Health Walks Co-ordinator and development of health walks scheme	DCC (L&A) Laura Campbell	£134,874 over 3 years	√	√			√	√	PFA? CRF?	£0	£134,874	tbc
H2.	Create links to wider partnerships	ALL	N/A	√	√	√	√	√		N/A	N/A	N/A	ongoing
H3.	Footbridge over burn at Gauldie Crescent	DCC (P&T) Stephen Page	£20,000					√	√		£0	£20,000	tbc
H4.	Signposting walking and cycling routes in and around Ardler	Ardler Village Trust Alistair Macleod	£5,000	√				√	√	Ardler Village Trust FF - TYS			2005/06
H5.	Clatto path link	DCC L&A/P&T	£10,000	√		√		√			£0	£10,000	05/06?



## **APPENDICES**

- 1. Action Zones**
- 2. Audit Report**

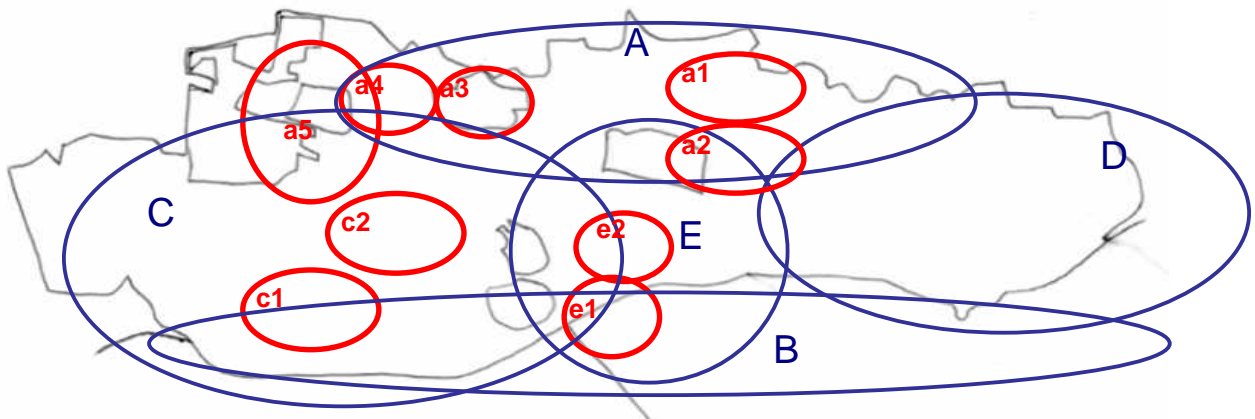
## Action zones

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I.1 This section of the strategy adds a spatial dimension to the themes outlined previously. Although the themes are relevant to areas throughout the city, within each area there are likely to be different issues and levels of priority. The proposed core path network action zones have been chosen to reflect the key themes set out in the 'Vision for Dundee'. On this basis, area wide action zones have been identified. These cover the northern edge of the city, the eastern area, the western area and the coastal zone. These action zones contain sub zones as focus areas within them. They are:

- A: Northern boundary zone
  - A1: Whitfield and Fintry
  - A2: Midcraigie Linlathen
  - A3: Kirkton
  - A4: Ardlar
  - A5: Camperdown, Clatto and Templeton
- B: The coastal zone
- C: The western area
  - C1: Ninewells Hospital
  - C2: Lochee
- D: The eastern area
- E: The central area
  - E1: City Centre
  - E2: Hilltown/Maxwelltown

I.2 Priorities within these areas should implement the themes outlined in the strategy and complement and support those projects and initiatives already underway or proposed by Dundee City Council. This forms a strategic framework, within which much more detailed local level consultation, planning and development will be required.





**Priorities and themes within each action zone**

Key: ● High ⊙ Medium ○ Low

Theme	Core path network zones													
	A	A1●I	A2	A3	A4	A5	B	C	C1	C2	D	E	E1	E2
Access to local facilities	●	●	●	●	●	○	○	●	●	●	●	●	●	●
Training and access	⊙	⊙	⊙	⊙	⊙	⊙	○	○	○	⊙	○	○	○	○
Access to employment and education opportunities	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Access and development and regeneration	●	●	●	●	●	○	⊙	⊙	⊙	●	⊙	⊙	⊙	●
Access for visitors	○	○	○	○	○	●	●	⊙	●	○	●	●	●	○
Access for recreation	⊙	●	●	●	●	●	●	●	○	●	●	⊙	⊙	●
Access as a visitor attraction	○	○	○	○	○	●	●	●	○	●	●	○	○	○
Linking the city to the countryside	●	●	●	●	●	○	○	⊙	○	⊙	⊙	○	○	○
Access and the coastline	○	○	○	○	○	○	●	⊙	○	○	⊙	⊙	⊙	○
Access and community ownership and participation	●	●	●	●	●	○	⊙	⊙	●	●	●	○	○	●
Local Access Groups	●	●	●	●	●	⊙	⊙	○	○	●	○	⊙	⊙	○
Access for all	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Access for health	●	●	●	●	●	⊙	⊙	⊙	○	●	⊙	⊙	⊙	●
Access and education	●	●	●	●	●	●	⊙	⊙	○	●	⊙	⊙	○	●
Access and public transport links	●	●	●	●	●	●	●	●	●	●	●	●	●	●

A: Northern boundary zone

A1: Whitfield and Fintry

A2: Midcraigie and Linlathen

A3: Kirkton

A4: Ardler

A5: Camperdown, Clatto and Templeton

B: The coastal zone

C: The west

C1: Ninewells Hospital

C2: Lochee

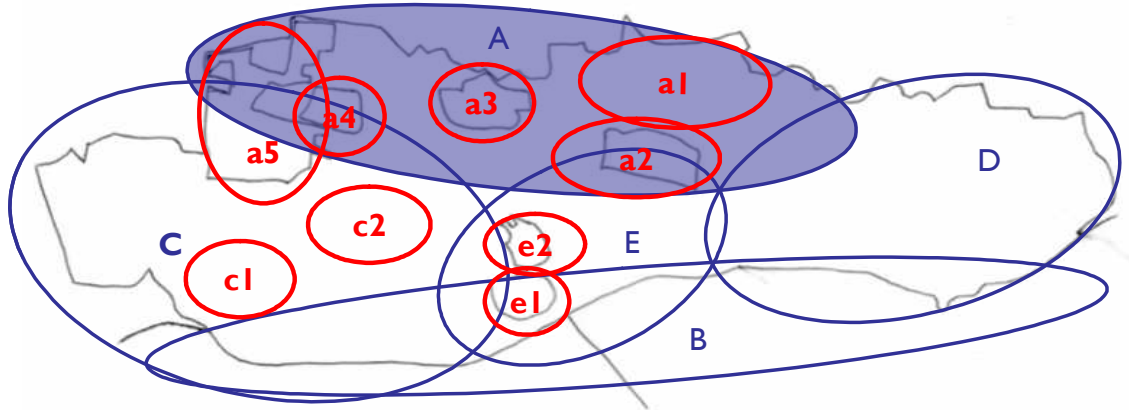
D: The east

E: The central area

E1: City Centre

E2: Hilltown/Maxwelltown

## CORE PATH NETWORK ACTION ZONE A: THE NORTHERN BOUNDARY ZONE



### Description

This zone covers a large swathe of the northern city and its boundary with Angus. It contains the Community Regeneration Areas of Ardler, Kirton, Mid Craigue and Linlathen, and the Community Regeneration Areas within Whitfield and Fintry. In terms of transport links the A90 Kingsway and main road to Aberdeen, and the Coupar Angus Road are in this zone. Camperdown Country Park, Clatto Country Park, Templeton Woods and Caird Park are the main areas of open space for recreation. The northern stretch of the Green Circular Cycle Route passes through this zone.

There have been several new housing developments along the edge of the city and large areas of housing regeneration particularly in Ardler. The supply of paths is currently patchy, with some focused local networks within open spaces and in and around housing areas which are not yet fully connected with the Green Circular Route. The urban fringe in this area is actively protected from encroachment by new development in the local plan. Areas around the Kingsway form a focus for economic development by providing land and buildings for business and commercial use.

### Strategic Key Actions for Action Zone A

Issues of particular importance within this Zone include:

- **Paths linking Dundee with the surrounding countryside.** By providing connections from people's homes into the countryside, this objective will help to enhance the scope for recreation and associated environmental education opportunities. In many urban fringe areas, however, the potential for conflict between land managers and more urban communities is particularly emphasised.

Any improvements to access provision should therefore be accompanied by an emphasis on the need to enjoy access in a responsible way.

- Any proposals for **new developments** should aim to maintain links with existing suburbs and their respective local services. New housing and business areas should not form a barrier to people who do not have access to a car. This aim may be partly achieved through ongoing liaison with developers via the development control process.
- Local networks should aim to **link with the access 'spine'** provided by the Green Circular route. This will help to ensure that communities are better connected with the rest of the city, particularly in areas where social exclusion is likely to be highest.
- **Community involvement** in the development of new links and improvements to existing access network is likely to be key to the success of action in this area. This will help to increase community ownership of the network, which in turn could be instrumental in reducing problems such as vandalism and fly tipping issues which are often associated with access on the city periphery.

## **Sub Action Zones**

### **Descriptions**

#### **Sub Action Zone A1: Whitfield and Fintry**

This area covers Whitfield and Fintry. Whitfield and Fintry are bounded by the A90 Kingsway and Forfar Road. There is an existing path network within the Whitfield area linking people's homes with local schools. To the east of this area are the Baldovie and West Pitkerro Industrial Estates. The area is near to the city boundary, and the Green Circular Cycle route passes to the south. Work has taken place to provide pedestrian and cycle routes with separate lanes as part of the Safe Routes to School Initiative was undertaken in association with Braeview Academy. In recent years, new housing development has taken place to the north of Whitfield. These areas lie close to open countryside and Middleton Community Woodland. This area has particularly suffered from fly tipping and is a well-known location for anti social behaviour. A network of community arterials for cyclists and pedestrians already exists in Whitfield.

#### **Sub Action Zone A2: Mid Craigie and Linlathen**

This area covers the SIP 1 areas of Mid Craigie and Linlathen. This area lies to the south of the Dighty Burn and Green Circular cycle and pedestrian route. A network of community arterials for cyclists and pedestrians is being established in Mid Craigie.

#### **Sub Action Zone A3: Kirkton**

This area contains the communities of Downfield and Trottick and lies on the peripheral northern edge of the city, and in close proximity to Caird Park. The area is bounded on its southern edge by the A90 Kingsway, and the Green Circular Cycle Route passes to the north of the area. A number of local projects and initiatives have already been undertaken in this area which have aimed to establish an extensive network of cycle/pedestrian lanes which are well-signed and accompanied by traffic

calming measures. A network of community arterials for cyclists and pedestrians is being established in Kirkton.

#### **Sub Action Zone A4: [Ardler SIP]**

This area lies adjacent to Templeton Woods and near to Camperdown Country Park, to the north of the A90 Kingsway. The two industrial estates of Dryburgh and Dunsinane are located to the south. Extensive new housing development has taken place, promoted under title of '*Ardler village, a new beginning*'. Several sites are currently under development, and extensive demolition of the old housing stock is taking place between Turnberry Avenue and Rosemount Road to make way for more redevelopment. This presents a key opportunity for including pedestrian and cycle access into new development. A network of community arterials for cyclists and pedestrians is being established in Ardler.

#### **Local Key Actions for Sub Action Zones A1, A2, A3 and A4**

There is a significant opportunity to make use of access initiatives to help realise the wider aims of the Community Regeneration status of the area. As a result, the following objectives are important within this area:

- **Routes which link people's homes to essential services.** Poor health and lack of transport opportunities, particularly in relation to low levels of car ownership, are often associated with high levels of social exclusion. As a result improved access by foot and cycle could help to improve the quality of life of people within these areas. Further discussion at a local level will be required to establish where these links might best be achieved.
- Provide **safe and appropriate crossing points** for the major road barriers and providing routes which users feel more confident about using.
- There is also a major opportunity to promote routes for leisure and health which link the green spaces adjacent to these areas. The spaces could play a major role in completing network connections, whilst also providing a high quality access resource in their own right.
- **Links extending into to the wider countryside** from the Green Circular route are likely to pass through these areas. As with the objective for the northern area as a whole, it is also important that these routes also connect with the local path networks.
- As with the wider area, **new developments, and regeneration areas** should also be connected into the access network.

#### **Sub Action Zone A5: Camperdown Country Park, Clatto Country Park and Templeton Woods**

##### **Description**

These areas are a focus for recreation, leisure and tourism. They provide an important resource for recreation for those who can access the areas. The areas also include horse riding routes and facilities for formal and informal recreation in these areas. Work has also been carried out in Camperdown Country Park to increase accessibility for the disabled through the Cycling for All Initiative and the use of adapted bicycles.

## Local Key Actions

Priority issues within Camperdown Country Park, Clatto and Templeton Woods are likely to include:

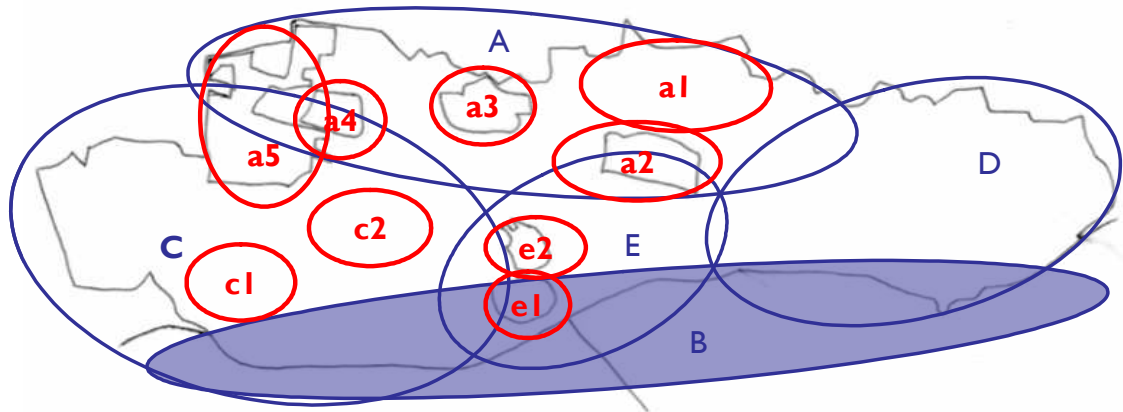
- **Resolving potential for conflict between different user groups.** These areas form an important resource for a wider range of users, and people of different ages and levels of mobility. However, it is important that access resources are carefully managed to ensure that these different groups do not come into conflict as a result of their varying motivations and characteristics. This will be achieved in the long term by building a consensus based approach to access planning and management within these areas.
- Ongoing initiatives which aim to extend the availability of access opportunities to people of **all ages and abilities** should continue to be developed within these areas.
- Where possible, scope for linking these areas by cycle and pedestrian routes should be considered further. This will help to **ensure that people do not need to have access to a car to enjoy these areas.**

## Summary of Key Benefits

It is anticipated that these actions will result in the following benefits:

- Improved access provision and maintenance of routes to essential services.
- Improved road safety through increased provision of safe crossing points of major road barriers.
- Extension of the path network linkages with green spaces and out into the countryside.
- Improved management of Camperdown Country Park, Clatto and Templeton Woods for all users.

## Action Zone B: The coastal zone



### Description

This action zone is linear in character and extends from Invergowrie Bay to Broughty Ferry beach. Promotion of the coastal zone is integral to continuing development of tourism within the city, and therefore a significant aspect of the city's future. When people enter the city from the west or the south they gain unique views across to the expanse of Dundee waterfront. The city has already worked hard to capitalise on its coastal area, with Discovery Point and City Quay being key waterfront developments, although there may be further scope for establishing further links between the coastal zone and other attractions in and around of the city centre. This area potentially forms an important link between the eastern and western extremes of the city. The Green Circular passes along the Riverside and cyclists can enter Dundee from the Tay Road Bridge.

### Strategic Key Actions

The main characteristics of the area relate to its importance as a leisure and tourism feature and its links with other attractions, facilities and networks.

- Scope for making further **improvements to the coastal route** should be considered further. In particular, its importance as a key feature for tourism in Dundee and as part of the access network could be developed further through completion of any remaining gaps, together with coherent signage and promotion.
- **Links with other tourism and commercial facilities** within the city centre, and in other areas, should also be considered within this zone. This could be achieved in a number of ways, ranging from improving physical links, to more proactive signposting.

