

Report To: Safe, Sustainable Communities Committee

Date: 10 March 2009

Report By: Corporate Director, Environment and
Community Protection

Report No: ECP/Plann/
FJM09/008

Contact Officer: Fergus J Macleod

Contact No: 01475 712404

Subject: Adoption of Inverclyde Core Paths Plan

1.0 PURPOSE

1.1 To inform Committee of the successful outcome of the formal consultation on the draft Inverclyde Core Paths Plan, seek Committee's approval of the proposed responses to the representations and, to adopt the Inverclyde Core Paths Plan in light of this positive response.

2.0 SUMMARY

2.1 The Land Reform (Scotland) Act 2003 requires each local authority to prepare and subsequently adopt a Core Paths Plan.

2.2 Two objections were received during the formal consultation period on the draft Core Paths Plan. This resulted in negotiations to be held and these have now been resolved, with consequential changes proposed to the Plan. In view of these proposed changes, further reference to the Committee regarding the finalised version of the Core Paths Plan to be adopted is required.

2.3 The proposed changes to the Plan are: the removal of path no. 55 at Kilmacolm; and the transfer of land ownership and the creation of a more suitable path surface along the line of path no. 5B, at Inverkip. Appendix 2 of this report outlines all the consultation responses to the draft Core Paths Plan and the proposed Council's responses, including the two above where changes are proposed to be made to the Plan.

3.0 RECOMMENDATIONS

3.1 That Committee:

- (a) note the broad overall support in the representations received to the Inverclyde Core Paths Plan, and agree the proposed responses to each of them;
- (b) agree to the two proposed changes concerning path nos. 55 and 5B; and
- (c) approve the adoption of the Finalised Version of the Inverclyde Core Paths Plan, and for its necessary publicity and arrangements for publication.

4.0 BACKGROUND

- 4.1 The Council is required by the Land Reform (Scotland) Act 2003 to prepare a Core Paths Plan for the authority area.
- 4.2 In May 2008, the Council approved the draft Inverclyde Core Paths Plan for consultation. It was also agreed that should no objections be made to the Plan, then the necessary arrangements would be put in place to move to adopt the Plan as then published. However, if any changes were required as a result of this consultative exercise, the Plan would require to be brought back to Committee for approval to adopt a finalised version of the Plan.
- 4.3 In tandem with developing the Core Paths Plan, a Strategic Environmental Assessment was also undertaken as required by statute. This SEA report was published alongside the draft Core Paths Plan during the formal consultation period in 2008.

**Min Ref:
01/05/08;
para 333**

5.0 PROPOSALS

- 5.1 It is recommended that the Inverclyde Core Paths Plan be adopted, with two alterations made to the draft Plan. This follows negotiations with the two objectors concerning two paths, in Kilmacolm (path no. 55) and in Inverkip (path no. 5B).
- 5.2 The proposed changes to the draft Plan are: the removal of path no. 55 at Milton Wood, Kilmacolm; and the transfer of land ownership and the creation of a more suitable path surface along the line of path no. 5B, at Hill Farm cottage, Inverkip. In relation to path no. 55, concern was expressed by the landowner over the safety of people using the path as they would frequently come into contact with cows and calves in the field. It was agreed to remove this path and accept that no immediate alternative exists. However, the Council would like to investigate with the landowner the possibility of a replacement path following the route of path no 55, which would be safe for all users. For path no. 5B, the path runs through the owner's property and an alternative path is currently being progressed over land gifted to the Council by the owner.
- 5.3 Appendix 1 illustrates the proposed changes to be made to the Inverclyde Core Paths Plan in two insets, and the form in which it is being recommended for adoption, and for subsequent publicity and publication. Appendix 2 outlines the consultation responses to the draft Core Paths Plan and the Council's and Access Forum's responses.
- 5.4 The Strategic Environmental Assessment report, published with the draft Core Paths Plan during the formal consultation period in 2008, has been amended and updated to accord with the changes made to the Plan for adoption (refer Appendix 3 for summary).

6.0 IMPLICATIONS

- 6.1 **Legal:** In approving the Core Paths Plan for adoption the Council will be meeting a statutory requirement set out in the Land Reform (Scotland) Act 2003.
- 6.2 Looking beyond the adoption of the Plan, the Council is required by the Act and its associated guidance to promote and sign post the Core Paths Network in the Plan.
- 6.3 With regard to maintenance, the Act provides the Council with the power to maintain the paths/routes. This is not necessarily a direct responsibility to maintain them. However, with the increased profile of the Core Paths Network with the adoption of the Plan, there will no doubt be increased pressure from the public for good and regular maintenance.
- 6.4 The Council's liability in terms of public safety on the paths that it owns, whether Core Paths or not, will not be changed by the adoption of the Core Paths Plan.

- 6.5 **Finance:** There is provision in the Service budget to publicise and publish the adopted Inverclyde Core Paths Plan. The estimated costs of this are included in the table below.
- 6.6 There will be future costs associated with promoting and sign posting the Core Paths Network, and maintenance of existing paths. Detailed proposals with regard to these will be the subject of future reports to Committee.
- 6.7 As stated above, the increased promotion of the Core Paths and other paths that the Council has responsibility for is likely to lead to increased public pressure for good maintenance. Therefore, it is likely that a review of the maintenance regime of certain paths will be required.
- 6.8 Financial implications – one-off costs

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
00613 000 50024	Local Plan Preparation	2009/10	c. £3,000	n/a	Cost relates to printing of Plan to be adopted
00613 000 50024	Local Plan Preparation	2009/10	c. £500	n/a	Cost relates to Public Notices

Financial implications – annually recurring costs/(savings)

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

- 6.9 **Personnel:** there are no personnel implications arising from this report.
- 6.10 **Equalities:** when delivering services to our customers, full cognisance is taken of equality and diversity processes and procedures.

7.0 CONSULTATION

- 7.1 The Head of Legal and Administration and the Head of Environmental Services have been consulted on this report.

