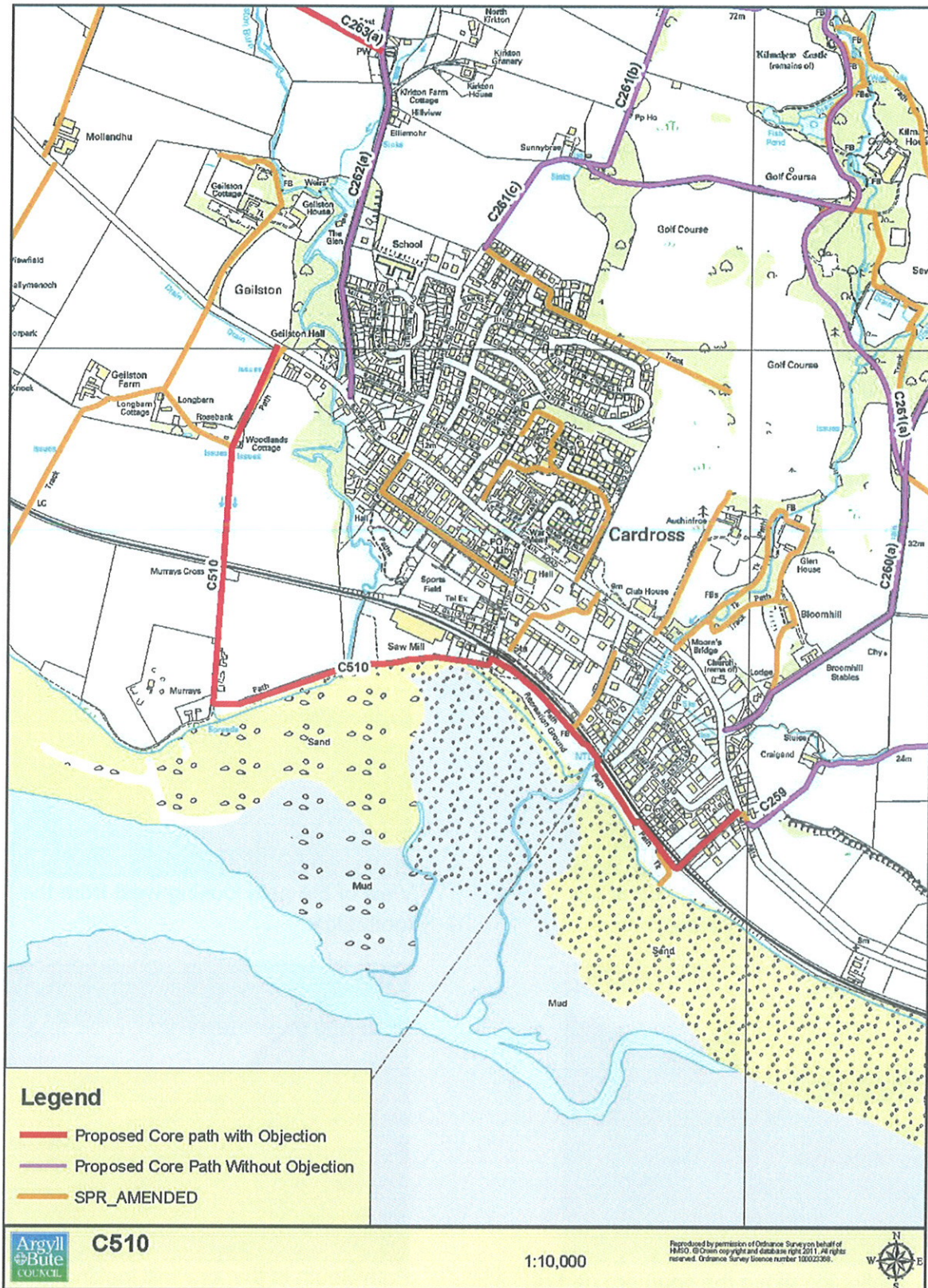


# Core Path Report for C510 Cardross Shore Path

## 1. Proposed Core Path



## 2. Summary of Representations Received

Representation	Respondent Name	Organisation/ Group	Objection Summary	Respondents proposed action	Respondent Ref No.	Objection withdrawn
Objection	Cardross Community Council (William Laird)	Cardross Community Council	Health & Safety / Condition	Delete		P192
Objection	Andy Robinson	RSPB Scotland	Wildlife & Conservation	Amend		P203
Objection	Robert Laird		Health & Safety / Condition	Delete		P104
Support	Norman Rodger					P011
Support	Alison Rutherford	East Esplanade Protection Group				P004

## 3. History of Access

- i. Right of Way Status  
Incorporates 3 Claimed Public Rights of Way SD 38, SD39 and, SD40.
- ii. Recorded Access Issues: none

## 4. Site Visit



Footbridge over the Railway line at the south west end of Ferry Road.