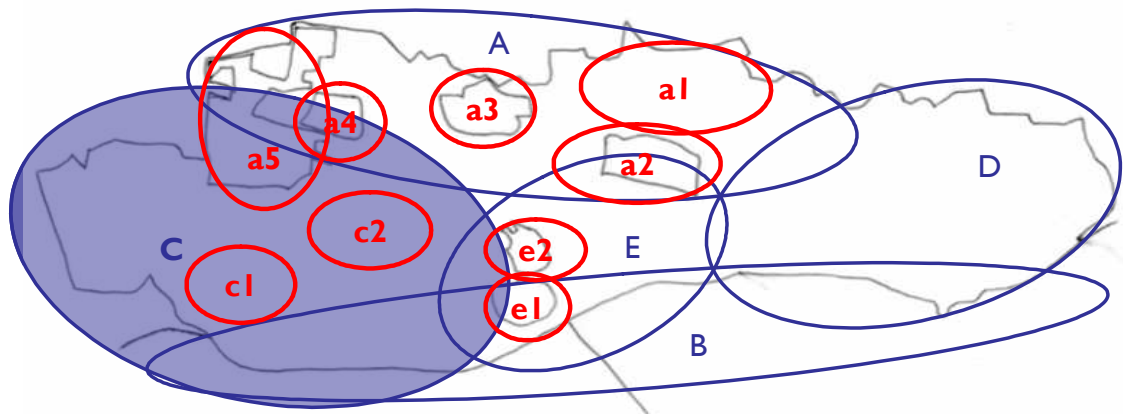
- Provision of additional routes within the **coastal area at Broughty Ferry** could help to promote tourism in its own right should also be a priority within this area. The area benefits from an attractive sea front, sandy beach and Broughty Ferry Castle. There may be scope for making use of these resources to attract people into the area along the coastal route, and for providing accompanying interpretation and promotion of the network on this basis.

### **Summary of Key Benefits**

It is anticipated that these actions will result in the following benefits:

- Providing links between the east and west of the city
- Contributing to tourism based economic development and helping to maintain a wider sense of pride within the city and surrounds.
- Opening up of Broughty Ferry to visitors to Dundee

## Action Zone C: The west



### Description

This covers the area to the west of the city and extends across to the edge of the central city area. This includes the communities of Charleston, Menzieshill, Lochee, the West End, Ninewells Hospital and the University of Dundee. This area also contains the popular Balgay Park and the Mills Observatory which present a large area of open space and an attractive viewpoint for the whole city. At Menzieshill there are cycle/pedestrian routes in place but without separate lanes for users. The Kingsway also forms a barrier because of a lack of crossing places.

### Strategic Key Actions

This area contains a diverse range of communities. Of key importance for these areas are:

- Links between communities, local facilities and to the city centre;
- Improving access to and between green spaces is also important; and provides potential to make use of quality access resources provided within these spaces, as well as helping to complete the network through providing additional links
- Increasing potential of Balgay Hill and Mills Observatory for tourism.

### Sub Action Zone C1: Ninewells

#### Description

This action zone is centred on Ninewells Hospital and is an example of an action zone containing a major employer and focus for people from across the city. This action zone has been included as a focus area because it presents a number of issues associated with the hospital, and its relationship with its surroundings and within the city as a whole. The hospital has a high number of employees and visitors accessing the hospital throughout the day. The area surrounding the hospital suffers from severe parking problems due to high parking charges within the hospital grounds. The city has recently won funding for the development of a transport plan for



Ninewells hospital. This will provide an important focus for identifying travel and transport barriers to this important employer and focal point in the city.

### **Sub Action Zone C2: Lochee**

This action zone is centred on the Lochee area. This action zone has been included because it presents a number of issues relating to accessibility to the city centre and employment opportunities. There are also opportunities for improving access to Camperdown and Balgay Park.

### **Local Key Actions**

The main issues to be tackled within this action zone should include:

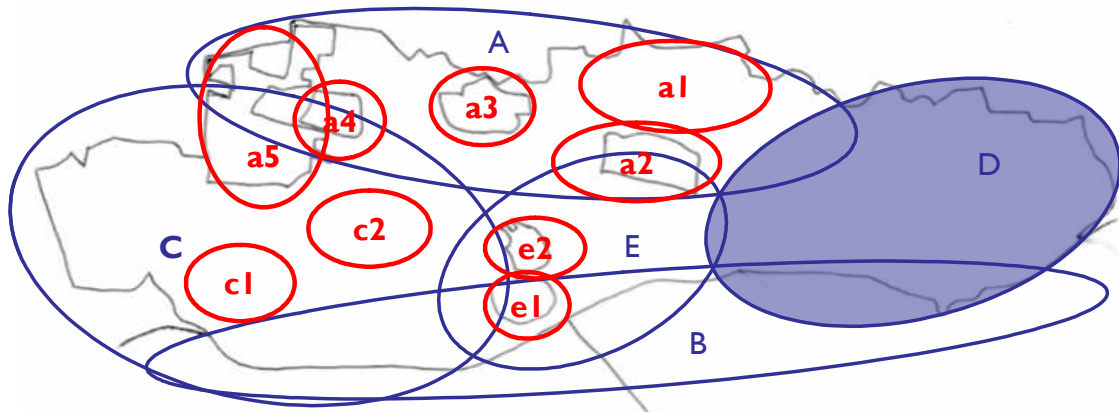
- **Establishing better links with the Green Circular and Camperdown Country Park** and across the barrier of the A90 Kingsway. This could play a key role in ensuring that the facilities are accessible to communities across the city, regardless of whether or not they own a car or can afford public transport.
- Promotion of **pedestrian and cycle routes in the vicinity of Ninewells**. These could be used as part of health promotion schemes being promoted within the health facility itself.
- Action is also required to **deal with the extensive car parking pressures**. This is likely to be regarded as a priority within the green transport plans which will be developed for the hospital. The extent to which the promotion of cycling and walking as alternatives to the car, can help to achieve this should therefore be explored further within this context.

### **Summary of Key Benefits**

It is anticipated that these actions will result in the following benefits:

- Greater cohesion of the access network across the city with a particular focus on linking areas of key importance, such as Ninewells Hospital.
- The removal of barriers with particular reference to the Kingsway.

## ACTION ZONE D: THE EAST



### Description

This zone covers the inland part of Broughty Ferry away from the coastal zone. This will allow issues of access within Broughty Ferry to be tackled in terms of tourism, access to Dundee City Centre, and east-west commuter travel. The Green Circular Cycle Route, and A92 Arbroath Road bound the area to the north. The sea front is well signed with bicycle parking on the sea front near Castle. A sea front pavilion is currently being redeveloped. Community consultation highlighted the community support for the completion of the Green Circular through the docks. This would therefore provide a safer and more direct route between the east of the city and the city centre. It is important to ensure that Broughty Ferry is linked into the city as a whole to maximise its potential for both commuting and tourism.

### Strategic Key Actions

The main priority for action within this zone relates to the completion of the Green Circular through the docks. This issue is considered further within the coastal zone (see previous section). In addition:

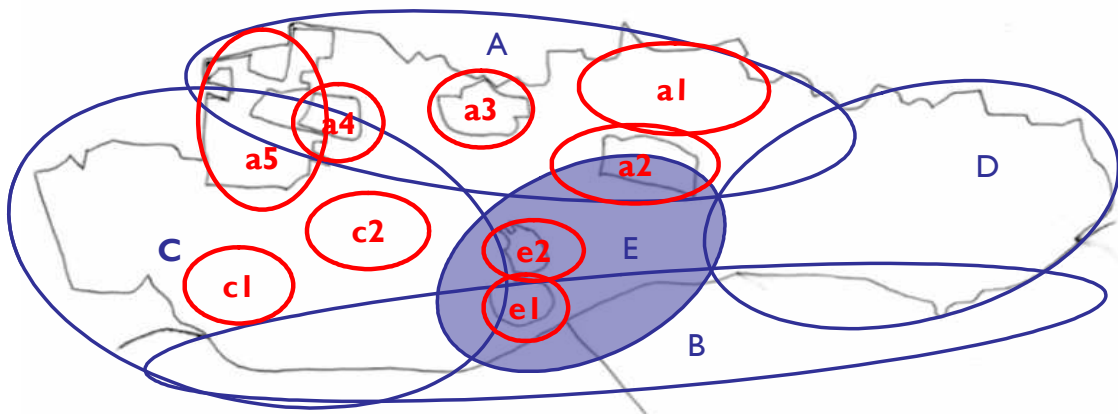
- Given that much of this area comprises residential areas, scope for promoting walking and cycling as **alternatives to the car** for people travelling to work, education and local facilities should be considered further. This could partly be achieved by working with local employers to explore their role in promoting changes in the behaviour of their employees through incentive schemes and provision of appropriate facilities.

### Summary of Key Benefits

It is anticipated that these actions will result in the following key benefits:

- Integration of Broughty Ferry with the access network in Dundee and the surrounding countryside.
- The completed Green Circular link through the docks will provide a safe link with the rest of Dundee for cyclists; access for other users should be addressed.
- Reduced use of the car for everyday travel, and in particular short journeys within the city.

## ACTION ZONE E: THE CENTRAL AREA



### Description

Within this action zone, the Green Circular Cycle Route passes along the riverfront. In addition, a network of on road cycle routes also plays a key role in providing access opportunities within the city centre. This area contains many of the city's key attractions and facilities, including Dundee Law which provides dramatic views over the city, Verdant Works, McManus Galleries, *The Discovery* and the associated Discovery Point, the new Overgate shopping centre and the recently redeveloped docks which now contain a range of retail outlets, flats and a hotel.

### Strategic Key Actions

The main aim within this area is to

- Develop a network of routes **connecting tourist facilities** and destinations providing tourism links within the city. A city centre signage strategy is being implemented and this could be extended to incorporate key access routes. Whilst this could be partially provided through improved signage of existing routes, there may also be scope establishing additional links which make it easier for visitors to navigate their way around the city, particularly on foot. An information leaflet may also be a useful way of fulfilling this aim, together with orientation boards and promotion.

### Sub Action Zone E1: City Centre

## Description

The city centre has been chosen as an areas requiring further attention within this zone because it forms an important focus for leisure, tourism, services, transport and employment issues. The railway station, bus station and Tay Road Bridge are all located in the city centre. The University of Abertay is also located in the City Centre. The inner ring road passes through this area, and it forms a key barrier to access for pedestrians and cyclists within the area.

## Local Key Actions

The following local priorities have been identified for Dundee City Centre:

- The city centre should be targeted as a **starting point for access** to other areas of the city. It should also form a focus for the promotion of routes and provision of information on access opportunities within the city as a whole, specifically targeted at local people and linked in to the city centre signage;
- Providing a **clear system of signage** illustrating routes from the city centre to other destinations could set the precedent for the repetition of this theme throughout the city. Some signs could reflect the type of route, whether it was part of another trail. Sculpture and art work could even be incorporated into the signs themselves, perhaps developing the theme of the city centre bronze dragon sculpture.

## Sub Action Zone E2: Hilltown/Maxwelltown

### Description

The Hilltown/Maxwelltown area has been separated from the other Community Regeneration Areas due to its location. This area lies in close proximity to the city centre offering different employment, transport and service access issues. It is also located on a steep hill which poses issues for access particularly for people who are less mobile.

### Local Key Actions

The priorities within this area are likely to include;

- Safe and effective routes to connect people with local services, education and employment opportunities;
- As in the other Community Regeneration Areas, the promotion of access for leisure, combined with awareness raising and appropriate support, could help to improve the health and well-being of the local community within this area.

## Summary of key benefits

It is anticipated that these actions will result in the following benefits:

- Improved signage and mapping of the city centre
- Improved integration of Hilltown and Maxwelltown with the city centre and local facilities.



# AUDIT REPORT

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## INTRODUCTION

### Background

Land Use Consultants was recently appointed by Dundee City Council to prepare an Outdoor Access Strategy for Dundee. This Report sets out the findings of the audit which was undertaken to evaluate the provision of access in Dundee. It aims to define:

- The **supply** of access in the city – routes and access areas which already exist, areas which are well served by the existing network, and places where further provision is required.
- The **demand** for access in the city – characterised by expressed demand, recorded through user surveys, perceptions of local people and visitor needs, as well as ‘latent’ demand or need for access as defined by the distribution of social exclusion, poor health, transport choices etc.
- The **policy** relating to access in Dundee – ranging from national level policies and strategies to local plans and projects.
- The range of **resources** available to support access in the area, whether in the form of grant assistance or other forms of support, and expressed in relation to both capital works and revenue support.

### Building on previous experience

The audit shows that the city of Dundee presents a range of opportunities for the development of an Access Strategy. It is important to note that there is already a number and range of documents in existence either relating directly or indirectly to the remit of ‘access’. In particular, *Dundee’s Paths for All Initiative*, which was prepared by the Paths for All Working Group in 1999 has provided a particularly useful starting point for the development of this Strategy.



## **Supply audit**

This chapter of the report sets out the findings of the audit work which was undertaken to evaluate the existing supply of paths within Dundee. It is important that the findings are considered alongside an understanding that this is by no means a definitive map of routes that are available for access, nor does it define the extent of core path networks in Dundee. In particular, many of the routes have not been specifically mapped, as a large share of the supply of access in the city is provided by roadside pavements. As a result, the audit provides a broad overview of the provision of access resources in the city, particularly focusing on purpose-built routes or open access areas.

### **Method**

Existing maps and recorded resources were reviewed for the purposes of defining patterns of supply in the area. This was complemented by a review of previous research which aimed to establish the extent and range of access and outdoor recreation resources which are available within the city. Plans set out in the Dundee Paths for All Initiative were reviewed, and progress noted, to ensure that the Strategy takes into account ongoing access planning, development and management in the city.

### **Overall pattern of existing provision**

Overall, there are currently 854km of footways and 217km of footpaths within the Dundee City Council boundary. A significant proportion of these routes (around 125km) are recreational paths within parks and open spaces. Despite this, the Dundee Paths for All Initiative reported that Dundee has few commuter cycling routes, off road countryside routes, or cycling opportunities for people with disabilities. In addition, it reported that some existing routes do not provide sufficient links to provide a coherent network.

Dundee's cycle route, 'the Green Circular' extends around the outskirts of the city, including the shoreline where it incorporates part of the National Cycle Network and the North Sea Cycle Route. A short section of this part of the route is awaiting completion in the vicinity of the docks around the Port of Dundee. The Green Circular provides the spine of the access network in Dundee, and it has provided a focus for much of the action on access which has been undertaken in the city to date.

As a result of the Green Circular route, the periphery of Dundee is better connected to the centre than in many other settlements of this size. The route ensures that important open areas on the edge of the city (such as Camperdown Country Park and Caird Park) are just as accessible as attractions on the waterside. However, within this 'spine' fewer more local connections appear to have been developed so far. Notable exceptions include:

- Path networks within Camperdown Country Park, connecting with the visitor centres at Templeton Woods and Clatto Country Park, and the Camperdown Wildlife Centre.
- A path network within Whitfield which provides important access links from peoples' homes to local amenities including three primary schools.



- A loop within the Green Circular route which allows users to divert into the heart of the city centre, passing along Victoria Road, Victoria Street, and then back via Princes Street and King Street.
- A route around the periphery of the Dundee Technology Park (connecting from Explorer Road to Perth Road).
- A link extending southwards from the Green Circular route into Invergowrie, passing the station.
- A connection northwards from the West Ferry section, linking northwards into the West Pitkerro and Baldovie Industrial Estates.
- A route crossing the Seven Arches Viaduct, connecting into Monifieth to the east, and Monifieth High School to the south.

The Dundee Paths for All Initiative emphasised that the Kingsway and Riverside Drive create major access barriers in Dundee. A roadside cycle route has been developed along the Kingsway, a circular arterial dual carriageway which acts as a transport spine, and is heavily used by traffic passing through Dundee. However, this cycleway has not yet been connected with the Green Circular route.

Access for people with disabilities is variable, there are few countryside routes, and many paths that would benefit from being enhanced and facilities improved. In terms of horseriding, there are few bridleways in and around Dundee with the exception of the Greater Camperdown Country Park bridleway network and the horse riding routes in the countryside to the north of Middleton Community Woodland.