8.0 CONCLUSIONS

- 8.1 The adoption of a Core Paths Plan for Inverclyde is a statutory requirement under the Land Reform (Scotland) Act 2003. As important for the Council are the provisions in the Plan providing a basic framework (or network) of paths in both urban and rural parts of Inverclyde which can be used for functional and recreational purposes.

9.0 BACKGROUND PAPERS

- 9.1 (1) Inverclyde Core Paths Plan, report to Safe, Sustainable Communities Committee, 1st May 2008, agenda item 5
- (2) Inverclyde Council Draft Core Paths Plan
- (3) Strategic Environmental Assessment (SEA) - Environmental Report on Inverclyde Core Paths Plan (March 2009)

ATTACHMENTS

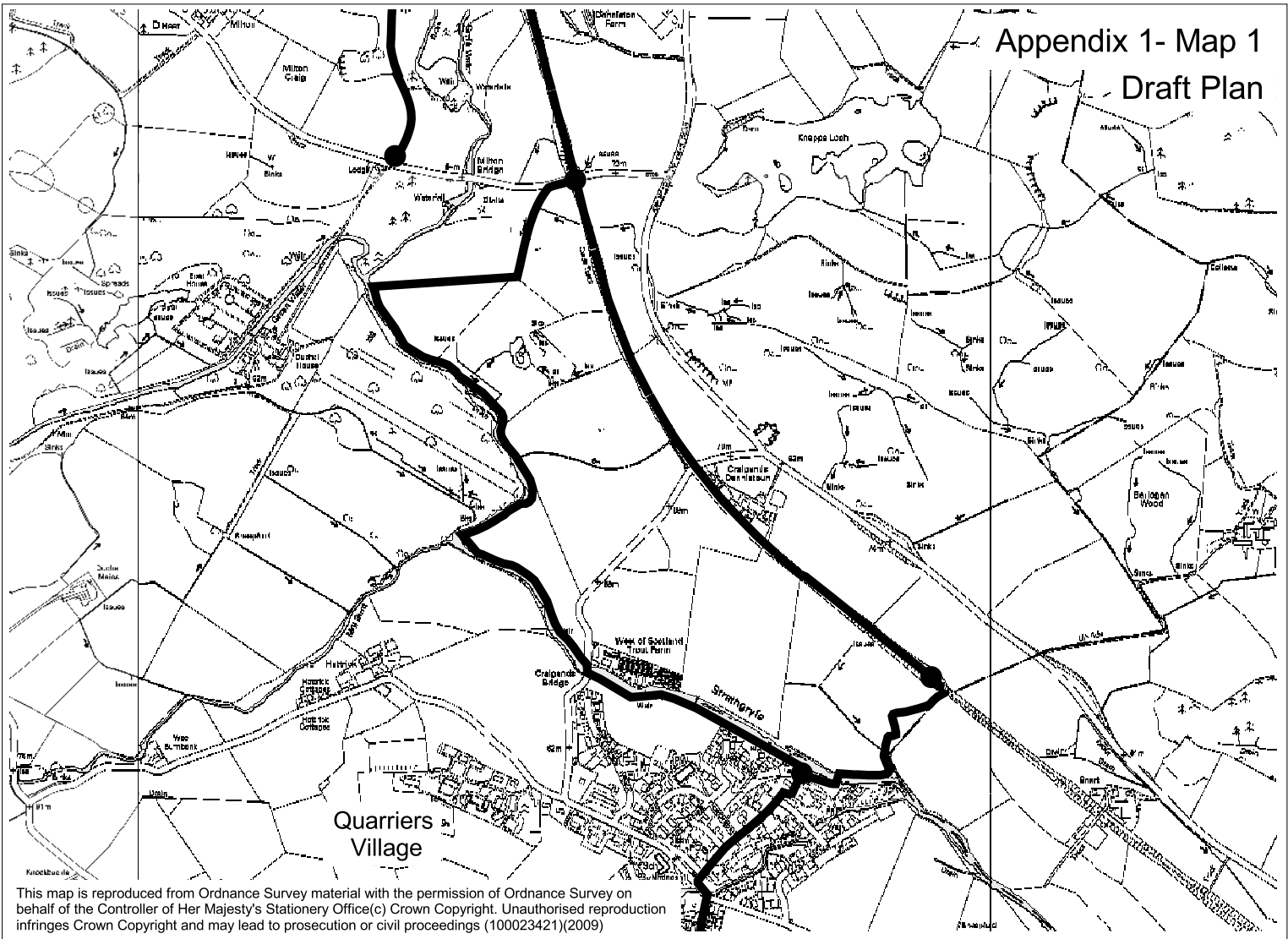
- Appendix 1 : Extract insets from Inverclyde Core Paths Plan - Finalised Version 2009,
- Appendix 2 : Schedule of Consultation Responses to the draft Inverclyde Core Paths Plan, and the proposed Council responses
- Appendix 3 : Strategic Environmental Assessment (SEA) - Environmental Report on Inverclyde Core Paths Plan (March 2009) [Non Technical Summary]

