

Dundee Core Paths Plan



ACCESS to the great outdoors

have **YOUR** say on the path network for walking, cycling, horse riding

Dundee Core Paths Plan

Contents Page

Dundee's Core Paths Plan	2
What is a Core Paths Plan and why has one been prepared?	2
Our objectives for the Core Paths Plan:	2
What are Core Paths?	2
How did we choose the core paths in this draft plan?	2
How have the needs of different user groups been met?	3
Development/Future Plans	3
Management and Maintenance of the Core Path Network	3
What the plan shows	3
Area 1: Western Countryside Area	4
Area 2: Camperdown Country Park (including Templeton Woods and Clatto Country Park)	5
Area 3: Ardler, St Mary's and Kirkton	6
Area 4: Lochee, Charleston and Menzieshill	7
Area 5: West End	8
Area 6: Central	9
Area 7: Caird Park, Trottick and Finlathen	10
Area 8: City Centre	11
Area 9: West Ferry	12
Area 10: Douglas, Whitfield and Fintry	13
Area 11: North East Countryside	14
Area 12: Broughty Ferry	15
Path index	16

Dundee's Core Paths Plan

A network of paths for sustainable travel and recreation within the city of Dundee

What is a Core Paths Plan and why has one been prepared?

The Land Reform (Scotland) Act 2003 established the right of responsible access to most of Scotland's outdoors. This right applies to people involved in non-motorised activities such as walking, cycling, horse riding and canoeing. In practice most people will do this along clearly defined paths. Local Authorities across Scotland are drawing up plans of core paths to help people use their access rights.

The Core Path Plan will be used to promote outdoor access on a network of routes throughout the city. It will appear on the base map of the Local Plan and on Ordnance Survey maps when these are reviewed. The routes will be signposted so that local people and visitors to Dundee can use them.

Local Authorities have been given new powers through the Land Reform (Scotland) Act 2003 to help them deliver the Core Path Network. For example, they will have the power to maintain all core paths whether or not these are on Council owned ground.

A Strategic Environmental Assessment (SEA) is required for the Core Paths Plan to outline any significant environmental effects related to the plan and to show how the plan takes these into account, mitigates against any negative effects, and increases opportunities for positive effects. A copy of the SEA Environmental Report is available on the Dundee City Council website. The SEA criteria against which the Core Paths Plan has been assessed are listed on the following page.

Our objectives for the Core Paths Plan:

- To provide a basic framework of routes for leisure and everyday journeys throughout the Dundee City area
- To connect homes, workplaces, schools, services, greenspaces, communities and the wider countryside
- To help Dundee become a healthy and sustainable city

The Core Paths Plan also helps to deliver a number of outcomes from other Council Plans and Strategies such as the Outdoor Access Strategy, the Public Open Space Strategy and Local Community Plans. These outcomes include promoting access to greenspaces and services, and encouraging physical activity through sustainable and active travel.

What are Core Paths?

Core paths will form a basic network of routes for exercising your access rights. There is no minimum standard for core paths - the routes can be any sort of path, including trodden earth paths, field margins, tarmac paths or even a waterway. These will link into wider path networks and general access areas, such as open land, woodlands and parks. For Dundee this will mean a network of signposted and promoted paths for getting around, particularly for sustainable travel e.g. getting to school, work, local shops and parks.

Ideally the paths in this plan would be suitable for all abilities and for different types of user; however, it is not a requirement of the plan for this to be the case. The Core Paths Plan is viewed as a base from which to build on and to develop an accessible network of paths. Our aspiration is to work towards a situation where each Core Path is safer, appropriately signposted, accessible, and well maintained. This could include, but would not be restricted to: appropriate street lighting, safer street crossings, more paths accessible for all, provision for safe cycle lanes on roads alongside busy pedestrian paths, and environmental enhancements. It may also include related infrastructure to make the network easier and more enjoyable to use e.g. cycle parking facilities at key locations and seating. These types of improvements will take a number of years to implement and are part of the long term development of the Plan.

It is important to note that:

- Core Paths will not necessarily be high specification paths or suitable for all users
- Core Paths will not necessarily receive higher levels of maintenance than other paths
- The Core Paths Plan is a plan for the Council to build on and develop in the long term to improve access across the City.

How did we choose the core paths in this draft plan?