## Summary of progress

The table below summarises key routes defined in the Dundee Paths for All Initiative Document, providing an update on progress:

Route name	Status 1999	Status 2001	Mode of use			Purpose		
			Walk	Cycle	Horse riding	Leisure	Commuter	Tourism
<b>National Network</b>								
North Sea Cycle route	Underway	Completed (see Green Circular Link below)	✓	✓		✓	✓	✓
National cycle network	Underway	Completed (see Green Circular Link below)	✓	✓		✓	✓	✓
<b>City Network</b>								
Green Circular	Proposed completion 2000	Completed (see Green Circular Link below)	✓	✓		✓	✓	✓
Ninewells radial	Proposed	Alternative funding being sought	✓	✓		✓	✓	✓
South Road radial	Proposed	Alternative funding being sought	✓	✓			✓	
Lochee Radial	Proposed	Alternative funding being sought	✓	✓			✓	
Mill O' Mains Radial	Proposed	Alternative funding being sought	✓	✓			✓	
Arbroath Road Radial	Proposed	Underway	✓	✓			✓	
Broughty Ferry Radial	Proposed	Alternative funding being sought	✓	✓			✓	
Green Circular Link	Proposed	Alternative route through docks under negotiation. Port Authority will consider route when the waste water works are completed (January/February 2002). However route would be costly to DCC and potentially restricted by high fencing.	✓	✓		✓	✓	✓
Western Countryside route	Proposed	First stage will be completed by April 2002	✓	✓	✓	✓		✓
Northern countryside route	Proposed	First phase is underway and proposals and drawings will be completed by April 2002	✓	✓	✓	✓		✓

Route name	Status 1999	Status 2001	Mode of use			Purpose		
			Walk	Cycle	Horse riding	Leisure	Commuter	Tourism
<b>Community Networks</b>								
Middleton Community Woodland/ Douglas Links to Green Circular	Specification Survey Underway	In its third phase which will be completed by April 2002. This will involve a continuation of the route linking with the 'Safe Routes to School'. Also access associated with the tree planting, and links from Whitfield and Fintry into the countryside	✓	✓	✓	✓	✓	
Mid Craigie/ Linlathen to Abroath Road link	Proposed	Work will take place by April 2002	✓	✓		✓	✓	
Mid Craigie/ Linlathen to Kirkton link	Proposed	The first phase of the Kirkton links will take place by April 2002	✓	✓		✓	✓	
Kirkton to Ardler Link	Proposed	The first phase of the Kirkton links will take place by April 2002	✓	✓		✓	✓	
Ardler to Clatto Country Park	Proposed	Proposed to take place 2002/2003 and 2003/2004	✓	✓		✓	✓	✓
Ardler to Camperdown Country Park link	Proposed	Proposed to take place 2002/2003 and 2003/2004	✓	✓		✓	✓	
Greater Camperdown Country Park	Proposed	Works will begin in this financial year and 2002/2003. Community consultation was carried out in Templeton and Clatto to assess demand for work on paths	✓	✓	✓	✓	✓	✓
Various parks and open spaces	Proposed	Creation of pedestrian path networks. A Health Walks scheme is in the pipeline as Paths for All got New Opportunities funding for this. This will be planned and started in 2002/2003. Predominantly promotional rather than physical work	✓	✓		✓	✓	✓

### Proposed Projects

Project	Target group	Provision	Status 1999	Status 2001
Cycling for All, initially in Greater Camperdown Country Park	Disabled people	Signed and marked trails, disabled toilets and picnic areas	Proposed	First phase of path works is taking place by April 2002. Funding not secured for second and third phases. Funding may be obtained through Fresh Futures.
Greater Camperdown Country Park		Trailhead, develop existing path network and trails	Proposed	Redesign of the trailheads on the Green Circular route, possible consultation on this.
Middleton Community Woodland	Local people and school children	New paths linking MCW to Whitfield	Proposed	Underway
Douglas links to the Green Circular	Community of Douglas	Path improvements, signage, bridge enhancement	Proposed	Proposed for 2003/2004
Shiell Street Nature Area, Broughty Ferry		Improve access for all abilities, prevent vehicular access	Proposed	Path proposal drawings being re-tendered

### General enhancements

Proposal	Aims	Areas for action	Status 1999	Status 2001
Paths within parks	Improving walks, designating cycle rides	Balgay Park	Proposed	Underway
		Riverside Nature Park	Proposed	Proposed
		Open Spaces along Dighty Burn	Proposed	Urban Nature Conservation Group carried out a study. <i>Awaiting information</i>
Signage programme	Improve signage and waymarking	Green circular	Proposed	Will be completed by April 2002. Dundee City Council are implementing a signage hierarchy through the Public Open Space Strategy

<b>Promotional proposals</b>		
<b>Proposal</b>	<b>Status 1999</b>	<b>Status 2001</b>
Virtual tour of Green Circular	Proposed	A funding application has been submitted to the New Opportunities Fund for ICT training. Possible production of a CD ROM. Needs to integrate with launch of Dundee.com
Green Circular Guide for tourists	Proposed	Completed and on sale for £1.50. Funds from this can be fed into the production of neighbourhood maps
Paths for All map and leaflet	Proposed	Proposed for when development of path network is completed
Paths for All website	Proposed	Ongoing
Recreational Map series	Proposed	Proposed
Walking and Cycling awareness week	Proposed	Yet to take place. National Bike Week takes place in June, potential for coinciding with this

<b>Proposed Maintenance and management</b>		
<b>Proposal</b>	<b>Status 1999</b>	<b>Status 2001</b>
<b>Walkers and watchers scheme</b>	Proposed	Ongoing
<b>Production of a 'Code of Practice'</b>	Proposed	National Codes in existence, potential to develop from user groups through Local Access Forum
<b>Local Access Forum</b>	Proposed	Underway

## **Open Spaces**

Open spaces, whether greenspaces, civic squares, open areas within residential areas, school playing fields, promenades or sports pitches, form an important outdoor recreation resource for any urban area. They provide areas which people make specific use of, but can also form part of routes which people use for their everyday access needs. The Dundee Sport and Physical Recreation Strategy notes that Dundee City has a wide diversity of public open space, covering 1393 hectares and accounting for 28% of the urban area. Country Parks account for around 235ha of open space, with other parks making up 557ha, amenity open space comprising 171 ha and a further 430ha of open spaces where there may be access restrictions. Watercourses including ponds, burns and the riverside were also recorded in the strategy as forming part of the overall resource.

The Open Spaces Strategy provides a useful insight into the range of open spaces within the city, their different character, facilities and use. The table over the page summarises this information:

<b>Name</b>	<b>Type of park</b>	<b>Description</b>
Baxter Park	City recreation park	Formal park which is currently planned for restoration. Contains children's play area, tennis courts and bowling green
Broughty Ferry Esplanade (including the beach, Windmill garden, Barnhill Rock Garden and Castle Green	City recreation park	Passes alongside the beach with small dune system. Windmill Garden is a formal garden. Barnhill Rock Garden is located on the landward side of the Esplanade and provides a small network of intimate paths through managed garden. Castle Green provides putting green and children's play facilities
Caird Park	City recreation park	Extensive city park containing Mains Castle, Gelly Burn and golf course
Camperdown Park	Country Park	Contains golf courses, pitch and putt, tennis courts, children's play area, riding stable, Camperdown Wildlife Centre, woodland and open grass, Templeton Woods and connects to Clatto Country Park which is based around a reservoir. The park is divided from Templeton woods and Clatto by the busy Coupar Angus Road
Dawson Park	City recreation park	Extensive park containing some woodland and sports pitches
Dighty Linear Park	City heritage	Much of the Green Circular Cycle route passes alongside this burn. Passes through areas containing formal playing fields and informal nature areas
Dudhope Park	City heritage	Formal city park containing Dudhope castle, also tennis courts, bowling greens, and children's play area
Dundee Law	City heritage	Woodland, open grass and scrub, network of formal and informal paths
Duntrune Demonstration Gardens	City heritage	Formal gardens used for demonstration purposes
Firth of Tay Linear Park	City heritage	Includes playing fields in area close to Tay rail Bridge, paths through Magdalen Green
Lochee Park, Balgay Hill, Victoria Park	City recreation park	Balgay Hill provides a large wooded area with a network of paths containing the Mills Observatory, and also includes the Western necropolis. Lochee Park contains extensive playing fields. Victoria park provides formal planting and space for informal recreation
Middleton Community Woodland		Recently created community woodland adjacent to Whitfield
Reres Hill	City heritage	Wooded park
Riverside Nature Park	City heritage	Nature area on former landfill site with rough and grazed areas
South Road Park	City recreation park	Formal city park with playing fields
Stobsmuir Ponds	City Heritage	Ponds with a network of paths
Trottick Ponds	City heritage	In close proximity to Caird Park, contain a network of paths and link with the disused railway line which offers walks into the countryside

Clearly these areas form an important resource, adding substantially to the quality of life of the city's residents. Opportunities for recreation and everyday use range from informal activities in semi natural woodland areas, to heritage interpretation, links

between off road routes etc. The Strategy should therefore aim to ensure that any plans for the development of a city-wide core path network will be integrated with the distribution of open spaces across the city.

**Summary of Supply Audit**

This desk top audit has identified that there are a range of existing access opportunities in Dundee but in some instances there is a lack of cohesion within the network as a whole Dundee has an existing 'spine' for its access network of the Green Circular Cycle Route, as well as a number of discrete path networks. However, there is a need to link these local networks to form a more comprehensive city wide network. Similarly, Dundee has a good supply of open spaces but there is considerable scope for ensuring that they help to form links within the networks as a whole.





## **Demand audit**

The second part of the audit comprises an assessment of:

- Demand for access, as defined by existing patterns of visitor use of the path network, and more qualitative information on the quality of existing access resources;
- Unrealised demand, or need for access, established primarily through the analysis of data on population, health and social exclusion.

It is important to define the demand for access to establish where provision meets demand, and where there is a deficit. This helps to define where action would be most beneficial.

### **recognised demand for countryside recreation**

#### **Recreation, Access and Open Spaces**

## **Dundee Public Open Spaces Strategy**

Walking and use of open spaces figures strongly in recreational activities within the city. The results of a street survey carried out in Dundee in 1998 by System Three are set out in Dundee Public Open Spaces Strategy 1999. The survey indicated that:

- 94% of people visit and use parks and public open spaces for recreation;
- People visit open spaces frequently; over 70% visiting at least once a month;
- 64% of people walk to open spaces and therefore choose to visit the public open space that is closest to their home.

## **Perceptions of Open Space Users**

Parks such as Camperdown Country Park may attract many visitors probably due to their extensive facilities, size and range of opportunities. The survey showed that the most common activities people like to do in public open spaces are:

- To stroll or take a walk;
- To visit children's play facilities;
- To walk the dog;
- To get a breath of fresh air;
- To participate in sport.

Although 22% of people surveyed felt that parks and public open spaces are satisfactory as they are, main improvements suggested, in order of priority, were as follows:

- Reduce dog fouling (25%);
- Reduce vandalism (22%);
- Improve facilities for children (14%);
- Provide more seats and benches (13%);
- Reduce fear of crime/antisocial behaviour (12%);
- Reduce litter (10%);
- Improve facilities for sport (8%).

#### **Local Demand for Outdoor Access**

As well as extensive analysis of demand relating to open spaces, views have also been gathered on levels of walking, cycling and riding in and around the city in more general terms, including for everyday as well as recreation use.

## Dundee Paths for All Initiative

The Initiative sets out the current situation in Dundee in terms of demand. It raises the issue that *'as a relatively small and compact city the distances from peripheral communities to the city centre, to parks or to the countryside can seem quite short. In practice barriers exist such as a lack of paths into the countryside and busy roads which are difficult for pedestrians and cyclists to cross.'*

Walking and cycling are both popular recreation activities in Dundee. The Green Circular attracts around 50,000 leisure and commuter cyclists per year. A survey conducted in 1998 indicated that hill walking/rambling was the second most popular sport, and cycling the fifth (System Three 1998). In Scotland walking (over two miles) is the most popular sport, and cycling the fourth most popular (Coalter and MacGregor, 1997). In both local and national surveys walking and cycling participation is spread across all ages, genders and social groups (System Three 1998, Scottish Sports Council 1998). These results highlight the popularity of these activities amongst the general population. Whilst there is a need to respond to such demand, it will also be important to focus on the areas where these trends are less prevalent as a means of maximising the benefits from access for the city as a whole.

Nationally, commuter cycling is declining (SoS for Scotland 1998) whilst leisure cycling is increasing (Coalter et al 1997). Whilst the number of journeys made per person each year has increased, the proportion made on foot or by bicycle has decreased significantly, even though three quarters of all journeys are under 5 miles. The Initiative confirms that this trend is reflected at the local level in patterns of use in and around Dundee.

Community consultation for the Paths for All Initiative, (DCC 1999) gave the following amongst the top ten solutions for Dundee:

- Open up the docks for cyclists and consider using a path creation order;
- Develop the Green Circular further;
- Complete existing cycleways and provide better linkages between them;
- Maintain paths more than at present;
- Improve green space around paths eg Mill O Mains Park;
- Improve crossings over the Kingsway and Riverside Drive.

Horse riding has participation levels of around 1% of the population (System Three 1998, Coalter and MacGregor 1998). In the vicinity of Dundee there are over 400 horses.

The Paths for All Initiative noted that, whilst walking, cycling and horse riding are all potentially important tourist activities for Dundee, this potential has not yet been fully developed. There are many features of historic, cultural and wildlife interest along routes in Dundee that could be promoted, described and interpreted. However there is a general lack of information and promotion of walking, cycling and horse riding in Dundee, and a lack of awareness of access issues.

Amongst the top ten solutions from the community consultation from Dundee Paths for All were:

- Increase promotion and information on paths/places of interest eg produce route map with private sponsorship;
- Educate dog owners to reduce levels of dog fouling;
- Improve signage – use existing park boards for maps, posters etc.

## Sustrans Route Usage Surveys

Some data has already been collected which provides an insight into levels of use on specific routes. In particular, Sustrans have gathered data for the National Cycle Network Route component of the Green Circular Route. In 1999 a survey carried out by Sustrans at Stannergate (which lies roughly half way between the Tay Road Bridge and Broughty Ferry Point) found that:

- In 1999 almost 49,000 individual journeys passed the counter set up there and survey showed that the composition of these was 39.6% Cyclists and 60.3% Pedestrians. The user population profile of these people shows that 46.8% were full time workers and 33.3% were retired;

- In 2000 a similar survey was carried out at Earl Grey (which is near the end of the Tay Road Bridge). The counter recorded 140 000 individual journeys, of which 62.5% were cyclists and 36.5% pedestrians. The user population profile shows that 75.7% were full time workers and 14.0% were retired;

## Dundee Local Transport Strategy Consultation

The Dundee Local Transport Strategy highlights that Dundee has a full time student population of 14,500 and 22,000 pupils attending its primary and secondary schools. Therefore the amount of travelling undertaken varies noticeably in relation to the term times of the schools, colleges and universities. Dundee's population has low car ownership levels, but is surrounded by areas that have a higher car ownership rates. Of the people who live outside Dundee but work in the city, 80% travel to work by private car. Due to housing being located in the east and a significant amount of employment opportunities being situated in the west of the city there is a distinct peak hour east-west cross-city travel pattern. Also in relation to commuting, Dundee has a low level of cycling activity with only 1% of travel to work journeys undertaken by bicycle.

### Unrealised demand for access

Only one in four of the Dundee population take sufficient physical activity (Healthy Dundee 1999) leading to long term health problems. Amongst the top ten solutions from the community consultation from Dundee Paths for All was 'Promote the health benefits of walking and cycling'. Dundee has four of the most deprived communities in Scotland. Car ownership across the city is below the national average at only 45% of households.

## The Context of this Audit and Statement on Health and Social Inclusion:

Dundee's approach to the related issues of health, social inclusion and access is already remarkably advanced and well documented. The Healthy Dundee strategy document, Paths For All Initiative, Anti-poverty Strategy and Tayside Health Board reports and strategies all provide comprehensive evidence for, and advice on, the potential for access to contribute to health and social inclusion in Dundee.

This section of the audit will therefore provide a brief resume of the issues and context, provide evidence of the geographical distribution of demand and need for access and suggest how the access strategy might fit within the existing context of work to promote health and well being and tackle poverty.