Head of Planning and Housing
Cathcart House
6 Cathcart Square
Greenock

13th February 2009

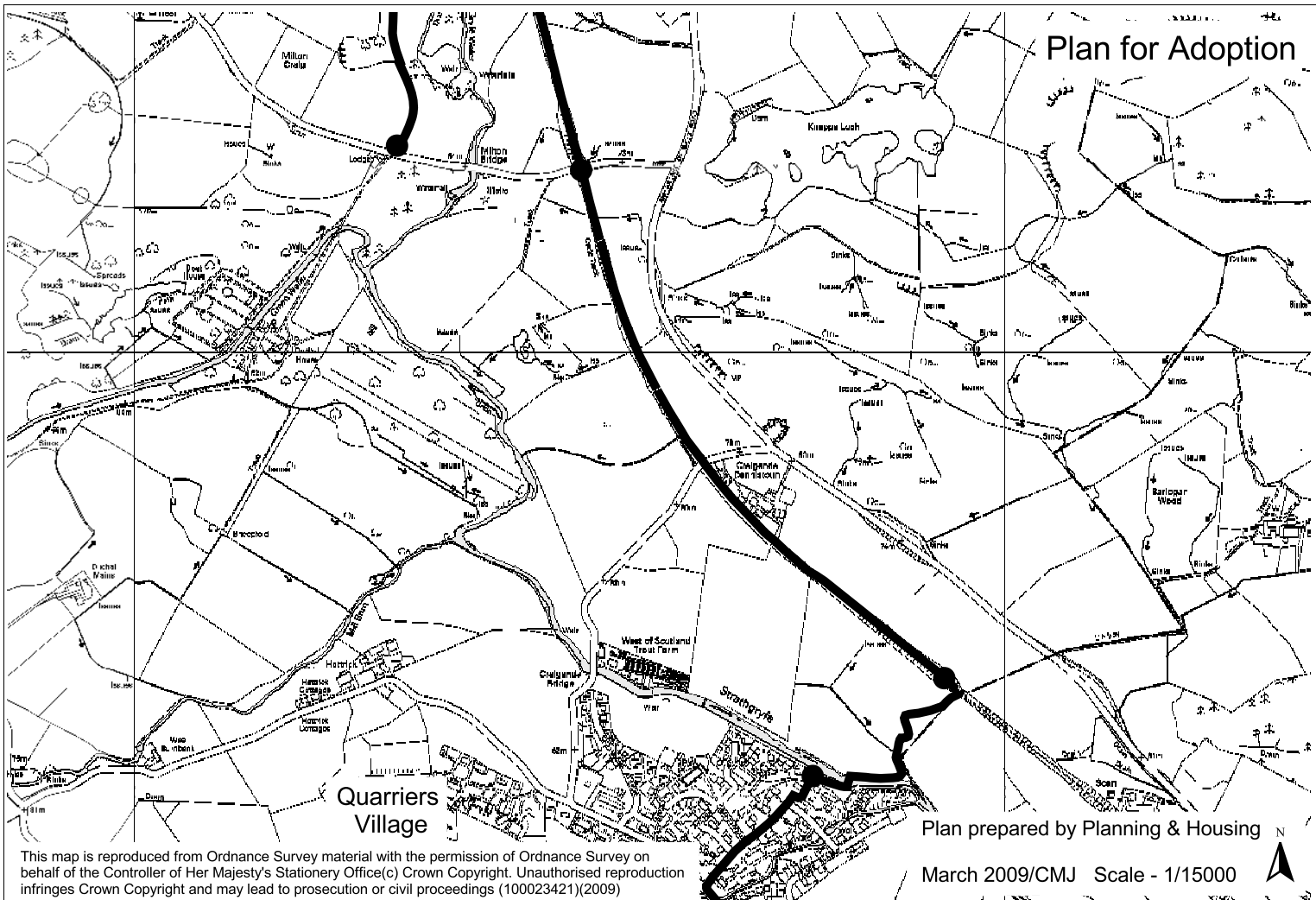
SSCCmtee - Adoption of CPP (Mar 09)

Appendix 1- Map 1
Draft Plan



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office(c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings (100023421)(2009)