View of the path looking west from the footbridge



Path continuing along the southern part of Station Road towards sawmill



Path South of the saw mill looking back towards Cardross (SD40)



To west of saw mill looking south west (SD 40)



Further west looking east towards Cardross



Sign at T junction between SD40 & SD 38 pointing north towards Murrays Crossing



South of Murrays crossing looking north (SD38)



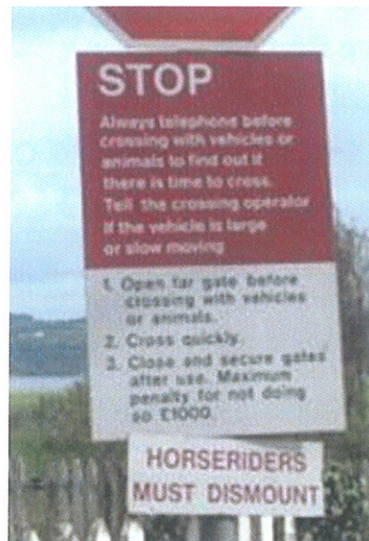
Murrays Crossing (SD 38)



Note Pedestrian Gate on level crossing



Note sign requesting that riders dismount





Path north of Murrays Crossing



Looking south towards level crossing from Woodlands Cottage



Path beside Woodlands Cottage



Path continues along shelter belt towards road



The end of the path on a footway beside the A814

## 5. Alternative Route/s

None identified

## 6. Consultation with Objectors & Other Interested Parties

The RSPB would like signage to be erected informing dog walkers that their dogs must be kept under proper control; they have also asked for a Habitat Risk Assessment.

Cardross Community Council state the route goes through a private unmanned level crossing with pedestrian gates that are unsuitable for a number of user groups- horses, push chairs etc.,

Robert Laird- states the route uses a narrow single track road that used for access to fields with farm machinery, the road has narrow verge with deep ditches, goes through a private unmanned level crossing with pedestrian gates that are unsuitable for a number of user groups- horses, push chairs etc.

## 7. Access Officer's Initial Comments

**Public Rights of Way** This is a good path, over half of which incorporates parts of 3 claimed Public Rights of Way SD 38, SD39, SD40 the section of the path that has received the objection is all on SD38. The path has been signposted in the past and appears to be well used by walkers and horse riders.

**Level Crossing** - Network Rail have not objected to the designation of this route which crosses the rail line. The signage on the crossing indicates that Network Rail is aware that it is used by horse riders and guidance is provided to them for the use of the crossing. There does not appear to be any reason that the crossing could not be used by most users although riders and some others would need to open the crossing gate which would require them to call the Crossing Operator for which a telephone is provided on the crossing.

**RSPB** - The RSPB is concerned that dogs in particular could disturb wading birds on the area of shore adjacent to the path which is an SPA and nature reserve. This could be resolved by erecting signage similar to that shown asking dog owners to keep their dogs on a lead. See Appendix II for a response from the RSPB who accept that this is already a well used path.

The Council will seek SNH's advice on the requirement for a Habitat Risk Assessment for the designation of this existing path which is already a claimed Public Right of Way.

**Community Council** - The Community Council has objected to the Core Path on the basis that it is a new path which it is not since it is an established Public Right of Way which has been promoted with signage for some years.

**Land Manager** - The Farmer has objected to the proposed Core Path because it is a single track road used by farm machinery and to access the partially constructed Seabank Cottage on the shore. It is however unlikely that a significant volume of vehicles approaching 1,000 vehicle movements per day will use this road. This is the figure used by Sustrans when deciding whether or not a public road should be used as part of the National Cycle Network. Many Core Paths will be on single track public roads, in this instance although the road is 600 metres long from the shore to Woodlands Cottage it would be possible for users to pass one another at the crossing about 300 metres from each end where the road is wider on both sides of the track. This issue could be resolved by erecting signage asking the public to give way to farm vehicles; the land manager could also erect signs during busy periods such as harvest warning users to be more careful.

This path serves the local community by providing access to the northern shore of the Clyde Estuary and is a claimed Public Right of Way. I believe that the Core Paths Plan will be insufficient in the area around Cardross without the inclusion of this Core Path which is accessible from several points in Cardross.

I am therefore recommending that this path C510 is included in the Core Paths Plan because there is support for it and none of the objections received is substantial.