## Why Consider Health and Social Inclusion in an Access Strategy?

Like all councils in Scotland, Dundee is committed to promoting better health and social inclusion for all its residents, in accordance with the Scottish Executive's strategy. Healthy Dundee says "*Dundee will be a healthy city where people have a positive quality of life and a healthy lifestyle and where illness is reduced to manageable levels*".

It will only achieve this if the health and social inclusion implications and opportunities are considered in *everything* the council does. These issues are pertinent to an access strategy for two key reasons; (a) the development and use of access for and by communities is an opportunity to promote social inclusion and healthier behaviours and lifestyles, (b) an access strategy must not become another means through which the exclusion of some members of the community is compounded and strengthened because they are physically or socially remote from the access opportunities.

The roots of social exclusion are intergenerational poverty and lack of (or restricted) opportunities from childhood, through education and onto adult life. An access strategy can do little to address the macro-economic issues of poverty and unemployment, but it may make a valuable contribution to combating the inequalities in opportunity which exist in our communities and which hold some groups of people consistently at the bottom of the pile.

Attempts to promote social inclusion and improve health are directly connected. Those most socially and economically disadvantaged are proven to be at highest risk of death from heart disease, lung cancer, and many forms of respiratory disease as well as poor physical and mental health at all ages.

Any opportunity to increase the amount of exercise, recreation and stimulation amongst these groups will have a beneficial effect on both physical and mental health.

Potential benefits from a well deployed access strategy are not only centred on exercise opportunities and their associated health benefits. Contemporary health research shows that a stimulating, active and caring community may also be a healthy one. There is strong evidence to suggest that participation in community process and contact with the community members can have a beneficial effect on physical and mental health. In other words, where a community is actively involved in the process of defining, creating or maintaining its access opportunities, that process itself can be a potential source of health benefit to all those who participate. The community consultation processes which ought to surround public access form an ideal basis for developing community interaction and support, for socially *including* those most often excluded. In "Opening the Door To a Better Scotland" the government notes that promotion of social inclusion can be achieved through "*promoting opportunities to participate, whether in work, in learning or in society more generally,*" and, "*strengthening communities*" (section 9.2).

Reading the documents listed above shows that Dundee already embraces this holistic approach to health and social inclusion policy. It is already aiming to involve its communities in schemes and plans for the benefit of all. This access strategy must become a component part of that wider process.

## The Evidence – The Health<sup>1</sup> And Social Inclusion Context

About 22% of Dundee's residents die from heart disease, with 27% dying from cancer. The standardised mortality ratio for Dundee (a measure of the number of deaths which actually take place, compared to that which we might expect given the age and sex of the population) is actually quite low when compared with the rest of Scotland, but high rates of premature mortality do persist.

Some 46% of men and 37% of women are overweight in Dundee. Obesity is very strongly related to elevated risk of heart disease, stroke and diabetes.

The 1994 Tayside Health and Lifestyle Survey found 25% of adults aged 16-74 living in Dundee exercised 2-3 times a week both during their working day and during their leisure time, with a further 18% exercising once a week.

As a rough guide, people should aim to participate in 30 minutes of moderate intensity physical exercise, accumulated over the course of a day, most days each week (HEBS). Walking or cycling are ideal ways to accrue this level of activity. Programs of exercise following heart attack may reduce the risk of subsequent death by as much as 20%. Regular activity continued into older age, has been shown to prevent falls and diseases such as osteoporosis as well as improving mental health. Numerous studies have also shown that recreation and exercise are strongly associated with good mental health.

There is a GP Exercise Referral scheme in Dundee, with one practice collaborating with the Olympia Center in Dundee. A bid has been submitted to the Health Improvement Fund to extend the referral scheme to other parts of Dundee in Lochee, Charleston and Stobswell.

As the Director of Public Health's report states, there is commitment to tackling poor health and health inequality within the Tayside area which encompasses Dundee with a plan, "*that NHS Tayside implements the model established through the Community Development and Health Project and provides support to engage and consult with residents in Social Inclusion Partnership communities to help reduce inequalities in health and to develop sustainable community involvement (3.18)*".

The Director's report also provides two targets which the access strategy should be firmly aligned with and be helping to achieve; (i) *Increase by 20% the population of people engaging in regular vigorous exercise and (ii) Reduce coronary heart disease death rate in ages up to 65 by 40%.*

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<sup>1</sup> Health data are primarily from Tayside Director of Public Health annual report 2001 and About Dundee, 2000

## Social Exclusion and Poverty

The text below, taken from Dundee's Anti-poverty Strategy, provides a succinct summary of the problems Dundee faces:

- *Compared with the rest of Scotland, Dundee has a higher proportion of its population on low income: more unemployed people, more people who are chronically sick, more single parents, and more old people.*
- *Dundee has many deprived areas, and according to the index used by the Scottish Office, nearly a third of the population live in them.*
- *Dundee has the highest rate of unemployment of all Scotland's cities.*
- *Dundee's rate of dependency on social security benefits is second only to Glasgow's.*
- *The value of property in Dundee is particularly low.*
- *Dundee has the highest out-migration rate of all Scottish cities. Young adults are leaving the city to find work.*
- *Dundee has the second highest rate of teenage pregnancy in Scotland, and 50% more single parents than the Scottish average. Nearly a quarter of Dundee's children live in lone parent households.*
- *Dundee has important social problems: low educational attainment, high rates of absence from school, high crime figures.*

The 'About Dundee' report shows high levels of long term unemployment (26.6% compared with a Scottish average of 20.8% in 1999). Long term unemployment is particularly bad for physical and mental health.

Dundee also has very high rates of teenage pregnancy (see table 1)

Table 1: Rates of teenage pregnancy (Includes pregnancies in women aged 13 to 19 years old at the time of conception)

Age	13-15	16-19	13-19
Scotland	8.6	73.7	45.0
Dundee City	17.9	101.2	68.5

Rate per 1,000 females in each age group and year.

This is a problem which is simultaneously a result and a cause of poverty and social exclusion, and one which is notoriously difficult to tackle. Bringing these rates down is a key aim of many policy initiatives within Dundee and Tayside – opportunities for access to play whatever part it can and should be explored.

Although these problems seem severe, progress has been made in recent years, particularly through the SIP programmes. SIP areas have seen falls in unemployment, crime and other indicators of adverse circumstances which are far in excess of the Scottish average and wider Dundee.

The anti-poverty strategy contains very detailed discussions of, and proposals for, community participation as a route to promoting social inclusion. This access strategy needs to be seen as a further component of the anti-poverty strategy especially when the access strategy is implemented in a practical sense.

## Leisure

The Paths for All Initiative assessed the activity rates of the local population. In brief, they found that:

- *Walking and cycling are both popular recreation activities in Dundee. A survey conducted in 1998, indicated that hillwalking / rambling was the second most popular sport and cycling the fifth (System Three 1998, quoted in the Paths for All Initiative).*

- There are approximately 1071km of footpath and footway in Dundee, of which 125km are recreational paths within parks and open spaces (Dundee City Council 1999b, Dundee City Council, 1999c).
- Access for people with disabilities is variable and there are few countryside routes.
- There is a general lack of information and promotion of walking, cycling and horse riding in Dundee, and a lack of awareness of access issues.
- Perceptions of crime along some paths are poor and vandalism is a problem in some areas.

Tourists participate too, to some extent (though far more come to shop and see the sites)

Table 2 – Tourism and Physical Activity

Tourist Activity	
Walking (less than 2 miles)	27%
Low level walking (2-8 miles)	13%
Swimming	11%
Hill walking/low level walking (over 8 miles)	3%

Source: Scottish Enterprise Tayside, Tayside Visitor Survey 1999

These bullet points summarise the context in which the strategy must operate. Dundee faces considerable social, economic and health-related challenges but has a policy-related environment which already embraces the relationships between health, poverty and community interaction, which has gathered much of the necessary evidence to set the access strategy in context and which wants to move forward.

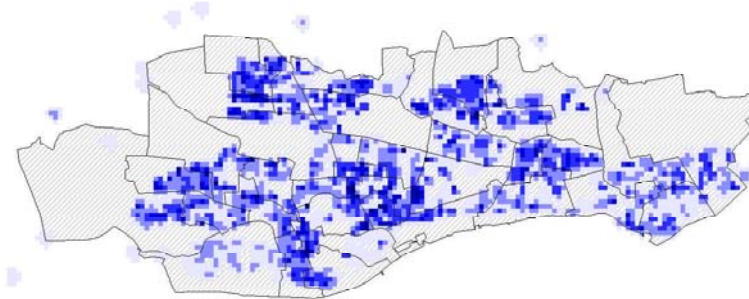
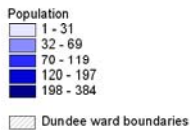
To maximise the potential benefits from this strategy, more precise information on the nature and location of Dundee's population is required. Only by understanding the physical location and social position of communities with different needs can the strategy make the most effective use of resources available.

## Location and Nature of Population

The following maps illustrate the location and nature of Dundee's population. In map 1 the population has been represented on a grid basis<sup>2</sup>. To do this, the Dundee area has been divided into 100m<sup>2</sup> units, and the number of people in each unit is represented by the shading scheme. This kind of representation gives a tremendous advantage to work which involves understanding the relationship between people's residential location, their characteristics and how these are both related to the wider access resources and physical landscape. The map also shows ward boundaries to help the reader orientate themselves. The nature of the mapping technique means some smaller settlements outside the city boundary have been included in the image.

<sup>2</sup> This map was created using data from the 1991 census and software provided by Prof. David Martin from the University of Southampton. More details about this technique can be found at <http://www.soton.ac.uk/~djm1/>

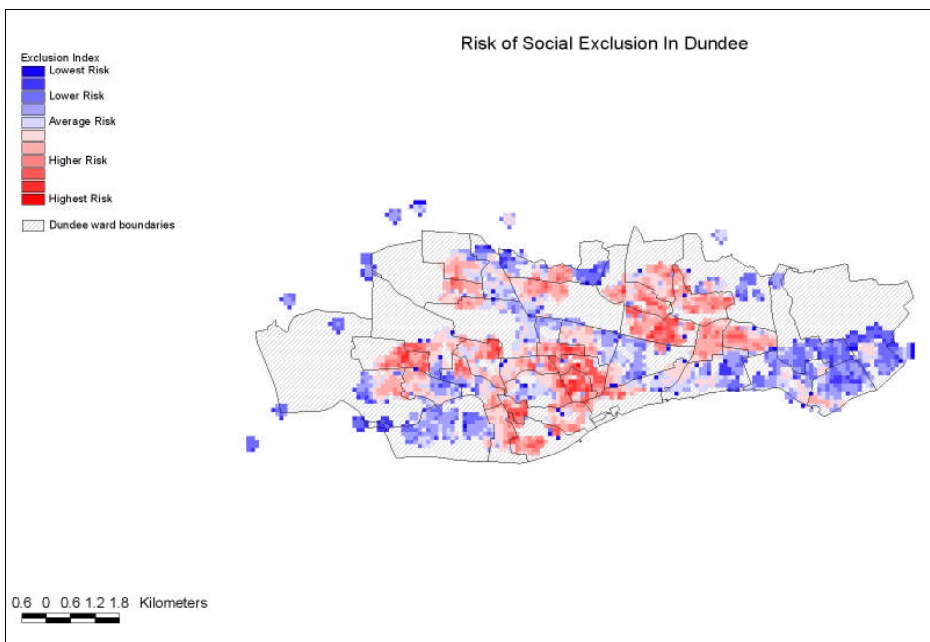
### Population in Dundee



0.6 0 0.6 1.2 1.8 Kilometers

Not surprisingly, this map shows the concentration of population within the urban setting of Dundee, but also it identifies spatially distinct communities and areas of green space between them, as well as rural / urban boundary. This kind of map facilitates a strategic view of how access provision might relate physically to the residential population and how spatially defined communities might be connected.

Map 2 shows an analysis of the risk of social exclusion within Dundee. The model is based on the numbers of people with various adverse characteristics, including unemployment, lone parenthood, poor quality housing, sickness and social isolation. Areas with more red shading are those in which higher proportions of the population have these adverse characteristics.



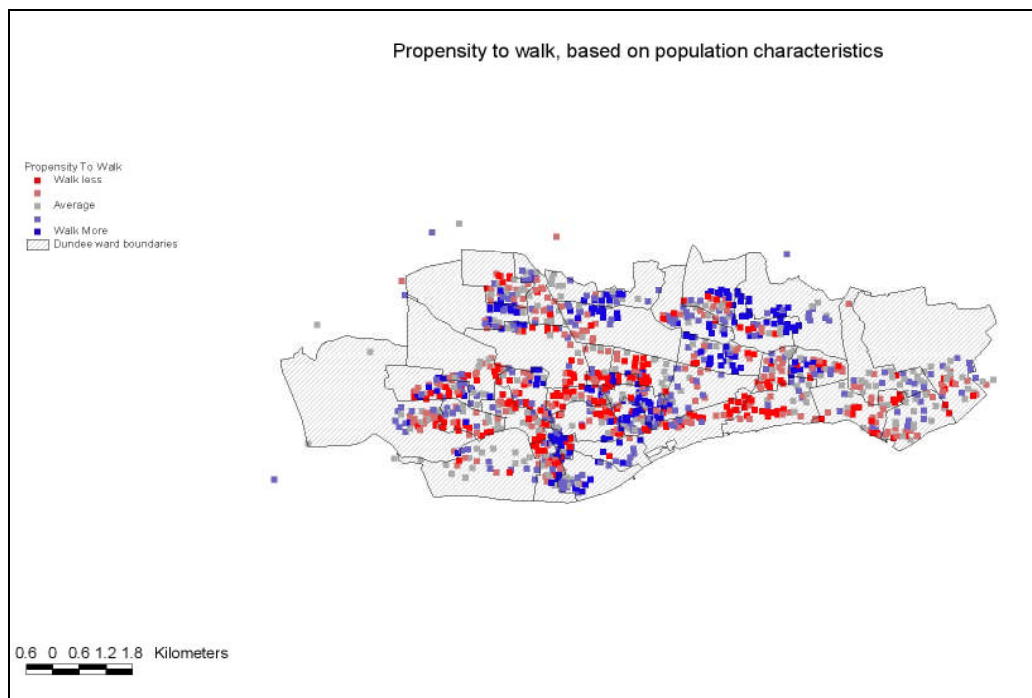
This map clearly identifies concentrations of deprivation and population living in adverse circumstances within Dundee. As expected, the red zones broadly delineate Dundee's SIP areas. The map conveys



that in some parts of the city, folk from very different ends of the socio-economic spectrum are living in close proximity to each other though in some areas there is much greater residential segregation.

Perhaps the most useful roles this map can play are (a) to illustrate that pockets of population at higher risk of social exclusion do exist outside the SIP areas and that these should not be forgotten or overlooked when planning access, (b) that folk from different social circumstances, who are likely to have different needs, expectations and attitudes to access live very close together. Design and implementation of access must embrace this – it will not be enough to assume that a geographically defined catchment for access will enclose residents that have an equal ability and opportunity for using that access.

Map 3<sup>3</sup> shows a model of the amount of time which we might expect the resident population of each census output area to spend walking in a week. It is a crude model of demand (realised and latent) for access routes and is based on the social, economic and demographic characteristics of the resident population. The model is constructed using British survey data, which allow us to establish a relationship between sets of individual characteristics (such as age, sex and social class) and propensity to walk. By using census data to analyse the characteristics of the population in each census output area, their likely propensity to walk can be estimated. This model is not sufficiently accurate to estimate numbers of people who might use a route.