Plan for Adoption

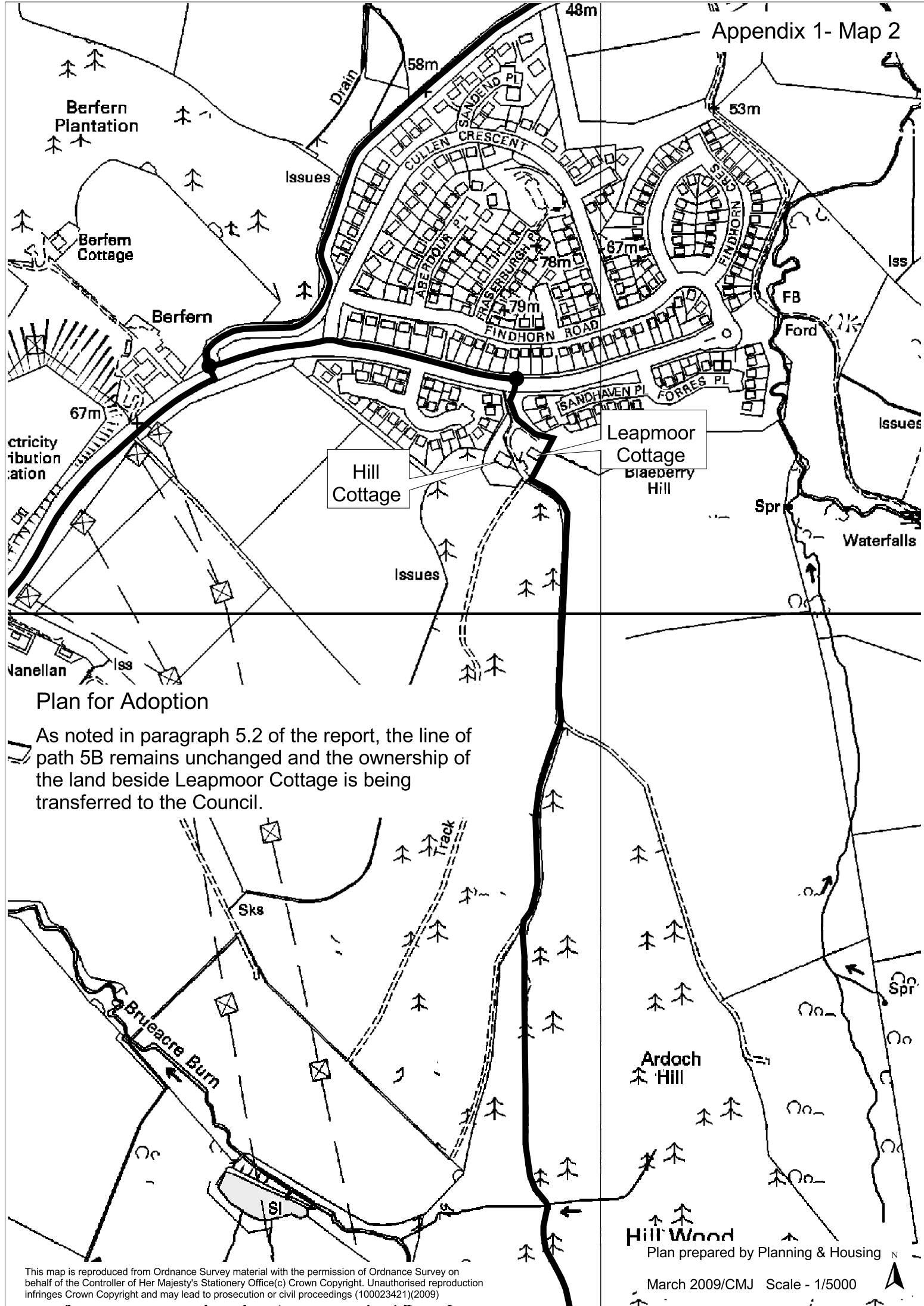


This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office(c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings (100023421)(2009)

Plan prepared by Planning & Housing

March 2009/CMJ Scale - 1/15000





Plan for Adoption

As noted in paragraph 5.2 of the report, the line of path 5B remains unchanged and the ownership of the land beside Leapmoor Cottage is being transferred to the Council.



<i>Comment/ Issue No.</i>	<i>First Name</i>	<i>Second Name</i>	<i>Organisation</i>	<i>Details</i>	<i>Council Response</i>	<i>Inverclyde Local Access Forum Response</i>
1.1	Thomas	Nugent		Suggests pavement through Spango Valley from Greenock to Inverkip should be widened and 'legalised' as a cycle path. Leisure cyclists will not use Paths 18A/B (via Flatterton Road). A link from Spango Valley to Inverkip via Dunrod Road and Millhouse Road would also be possible. The potential for housing development in Spango Valley would increase the need such a path.	The route along the trunk road A78 requires safety measures before it could be promoted as a core path. These improvements cannot feasibly be carried out within the 2 year period stipulated by the Core Paths Plan guidance, so this route is not proposed at present.	Agreed with response.
1.2	Thomas	Nugent		With a little investment a path from Kip Marina to Cloch Road End, through Ardgowan Estate but bypassing Ardgowan House could be created/improved.	There are 2 core paths proposed through Ardgowan Estate, which give access to the estate and onto the various other paths within it and to the coastal route, without impinging on the privacy of Ardgowan House or any other property within the estate.	Agreed with response
1.3	Thomas	Nugent		Pladda Avenue to Old Greenock Rd and the A8 - this is a great proposal. It will open up the countryside to people in the upper east end of Port Glasgow who would not normally have access due to fences and underfoot conditions.	Noted	Noted
1.4	Thomas	Nugent		It would be great to see this path at Parklea completed to Langbank in cooperation with Renfrewshire Council. Accepted that there are physical and financial challenges due to the terrain and the need to provide a safe crossing over the A8 at Langbank.	The physical restraints here mean that at present it will not be possible to extend this path into Renfrewshire. There is an alternative route on the other side of the A8 (linked to the coastal path under the Parklea roundabout) which provides a connection to Langbank.	Agreed with response
1.5	Thomas	Nugent		Hopefully, in future, the current path will continue through the James Watt Dock area to the old sugar warehouses and ultimately cross the A8 to join NCR75 by means of the disused railway bridge at Ladyburn and Sinclair Street.	Where possible footpaths/cyclepaths will be incorporated into the regeneration of the Greenock/Port Glasgow Waterfront.	Good idea to be investigated for the future, path can be added to 'Aspirational' list.
2	Tommy	McGrory	Forestry Commission Scotland	No additional comments to those submitted during the Second Stage informal consultation.	Noted	Noted

<i>Comment/ Issue No.</i>	<i>First Name</i>	<i>Second Name</i>	<i>Organisation</i>	<i>Details</i>	<i>Council Response</i>	<i>Inverclyde Local Access Forum Response</i>
3.1	Manfred	Staber		Astonished that Inverclyde has not created a network of cycle paths to allow safe commuting. There seems to be no or little investment in safe bicycle lanes within Inverclyde. Does the Council have a policy on the safe use of bicycles and has it planned any cycle lanes to or from the hospital. Without cycle lanes no parent will allow kids to cycle to school to make use of cycle shelters that have been installed.	There is no Council safe cycling policy. A dedicated cycleway/ footway between Greenock and Port Glasgow is being implemented in stages through the regeneration of the Waterfront and the possibility of continuing coastal route into Renfrewshire is being examined. There are no current proposals for a dedicated cycle route leading to IRH.	
3.3	Manfred	Staber		Can Path 29 from Kilmacolm to Loch Thom be upgraded with tarmac to allow for fast and safe cycling.	The track from Kilmacolm to Loch Thom (path 29) is a rural route for use by walkers, cyclists and horse riders. It is a challenging route and not suitable for all users, but not all core paths need to be suitable for all users and a loose surface material can be more suitable for other users such as walkers, off-road cyclists and horse riders.	Accept that improvements required - loose surface most likely. Look into agreement to improve/ maintain. (Contact Scottish Woodlands.)
4	William	Tomlinson	Gourock Business Club	Acknowledgement of consultation.	Noted	Noted
5	Annabel	Goldie MSP	The Scottish Parliament	Acknowledgement of consultation.	Noted	Noted
6		Kilpatrick		The description of Path 33 should refer to a locked gate rather than unlocked.	Noted. This information will be amended.	Noted, but investigate which gate?
7.1	David	Roach		Delighted and impressed at what is proposed and very pleased to see link between Cornalees and Daff Filter Station as it assembles an excellent walk between Greenock and Inverkip	Noted.	Noted
7.2	David	Roach		The Kelly Glen is a sad omission. The owner should be contacted with a view to opening up this magnificent asset (currently blocked by fallen trees).	The Kelly Glen is noted on the 'Aspirational Paths' lists, section 8. Its listing as an aspirational path recognises that work is required to it.	Agreed with response
7.3	David	Roach		The Auchmountain Glen is a sad omission. It requires significant tidying up and the time is probably right to resurrect this fine Glen.	The Auchmountain Glen is noted on the 'Aspirational Paths' lists, section 8. Its listing as an aspirational path recognises that work is required to it.	Agreed with response