## 8. Advice received from the Access Forum

## 9. Access Officer's Final Recommendations

## 10. Appendices

### Appendix I. Copies of the representations received during the formal consultation


P203

For Official Use Only	Date Received	Ref No.
<b>Argyll &amp; Bute Council</b> <b>Finalised Draft Core Paths Plan</b> <b>Comments &amp; Objections Form</b>		
Name	Andy Robinson	
Organisation	RSPB Scotland	
Address	South & West Scotland Regional Office, 10 park Quadrant, Glasgow	
Postcode	G3 6BS	
Daytime telephone number	[REDACTED]	
Email address	[REDACTED]	
Signature	[REDACTED]	Date 10 April 2011

C510	Object but support with alterations	Path borders part of our Inner Clyde nature reserve. This area is part of the Inner Clyde SPA and is an important feeding and winter site for wading birds, most notable redshank. This path borders the SPA following an existing track to avoid disturbance to the SPA we advise that dogs should be kept under close control for the section which borders the foreshore. A habitats risk assessment / assessment of impacts on the SPA should be undertaken by the council as the appropriate authority.
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PI92

For Official Use Only	Date Received	Ref No.
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<b>Argyll &amp; Bute Council</b> <b>Finalised Draft Core Paths Plan</b> <b>Comments &amp; Objections Form</b>	
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Name	William Laird		
Organisation (if appropriate)	Cardross Community Council		
Address	4 Fairway Cardross		
Postcode	G82 5LP		
Daytime telephone number			
Email address			
Signature		Date	28/03/11

**Sufficiency**

Once you have made as many comments as you wish to on the next page, you have an opportunity to comment on the sufficiency of the proposed Core Path Network in your area and Argyll & Bute as a whole. This may sound a strange concept but is a specific requirement that; Land Reform (Scotland) Act 2003 Section 17 - Core Paths Plan "It is the duty of the local authority, not later than 3 years after the coming into force of this section, to draw up a plan for a system of paths sufficient for the purpose of giving the public reasonable access throughout their area."

Across the whole network the Council has to demonstrate that there are sufficient paths for the many different kinds of users. The Council is therefore giving you the opportunity to comment on the "Sufficiency of the Network of Core Paths". Every user will view this question differently depending upon their chosen activities and level of fitness. Whilst we recognise that this is a difficult idea to consider the following suggestions may help;

- For instance, if you are parent with young children and a buggy and the network of paths in your home area offers you a choice of easily accessible routes of different lengths and difficulty then perhaps the Core Path Network is sufficient.
- If however you have to travel a considerable distance to enjoy a variety of routes for your chosen activity then there may not be a sufficiently good network for your particular access needs.

Please comment on the sufficiency of the Core Paths Network and indicate what you use it for i.e. walking, riding, cycling & your level of ability; i.e. prepared for rough going or seeking level easy walks.

**Ccc members are walkers and cyclists of various levels. Cardross already has a very good path network of rights of way of very different abilities. Core paths have to be safely useable for riding, cycling, walking, running and especially safe for families with children**

C510	Object	This new path goes through a locked and unmanned private high speed west highland line railway crossing with small pedestrian gates. This crossing is unsuitable for horses, cyclists, buggies or unaccompanied children.
C518	Object	This new path is impassable.
	Support	We support all other paths in the Cardross area

P104

<b>Argyll &amp; Bute Council</b> <b>Finalised Draft Core Paths Plan</b> <b>Comments &amp; Objections Form</b>	
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Name	Robert Laird		
Organisation (if appropriate)			
Address	Geilston Farm Cardross		
Postcode	G82 5HB		
Daytime telephone number	[REDACTED]		
Email address	[REDACTED]		
Signature		Date	28/03/11

**Sufficiency**

Once you have made as many comments as you wish to on the next page, you have an opportunity to comment on the sufficiency of the proposed Core Path Network in your area and Argyll & Bute as a whole. This may sound a strange concept but is a specific requirement that; Land Reform (Scotland) Act 2003 Section 17 - Core Paths Plan "It is the duty of the local authority, not later than 3 years after the coming into force of this section, to draw up a plan for a system of paths sufficient for the purpose of giving the public reasonable access throughout their area."

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- If however you have to travel a considerable distance to enjoy a variety of routes for your chosen activity then there may not be a sufficiently good network for your particular access needs.

Please comment on the sufficiency of the Core Paths Network and indicate what you use it for i.e. walking, riding, cycling & your level of ability; i.e. prepared for rough going or seeking level easy walks.