Over the last few years we have been out and about around Dundee asking people where they go walking, cycling, and horse riding. This has included general consultation at events such as community events, Countryside Ranger events and the Dundee Flower and Food Festival, and with specific groups, Community Councils and the Dundee Local Access Forum. This generated over 5500 individual responses for path sections, with 25 being the maximum number of responses for any one path. The consultations helped us to identify which paths and routes are currently popular and where people would like to have routes developed in the future. We developed a set of key criteria to help us assess the information we had gathered, along with our own knowledge of Dundee to produce a map of potential core paths. A formal consultation period followed, after which the Core Paths Plan has been finalised, taking into account comments from this consultation.

Key Criteria for Dundee's Core Paths

Core Paths Criteria

1. Fit for multi-use
2. Creates/enhances routes and wider path network
3. Allows access to cultural and natural heritage sites, parks and visitor facilities
4. Links community facilities (e.g. schools, shops, workplaces) and transport links
5. Avoids/mitigates negative environmental impact and land management issues
6. Level of public demand (from consultations)
7. Value for money

SEA Objectives

1. Maintain and enhance biodiversity, flora, and fauna
2. Avoid damage or disturbance to European Protected Species and provide positive opportunities.
3. Conserve and where appropriate enhance the historic environment and cultural heritage
4. Promote access to the historic environment
5. Maintain and enhance the quality of landscapes and townscapes.
6. To improve the quality of surroundings

How have the needs of different user groups been met?

A wide range of groups had the opportunity to consult on the draft plan during consultations to ensure that the needs of, and issues relevant to, different user groups have been considered. This includes walkers, cyclists, horse riders, people with disabilities, commuters, and local community groups. Not all Core Paths can be suitable for all user groups, rather, the system as a whole aims to make reasonable provision for each type of use. The principle adopted has been that it will be a matter for individuals to make an assessment of the suitability of a particular path for their intended use. This approach is consistent with the principles of responsible access set out in the Scottish Outdoor Access Code. The descriptive text that accompanies each of the path areas is intended to assist users in making such an assessment.

Development/Future Plans

In addition to the Core Paths Network a number of paths which could be developed in the future have been suggested. These are paths that were put forward in consultations and do not feature in the current system of Core Paths, but which may be considered in a later review of the Plan. These paths will be held by the local authority as paths which have significant demand for their development. These could be entirely new paths, or those with significant issues or barriers, that would need further planning and feasibility work; or paths within areas of future development that might become feasible as the development takes shape. To be considered for Core Paths status and to be included in revisions of the Core Paths Plan these paths will be required to meet the majority of the Core Paths key criteria. The SEA for the Core Paths Plan also requires that new paths in certain areas to undergo an 'appropriate assessment' in compliance with the Habitats Regulations of EC Directive 92/43/EEC.

Dundee City Council may remove or amend paths in the Core Paths Plan and this is most likely to occur on proposed development sites. If this happens an amendment to the plan will be published in accordance with set procedures.

In the future the Core Paths Plan will be reviewed alongside the Local Plan. If there are any additional paths to be added to the plan they will be consulted as part of this process.

Management and Maintenance of the Core Path Network

The Land Reform Act gives local authorities the power to "do anything which they consider appropriate for the purposes of maintaining a core path; keeping a core path free from obstruction or encroachment; providing the public with directions to, or with an indication of the extent of, a core path". Local authorities do not have a duty to maintain these paths and while it is expected that core paths will be maintained, it will not be possible to guarantee this across the whole network. Many of the Core Paths are already managed and

maintained by Dundee City Council and the Core Paths designation may help to draw in additional external funds to improve these paths. The Core Paths Plan will help inform local decisions about resource allocation for paths maintenance and development, whether in the form of Council services provision or attracting support from external funding agencies.

A range of Council Services have, and will continue to have, a key role in maintaining, developing and promoting Core Paths. The departments this is most likely to affect are Leisure & Communities, Planning & Transportation and Dundee Contract Services. Other paths are owned and managed by agencies or individual land owners. Core Path status will not change the underlying ownership or management arrangements. We will also look to build partnerships with other organisations to assist us in taking the plan forward.