<i>Comment/ Issue No.</i>	<i>First Name</i>	<i>Second Name</i>	<i>Organisation</i>	<i>Details</i>	<i>Council Response</i>	<i>Inverclyde Local Access Forum Response</i>
8	Janice	Gray	Paths for All	The Inverclyde draft Core Paths Plan has been produced to a very high standard. In particular, the plan attributes table provides qualitative information that will afford real meaningful understanding of the Plan. The layout makes the Plan very reader friendly, and the presentation of all the routes on one map allows an appreciation of the entirety of the network. It is clear that there has been a great deal of effort to provide a useful and comprehensive network of paths for the people of Inverclyde.	Noted	Noted
9		Bowes		Concerned regarding the condition and maintenance of Hill Brae at Berryyards (Paths 26A/B). Once a popular path it has become severely neglected and impassable resulting in users detouring onto private property. The path is the responsibility of the Council, and despite efforts, there has been no improvement or maintenance of the path.	I have passed a copy of your letter to my colleagues in Roads Services, and the Access Officer has met with them to discuss your concerns. I am hopeful that we can resolve your concerns and would ask that you keep in contact with the Access Officer on this matter.	Agreed with response
10	CS	McNeil		Further investigation into the land ownership of the aspirational route between Whinhill and Overton (the Puggy Line) should be carried out before further proposals on this are made.	Several proposed Core Paths run over privately owned land and consultation with the land owners would always be sought before any further proposals or developments were made.	Agreed with response
11	Robert	Spencer		Concerned over condition of path 17 Cornalees to Overton owing to potholes and subsidence.	Whilst it is recognised that this route may require some repairs, particularly to allow vehicular access, it is considered adequate for responsible non-vehicular access purposes.	Agreed with response, as primarily a vehicular problem, not a core path one.
12	Peter	Wood	ScotWays	A very well marked and easy to follow document and note that the significant Rights of Way all seemed to be included within your CPP. Particularly liked the detailed index of each path showing surfaces, gradients, etc. The Core Paths Plan does not show any "Other Paths" below the status of Core Path and therefore the interaction with the core paths. May wish to consider including "Other Paths" (if any) on the final version of your CPP.	Noted. As the focus of the consultation was the Core Paths it was considered appropriate to only show these at this stage.	Agreed with response
13	Eric	Firth		Support in principle for the Plan. However, Path 5B (at Hill Cottage) runs through consultee's property. Consultee wishes to gift this land to the Council.	The route shown reflects the land suggested for gifting to the Council. The Council is currently progressing this matter.	

<i>Comment/ Issue No.</i>	<i>First Name</i>	<i>Second Name</i>	<i>Organisation</i>	<i>Details</i>	<i>Council Response</i>	<i>Inverclyde Local Access Forum Response</i>
14	Joseph	Maclay		Concerned over safety of Path 55 as it runs through field where there are frequently cows with calves. Suggested alternative along minor road from Craigends Bridge to NCR75 at Craigends Farm.	Agree to removal of path. However, alternative is not considered viable for road safety reasons. The Council would like to investigate with the landowner the possibility of a path following the route of Path 55 which is safe for all users.	Agreed with removal of path and response.
15	JS	Kay		Concerned that if the Council will not fund improvement, maintenance and repair of paths and signs, then a lot of time and expense preparing the CPP will have been wasted.	I am not recording your representation as an objection to the Plan, but recognise your concerns regarding maintenance and vandalism of paths and fences, etc. I would be happy to have the Council Access Officer meet with you to discuss any measures we can jointly take to resolve these difficulties. Her contact details are below.	Has been considered by Forum.
16	Miriam	McIver	Historic Scotland	The proposed Core Paths Network, the opportunities for public access and the promotion of cultural heritage sites are welcomed. Information should be sought from the Council's Archaeology Service on the likely impact of the proposed core paths on regional and local issues.	Noted	Noted
17.1	Arthur	Keller	Scottish Natural Heritage	The path condition survey should include a review of safety issues on roads which are promoted as core path routes	The Council's Roads Department has been consulted with regards to signage on minor roads which have been proposed as core paths.	Noted
17.2	Arthur	Keller	Scottish Natural Heritage	A final review of cross boundary routes should be carried out prior to adoption	North Ayrshire and Renfrewshire have been consulted during the process. There is only one route from Renfrewshire which does not link directly to an Inverclyde Core Path. This routes is on a minor road leading towards Kilmacolm village and therefore still provides a link to Inverclyde's Core Paths in the Kilmacolm area.	Agreed most links are in place.
17.3	Arthur	Keller	Scottish Natural Heritage	The few areas with limited access to Core Paths should remain a priority, especially where new developments are planned	This Plan is a starting point and will be developed over time.	Noted
17.4	Arthur	Keller	Scottish Natural Heritage	A review of the Access Strategy should be undertaken around the time of the CPP adoption to help formalise the 'aspirational' routes and to provide a single point of information.	A review of the Access Strategy is due to be carried out.	Strategy would be useful to log alternative routes so that they are not abandoned.