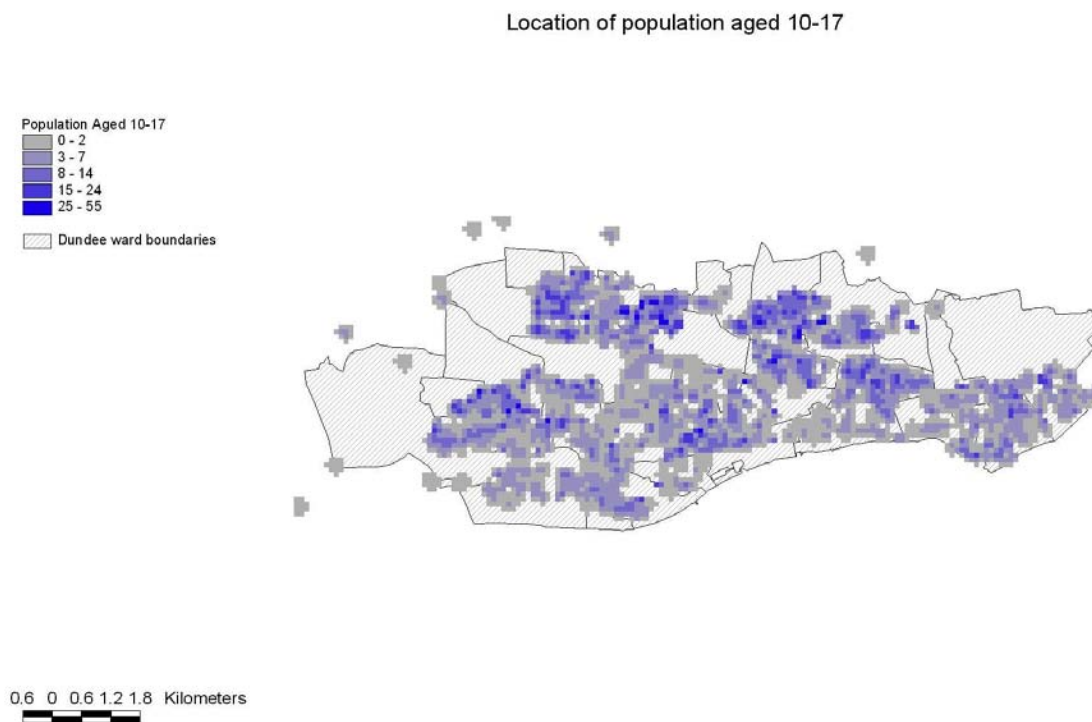
Readers may be surprised that the distribution of propensity shown in map 3 is not more closely related to those like map 2. Clearly there is some correlation between the two (perhaps most notably in Hilltown / Maxwelltown SIP area), but many areas in which the population is arguably at higher risk of social exclusion are also those in which there is already a higher propensity to walk. This is likely to be because these are neighbourhoods with very low car ownership levels – there is no alternative to walking for their population. Map 3 demonstrates it is important not to stereotype populations based on popular conceptions, and also that perhaps some of the communities targeted by the Paths for all Initiative and Dundee’s anti-poverty strategy may well already be quite physically active and ripe for ‘appropriate’ access provision. If walking is already taking place, this provides a platform to build on.

<sup>3</sup> The technique used to create this map differs slightly from maps 2-4 in that here we map census output areas, representing each as a dot on the image. The 100m<sup>2</sup> style of mapping is not suitable for this analysis.

Map 4 shows just the younger population of Dundee (aged 10-17). Given the focus on problems with younger people, notably teenage pregnancy, it seems pertinent to consider how the distributions shown in maps 1-3 are related to the youth population.

It would be foolish to assume that access can directly tackle the teenage pregnancy problem in Dundee, but map 4 is there as a reminder that the location, nature and needs of communities within Dundee varies a great deal. Maximising the potential benefits access can bring to each community requires understanding this variety and being pro-active in listening, involving and supporting it. Even though residents might share the same neighbourhood, they might belong to very different 'communities', each of which may require different approaches to make sure they are included.

Map 4



Ensuring comprehensive community participation in this process must thus form a central part of any public access strategy. The provision of access must not only be about equal opportunity for all in the use and enjoyment of access routes - it must be about equal opportunity to participate in the process of their creation and maintenance. Creating equality does not mean having an 'open to all' policy at public meetings and events. It requires active recruitment, encouragement and even rewarding those parts of the community which are hardest to reach. Equality and inclusion requires an unequal amount of effort on different groups within the community.

At a policy level, information is a key aspect to ensuring that the strategy benefits everyone and especially those most in need of the benefits that access opportunities can bring. The location and nature of need must be understood in relation to provision of access opportunities.

## Changing Behaviour

The access strategy in Dundee must not just be about better matching supply and demand for access opportunities. It must also be geared to helping people use those opportunities.

Sports scientists often classify the population into five groups: i) those taking no exercise and not intending to, ii) those currently taking no exercise but thinking about starting, iii) those occasionally exercising already, iv) those who have recently begun to regularly exercise and v) those who have been regularly exercising for some time.

Many health promotion strategies concentrate on moving people from their current 'group' into the next most desirable group (i.e. getting people who currently take no exercise, and have no intention of doing so, to think about beginning to exercise, or getting those who are occasionally taking exercise, to do so more regularly). Experience shows that with encouragement and the right kind of opportunities, this can be a successful approach. A good access strategy should recognise that people are very unlikely to move directly from group i to iv and that persuading people to build in "exercise" as part of their daily lives (for example, walking to work) might be a better route to enhancing their health than persuading them to set aside time for a specific activity.

#### **Summary of demand**

Several issues emerged during the demand audit which could be tackled by the Access Strategy.

People who already enjoy walking, cycling and riding in the city have suggested a number of ways in which access resources in the city could be improved as a means of increasing participation and enjoyment. In addition, however, there are also significant levels of 'latent' demand for access in the city which could be met by targeting initiatives in areas where this need is greatest.

Dundee has numerous health and social exclusion problems. Access can be one contributing part to improving health and promoting social inclusion.

Dundee has a very solid foundation of reports, policy initiatives and schemes to consult and involve local communities. That suite of guidance provides a good base for implementing the access strategy and the strategy itself needs to be used as component part of that suite.

The geography of residential population and their social and likely behavioural characteristics suggests that (a) the SIP areas provide a good base for targeting those perhaps most in need of a pro-active approach to access provision (and its potential benefits) but also that (b) not all 'target' communities live within the SIP areas and these should not be ignored simply because they are not concentrated enough to qualify for SIP status.

## Policy audit

Access relates to the policy objectives of many organisations from the national level down to the local. It is important to review the policies of the many organisations that influence access provision, whether they are owners, managers or users, so that the strategy can contribute to 'joined up' processes of decision making. The following paragraphs consider policies at the national, regional and local level under a series of key themes relating to access.

## National policy and guidance

### Land Reform and Access Legislation

The new legislation and the Scottish Outdoor Access Code are founded on the following key principles:

- **Responsible access:** people must exercise the right of access responsibly, particularly in relation to land management and conservation. Responsibilities are set out in the Code.
- **Obligations on land managers:** land managers should not impede or restrict people from exercising the right of access, and should work with local authorities and other public agencies to welcome and facilitate public access. Informal management of access to allow for operational requirements and scope for conflict mediation are likely to be important components of the new legislation.
- **Obligations on Local Authorities:** local authorities should have a duty to facilitate and plan for access in their areas, and to show the required path network for their areas either through statutory local plans or local subject plans. They should have powers to manage access in their areas (particularly in relation to the path network) to remove obstructions, and to ensure that practical help and assistance is available to users and land managers, to prevent significant problems arising on land or water from people exercising the right of access.
- **Local Access Fora:** local access fora, based on a tripartite structure of land managers, users and public agencies should be established by local authorities to review implementation of the legislation, to develop advice, to assist in the resolution of disputes and to advise local authorities.
- **Liability:** the right of access should not adversely affect the land manager's ability to manage their land responsibly through any concern over liability claims. As a part of this people exercising the right of access do so at their own risk. The general duty of care of everyone to his or her fellow citizens should remain.
- **A planned and co-ordinated approach:** many bodies will have a role to play in facilitating and managing access so a planned and co-ordinated approach led by local authorities will be needed. This approach should also identify and secure better opportunities for recreational activities that might not be covered by the right of access.
- **Adjustments to public funding:** adjustments should be made to the way in which public funding is used to support land and water management activities to ensure, for example, that both grant support for agriculture, forestry and fisheries, and local economic development, and taxation arrangements, support the aims of the new access legislation.

- **Increasing the funds available:** local authorities and central government should give a higher priority to expenditure on access and set targets for allocations from appropriate budgets, including roads, leisure and recreation. Government should consider the feasibility of ensuring that funds become available through sources such as the New Opportunities Fund.
- **The content of the new Countryside Code:** and its application in practice as a means of encouraging responsible behaviour in the countryside.

### **General Access Related Policies**

**Planning Advice Note 46 (PAN 46) Planning for Crime Prevention**, outlines issues to be taken into consideration when dealing with access provision in Dundee, stating that; 'Surveys may indicate that certain footpaths are rarely used because of a perceived risk of criminal attack. Priority should be given to the creation of safe and convenient pedestrian routes which are overlooked by housing, if possible, and which are also direct, well lit and without obvious hiding places; more frequent use of these would result. Combining footpaths with cycleways as a means of access and communication between facilities should be considered as the increased width required also improves sightlines and centrally located lighting can be used giving a high standard of illumination. Sufficient consideration should be made of lighting, landscaping and surveillance of footpaths to ensure that they are safe and attractive to use.'

**Section 37** of the **Town and Country Planning (Scotland) Act 1997** provides planning authorities with the power to impose conditions on planning permission. Generally, conditions are imposed by the planning authority where they would otherwise refuse planning permission. The development control process therefore provides an important opportunity for development of the path network, particularly where development proposals would otherwise have an adverse effect on transport provision in Dundee.

**Section 75** of the **Town and Country Planning (Scotland) Act 1997** enables a planning authority to enter into an agreement with any person interested in land, with a view to regulating how it is used in the future. Such agreements are most commonly associated with planning applications and are used by planning authorities to increase their powers of development control (beyond the scope of conditions) and critically, to control matters of environmental concern. Recent case law has clarified the role and status of planning agreements:

- For it to influence a decision, there must be some relationship, however tenuous, between the obligation and the proposed development;
- If such a relationship exists, regard must be had to the obligation;
- The decision maker may be influenced by the extent to which the obligation is fairly and reasonably related to the development, or the extent to which it provides public benefits.

Policy advice on the scope of planning agreements is provided by SODD Circular 12/1996 which advises that agreements should be reasonably related to, and in proportion to the requirements of the proposed development. It discourages planning authorities from the public benefits approach.

The **Countryside (Scotland) Act 1967** section 46 (1) states that “it shall be the duty of a local planning authority to assert, protect and keep open and free from obstruction or encroachment any public right of way which is wholly or partly within their area, and they may for these purposes institute and defend legal proceedings and generally take such steps as they may deem expedient.”

The (former) Scottish Office document ‘**Cycling into the Future**’ (1996) set the target to double the number of trips by cycle by the year 2002 and doubling it again by 2012.

## **Access and the Environment**

**Local Agenda 21** (LA21) is one key initiative in the UK’s commitment to trying to achieve sustainable development. Path networks and strategies meet the aims of Agenda 21 by working in partnership with local people to ensure that paths meet the needs of those people and contribute to sustainable development and transport.

### **Scottish Natural Heritage**

Scottish Natural Heritage (SNH) is the government agency responsible of conserving and enhancing Scotland’s natural heritage. It also promotes access to the outdoors as part of its aim to allow people to enjoy the natural heritage and is the main partner in the Paths for All Initiative. Key policy statements in the 1994 SNH document ‘*Enjoying the outdoors; A programme for action*’ provide a context for the Paths for All Initiative and include:

- SNH is committed to working for improved access for the enjoyment and understanding of the natural heritage. SNH will promote access in ways which show care and respect for others’ interests, which do not devalue the natural heritage and which are sustainable in outcome;
- SNH’s vision for the development of local access is simple: Within the next decade communities throughout Scotland should have networks of local paths for the enjoyment of local people and visitors. The ‘Paths for All’ Initiative is about promoting this vision, showing how it can be achieved and assisting the development of local partnerships to make it happen.’
- SNH will aim in ‘Paths for All’ to promote the need for integrated provision for people with special needs to assist them to have good opportunities to enjoy the outdoors;
- SNH welcomes the role of LECs in investment to improve access for tourism and local use, and encourages more of this. Investment of capital in this way should recognise the revenue implications and the need to upgrade the quality of provision in the busy tourist areas;
- Clubs and other organisations should consider new initiatives to put ‘something back in’ through voluntary action to help manage or care for the resources they use.

In its 1997 guidance ‘Countryside Recreation and Access Strategies’ SNH sets out the approach to strategy formulation followed by this study.

## **The Natural Environment**

Dundee Local Plan proposal NE1 referring to Riverside Nature Reserve states that the District Council in association with Scottish Enterprise Tayside and Scottish Natural Heritage will develop a nature park at Riverside Drive, which when complete will represent a major recreational and educational facility in the west of Dundee.

Policy ENV11 on the investigation of additional Local Nature Reserves states that it is the intention of the Local Planning Authority to investigate, in association with Scottish Natural Heritage, the establishment of LNR's at other sites within the Local Plan area.

## **Tayside Local Biodiversity Action Plan**

The broad aim of the Tayside LBAP is:

*'To co-ordinate existing actions, as well as initiating and co-ordinating new actions, to conserve and enhance the region's biodiversity, taking into account both local and national priorities.'*

The Tayside LBAP highlights the importance of linking the LBAPs' objectives and targets to other plans in Tayside. It highlights key processes and policies that could play a role in biodiversity which include:

- Local Agenda 21
- Local Authority land use development plans
- Natural Heritage Zones (SNH)
- Community Planning
- Environmental Business Management Schemes
- Local site management plans
- Individual business or farming Biodiversity Action Plans.

Important targets are being set for the conservation of specific habitats and species within Tayside. Some of actions are to implement objectives of the UK Biodiversity Plan; others are purely local targets. The Tayside Biodiversity Action Plan region is separated into six habitats; water and wetland, farmland, estuarine and coastal, urban and built environment, woodlands, and montane and upland.

The following objectives of relevance to access include:

- Maintain and protect standing water habitats supporting semi-natural assemblages of animals and plants in both the 'open water' and surrounding habitat;
- Increase public awareness of biodiversity, the wildlife value of standing open water habitats and their importance to the communities;
- Establish site safeguard policies in relevant strategic and other plans, including organisations' work plans, such that decision-makers and users of estuaries take account of the conservation of biodiversity in all matters relating to estuarine habitats;
- Maintain and protect the quality and integrity of designated sites. Ensure that a comprehensive set of management plans is completed;

- Encourage the integration of green networks (including a full range of wildlife habitats) in planning and developments within the urban environment;
- Implement strategies to enable the use of vacant and derelict land, either temporarily or permanently as wildlife habitats;
- Incorporate the conservation and enhancement of wildlife into the design and management of urban green space;
- Encourage community and individual action to survey, plan for and manage urban wildlife habitats;
- Promote wild space in urban areas as an educational resource to inform communities about local wildlife in the context of the wider environment;
- Expand the range and distribution of wildlife found in urban areas through sympathetic management.

## Urban Nature Conservation Subject Local Plan

This document sets out the benefits of nature conservation and the actions being taken to plan for the integration of nature conservation into other policy areas.

Smaller sites of wildlife and nature conservation are valuable particularly in their role as stepping stones between large areas. Green corridors link natural areas together and provide dispersal routes for animals and plants and as such are vitally important in the city.

Large parks and reserves are central to nature conservation in cities but they cannot be managed in isolation. Thus conservation must be set in a citywide perspective by developing patches of habitat connected by corridors.

The council manages over 15% of open space in Dundee, a proportion of which is managed for wildlife. However there is scope for increasing the potential for wildlife in our open space through appropriate vegetation management. Local people are involved in environmental projects throughout the city. Community nature areas help the local people to establish links with their local environment and the District Council. The council's environmental education policy takes into account a number of objectives and recommendations made by this document.

## General Policies

GEN 1 states that the council will take wildlife interests fully into account throughout its activities.

Local Nature Reserve Policy LNR3 states that the council will investigate the possibility of creating local nature reserves (LNRs) within the areas of the plan on sites of wildlife importance.

Interpretation and Education Policy INT1 states that on site interpretation for sites that are managed for wildlife will be undertaken. Policy INT3 states that the council will raise the interest in and awareness of the general public in wildlife and nature conservation initiated by the urban wildlife working group of officers.

Habitat creation Policy HAB 1 states that the council will support proposals which would increase the number, size and diversity of areas of wildlife interest.



HAB 2 states that environmental improvement programmes will have a significant proportion of native tree, shrub and plant species planned into them. The council will investigate ways in which vegetation management can increase habitat diversity.

Wildlife Corridor Policy WCO1 states that any development proposed within wildlife corridors must make suitable provision for nature conservation, taking account of the scale and type of development and characteristics of the wildlife corridor. Development outwith key development sites which would adversely affect the viability or continuity of wildlife corridors will not normally be permitted.