Volunteers will have a role to play in monitoring and maintaining the Core Paths Network. A pilot project of Network Rangers will be set up to monitor the path network in the city centre area between 2009-2011. National Cycle Network Rangers will continue to monitor the Sustrans National Cycle Network in Dundee.

In order to effectively allocate resources strategic decisions will need to be made on whether to upgrade core path or to create one of the aspirational path links. This decision will be based on a number of factors including, the key criteria for Core Paths, the SEA objectives and how the proposed work will contribute to the sufficiency of the Core Path Network as a whole.

The Core Path system will be monitored on an ongoing basis for: capital investment, maintenance, environmental effects, known local access issues, suggestions for future revisions of the Core Paths Plan. The monitoring system will be taken forward and reported through the Council's Outdoor Access Strategy Group, in partnership with the Dundee Local Access Forum.

What the plan shows

To make viewing and understanding the Core Paths Plan easier it has been broken down into 12 areas. For each area there is a description of the area and the types of path in the area. As Core Paths can be any type of path some comments about specific paths and path surfaces have been included to give an idea of the types of path in the area and the types of activity they may be suitable for. A section on the opportunities presented by the Core Paths Plan has also been included in the area description. This includes projects and ideas that could be taken forward as part of the long term development of the Core Paths Network.

The maps show paths that we have identified as part of the Core Path Network through consultation with the public. Core Paths are shown as solid purple lines and paths which may be developed in future revisions of the plan are shown as light purple routes with arrows at each end. Paths which are being considered by other local authorities as Core Paths out with the Dundee City Council area have also been shown to illustrate how the Dundee Network connects with Perth and Kinross Council and Angus Council Path Networks. It should be noted that where a path is shown on one side of a road the core path could be on either side of that road - it is the general direction of the route which is important.

Area 1: Western Countryside Area

Path Reference Numbers: 7, 39, 40, 50, 77

Summary and key features:

Currently this area is undergoing large changes with 3 housing estates planned, one of which is underway. Additional housing will increase the demand for path networks in the area and there may be opportunities to implement and upgrade the path network or to develop some of the aspirational routes through planning gain. The aspirational routes highlighted will add significantly to the network in this area, both in terms of safety and in the length of accessible path network. From the paths in this area you get excellent views of the countryside, the Sidlaw Hills, and of Dundee City. It's a great place for watching wildlife such as deer, buzzards and farmland birds. The area is close to the City and is well connected via the Green Circular route. There are path connections to Perth and Kinross and Angus.

Path features and surfaces

- Paths 7 and 50 are on tracks and quiet roads
- Path 40 is whindust from Invergowrie to the Swallow Hotel. The 'aspirational' route shown is negotiable, but there are difficulties crossing the Fowlis Burn near the Swallow Hotel and there are currently some places where there are fences along field boundaries and there is a large ditch next to route 7 which is difficult to cross
- Path 39 has some sections of tarmac path by the road, where there is no pavement currently the route will follow the road or go through the woodlands by the edge of the road
- Path 77 is a Right of Way. Crossing the Kingsway using this route is very difficult and caution should be taken.

Opportunities

- Create safe off-road paths, particularly between Camperdown Country Park and Liff Village by upgrading path 39 and by creating a new path
- Improve the path network for all users, recognising the demand for safe, accessible routes for horse riders in the area
- Housing developments in this area will create opportunities to link the path networks and create circular routes
- Develop promotional materials detailing responsible behaviour should be developed



Area 2: Camperdown Country Park (including Templeton Woods and Clatto Country Park)

Path Reference Numbers: 1a, 5b, 5c, 8, 15a, 15b, 15c, 43, 44, 45, 79

Summary and key features:

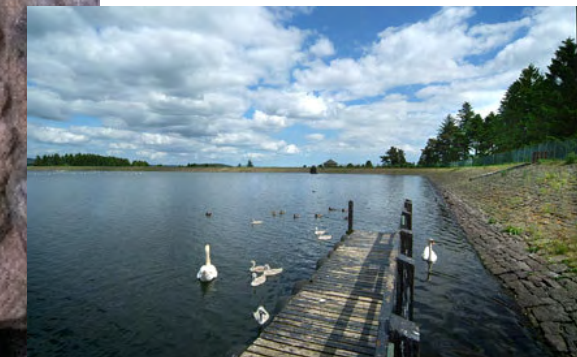
Camperdown Country Park is one of Dundee's major areas for recreation and offers a wide variety of landscapes, from formal country park grounds at Camperdown to woodlands at Templeton and water at Clatto Reservoir. The paths and quiet roads in this area are suitable for a number of uses, including walking, cycling and horse riding. The majority of the paths are also suitable for wheelchair use. Water sports activities on Clatto Reservoir are co-ordinated through the Ancrum Outdoor Education Centre. The Green Circular route provides links to the local communities of Ardler, St Mary's and Charleston. Links into Angus are supported by connecting signposted routes developed by the Sidlaw Path Network Group. Interpretation boards provide information on biodiversity and historic features.