**Plenty of paths north of the village that are safer to use with different lengths and terrain that are well away from the railway.**

Path / Launching Point Number	Support / Object to Proposal	Comments on individual paths or launching points
C510	Object	This road is a narrow single track which is vehicular access to Seabank cottage on the shore and to my fields. The road is narrow with very very deep ditches at either edge. This is dangerous for people falling into as they have to balance on the edge when vehicles especially larger tractors and machinery are travelling down the track. The track goes through a private and locked railway crossing with small pedestrian swing gates which are unsuitable for horses, prams, cyclists and very dangerous for children as this has very regular high speed electric and diesel passenger and goods trains.



<p><b>Argyll &amp; Bute Council</b>  <b>Finalised Draft Core Paths Plan</b>  <b>Comments &amp; Objections Form</b></p>	
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Name	NORMAN RODGER		
Organisation (if appropriate)			
Address	19 ABERCROMBY CRESC., HELENSBURGH		
Postcode	G84 9DX		
Daytime telephone number	[REDACTED]		
Email address	[REDACTED]		
Signature	[REDACTED]	Date	04 Feb 2011

**Sufficiency**

Once you have made as many comments as you wish to on the next page, you have an opportunity to comment on the sufficiency of the proposed Core Path Network in your area and Argyll & Bute as a whole. This may sound a strange concept but is a specific requirement that; Land Reform (Scotland) Act 2003 Section 17 - Core Paths Plan "It is the duty of the local authority, not later than 3 years after the coming into force of this section, to draw up a plan for a system of paths sufficient for the purpose of giving the public reasonable access throughout their area."

Across the whole network the Council has to demonstrate that there are sufficient paths for the many different kinds of users. The Council is therefore giving you the opportunity to comment on the "Sufficiency of the Network of Core Paths". Every user will view this question differently depending upon their chosen activities and level of fitness. Whilst we recognise that this is a difficult idea to consider the following suggestions may help;

- For instance, if you are parent with young children and a buggy and the network of paths in your home area offers you a choice of easily accessible routes of different lengths and difficulty then perhaps the Core Path Network is sufficient.
- If however you have to travel a considerable distance to enjoy a variety of routes for your chosen activity then there may not be a sufficiently good network for your particular access needs.

Please comment on the sufficiency of the Core Paths Network and indicate what you use it for i.e. walking, riding, cycling & your level of ability; i.e. prepared for rough going or seeking level easy walks.

My wife & I use many of the paths for walking and in a few cases for cycling in the Helensburgh area. We are prepared for easy to rough going. The network in the Helensburgh area could be improved/extended by (a) seeking to identify more off-road paths linking communities i.e. Dumbarton to Cardross to Helensburgh to Garelochhead and (b) seeking to identify more off-road cycle paths.

Return before 17.00hrs on Monday 4<sup>th</sup> of April 2011.

C510	Support	This provides an access to the water side and allows a round walk to the village. It has been much used for this purpose over the years.
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POO4

Argyll & Bute Council  
Finalised Draft Core Paths Plan  
Comments & Objections Form



Name	ALYSON RUTHERFORD		
Organisation (if appropriate)	EAST ESPLANADE PROTECTION GROUP		
Address	19 SOUTH KING STREET, HELENSBURGH		
Postcode	GA8 7DU	RECEIVED	
Daytime telephone number	[REDACTED]	16 FEB 2011	
Email address	o		
Signature	Alyson Rutherford	Date	15 February 2011

Sufficiency

Once you have made as many comments as you wish to on the next page, you have an opportunity to comment on the sufficiency of the proposed Core Path Network in your area and Argyll & Bute as a whole. This may sound a strange concept but is a specific requirement that; Land Reform (Scotland) Act 2003 Section 17 - Core Paths Plan "It is the duty of the local authority, not later than 3 years after the coming into force of this section, to draw up a plan for a system of paths sufficient for the purpose of giving the public reasonable access throughout their area."

Across the whole network the Council has to demonstrate that there are sufficient paths for the many different kinds of users. The Council is therefore giving you the opportunity to comment on the "Sufficiency of the Network of Core Paths". Every user will view this question differently depending upon their chosen activities and level of fitness. Whilst we recognise that this is a difficult idea to consider the following suggestions may help;

- For instance, if you are parent with young children and a buggy and the network of paths in your home area offers you a choice of easily accessible routes of different lengths and difficulty then perhaps the Core Path Network is sufficient.
- If however you have to travel a considerable distance to enjoy a variety of routes for your chosen activity then there may not be a sufficiently good network for your particular access needs.