Policy WCO 2 states that the council will ensure initially that the creation of managed wildlife habitats is concentrated along green corridors

Access policy ACC1 states that the council will endeavour to ensure that the public has pedestrian access, including wherever possible access for the disabled and pedal cyclists, to all areas of nature conservation interest within its control except where access would be detrimental to the wildlife interest or contrary to public safety.

Strategic Planning recommendations of relevance to access include;

Policy PLA 1 requiring regard for identified wildlife sites when planning projects and giving advice to the city of Dundee District Council

Policy PLA2 requiring regard for the continuity of the proposed green corridors in Dundee.

Policy PLA3 requests that when planning environmental improvements in Dundee, especially in Green corridors the potential of the planting for wildlife should be considered and carried out with advice from relevant bodies

Recommendations for Future Nature Conservation Action for Voluntary Bodies are to set up a green network including all voluntary bodies involved with nature conservation in the city and relevant personnel from statutory and public bodies

### **Access for All**

The 1995 Disability Discrimination Act is an important and relevant piece of legislation. It introduces new rights for disabled people and amongst other requirements places duties on suppliers of goods and services. This specifically includes local authorities and other public authorities as 'providers of services', and recreation as an example of these services.

## **Paths for All Partnership**

The Paths for All Partnership is an organisation which brings together all of the key players involved in access and the countryside. It was created '*to facilitate the creation of well-designed, well managed and promoted networks of paths for walkers, horse riders and cyclists of all ages and abilities*'. A key part of the Paths for All Partnerships work involves encouraging inclusive local partnerships to develop path networks. The Paths for All Partnership also advocates the production of strategies 'to identify priorities set in the context of the resources which are likely to be available for implementation.'

Guidance from the Paths for All Partnership places considerable emphasis on the creation of path networks which are accessible to all. Extending the range of recreation opportunities available to disabled people is a specific aim of the initiative. It is therefore important that the schemes brought forward during implementation

by the Dundee Access Strategy are considered in terms of accessibility for users of all ages and abilities. Further guidance on this will be provided as an integral part of the strategy. Detailed guidance is also provided by handbooks such as the BT Countryside for All document entitled 'A Good Practice Guide to Disabled People's Access in the Countryside.'

## **Access, Sport and Recreation**

### **National Planning Policy Guideline 11 (NPPG 11), Sport Physical Recreation and Open Space, says councils should:**

- Meet the sporting and recreational needs of residents, tourists and visitors, while safeguarding the quality of the natural and cultural heritage;
- Maintain comprehensive access networks to meet the growing demand for informal recreation – a network which is appropriate to the needs of today and generations to come, and which provides for cycling and horse riding as well as walking;
- Review existing access networks and consider how they would be augmented by identifying gaps in the route network as part of a wider recreation strategy.

In addition, NPPG 11 encourages Councils to promote the ideas of the value of forests through the promotion of Community Woodlands around towns and cities. These can provide a route for paths linking urban areas with the greenbelt and the countryside beyond. It also states that Councils should seek to achieve the following objectives:

- To safeguard a system of open spaces for formal and informal recreation needs within urban areas, ranging from easily accessible small local green spaces to country parks and path networks;
- To meet the sporting and recreational needs of residents, tourists and visitors, while safeguarding the quality of the natural and cultural heritage;
- To safeguard facilities and resources for sport and recreation in urban areas and the countryside which contribute to existing and predicted future needs;
- To provide local facilities including for children's play, to meet standards within or close to residential areas;
- To ensure that all new sports facilities are readily accessible by public transport, cycling and on foot;
- To provide safe areas for recreation through ensuring that public spaces are located and designed to minimise opportunities for crime.

When assessing their overall strategic approach councils should consider how best to use appropriate mechanisms to deliver a network of access ways, particularly in and around towns and cities. Councils should consider the provision of recreational facilities and increased public access to open land on the urban fringe, providing this is compatible with existing uses. Councils also should aim to integrate cycle routes into the public transport system, and to encourage the development of appropriately located facilities to help travellers split modes of travel.

The Scottish Sports Council is the national advisory body for sport in Scotland. Its mission is *'to lead the development of sport and physical recreation in Scotland, with the*

aim of increasing participation and improving standards of performance.’ One of its key objectives is ‘to facilitate access and opportunities for all to participate in countryside sport and physical recreation safely and with due consideration for environmental concerns.’ It is committed in its guiding principles to ‘continued access to, and the development of further opportunities for air, land and water resource based sports’, and ‘considers that all of Scotland’s countryside, regardless of present or future designations, should be considered as potential locations for sports...’. The Council’s support for paths and access routes is designed to provide for sport and recreation:

- The Council will work closely with other agencies such as local authorities, Scottish Natural Heritage, and owners and managers of land and water in order to ensure adequate access to the resources required for sport;
- The Council promotes, wherever possible, the securing of multi sport access where appropriate for linear routes. This use is not to extend to motorised recreation unless the route is specifically designed for such use;
- The Council supports the development of linear and circular routes as networks for walking, cycling and horse riding.

## Public Open Space

The National Playing Fields Association recommends standards for outdoor space. Outdoor playing space is defined as:

*‘Space which is available for sport, active recreation and/or children’s play, which is of a suitable size and nature for its intended purpose and safely accessible to the general public.’ (NPFA 1992).*

The overall minimum standard recommended by NPFA is 2.43 hectares per 1000 population.

## Local Planning Context

The Dundee Local Plan includes a number of policies of relevance including:

- Policy LT11 on sports facilities states that Dundee District Council will seek to ensure an adequate provision and distribution of sports and recreation facilities throughout the district;
- Policy LT 13 regarding equestrian facilities requires that new equestrian centres offering trekking facilities shall be required to demonstrate that a range of suitable safe routes are available;
- Policy LT16 on countryside recreation states that the District Council will liaise with Tayside Regional Council and other interested bodies to investigate the potential for encouraging the sensitive integration of recreational use of the Sidlaw Hills;
- Policy LT17 on Public Rights of Way states that the District Council will continue, with the assistance of community councils and the public in general, to assert and protect public rights of way within the local plan area;
- Policy LT18 on Community Woodlands states that the District Council will encourage the establishment of additional community woodlands, particularly around Dundee’s urban fringe and on the lower slopes of the Sidlaws insofar as

this does not adversely affect wildlife, archaeological or nature conservation interests and does not conflict with the policies relating to the natural environment and built environment contained in this plan.

## Dundee's Sport and Physical Recreation Strategy

This strategy was produced to give a clear vision of what all sport providers in Dundee should be doing. The strategy links in with access in terms of setting out the health issues to be tackled, and the role of informal recreation promoting health.

One of the aims of the strategy is *'To provide opportunities that will promote the physical, psychological and social health of Dundee's citizens to improve their quality of life.'* The strategy also highlights that *'When considering the future provision of sport facilities and sports and physical recreation activity in this strategy, the high level of poverty in Dundee as well as the City's ageing population, has been taken into consideration.'* Tayside Health and Lifestyle Survey in 1994 revealed that three quarters of the adult population in Dundee did not achieve the recommended levels of exercise.

There are a number of issues in Dundee which apparently act as barriers to youths who would otherwise like to participate in sport and physical recreation in Dundee. These include barriers related to poverty and the cost and associated transport barriers to sport. A large proportion of adults participate in recreational activity rather than sport and physical activity is very important for older people as it can help them remain healthy and physically active. Consultation needs to take place with minority groups to establish how to encourage greater participation in sport and recreation. The Strategy also considers the possibility of a second hand bicycle initiative to enable people who could not afford to buy one to access cycling.

Specific aims and objectives of Dundee's Sport and Physical Recreation Strategy include: Under objective 1.4 which aims to reverse the declining participation trends of children and young people (aged 0-18 years) in Dundee in sports and physical recreation.

- Identify and promote safe cycle routes in and around the city;
- Create a network of cycle routes across the city which are safe to use;
- Ensure that every school and leisure facility has secure cycle parking facilities;
- Investigate the feasibility of introducing a second hand bicycle initiative.

The following objectives also fall under objective 1.5 which aims to increase the proportion of adults in Dundee who participate in the recommended levels of physical activity:

- Organise a promotional campaign to promote the public's awareness of health and social benefits associated with regular exercise;
- Promote informal activities which cost little or nothing at all eg walking or cycling.

## Dundee's Public Open Spaces Strategy

Dundee's Public Open Spaces Strategy was produced by Dundee City Council with support from Scottish Natural Heritage February 1999. The strategy is about developing an integrated system of provision and will tie in closely with Dundee's

Sport and Recreation Strategy. It sets out a strategic vision for the future of public open space in Dundee, and a three year action plan to work towards this vision.

The Strategy embraces the four key aims of healthy living, improving the quality of the urban environment, providing safe and accessible public open spaces, meeting the needs of the local communities, and contributing to the economic prosperity by attracting inward investment and tourism.

## **Access, Health and Social Inclusion**

### **Health Education Board for Scotland/Tayside Health Board**

The Health Education Board for Scotland has set the challenge of bringing about lifestyle changes to improve health to central and local government, statutory and voluntary agencies and communities. HEBS notes that walking and cycling in particular are accessible forms of exercise that can easily improve the health and fitness of those participating. HEBS wishes to promote more widespread exercise by everyone.

Tayside Health Board has an ongoing Health Improvement Programme running from 2000-2005. Amongst the eight national priorities for the NHS in Scotland in this document are improving health, tackling inequalities, cancer, coronary heart disease and stroke, and mental illness. The **Healthy Dundee** document is a strategic action plan to implement action on these key priorities.

Dundee's Sport and Physical Recreation Strategy notes that studies have shown that exercise related physical health benefits include:

- Reducing the risk of coronary heart disease by one third and stroke by one quarter;
- Reducing the risk of mortality following a heart attack by 20%;
- Reducing the chances of being affected by cancer at specific sites in the body, such as colon cancer;
- Reducing the incidence of obesity;
- Reducing levels of blood pressure in people with mild hypertension;
- Reducing the incidence of individuals being affected by non insulin dependent diabetes mellitus;
- Reducing the incidence of osteoporosis and the risk of hip fracture later in life by 50%.

Improving the levels of physical exercise throughout the community is likely to be critical in achieving this.

## **Dundee's Corporate Plan**

One of the key targets for the council is promoting social inclusion. The priorities set out in the Corporate Plan have been informed by a community consultation exercise. The results showed that the top priorities for people in Dundee were addressing unemployment, care of older people, community safety, provision for children, health equality and the environment.

The council is encouraging economic growth and tackling population change. In order to deal with these issues the council has particular targets of:

- Stimulating economic growth;
- Improving housing quality and choice;
- Improving achievement in schools;
- Tackling crime and fear of crime.

These issues have implications for the development of access within Dundee in terms of linking economic growth, access from housing areas, exercise and motivation of young people, and designing out crime.

## Access and Social Inclusion

The Scottish Executive, in co-operation with the Social Inclusion Network (comprising representatives of Government, public and private sector organisations and individuals with experience of tackling social exclusion), has developed a Social Inclusion Strategy for Scotland. The vision is of a Scotland where:

- Every child, whatever his or her social or economic background, has the best possible start in life;
- There are opportunities to work for those who are able to do so;
- Those who are unable to work or are beyond the normal working age have a decent quality of life;
- Everyone is enabled and encouraged to participate to the maximum of their potential.

The strategy is being implemented through initiatives such as the New Deal and New Futures Fund. The Social Inclusion Network is working to achieve three objectives:

- To develop new ideas for action and support current good practice in key areas of social inclusion policy;
- To ensure that the success of the programme is effectively monitored and evaluated;
- To ensure that action is effectively coordinated and integrated.

Dundee Social Inclusion Partnership has four SIP areas located throughout the city. The social inclusion agenda has considerable relevance to Dundee's Access Strategy. The latter can help to tackle exclusion in a number of ways. The Partnership objectives and priorities as set out in the Dundee Partnership Annual Report 1999/2000 for the Dundee SIPs included:

- Employment/training strategy – to connect people with opportunities;
- Health strategy;
- Community safety strategy;
- Community and voluntary sector involvement.

All of these components can be linked into the proposed Access Strategy in particular the key themes set out in the Vision

## Healthy Dundee

Healthy Dundee Strategic Action Plan 1999-2004 will work towards tackling life circumstances including:

- *Social Inclusion/Exclusion*;
- *Employment* – collaborate with relevant bodies to increase employment opportunities;
- *Community Safety* – work with communities to provide a safe environment;
- *Transport* – assess potential for improvement;
- *Environment* – identify a sustainable approach to the development of local communities;
- *Culture* – promote a health culture within partner organisations and local communities;
- *Access to services* – ensure appropriate access to and timely delivery of services.

Amongst the healthy lifestyles to be encouraged is physical activity, *'encourage and enable more people to participate in an appropriate range, frequency and level of physical activity by removing the social, economic and environmental barriers to participation for children, the disabled, young people and older people.'* The key target set out in this is to increase by 20% the population of people engaging in regular, vigorous exercise.

Under the remit of health topics those of particular relevance to improving access are;

- For coronary heart disease and stroke the target is to reduce the death rate in age up to 65 by 40%;
- For mental health the aim is to promote mental well-being and reduce the burden of mental health problems with the key target being to form a mental well-being partnership;
- Reducing the number of accidents by implementing traffic calming initiatives.

Healthy Dundee will bring forward pilot approaches to addressing the inter-related health and social factors which contribute to Social Exclusion.

The main causes of death in Dundee are cancers and coronary heart disease (accounting for 22% of all deaths). 48% of all deaths between 1993 and 1997 occurred in people under the age of 75. These deaths can be regarded as premature and therefore potentially preventable. Over 40% of the Dundee population is overweight which increases the risk of heart disease and stroke. It is essential to have parallel action on diet and exercise. One in three of the population will encounter mental health problems. Only one in four of the Dundee population take sufficient physical activity. Physical activity can help protect against heart disease, strokes and a number of other health problems and promote physical, social and mental well being and fitness. Healthy Dundee will bring forward pilot approaches to

addressing the inter-related health and social factors which contribute to Social Exclusion.

## Dundee Community Plan 2001-2006

Dundee's Community Plan is based on six strategic priorities;

- Economy and Enterprise;
- Lifelong learning;
- Social Inclusion;
- Sustainability;
- Health and Care;
- Community Safety.

The Plan highlights the issue of the high level of social exclusion within the city. It also points out that the health of Dundee is generally poorer than Scotland as a whole with higher levels of cancer, heart disease and respiratory illness. There are also significant differences in the health of different communities. The enabling activities are set out under the theme of Economy and Enterprise, 'to create a thriving economy where prosperity, job opportunities and employability are developed across the city.' The activities to achieve this are;

- To improve the environment, transportation and communications;
- To maximise external financial resources and;
- To improve the city's image and reputation.

Priorities for action include maximising Dundee's regional base including development of cycling, golf and outdoor pursuits, and improving the city's image and reputation is also recognised as important. The Plan acknowledges that it remains difficult for people to go between the city centre and the waterfront area.

It is stated in the Plan that the Social Justice Policy in Scotland invites us to consider how we need to respond to five groups of people – children, young people, families, older people and communities. Priorities for action under *Every community matters in Dundee* include further developing strategies for involving and consulting socially excluded individuals and minority groups, and promoting higher levels of community participation.

Under the heading of *Sustainability and the economy, environment and workplace* the Plan states that the environmental impact of employment should be emphasised eg travel to work. This links in with the Access Strategy in the provision of the routes for people to travel to work on foot or by bicycle. A priority for action for the natural environment is to raise people's awareness of it which can be linked in with promoting access.

Under the heading of *health and care* the Plan states that the results of a Health Audit in the Social Inclusion Partnership areas identified a number of health, lifestyle and life circumstance issues that affected people living in these areas. These tended not to be particular illnesses or diseases but rather some more general issues such as high levels of stress, lack of accessible affordable healthy food and lack of appropriate affordable exercise opportunities. In addition people felt that things like poverty, anti



social behaviour and crime affected individual and community health. The results of the Health Audit were confirmed at a recent listening event attended by a cross section of people from areas of Dundee.

The Plan states that Dundee City Council will work with partners to bring the issue of health inequalities more firmly into the mainstream. Priorities for action are developing a strategy for tackling health inequalities and focusing on the areas of poorest health. Also listed as a priority is demonstrating partnership working in all aspects of health promotion and health inequalities planning.