Path features and surfaces

- Most of the paths throughout the park are all shared-use and have a whindust surface
- Some of the paths can get muddy in wet weather - particularly those in Templeton Woods
- Path 15a is a track which is unsurfaced with some sections that are particularly uneven and muddy
- Path 1a crosses the very busy Coupar Angus Road. Care must be taken at all times when crossing here
- Most paths are off road throughout Camperdown, Templeton and Clatto
- Some of the paths highlighted are quiet roads through Camperdown, a quiet access road to Clatto, and a quiet track north of Clatto

Opportunities

- Promotion of the park as an area for outdoor recreation is beneficial
- There are good opportunities to explore the wider path network
- Safe crossing options for the Coupar Angus Road should be explored
- Promotion of routes linking communities to the park
- A link to Area 1 would improve access and safety for all users, but for horse riders in particular
- Possible landscape enhancements



Area 3: Ardler, St Mary's and Kirkton

Path Reference Numbers: 1c, 4, 9, 10, 11, 12, 13, 15a, 16, 16b, 37, 46

Summary and key features:

The paths in this area are mostly tarmac and multi-use. They provide good connections to neighbouring communities, local facilities and to parks, open spaces and the countryside. Paths 4 and 46 give access to Fairmuir Park for recreation and organised sports such as football. The Kingsway Retail Park is major shopping area accessible via routes 11, 12 and 13. Path 9 passes the Ardler Sustainable Urban Drainage System ponds and path 10 goes through the Kirkton nature area, both of which create spaces for wildlife in the urban area.

Path features and surfaces

- Mainly tarmac paths suitable for shared use
- Path 16b is a desire line track from St Mary's to Clatto
- Path 15a is a rough track from Clatto to Bridgefoot
- Path 11 has a whindust surface - the steps at the Clepington Road end of the route limit accessibility

Opportunities

- Upgrade desire line path from St Mary's to Clatto
- Potential for Angus Council to link up paths 15a and 4 to the disused Dundee - Newtyle railway
- Improve interpretation about the wildlife, sustainable urban drainage system and cultural heritage and promote biodiversity along routes 9, 10 and 11
- Create safer crossings over the Kingsway



Area 4: Lochee, Charleston and Menzieshill

Path Reference Numbers: 1b, 2, 5, 5b, 35, 35a, 36, 42, 47, 50, 59, 61, 78

Summary and key features:

In this area the path network consists mostly of well-used tarmac paths. The links to Ninewells Hospital are important, there are a large number of people commuting to the hospital and it is also a major hub for public transport. Good signposted routes will encourage people to walk, cycle and use public transport more often.

Balgay Park provides a major recreation area for walking, jogging, cycling and other outdoor activities in pleasant surroundings. It is popular with people visiting the Mills Observatory or exploring the woodlands. Another area for recreation is South Road Park, which is popular for recreation and team sports such as football.