<i>Comment/ Issue No.</i>	<i>First Name</i>	<i>Second Name</i>	<i>Organisation</i>	<i>Details</i>	<i>Council Response</i>	<i>Inverclyde Local Access Forum Response</i>
17.5	Arthur	Keller	Scottish Natural Heritage	Paths 1L and 1K (coastal path at Kelburn and Parklea) - increased use by dog walkers could increase disturbance of wintering birds. This could be mitigated by on-site advice about responsibilities and sensitivities.	Appropriate interpretation at this location will be a consideration.	Agreed
17.6	Arthur	Keller	Scottish Natural Heritage	Paths 53A and 53B - the best means of mapping this path, which runs on the boundary between Inverclyde and Renfrewshire, has to be agreed	Noted	Noted
17.7	Arthur	Keller	Scottish Natural Heritage	Renfrewshire Core Path BBH26 enters the edge of Kilmacolm but is not reflected in the Inverclyde Plan.	It is considered that Path 48B linking to Renfrewshire path LAN12 provides adequate Core Path coverage at this location. BBH26 is a road and an off-road alternative exists.	Agreed
17.7	Arthur	Keller	Scottish Natural Heritage	In the Western Urban Area the Core Paths are limited to the coastal route (1) and the edge of the Spango Valley (18). The Plan will make little difference to the communities of west Gourrock, Larkfield and Levan. Paths that could make a difference are path 11 from the previous consultation and informal paths around Larkfield industrial estate. Connections to the west side of the Coves paths network could be improved and a second connection to the Greenock Cut would provide a circular route.	These matters will be investigated through the Access Strategy review and next Core Paths Plan.	Noted
18	Paul	Donnelly		The Core Paths Plan presents an opportunity for the Council and other agencies to improve cycle paths/lanes in Inverclyde. The break in cycle lane provision between Greenock Fire Station and the new housing at Tesco Port Glasgow could easily be made more cycle friendly by improving pavements/paths/kerbs running alongside the dual carriageway.	Where possible footpaths/cyclepaths will be incorporated into the regeneration of the Greenock/Port Glasgow Waterfront. In order to create a continuous link away from the busy A8.	Noted
19	Innes	Nelson	Inverkip and Wemyss Bay Community Council	Paths 5A and 5B are wrongly positioned on the Map. They should follow the vehicular right of way past Hill Cottage. Evidence of this has previously been submitted.	The Council considers the route shown to offer a compromise between public access and the privacy of the adjacent houses. Vehicular access is not relevant to the Core Paths Plan.	Agreed with response

<i>Comment/ Issue No.</i>	<i>First Name</i>	<i>Second Name</i>	<i>Organisation</i>	<i>Details</i>	<i>Council Response</i>	<i>Inverclyde Local Access Forum Response</i>
20.1	Martin	Delaney		Disappointed with the Council's stewardship of NCR75 in terms of kerbside grass cutting and general maintenance.	I am aware of problems with the condition of the section of the Sustrans route in Inverclyde. Unfortunately, it competes for resources with many other priorities for the Council. The Access Officer will continue to monitor the condition of the route.	
20.2	Martin	Delaney		It would be great if there was a coastal cycle link from Kelburn Park/Parklea to Langbank and onwards to Erskine and the bridge.	A feasibility study into a cycle link between Inverclyde and Renfrewshire concluded that a coastal route would not be viable. Instead the detailed design of a link located to the south of the A8 trunk road is being investigated further.	Noted
20.3	Martin	Delaney		Suggest creating a mountain biking area on off road paths and tracks, as Inverclyde could provide world class trails for this.	Development of a mountain cycle trail would be a separate issue to the Core Paths Plan, but agree that Inverclyde has the potential to become a great mountain biking location, and it is a matter I will explore with the Clyde Muirshiel Regional Park manager. If you have experience in this area, perhaps you would be willing to participate in a meeting on this topic.	This is something that the Forum can come back to.
21	Toby	Wilson	RSPB Scotland	Sections of paths numbered 1H-1L run alongside the Inner Clyde Protection Area, which is host to internationally important numbers of birds, susceptible to disturbance. Measures to increase usage of the paths could require an appropriate assessment. Depending on the accessibility to the shore, suggest interpretation in place asking owners to leash their dogs whilst walking next to this section of the Firth, to avoid disturbing the birds. Interpretation could also enjoy more people to enjoy this wildlife resource.	Consideration will be given to developing interpretation for various routes in the core paths network. Consultation with SNH indicates that an appropriate assessment is not necessary.	Agreed
22	Christine	Pettigrew		Several Paths, in particular 2, 3, 4, 5, 6, 7, 8, and 10 (all in Inverkip/Wemyss Bay and joining to Cornalees) were walked this season and they were in extremely poor condition and unwalkable at one point. If they were all the standard of the Cut more walkers would be out.	It is acknowledges that paths will be in different conditions at different times of year. The path information provided should act as a guide to users.	Kelly Cut has a LMC so condition of route is in better condition. Agreed that some routes will vary in condition depending on season and weather conditions.