Priorities for action under the heading of community safety include;

- To enhance the support of community safety groups;
- To target areas of high community concern through focused community policing;
- To utilise CCTV systems to aid community reassurance;
- To improve support of the roles of specialist forums;
- To undertake target hardening where the incidence of crime is higher than average;
- Under the heading of improving road safety priorities for action include implementing traffic calming measures and promoting safe cycle and walking routes to school.

## **Access and Tourism**

### **Scottish Tourist Board**

The Scottish Tourist Board (STB) promotes tourism in Scotland. The STB supports access to all parts of Scotland by tourists but recognises that overuse can lead to environmental problems. In terms of access, the STB is primarily concerned with the quality and capacity of access routes and pathways for pedestrians, and in areas with recognised tourist activity or potential.

### **Scottish Enterprise/Scottish Enterprise Tayside**

'SET is striving to ensure that Tayside is well placed to take advantage of economic and technological changes and to play its part in making Scotland a more prosperous and inclusive society'. SETs two main objectives for 2001/2002 are:

- To have the economy growing at a rate that is above the Scottish average;
- To have the level of unemployment falling below the Scottish average.

Policy LT2 on areas with Tourism Potential states that within tourism areas the District council in co-operation with other interested agencies, will investigate ways of maximising tourism potential.

## **Dundee Cultural Strategy 2001 – 2006, October 2001**

Some of the principal features of the Strategy which are relevant to access in Dundee are:

- The growth of cultural tourism;

- Implementation of Dundee's Sports and Physical Recreation Strategy;
- Implementation of Dundee's Public Open Spaces Strategy.

Under the Aim of Access and Participation Strategic Objective I, which aims to encourage active citizenship and social justice through increasing access to and participation in the broadest range of cultural activities, key action points include;

- Improve physical access to facilities in ways which take full account of access issues in consultation with local access groups and in accordance with the relevant recreation;
- Increase the proportion of adults in Dundee who participate in the recommended levels of physical activity;
- Reduce access barriers to sport and physical recreation by developing Passport to Sport, the Leisure Access Card, and Youth Sports Development Projects;
- Encourage positive attitudes to sports participation by supporting Primary Care, Prescription for Exercise Initiatives and Health Audits;
- Contribute to the empowerment and sustainability aspects of Dundee's Social Inclusion Partnership by increasing the use of the city's cultural facilities;
- Promote opportunities for minority groups and disability groups, including Sport for the Disabled, through appropriate, reviews of practice, planning and facility audits.

Under Strategic Objective 3 which aims to acknowledge and support the contribution of cultural activities in the lifelong learning process for the wider community, the following action points are relevant;

- Promote quality of access both physical and intellectual to the range of cultural facilities and learning programmes on offer;
- Develop an integrated approach to sports participation in Dundee.

Under Strategic Objective 5 which aims to foster and sustain productive partnerships with all relevant agencies, cultural providers and creative industries the following points are relevant;

- Develop the potential of Camperdown House and Country Park as a cultural facility;
- Explore the potential of Dundee hosting major cultural events and conferences, including where possible required facility development;
- Extend the potential for neighbourhood sites to be used as venues in association with major city centre events.

Under Strategic Objective 7 which aims to manage and promote the efficient and effective delivery of cultural services, thus ensuring Best Value includes the following points which are relevant;

- Ensure that the objectives and tasks set by Dundee's Public Open Space Strategy are informed by the core values of sustainability, stewardship, equality of opportunity, community involvement and the meeting of local need;

- Encourage effective partnerships with the public, private and voluntary sectors in their implementation of Dundee's Public Open Space Strategy.

## **Access, Development and Regeneration**

### **Tayside Structure Plan**

The Tayside Structure Plan 1993, Approved by the Secretary of State 1997 will be replaced by two structure plans. The area administered by Dundee City Council and Angus Council is currently under preparation and will provide strategic guidance for the period up to 2016.

In the chapter of Tourism, Recreation and Sport the Structure Plan recognises the importance of tourism in the area and for the regional economy. Among the strategic priorities are:

- To support the development of Dundee as a tourist destination;
- To encourage informal rural recreational opportunities close to the major centres of population;
- Tourism, Recreation and Sport Policy 1 states that 'to encourage the sustainable development of the tourist industry in Tayside and support proposals which;
  - 1 extend the tourist season including appropriate proposals for new and improved visitor attractions
  - 2 offer the potential for providing local employment and income
  - 3 are suitable for resident as well as visitor use.

Recommendation 1 is that local planning authorities '*should identify and promote opportunities for the development of recreational access into the countryside in preparing strategies for the improvement of urban edges*'.

The Tourism, Recreation and Sport Policy 4A is to support the development of informal recreation and improved access to countryside particularly in the urban fringe and local strategies should be prepared in conjunction with Local Plans. Tourism, Recreation and Sport Proposal 1 is that '*Opportunities for improving access and informal recreation in the Sidlaw Hills will be examined in conjunction with interested parties and landowners.*' Transport and Communications Policy 10 states that '*measures to extend provision and facilities for cycling will be supported including appropriate opportunities identified in Local Plans.*'

### **Dundee Local Plan**

Dundee Local Plan April 1998 Policy EU7 states that the District Council will continue to liaise with Dundee Port Authority and seek to maximise the potential of the port, subject to compliance with other relevant policies in the Local Plan. This has implications for access in Dundee given the outstanding development of the Green Circular route through the port.

#### **Access and Transport**

National Planning Policy Guidelines provide statements of Government Policy on nationally important land use and other planning matters. They are designed to help the planning system contribute to Scotland achieving sustainable development.

**National Planning Policy Planning Guideline 17 (NPPG17) Transport and Planning**, states that *'land use planning can contribute to achieving the Government's broad policy objectives for integrated transport and land use planning through ... enabling people to access local facilities over local networks by short walking or cycling trips, in turn contributing to social inclusion'*. The creation of local path networks could form an important element in local transport strategies.

**Planning Advice Note 57 (PAN 57) Transport and Planning**, complements NPPG17. The document notes the information required in transport assessment, necessary for developments likely to generate significant traffic. One such requirement is for the site to be accessible by a network of footpaths and cycle networks.

It also aims to ensure that path networks have a key role in recreation provision and tourist use, the routes should *'wherever possible be linked to bus and rail stations, bus stops and existing car parks'*. There is emphasis on the role of local authorities to break down barriers to cycling, particularly through addressing the issue of safety. This document also emphasises the need to link networks wherever possible to rail and bus stations, bus stops and existing car parks. It also highlights the need to design access as suitable for the disabled and people with mobility problems, through good design in the first instance. In addition the pressing need to facilitate school children walking or cycling to school in safety and security is highlighted.

**National Planning Policy Guideline 8 (NPPG 8) Town Centres and Retailing (Revised 1998)**. The document notes that to achieve the aims of government policy to sustain and enhance town centres and the retail sectors the government also wants to ensure that *'in particular new developments are located where there are good public transport services, and better access for those walking and cycling, leading to less dependence on access by car.'* This highlights the need to integrate transport and access within towns and cities.

**Planning Advice Note PAN 59 Improving Town Centres October 1999** notes that there are often unresolved problems with providing convenient access to town centres for special needs groups – including the disabled, the elderly and families with small children; and in catering for their needs when they have arrived.

Opportunities for improvement are highlighted as *'Making the centres more accessible for shoppers and visitors, as well as service vehicles while at the same time minimising vehicle/pedestrian conflict, and ensuring they are attractive, safe and clean.'*

The document also notes that it is important to develop an effective access strategy which sets out ways of improving the accessibility of town centres as well as the internal links within them, for all users.

Under the *'making town centres more pedestrian friendly'* town centres should be designed to provide links with access points and attractions, as well as readily available information for users.

## Dundee Local Plan

One of the Dundee Local Plan movement strategies is to improve conditions for cyclists. The local planning authority also recognises that accessibility issues throughout the city have a fundamental impact on the quality of life that people enjoy.

In Policy MV5 the District Council states that it will continue to encourage Tayside Regional Council to pursue the development of the city centre road network to the optimum benefit of pedestrians, public transport, service vehicles, taxis, cycles, disabled and emergency vehicles.

In Policy MV9 the District Council states that it will encourage the regional council to achieve as far as possible the improvement of facilities for pedestrians, including their safety within the principal areas used by pedestrians, particularly shopping streets, public transport interchange points and recreational areas.

Proposal MP7 regarding the North East/ North West Arterials states that pending the outcome of investigations into alternative traffic management measures which maximise use of existing road space, the city council proposes to enhance the role of public transport and provide opportunities for walking and cycling along the north east and north west arterials and other strategic routes as appropriate.

Recommendation MR8 referring to conditions for cycling states that the District Council recommends that the roads authority include, where appropriate, measures to improve conditions for cyclists in the design of new roads and where proposals to upgrade existing roads are put forward.

Policy MVI9 states that the District Council will encourage measures to improve safe cycling provision and will work with Tayside regional council towards completing the Green Circular and investigating a cycle route from Dundee to Perth, primarily using the minor road network from Invergowrie westwards. The completion of the Green Circular between the Victoria Dock area and West Ferry will be subject to further investigation.

The Government's five key objectives have been adopted by the City Council against which local priorities and actions will be set.

1. To promote the integration of all forms of transport and land use planning, leading to a better, more efficient transport system.
2. To promote accessibility to everyday facilities for all, especially those without a car
3. To contribute to an efficient economy, and to support sustainable economic growth in appropriate locations
4. To protect and enhance the built and natural environment
5. To improve safety for all travellers

Priorities within this include:

- The integration of facilities;
- Accessibility to everyone;
- Equal priority to the economy and the environment;
- Safety in transport.

Actions and Targets of direct relation to access:

- To ensure that transport meets the needs of all in society. Currently the Scottish Executive and Dundee Partnership are continuing to develop and advance both thematic and geographical approaches to promoting social inclusion. Improving

local access is just as important as improving the links to the wider city. Defining access routes and links between different parts of a community area is extremely important and provides the opportunity to establish a route network hierarchy where none, or a poorly defined one existed before. Initiatives aim to achieve a combination of improvements through the provision of safe community access routes (cycleway and pathway network), improved lighting standards, reduction in vehicle/pedestrian conflict, safer routes to school, traffic calming where appropriate.

- To make it easier and safer to get around locally by walking: 17% of employees living in Dundee walk to work on a daily basis. The target is to increase by 2011 the modal share of people walking to work within the city to 22%. To implement the creation of the fourth traffic zone in Dundee city centre by 2002 thus achieving more pedestrian space.
- To develop a safe, convenient and cohesive infrastructure that encourages and facilitates cycling: Recently the council added a further 100 cycle parking spaces to the central area and more have been installed by the private sector through the planning process. Measures to be promoted also include:
- A city wide network of on-road cycle lanes, targeting the city centre and retail area access routes, before moving throughout the city: Adopting a cycle audit procedure for highway works to ensure opportunities to improve conditions for cyclists are taken;
- A review of the status of the Green Circular;
- A review of cycle parking provision on a regular basis and;
- Safer routes to schools projects encouraged where demand is indicated.

The target is to double the level of cycling by the year 2001 and further double this by the year 2011.

### Other Travel priorities include:

- *Rail* - To advocate more frequent and convenient local services and to ensure proper integration with all forms of transport;
- *Traffic management* - To maximise the efficiency and safety of the existing transport network, particularly toward benefits for walking, cycling and to create road space for a reliable public transport provision, whilst minimising the need for new road build;
- *Road Safety* - To improve the safety of all travellers, giving emphasis to the safety of vulnerable road users, particularly children;
- *Travel awareness* - To raise public awareness of the consequences of the travel decisions they make and to ensure such decisions are informed;
- *Travel Plans* - To encourage the adoption of green transport plans by all major employers;
- *Travel to School* - To increase the number of pupils walking and cycling to school;
- *Target* – to assist at least one school per year to develop a ‘safer routes to school’ initiative.

Policy MV20 regarding cycling facilities states that the District Council will promote and support proposals which provide for the needs of cyclists, including the provision of cycle stands, in new and existing developments, off street car parks traffic management schemes and environmental improvement areas.

## Dundee Local Transport Strategy

Dundee Local Transport Strategy October 2000 outlines policy from the Scottish Integrated Transport White paper – Travel choices for Scotland, NPPG 17 Transport and Planning, Road Traffic Reduction Act 1997, Tayside Structure Plan 1993, Dundee Local Plan, Corporate Plan for Dundee, Dundee LA21 Strategy.

The Local Transport Strategy highlights opportunities in travel patterns of;

- Improving arterial routes, including crossing the Kingsway trunk road, for all forms of transport, giving particular emphasis to public transport, walking and cycling;
- Promote Safer Route to School initiative to increase cycling and walking activity amongst children.

Encourage organisations to formulate Green Transport Plans with the aim of reducing travel by car especially at peak times.

## Resource audit

### Introduction

This section of the report details current information on funding from which support could be gained in order to support the implementation of the Access Strategy. In order to categorise these potential resources a number of key themes relating to access have been identified in order to highlight how bids could be targeted.

### RESOURCES FOR COMMUNITY AND HEALTH RELATED PROJECTS

The current and increasing levels of interest in Access in Scotland has close links to the realisation that improvements in Access can be beneficial to health and levels of social inclusion within communities. This has led to substantial levels of support and investment being made available to projects that have the aim of developing community development, social inclusion and health. The implementation of the strategy could be linked to the following resources:

#### Awards for All

Awards for All is a joint programme set up to help small groups. It involves the Heritage Lottery Fund, the Scottish Arts Council, sportscotland, the Community Fund (formerly National Lottery Charities Board) and the New Opportunities Fund.

The main aim of this programme is to fund projects which involve people in their community; bringing them together to enjoy arts, sports, heritage, health, education, environmental and other community activities.

Groups with an annual income under £20,000 requiring between £500 and £5,000 which can be spent within one year can apply for this. The New Opportunities Fund can consider applications from organisations whose income is more than £20,000 per year, but only for projects involving health, education and the environment.

It is important for Dundee City Council to liaise closely with local volunteers and community groups in order to ensure that applications for assistance are targeted to address local access needs

### Grants for projects costing up to £60,000

Grants are available for projects that aim to meet the needs of those at greatest disadvantage in society and improve the quality of life in communities.

Grants for projects costing up to £60,000 are available for:

- 1, 2 or 3 year projects;
- Capital and/or revenue costs;
- Full or part funding (as long as the total project cost is under £60,000).

### Main Grants Programme

The criteria for the application for the Main Grants Programme is the same as for the Grants up to £60,000 projects only for projects of greater cost.

Contact details: Contact: The East of Scotland Community Fund Office can be contacted at Norloch House, 36 King's Stable's Road, Edinburgh, EH1 2EJ, Telephone: 0131 221 7100, enquiries line: 0870 240 2391, fax: 0131 2217120. Email enquiries officer [emma.hutton@community-fund.org.uk](mailto:emma.hutton@community-fund.org.uk)



## The New Opportunities Fund – Fresh Futures Open Grant Scheme

This scheme is delivered by a partnership between Forward Scotland and Scottish Natural Heritage. It offers communities £1 million in grants to projects which make the most of local green spaces and enable them to live in more sustainable ways. This is complemented by a £2 million investment in schemes which will see the Fresh Futures partnership work with communities and other key partners to establish projects which demonstrate sustainable ways of dealing with waste, energy and transport and which improve access to green space for Scotland's urban and urban fringe communities.

- *Green Spaces and Sustainable Communities* programme in Scotland. Communities will benefit from this new source of funding and immediate plans are underway to launch details of the scheme throughout the country;
- The New Opportunities Fund's *Green Spaces and Sustainable Communities* programme presents a challenge to communities to develop initiatives and contribute towards a sustainable future;

Scottish Natural Heritage and Forward Scotland will operate three schemes:

- An open grant programme to make funding available to communities seeking to develop access to local green spaces and projects which contribute to sustainable development in social, economic and environmental terms;
- A 'Greenspace for Communities' umbrella scheme, working with communities and agencies throughout Scotland to improve awareness of and access to green spaces near urban areas. Particular areas of interest for this scheme include community woodlands and safer green spaces for children;
- A 'Sustainable Communities' umbrella scheme, which will deliver a series of projects that demonstrate sustainable development in action. Projects will focus on energy, waste and travel, will have a high degree of community involvement and will build partnerships between communities, voluntary organisations and agencies.