Please comment on the sufficiency of the Core Paths Network and indicate what you use it for i.e. walking, riding, cycling & your level of ability; i.e. prepared for rough going or seeking level easy walks.

Our group has one driver, so we walk a lot, but do not seek rough going, but we do like to get out from traffic noise & fumes - we feel there is not yet a sufficiency of links from settlement to settlement or to woods & the moor.

The use of the A894 trunk road (A799 E) A094 is depressing for non-drivers - it's like a mini version of the A77 down the Argyshire coast, frightening, noisy & very unwelcome to pedestrians. There were hopes long ago for a coastal route to Cardross, below the railway. Also no Core Paths cross the area behind Colgrain Farm, Craighendorn & Drumtochter. The same in Ardconnell Woods (Tuo' it does have paths in it)

Return before 17.00hrs on Monday 4<sup>th</sup> of April 2011.

GA8 7DU	"	A good line to Cardross shore path
GA8 7DU	"	
GA8 7DU	"	

## Appendix II. Copies of relevant correspondence



nature's voice

### RSPB SCOTLAND

South and West Scotland Regional Office

10 Park Quadrant

Glasgow G3 6BS

Tel: 0141 331 0993

[www.rspb.org.uk/scotland](http://www.rspb.org.uk/scotland)

Jolyon Gritten  
Access Manager  
Development & Infrastructure Services  
Argyll & Bute Council  
Manse Brae Offices  
Lochgilphead  
ARGYLL, PA31 8R

31 October 2011

Dear Jolyon

#### **FINALISED CORE PATH PLAN RESPONSE TO RSPB OBJECTIONS ON CORE PATHS**

Thank you for your further consultation relating to our outstanding objections in regards to core paths, it was informative to meet you and discuss the issues relating to our objections. Following our consideration of concerns surrounding each of the paths and the reports you produced I will now respond to each of these in turn, except for Tiree for which our officer has already responded.

#### **C510 our original position - object but support if alteration adopted**

Path borders part of our Inner Clyde nature reserve. This area is part of the Inner Clyde SPA and is an important feeding site for wading birds, most notable redshank. This path borders the SPA following an existing track, to avoid disturbance to the SPA we advise that signage should be erected and maintained to the effect that dogs should be kept under close control for the section which borders the foreshore, to avoid disturbance to birds. The report states that 'RSPB would like a HRA done', since this path borders a Natura site (SPA) this should be a matter of course with the council as the appropriate authority applying the HRA process. However, we advise that it is unlikely that this path will impact significantly upon this SPA. **Present position - support if local access forum commits to maintaining appropriate signage.**

We hope you find these comments helpful, should you require clarification of any of the above points please do not hesitate to contact me.

Yours sincerely

Andy Robinson  
Conservation Officer, Argyll and Bute

## Appendix III. Copies of responses additional consultations

## Appendix IV. Additional supporting documents

Route information sheet from the catalogue of Rights of Way for SD38.

### Route Information Sheet

SROWS Code **SD38**

Local Authority Code: 36

Argyll & Bute

Path Name: Murray's Road

Start: NS 338 781 A814

Finish: NS 338 772 Foreshore

Status: Claimed

Max. Height: Unknown

User Category: Unknown

Length (km): 1

Date Recorded: 01/01/1976

Region/District: Strathclyde/Dumbarton

Last Updated: 31/01/2005

#### Location of Information

Organisation:	File Ref:	Quality:	General:	Survey:	Witness Statement	Landowner Comments:	Declarator:
Dumbarton DC	Rights of Way List	2	Yes	No	No	No	
Dumbarton DC	Rights of Way Map	2	Yes	No	No	No	
SROWS	LPA 8/10	3	Yes	No	No	No	
SROWS	1:50,000 map	3	Yes	No	No	No	
SRWS	Local Rep John Harvey	2	No	Yes	No	No	

#### Incidents

Date: File Ref:

28/04/1999 LA4

Letter to Council about closure of railway crossing. Pedestrian gate remains open. Advised LA that our view was that no action could be taken in relation to the closure of the crossing.

#### Route Description

Surveyed by John Harvey, Sept 1998:

An unsurfaced vehicle track from the A814, crossing the railway and leading to the foreshore. The S end has recently been improved. (A track used by tractors continues west above the foreshore for about 250m).

#### Other Information

31/01/05. Scottish Countryside Activities Council, R.o.W in Dunbartonshire, 1971.

Branch (a) Geilston Cottage - Main road via Longburn. 0.2m GR 338 772 .

In view of the fact that this route crosses the railway, it possibly should be classified as an "Other" route rather than a claimed right of way.