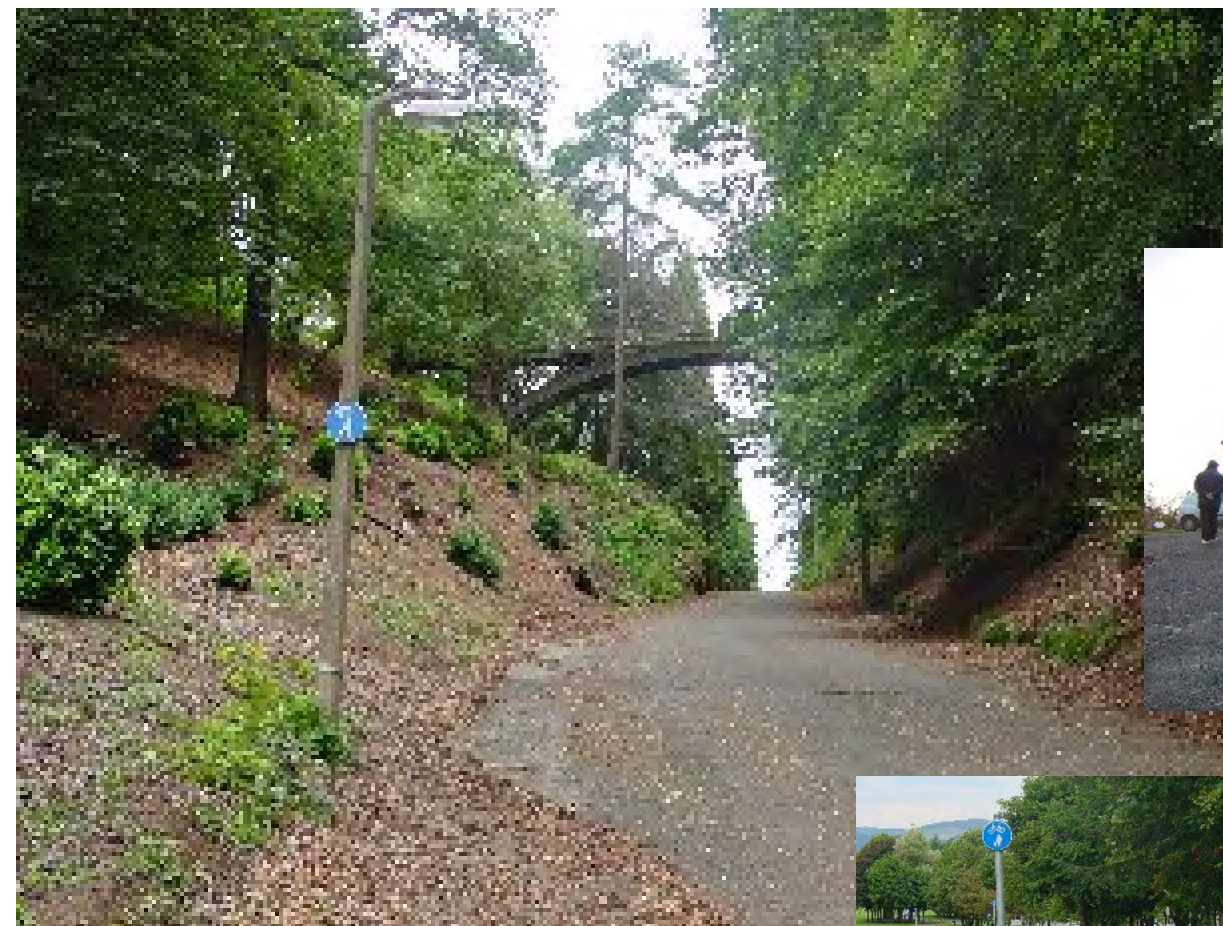
The area has good links to Camperdown Country Park and to local shops, schools, services and workplaces.

Opportunities

- Green corridors could be created linking Lochee to Camperdown Country Park as part of Lochee Master Plan.
- Improvement of wider path network, e.g. paths on Balgay Hill
- Conserve/enhance natural and semi-natural habitats e.g. Balgay Park, Ninewells MediPark
- Improve interpretation regarding natural and cultural heritage of the area
- Create a new path to improve accessibility and create links to path 76

Path features and surfaces

- The majority of paths are tarmac surfaced and shared use, or could become shared use



Area 5: West End

Path Reference Numbers: 1b, 1d, 2, 2b, 19, 36, 41, 41a, 42, 48, 60, 63, 64, 65, 76

Summary and key features:

Paths in this area consist mostly of footways next to roads, which would be for pedestrian use only - cyclists would have to use the adjacent roads. There are important links under and over the railway line. There are several major employers in this area including the University of Dundee, Ninewells Hospital, and the Technology Park. The Riverside nature site would be popular for access, however, it is currently classed as a landfill site until remedial works are completed. It is anticipated that the existing path network would be reopened to the public in the future. There are many green areas around Ninewells, the MediPark and the Technology Park, which attract people for dog walking. Balgay Park, the Botanic Gardens and Magdalen Green provide opportunities for recreation and outdoor activities.