Contact: Jackie Killeen New Opportunities Fund 0141 242 7800

For more information or an application pack call 0845 0000 123 or [www.forward-scotland.org.uk](http://www.forward-scotland.org.uk) [www.nof.org.uk](http://www.nof.org.uk)

## Scottish Co-op Community Dividend

This fund provides grants for a variety of projects run by community groups for the benefit of people in their community. Grants ranging from £500 to £5000 are available. Volunteer input, innovative solutions to old problems and proof of tangible and permanent benefits to communities are viewed favourably.

Contact: Scottish Co-op community Dividend, Martin Meteyard 87 Bath Street, Glasgow GE2 2EE Tel: 0141 364 400 [martin.meteyard@co-op.co.uk](mailto:martin.meteyard@co-op.co.uk)

## Lloyds TSB foundation for Scotland Capacity Building Grants

Grants are provided for professional help and advice for local organisations, provided they are a registered charity or working with one. Access could be included as a local project.

Contact: Lloyds TSB Foundation for Scotland on 0131 225 4555 and ask for Geoff Weir Programme Coordinator.

## Millennium Awards (UK wide)

Millennium Awards are small grants (typically around £2000) offered to individuals, not groups, in order to carry out projects to improve their communities. These awards are channelled through a number of Award Partners of charities and organisations.

### Shell Better Britain Community Projects Fund

Grants of up to £2000 are available for projects that will bring benefit to the environment and the local community. Projects which aim to tackle economic issues are particularly welcomed.

### The Nationwide Foundation

The Nationwide Foundation makes donations to UK based charitable and not-for-profit organisations whose aim is to improve the quality of life and the range of opportunities for those in need, to promote social inclusion and achieve real and sustainable benefit to communities. Grants are given under three main themes: 1) Supporting Volunteer Programmes throughout the UK; 2) Quality of Life - promoting and sustaining the welfare of disadvantaged members of the community with the overall object of keeping people healthy, independent and active in mind and body, with a focus on combating isolation in both rural and urban environments; and 3) Tackling Disadvantage and Discrimination. The majority of these donations will be between £500 and £10,000 and will be made on a one-off basis.

*Contact: The Nationwide Foundation, Nationwide House, Pipers Ways, Swindon SN38 2SN, 01793 457183*

### Scottish Natural Heritage Community Grants Scheme

The scheme seeks to encourage more active involvement in enjoying and managing the natural heritage of local areas. It offers support to communities to develop long-term active-management and improvement projects, and in increasing understanding and awareness of local natural heritage. Constituted community groups can apply, but the group could be a community council, a natural history society, or a youth or religious group. Applications may be submitted at any time for up to £3,000. Requests for over £3,000 may be considered, but will take longer to process.

*For more details, contact: Tel: 01738 444177 [www.snh.org.uk](http://www.snh.org.uk) or contact SNH's headquarters at: Scottish Natural Heritage, 12 Hope Street, Edinburgh, EH9 2AS*

SNH offers grants to help individuals and organisations carry out projects which match its aims. Grants are available for a wide range of projects which:

- improve the conservation of species, habitats and landscapes;
- promote public enjoyment of the natural heritage;
- increase awareness and understanding of the natural heritage;

Projects will normally come under one of the main categories of grant aid: Communities, Education and Land Managers.

### **Grants for Environmental Education and Interpretation**

SNH wants to help to encourage a better understanding of the natural heritage and the impact everyone's actions have upon it, and to increase concern for its care. Grants are available for projects which raise awareness of the natural heritage. SNH also offers School Grants for projects which provide for learning opportunities in the local outdoor environment. Further information is available from all where staff can advise on appropriate projects. SNH is always willing to consider imaginative and innovative proposals, even when they are not covered by the

examples given above. Grants are also available to assist land owners and managers to provide for and manage public enjoyment of their land through access provision and recreation facilities.

### **Management Agreements**

Management Agreements are another mechanism through which SNH supports projects which promote the conservation, enjoyment or understanding of the natural heritage. Applicants wishing to undertake a programme of ongoing positive works may be offered the opportunity to enter into such an Agreement.

Further information can be obtained from Awareness and Involvement Unit, SNH, Battleby, Perth PH1 3EW. Tel: 01738 627921.

### **Scottish Enterprise Tayside**

Scottish Enterprise Tayside are an important funding source. Their main aim is to create jobs and prosperity in Tayside by working to sustain and enhance the natural environment through working closely with businesses and local organisations which have similar aims. Priority targets for 2001/2002 are: Growing businesses, Global connections, and skills and learning.

Further information can be obtained from Scottish Enterprise Tayside, Enterprise House, 45 North Lindsay Street, Dundee DD1 1HT Tel: 01382 223100 Fax 01382 201 3319

### **Social Affairs, Health and Justice: Health Promotion, Information, Education and Training (Community action)**

Promotes healthy lifestyles and environments, and may support health promotion strategies and structures, specific prevention and health promotion measures, health information and education, and vocational training in public health and health promotion. Any organisation may submit an application, but all projects must have a trans-national dimension. The budget for 2001 (transitional year) was euro 4.1 million. Contributions may be up to 70% of eligible costs. The 1996-2000 programme has been extended to the end of 2002.

Contact: Department of Health - Health Strategy Implementation, Tel: 020 7210 4850 (Enquiry Line), Email: [dhmail@doh.gsi.gov.uk](mailto:dhmail@doh.gsi.gov.uk), Website: [www.doh.gov.uk](http://www.doh.gov.uk)

### **RESOURCES FOR RECREATION AND SPORTS RELATED ACCESS PROJECTS**

Access is traditionally associated with recreation. Potential funding for projects relating to this theme are shown below:

#### **The Scottish Sports Lottery Fund**

The fund aims to support projects and programmes which 'assist communities to develop themselves through sport and physical recreation, and to increase the quantity and quality of participation in sport and physical recreation with the associated benefits'. In Dundee this could potentially involve linking public access provision with sports facilities within the city.

Contact: sportscotland Lottery Fund, Caledonia House, South Gyle, Edinburgh, EH12 9DQ, Telephone: 0131 339 9000 email: [lsf.info@sportscotland.org.uk](mailto:lsf.info@sportscotland.org.uk)

### **Sources of Support for Heritage, Conservation and Environment Related Projects**

Access and the provision of access can be closely linked to the themes of Heritage, Conservation and the Environment. Heritage sites can form the focus for routes, whilst in areas of conservation and environmental interest, careful management of access needs to be undertaken.

The following funding sources could be linked to the provision of access provision within parts of Dundee:

### **The Heritage Lottery Fund**

The Heritage Lottery Fund provides grants to not-for-profit organisations with projects concerning heritage. Such sites include parks and historic greenspaces within which access could be provided

Contact: Heritage Lottery Fund, 28 Thistle Street, Edinburgh, EH2 1EN, Telephone: 0131 240 1570

### **The Landfill Tax Credit Scheme**

This scheme can provide support for environmental projects. A landfill operator can claim up to 20% of its annual landfill tax liability as tax credits, against contributions made to environmental bodies. Projects must usually be within 10 miles of the site. Key objectives include public amenities and parks, within which improvements to rights of way is an aim. The scheme emphasises the importance of partnerships between all interested parties in order to develop viable schemes. Applicants cannot be local authorities.

### **The Urban Parks Initiative**

Dundee City Council is currently negotiating funding from this initiative for the restoration of Baxter Park.

### **The European Union LIFE III Programme**

The 2000-2004 programme has been allocated euro 640 million, 47% of which is allocated to the LIFE Environment programme. The LIFE Environment programme supports projects in the field of physical planning and land use amongst others. One of the priorities of the fund relates to sustainable tourism, and there may be scope for addressing access issues as part of wider environmental programmes. Proof of stakeholder participation would strengthen an application.

European Environment Officer, Scottish Executive Environment Group, Victoria Quay, Edinburgh, EH16 6QQ  
Tel: 0131 244 7814 Fax: 0131 244 0195

### **Land Management funds and resources**

#### **Woodland Improvement Grant**

Only available if a WIG challenge project in the area. The grant is paid for work which will help to encourage informal recreation in existing woodlands. The grant can be paid to open up woods for recreation or to improve areas already used by the public. The scheme will provide 50% of the agreed cost.

#### **Woodland Annual Management Grant**

Annual management grant of £35 per hectare towards the cost of maintaining and improving woodlands if the work, amongst other issues 'creates, maintains or enhances public access to woodlands.

#### **Community Woodland Scheme**

This is an additional payment to the woodland management grant. This pays £950 per hectare when planting in a strategic development area and provision is made for unrestricted public access, car parking community involvement and interpretation.

Contact: Forestry Commission, 231 Corstorphine Road, Edinburgh, EH12 7AT Tel: 0131 334 0303, Fax: 0131 334 4473 Email: [enquiries@forestry.gsi.gov.uk](mailto:enquiries@forestry.gsi.gov.uk)

## **Resources for Transport related projects**

The role of providing more sustainable transport options within the urban area is a key consideration because of the nature of this study. Key programmes include the following:

### **Safe Routes to School**

A programme of funding which aims to improve safety, particularly focusing on children and their routes to school. The Scottish Executive provided an extra £5.2 million for local authorities to bid under the 2000-2001 scheme. It is useful to identify accident hotspots to ensure that funds are effectively targeted in an area.

*Contact: Scottish Executive Development Department, Area 3, H, Victoria Quay, Edinburgh, EH6 6QQ Tel: 0131 224 0763 Fax 0131 244 0785 email [ceu@scotland.gov.uk](mailto:ceu@scotland.gov.uk)*

## **SUSTRANS**

Funds may be made available for the development of links from the SUSTRANS route in Dundee.

*Contact: SUSTRANS Scotland, 162 Fountainbridge Road, Edinburgh, EH3 9RX Tel: 0131 624 7660 Fax: 0131 624 7664 email: [Scotland@sustrans.org.uk](mailto:Scotland@sustrans.org.uk)*

## **RESOURCES ASSOCIATED WITH Economic Development**

Scottish Enterprise Tayside are an important funding source. Their main aim is to create jobs and prosperity in Tayside by working to sustain and enhance the natural environment through working closely with businesses and local organisations which have similar aims. Priority targets for 2001/2002 are: Growing businesses, Global connections, and skills and learning.

*Further information can be obtained from Scottish Enterprise Tayside, Enterprise House, 45 North Lindsay Street, Dundee DD1 1HT Tel: 01382 223100 Fax 01382 201 3319*

## **EU Structure Funds: URBAN II**

Urban is a Community Initiative programme with specific objectives for: renovating buildings; local employment initiatives; improved education and training; environmentally friendly public transport; more efficient energy management systems; and developing the potential of information systems.

Towns with 10,000 inhabitants or more may be eligible for the Urban Initiative. Three of the following criteria must be fulfilled: long term high unemployment; low rate of economic activity; high level of poverty and exclusion; the need for structural adjustment due to economic and social difficulties; high proportion of immigrant, ethnic minorities or refugees; low level of education, major gaps in terms of qualifications and a high rate of pupil failure; high level of criminality and delinquency; unstable demographic development; particularly poor environmental conditions.

The UK has been allocated euro 117 million for Urban II for the 2000-2006 period. Funding may be granted for up to 50% in other regions.

*Contact: Scottish Executive Finance & Central Services, Victoria Quay, Edinburgh, EH6 6QQ, Tel: 0131 244 0694, Website: [www.scotland.gov.uk/esfl](http://www.scotland.gov.uk/esfl)*

## **RESOURCES AND ASSISTANCE FOR PROVIDING ACCESS FOR ALL**

### **Paths for All Partnership**

In recognition that local authorities have reduced funds available for paths in local authorities, the Paths for All Partnership helps partners to assemble more creative packages which are designed to be attractive to potential funders and sponsors. The partnership can also provide initial funds to act as a catalyst and provide leverage for raising commitment from other sources. The Paths for All Partnership also provides training to develop skills needed for local

consultation, negotiating access, finding funds, contracting work, promotion and monitoring use of networks.

### **The Fieldfare Trust**

Grants to disabled people or groups can be made with the aim of helping them gain access to the countryside. Examples of projects could include setting up a walking club, practical path improvements or producing a leaflet on accessible paths.

*Contact: Fieldfare Trust 7 Volunteer House, 66 Crossgate, Cupar, Fife, KY15 5AS Tel: 01034 657 708  
Fax: 01134 657 978*

### **OTHER RESOURCES**

#### **New Deal**

The New Deal Environment Task Force is a possible source of labour to implement and maintain projects. The Scheme aims to get 18-24 year old jobseekers into employment. The Environment Task Force is one of several New Deal options. It provides six months work experience. The government is keen to encourage projects which conserve energy and water, protect the environment, promote local community involvement and the 'greening' of urban areas.

*Contact: Information line 0845 606 2626*

#### **Dundee City Council**

Dundee City Council has a clear allocation of funds earmarked for access, and the sources of these funds. These funds are matched to the projects set out in the Paths for All Initiative document, a copy of this table illustrating current progress on the individual projects can be found in the Supply Audit. Key funding sources are, and are predicted to be SNH, SET, Paths for All Partnership, Europe, Lottery Funding and other grant sources of the New Opportunities Fund and ENTRUST. Funding through the Leisure and Parks and Planning and Transportation departments varies from each financial year. The Leisure and Parks department will be reorganised in April into the Leisure and Arts department. From this reorganisation there will be the appointment of new parks managers and the preparation of management plans for the city's parks.

#### **Communities Scotland**

Communities Scotland (former Scottish Homes) are committing £8 million 'wider role' funding for the period to March 2003. This 'wider role' funding will be spent on activities which help to improve the economic, social and environmental conditions of communities. Those eligible for wider role grants are; social landlords registered with the housing agency, and umbrella or intermediary organisations specifically providing support for registered social landlords.

#### **Better Neighbourhoods Fund**

Better Neighbourhoods Fund is committed to improving services to deprived neighbourhoods. We are aware that Dundee is receiving £2 million with a focus on service delivery to socially excluded people in Kirkton, Hilltown and Whitfield. The focus on these neighbourhoods reflects the opportunity to integrate access into improving service delivery.

#### **Conclusion on Resources**

There is a large and increasing range of organisations with funds which can be used to support outdoor access improvements in Dundee. Dundee City Council is already aware and utilising or planning to utilise a number of these. Although there are a wide range of opportunities to secure capital funding, the need to secure revenue funding is of great importance, particularly in Dundee. Maintenance of the path network should be regarded as a priority.

### **SUMMARY AND CONCLUSIONS**

A number of key issues have emerged from the audit which have been summarised as strengths, weaknesses, opportunities and threats.

#### **Strengths**

- Parts of Dundee have a good supply of existing access including:

- Existing 'spine' of the Green Circular cycle route;
  - The North Sea and National Cycle network long distance cycle routes which are incorporated into part of the Green Circular;
  - Access along the Riverside;
  - Camperdown Country Park;
  - Some local networks for example in Whitfield;
  - Good connection with Fife over the Tay Road Bridge.
- An access officer is already in place in Dundee City Council, and there is also potential for establishing a second officer post dedicated to access;
  - Extensive existing documentation of access provision in Dundee;
  - The development of the Community Woodland at Middleton provides a new focus for community involvement and access;
  - Dundee has a range of tourist attractions within the city and a diverse and attractive landscape setting;
  - Works are in progress to improve access in a number of areas, for example disabled access in Camperdown Country Park.

## Weaknesses

- There is a widespread lack of knowledge of access opportunities in Dundee;
- The Kingsway is a barrier to access, although ongoing plans to provide a roadside cycle lane may improve this to a degree;
- Some of the outer areas of the city are not connected directly to the city centre;
- The city of Dundee is not well connected with the surrounding countryside;
- Safety on roads and personal safety are issues which need addressing;
- The four SIP areas are distributed throughout the city, each requiring a different set of solutions due to their location and other characteristics;

## Opportunities

- Access could help address social exclusion and promote community health. Resources to support these aspects of access are likely to be more widely available, given their predominance on the national and local political agendas;
- Access provides a more sustainable transport choice and health opportunities for those without access to a car;
- Access could help attract people to the area, generating and linking people with jobs;
- Community involvement in existing community projects and groups could be focused into consultation and involvement in access;
- Better management of the path network would increase usage and improve the areas image;

- Neighbourhood path networks would improve connections between communities and services, and other path networks.

## Threats

- Crime and perception of crime could require careful planning and greater community access in some areas;
- Available resources for the management and maintenance of paths could limit the implementation of access improvements.