<i>Comment/ Issue No.</i>	<i>First Name</i>	<i>Second Name</i>	<i>Organisation</i>	<i>Details</i>	<i>Council Response</i>	<i>Inverclyde Local Access Forum Response</i>
23.1	Trevor	Jones		Congratulations on the development work you have achieved. The Plan shows a wide range of accessible paths for all to enjoy.	Noted.	Noted
23.2	Trevor	Jones		Path 1E - a loop around the battery Park might also be included? (It is a well-used high quality path.)	Not all popular routes currently in use have been proposed as core paths, the core paths are to provide access to other areas, paths and routes that people may want to use. It was considered unnecessary to include the paths around Battery Park as a core path as there are others providing access in this vicinity; these routes will be part of the 'wider path network'.	Agreed with response
23.3	Trevor	Jones		Path 2 and 3 (Wemyss Bay Caravan Park to Finnock Bog Cottage) - creation of a circular route via Path 14 in Wemyss Bay.	A route along the A78 to link Inverkip and Wemyss Bay was considered but not proposed due to the path being so close to the very busy and fast traffic on this trunk road. An off-road link from Inverkip to Wemyss Bay is included in the 'Aspirational' Paths lists. Also, the routes you mention at Auchmountain Road and from Finlaystone to Kilmacolm were not proposed due to road safety reasons.	Agreed
23.4	Trevor	Jones		Path 2 and 3 (Wemyss Bay Caravan Park to Finnock Bog Cottage) - liaison with North Ayrshire Council with regard to signage to the Ayrshire Coastal path at Inverclyde/ North Ayrshire boundary at the Kelly Burn Bridge across the A78 at Wemyss Bay.	Path signage is currently being investigated and the link over the boundary to North Ayrshire's paths will be included in this exercise.	Agreed
23.5	Trevor	Jones		Path 5D and 5E (Inverkip) - a link to Inverkip Main Street via Langhouse Road and/ or Millhouse Road to create a circular path.	The route into Inverkip via Langhouse Road was not proposed as there is an off-road alternative in the vicinity (Daff Glen). As much as possible off-road routes have been used for core paths.	This road was considered but off-road route was chosen as safer option.
23.6	Trevor	Jones		Path 23 (Battery Park to Greenock West End via Lyle Hill): a link to paths 20A and 20B (Inverkip Road and Helter Skelter) via Grieve Road, Greenock.	Not all popular routes currently in use have been proposed as core paths. It was considered unnecessary to include the paths at Grieve Road as a core path as there are others proposed in these vicinities; these routes will be part of the 'wider path network'.	Agreed

<i>Comment/ Issue No.</i>	<i>First Name</i>	<i>Second Name</i>	<i>Organisation</i>	<i>Details</i>	<i>Council Response</i>	<i>Inverclyde Local Access Forum Response</i>
23.7	Trevor	Jones		Path 27 Old Largs Road and Path 34 (from Corlic Hill to Garshangan) - additional link via an existing track.	Not all popular routes currently in use have been proposed as core paths. It was considered unnecessary to include the track from Old Largs Road to Corlic Hill as a core path as there are others proposed in these vicinities; these routes will be part of the 'wider path network'.	Agreed and path 33A/B is a more substantial track.
23.8	Trevor	Jones		Additional link between Paths 29 C & D and 31B via Harelaw and Knocknairshill reservoirs (using Auchenfoil and Auchmountain Road)	The routes you mention at Auchmountain Road and from Finlaystone to Kilmacolm were not proposed due to road safety reasons.	Agreed
23.9	Trevor	Jones		Link from Finlaystone South Lodge to Kilmacolm Cross.	For road safety reasons, it was not considered appropriate to promote the road between these two locations as a Core Path.	Agreed
24	Neil	Campbell		Will the pathway which has been closed by National Semi-Conductor and can only be used by keyholders be included in the scheme under review by the council. This was a public footpath that was to be closed for a short time to allow demolition work.	The Council will investigate this matter, but it is not considered that this path would link into the Core Paths Network.	Agreed
25	P	Ely		Will the designated paths be way marked/ signposted? What arrangements have or will be made for parking access to designated walks? Will it be made clear, by public notices, which categories of persons and activities are legitimate and which are not? Off road bikes are a problem. How do you propose to assist in tackling this issue?	<ul style="list-style-type: none"> • The core paths will be waymarked or signposted. • There are currently no plans to provide additional parking associated with any of the core paths. • There may be areas where signage is required to warn or advise users but it will be kept to a minimum, to avoid confusing or de-sensitising the public to the information given. • The mis-use of the paths by motor vehicles will still be a matter for the police. The Council will work closely with them to reduce this problem through promotion of responsible access via events and education. 	Agreed with response
26	Agnes	Calder		Concerned over condition of Hill Brae path at Berryyards (path 26B). It has been neglected so long that condition is very poor and will be costly to re-instate and maintain. Walkers are now using consultees land as a short cut. Will this path be reinstated?	I have passed a copy of your letter to my colleagues in Roads Services, and the Access Officer has met with them to discuss your concerns. I am hopeful that we can resolve your concerns and would ask that you keep in contact with the Access Officer on this matter.	Agreed, keen to see that the work needed on this path is carried out.

<i>Comment/ Issue No.</i>	<i>First Name</i>	<i>Second Name</i>	<i>Organisation</i>	<i>Details</i>	<i>Council Response</i>	<i>Inverclyde Local Access Forum Response</i>
27.1	Charles	Woodward	Clyde Muirshiel Regional Park	The proposed core paths provide sufficient routes within and leading to CMRP and they cater for a variety of access users. The Core Path and public road networks provide sufficient routes to destinations that are the starting points for open upland and moorland access. Recognising much of Regional Park is land where access rights apply, it is not necessary to designate all routes as Core Paths. Indeed, over much of the upland and moorland areas of the Regional Park, responsible access is widespread and the identification of specific routes could be interpreted as restrictive.	Noted	Noted
28.2	Charles	Woodward	Clyde Muirshiel Regional Park	Outdoor access can contribute to all five objectives of the Scottish Government. For the "smarter" objective attention would be drawn to:- Core Paths ability to develop practical path maintenance and other vocational skills; Core Paths provide opportunities for developing citizenship, project management, grant sourcing and other skills through community involvement; Core Paths role in providing the infrastructure for outdoor learning and environmental education. These contributions are acknowledged elsewhere in the document, in the section "What Does Outdoor Access Offer Inverclyde".	Noted	Noted



STRATEGIC ENVIRONMENTAL ASSESSMENT ENVIRONMENTAL REPORT

Inverclyde Core Paths Plan

March 2009

Contents of Environmental Report

NON TECHNICAL SUMMARY

1.0 BACKGROUND

- 1.1 Introduction**
- 1.2 Requirement to Prepare a Core Paths Plan**
- 1.3 Requirement to Undertake a Strategic Environmental Assessment**
- 1.4 Stages in the Strategic Environment Assessment**
- 1.5 The Environmental Report**