The area is connect to Invergowrie and the Perth & Kinross area path network via the Green Circular and Sustrans Route NCN 77.

Path features and surfaces

- Mainly tarmac paths
- Several railway crossings in this area - path 48 is a whindust path which uses a railway underpass, path 71 uses a road bridge over the railway, path 64 uses a pedestrian bridge over the railway which has steps
- Path 76 is a desire line path through MediPark which is well used by local dog walkers
- Path 62 is a desire line path with great views across the city

Opportunities

- Safeguard popular paths in greenspace areas
- Cycle lanes alongside busy pavements where possible
- Re-open path network at Riverside
- Improve/install road crossings over Riverside Drive
- Highlight the importance of cultural and natural heritage through promotional leaflets or heritage trail
- Possible landscape enhancements alongside paths



Area 6: Central

Path Reference Numbers: 4, 5, 6, 11, 13, 14, 20, 46, 49, 51, 52, 52b, 72, 73, 74, 75, 81, 82

Summary and key features:

A disused railway forms one of the key routes in this area; 'the Miley' links Lochee to the Kingsway Retail Park and provides a green wildlife corridor in the heart of the city. Links to the Law are popular with walkers and dog walkers. Clepington Road is a busy street with good links to buses and local shops. Baxter Park is a well used city park which provides for recreation and play; it is also a popular route for children going to school at the Morgan Academy. Dudhope Park is another popular area for recreation including walking, dog walking, jogging and access to the skate park. Although it is steep the Hilltown provides access to shops and services and is a good link to the city centre. A less steep alternative is provided via Dens Road.

Path features and surfaces

- Mainly tarmac paths which are either suitable for shared use, are alongside quiet roads which cyclists can use, or require some additional measures to either create shared use paths or improve on road cycling
- Paths 49 and 51 use steps up to the Law
- Path 11 has a whindust surface. There are steps at the Clepington Road end of this path

Opportunities

- Possible surface and access improvements on the Miley (Path 11)
- Possible upgrading of paths on the Law
- Potential for habitat and landscape enhancements
- Promote the natural and cultural heritage of the area



Area 7: Caird Park, Trottick and Finlathen

Path Reference Numbers: 1c, 1e, 6, 10, 12, 17, 18, 21, 38, 46, 54, 55, 75

Summary and key features:

The area has both historical and natural heritage features of importance, including Trottick Mill Ponds Local Nature Reserve, Caird Park and Mains Castle, and Finlathen Park. Caird Park provides a facility for a variety of recreational purposes, such as golf, football, velodrome cycling and cross country events. Trottick Mill Ponds were once used by the textile industry and are a great example of mill ponds and lades, it is also a fantastic place to see wildlife and experience wild places.

Finlathen Park was also important to the textile industry; there were many mills, ponds, drying greens and bleachfields in the area. It is now a popular place for recreation. There are some good links to the countryside, but these could be improved to increase accessibility for all.

Path features and surfaces

- Many of the paths in this area are suitable for shared use and are mostly made of a tarmac surface
- The majority of path 1c and 1e is tarmac surfaced. The section through Trottick Ponds LNR is windust. There are also motorcycle barriers on this section of the route which may impede some access
- Path 38 is an aqueduct which is now a shared use path for walking and cycling

Opportunities

- Improve access to the countryside and access for horse riders in the area
- Promote cultural and natural heritage of the area
- Promote Caird Park as an area for recreational activities
- Tackle the problem of illegal motorbike use on paths



Area 8: City Centre

Path Reference Numbers: 1d, 1f, 2, 4, 19, 52, 65, 66, 67, 69, 70

Summary and key features:

A large number of visitors to the city arrive by public transport via bus and rail stations, increasing the numbers of people in the area travelling by foot or bicycle. There are a number of attractions for visitors to the city, such as the Discovery, shops and restaurants. With two universities in the area and several major employers there are also many people who commute to Dundee city centre for work or study. It is therefore important that the Core Paths in this area provide opportunities for active travel, but also link into the public transport infrastructure. There are links to Dudhope Park, which is a well used area for a variety of recreational activities. This area has links to nationally promoted Sustrans routes NCN1, NCN 77 which are shown as paths 1d and 1f. The paths shown as part of the waterfront development will replace the existing core paths as they are developed.

Path features and surfaces

- Dedicated shared use paths run alongside the River Tay and over the Tay Road Bridge.
- Pedestrianised City Centre
- The majority of the paths have a tarmac surfaced
- Most are pavements next to roads where cycling is not currently permitted, although paths 1d, 1f and 65 are designated as shared-use

Opportunities

- Improve walking and cycling links planned within new road layout for Waterfront Development.
- Improve on road cycle facilities where shared-use paths are not an option
- Increase cycle parking facilities at major destinations and publicise these
- Provide interpretation on cultural and natural heritage in the city centre area
- Promote active and sustainable travel



Area 9: West Ferry

Path Reference Numbers: 1f, 1h, 3, 6b, 12, 20, 20b, 20c, 24, 25, 29, 53

Summary and key features:

Paths in this area are, or have the potential to be, multi-use paths. A link through Dawson Park would be required to complete the network. Important areas for access are Dawson Park and Grassy Beach. Local schools and workplaces are also connected by the proposed network. There are links to Broughty Ferry, the City Centre and north towards the countryside. Sustrans NCN 1 and the Green Circular are well promoted routes linking this area to other routes both locally and nationally.

Path features and surfaces

- Most paths in this area are either shared-use, have the potential to become shared use, or have on road cycling lanes
- Path 1f crosses the railway twice using pavements on road bridges
- Path 29 uses a pedestrian bridge over the railway which has steps

Opportunities

- Create an off-road link along Arbroath Road, through Dawson Park
- Investigate and implement management options to mitigate the erosion of grassy beach and the threat to the path network
- Expand on existing interpretation relating to cultural and natural heritage
- Path through Port Authority is currently only available to cyclists with ID - investigate improvement of this situation



Area 10: Douglas, Whitfield and Fintry

Path Reference Numbers: 1e, 1g, 6, 24, 37, 53, 54, 56a, 56b

Summary and key features:

The majority of the paths in this area are multi-use paths providing connections between communities and to community facilities. There are also links to the countryside and to greenspaces such as Middleton Woods and the Dighty Burn. Middleton Woods is Dundee's Community Woodland and is a great space for people and biodiversity to come together. There are good connections to workplaces in the Baldovie Industrial Estate.

The paths highlighted in this plan as those which could be developed in the future would help to create a continuous network and facilitate links to the countryside.

The Whitfield area is undergoing major redevelopment and whilst it is anticipated that there will be Core Paths in this area they cannot be defined at this time.

Path features and surfaces

- The paths in this area are mostly tarmac surfaced and are or could be shared use
- Path 6 is made from whindust where it passes through Middleton Woods and there are motorcycle barriers on part of this route which may impede access

Opportunities

- Tackle problem of illegal motorbike use
- Promote the natural and cultural heritage of the area - in particular the Dighty Burn
- Ensure that walking and cycling have high importance in the design framework in new development plans for the Whitfield area
- Create links to the countryside



Area 11: North East Countryside

Path Reference Numbers: 1g, 20, 22, 23a, 23b, 32, 37c, 57

Summary and key features:

The majority of this area has a countryside feel with farmland being mostly arable in use. There are two new housing developments at Linlathen House and Balmossie which will increase the need for path networks allowing for both access to the countryside and to shops, schools and other facilities. There are good connections to Angus, particularly via the Green Circular route, along the Arbroath Road and over the Seven Arches Viaduct.

There are links into Broughty Ferry, the Baldovie Industrial Estate and to Douglas.

The Linlathen bridges (East and West) are A listed, the east bridge is the oldest iron bridge in Scotland, and is amongst the oldest in the world.

Due to the new developments in this area it is not yet clear where the demand for access will be. There are likely to be more Core Paths in this area in the future as suggested on Map 11, but the exact location of these paths is not yet known.