2.0 THE INVERCLYDE CORE PATHS PLAN

- 2.1 The Purpose of the Core Paths Plan**
- 2.2 Relationship with Other Plans, Programmes and Strategies**
- 2.3 Core Paths Plan and Strategic Environmental Assessment Timeline**

3.0 STATE OF THE ENVIRONMENT

- 3.1 Baseline Information**
- 3.2 The Inverclyde Profile and Current State of the Environment**
- 3.3 Existing Environmental Issues and Problems**
- 3.4 The Environment Without the Core Paths Plan**

4.0 THE STRATEGIC ENVIRONMENTAL ASSESSMENT PROCESS

- 4.1 Methodology Development**
- 4.2 Strategic Environmental Assessment Issues**
- 4.3 Strategic Environmental Assessment Objectives and Criteria**

5.0 ENVIRONMENTAL ASSESSMENT OF THE CORE PATHS PLAN

- 5.1 Core Paths Plan Alternatives**
- 5.2 Assessment of the Core Paths Network**
- 5.3 Conclusions of the Environmental Assessment**

5.4 Mitigation

6.0 NEXT STEPS AND MONITORING

TABLES

- 1 Timeline for Core Paths Plan and Strategic Environmental Assessment**
- 2 Strategic Environmental Assessment Objectives and Criteria**
- 3 Environmental Effects of the Alternatives**

FIGURES

- 1 Inter-Relationship of Core Paths Plan with Other Plans, Programmes and Strategies**

APPENDICES

- A Links to Other Plans, Programme s and Strategies and Environmental Protection Objectives**
- B Environmental Baseline Information**
- C Scoping of Environmental Issues**
- D Core Paths Network Assessment**
- E Paths Added to the Draft Core Pa ths Plan Betw een the Interim and the Finalised Stages**
- F Paths Amended Between the Interim and the Finalised Stages**
- G Paths Removed from the Core Paths Netw ork Between the Interim and the Finalised Stages**
- H Map of Added, Amended and Deleted Paths**
- I Map of Core Paths Network and Environmental Designations**

NON TECHNICAL SUMMARY

This Environmental Report forms the strategic environmental assessment of the Inverclyde Core Paths Plan and has been prepared in accordance with the Environmental Assessment (Scotland) Act 2005.

A Core Paths Plan is a statutory obligation under the terms of the Land Reform (Scotland) Act 2003 and identifies a system of paths sufficient for the purposes of giving the public reasonable outdoor access throughout the Plan area.

Under the Environmental Assessment Act, the Inverclyde Core Paths Plan qualifies for environmental assessment. This was agreed with the Consultation Authorities named in the Act: Scottish Natural Heritage; the Scottish Environment Protection Agency; and Historic Scotland, as the implementation of the Core Paths Plan could have significant environmental effects. The environmental assessment of the Plan in the form of this Environmental Report accompanies the Core Paths Plan.

There were a number of stages undertaken in the Environmental Assessment process prior to the publication of this Environmental Report: the screening of the Core Paths Plan, a Determination by the Council to prepare an Environmental Report, the scoping of the environmental issues to be considered in the Environmental Report, the publication of a Draft Environmental Report and consideration of the comments received to the Draft Environmental Report. There were similarly a number of stages in developing the Core Paths Plan. The Environmental Assessment Act required both these processes to be fully integrated so, where possible, the Inverclyde Core Paths Plan and the strategic environmental processes have run in tandem.

The scope and level of detail of information for inclusion in the Environmental Report was agreed with the Consultation Authorities at the scoping stage. It was also agreed that the following environmental resources could be significantly affected by the implementation of the Core Paths Plan and should be considered in the Environmental Report:

- Biodiversity, Flora & Fauna;
- Population and Human Health;
- Soil;
- Water;
- Material assets;
- Cultural heritage including architectural and archaeological heritage;
- Landscape; and
- The inter-relationship between the above aspects.

Environmental information held by the Council was used as the basis for the assessment.

The Council approved an interim core paths network for the Core Paths Plan in October 2007, following informal consultation and an assessment of existing and nominated paths. The environmental assessment in this report was carried out on that approved paths network. The Core Paths Plan network was subject to further public consultation and survey and as a result a number of paths were deleted, amended and added resulting in the network which was presented in the Inverclyde Draft Core Paths Plan. The Draft Core Paths Plan was subject to 12 weeks consultation between 20 June and

12 September 2008. The result of that exercise informed this finalised version of the Environmental Report with one further path being deleted. In general, the changes made were to improve the network for public use and safety rather than for any other environmental reason.

The resultant core paths network in the Core Paths Plan will provide the public with informed access to designated buildings, sites and areas throughout Inverclyde, access into the countryside and access between neighbourhoods whilst at the same time giving protection to the natural and built heritage. The paths are all, bar one, existing paths. The existing paths do not require physical improvement and the path to be created will be constructed as part of a proposed new housing development.

The works involved in the implementation the Core Paths Plan will concentrate on the provision of signage and on the level and type of information to be provided thereon. No specific mitigation measures are necessary at this point. However any works to paths or the erection of signage could potentially impact on the environment and a number of potential impacts caused by the implementation of the Plan are highlighted in the summary assessment of the paths in the main document.

Potentially contaminated land is of concern in Inverclyde due to the industrial history of the area. Although much of the Authority area has been redeveloped and contaminants have been sufficiently treated or capped, advice from Inverclyde Council's Head of Safer Communities will be sought on any future development, signage or improvement to paths where areas of potential contamination could be an issue.

The significant environmental effects of the implementation of the CPP will be monitored on a regular basis. The indicators to be monitored are: the baseline information used for environmental assessment; the condition of the core paths; signage erected in connection with the Core Paths Plan; and any adverse effects on designated sites and areas.

This Environmental Report will accompany the Core Paths Plan and will be made available for inspection by the public and the Consultation Authorities.