Path features and surfaces

- Paths 23a is a quiet road with a rough surface. The lower part of the path is a well surfaced tarmac path linking to a cycle and pedestrian crossing over the A92
- Path 57 is a rough track allowing access to the wider countryside in Angus
- Path 22 is whindust and gives access to woodlands alongside the Murroes Burn
- In the built up areas the majority of the paths are well surfaced
- The Linlathen East bridge (23b) is being restored, until this work is completed the route may not be passable

Opportunities

- Complete the path along the Dighty
- Create a short 'countryside' loop linking to Whitfield
- Possible reinstatement of countryside features such as drystone dykes and hedgerows
- Aspirational off-road links would improve the network, adding circular routes



Area 12: Broughty Ferry

Path Reference Numbers: 1g, 1h, 24, 25, 26, 27, 28, 29, 30, 31, 31b, 32, 33, 34, 58, 68, 80

Summary and key features:

This is a popular area for outdoor access due to its attractive greenspaces, coastal landscape and cultural heritage. The routes in this area are mainly tarmac paths where the paths are either shared use or where the opportunity for shared use or on road cycling facilities exists. Routes selected are useful for accessing shops, schools and community facilities.

There are links to Angus via the Sustrans route NCN 1 and Green Circular Route

The Broughty Ferry Local Nature Reserve and coastal dunes provide great spaces for enhancing biodiversity and providing places for people to come into contact with nature.

Path features and surfaces

- Mostly tarmac paths, with the exception of the Broughty Ferry LNR, which is whindust
- Links across the railway include Path 24 - a pavement on a road bridge over the railway, Path 29 - a crossing point and alternative underpass, Path 58 - an underpass, Paths 31 and 34 - pedestrian bridges with steps

Opportunities

- Increase available off road cycle network by designating some pavements as shared use (e.g. path 26) which is frequently used by children commuting to school
- Current signage is cluttered in places - opportunity to rectify this and replace with consistent, informative signage
- Develop and promote an on-shore dolphin watching policy
- Continue to promote natural and cultural heritage in the area



Path Index

Number	Path Name
1	Green Circular, NCN 1, NCN 77
2	Greenways West
3	Greenways East
4	City Centre - Bridgefoot
5	City Centre - Camperdown
6	City Centre - Burnside of Duntrune (Pitkerro Road)
7	Western Countryside Link
8	Templeton - Ardler link
9	Ardler - Kirkton link
10	Kirkton - Caird Park Link
11	The Miley
12	The Kingsway
13	Clepington Road
14	The Law
15	Birkhill - Bridgefoot link
15b	Birkhill - Templeton
15c	Clatto
16	Clatto - St Mary's Link
17	Trottick Countryside Link
18	Claverhouse Countryside Link
19	Perth Road
20	Arbroath Road
21	Caird Park - Trottick link
22	Dighty (Panmurefield)
23	Northern Countryside Link West
24	Claypotts Road
25	Strathern Road
26	Seafield Road

Number	Path Name
27	Forthill Road - Fintry Place
28	Nursery Road
29	Queen Street - Gray Street
30	Balgillo Road
31	Abertay Street - Shiell Street
32	Seven Arches
33	Strathmore Street
34	Balmossie Street
35	Balgay - Menzieshill Path
36	Ninewells - Menzieshill Link
37	Ardler - Kingsway Link
38	Finlathen Aqueduct
39	Liff - Camperdown
40	Invergowrie - Grey Lodge
41	Ninewells South
42	Ninewells North
43	Camperdown North - Main Entrance
44	Camperdown Main Drive
45	Camperdown mid section
46	City Centre - Downfield Path
47	Menzieshill Path
48	Perth Rd - Riverside Drive - under railway
49	Law - West Side
50	Gourdie Link
51	Law - South side
52	City Centre - Dudhope Park
53	Stannergate - St Saviours
54	Fintry path

Number	Path Name
55	Fintry path link south
56	Fintry path link north
57	Northern Countryside Link East
58	Orchar Park
59	Balgay Hill
60	Balgay Hill South
61	Observatory
62	Coo's Field, Balgay Hill
63	Blackness Avenue
64	Windsor Street
65	Magdalen Green - City Centre
66	Railway Station - Nethergate
67	City Centre
68	Camperdown Street
69	Bell Street
70	Riverside Drive Crossing
71	Riverside - Ninewells Link
72	Arthurstone Terrace
73	Ann Street
74	Dura Street
75	Forfar Road
76	MediPark Link
77	Swallow Hotel ROW
78	Lochee High Street
79	Ardler - Templeton Entrance
80	Monifieth Road
81	Broughty Ferry Road
82	Baxter Park Link