

Dundee Core Paths Plan

(amended 2020 & 2023)



Access to the great outdoors
have YOUR say on the path network for walking, cycling, horse riding

Dundee Core Paths Plan (amended 2020)

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 plan?	2
Key Criteria for Dundee's Core Paths	3
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
Green Network and Tayplan 2016-2036	3
Overview Map 1: The Core Paths Network	
Overview Map 2: Path Types	
Overview Map 3: Map Areas Overview	
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	10
Area 9: West Ferry	10
Area 10: Douglas, Whitfield and Fintry	10
Area 11: North East Countryside	10
Area 12: Broughty Ferry	10
Path Index	10

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. All Local Authorities across Scotland have drawn up plans of core paths to help people use their access rights.

The Core Path Plan is used to help promote outdoor access on a network of routes throughout the city. Core path information is on the Council website. Some routes are signposted so that local people and visitors to Dundee can use them.

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

A Strategic Environmental Assessment (SEA) was 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, Local Community Plans, Dundee's Green Network and Dundee's Physical Activity Strategy. These outcomes include promoting access to greenspaces and services, and encouraging physical activity through sustainable and active travel.

What are Core Paths?

Core Paths are paths which meet the minimum needs of people moving around the city by non-motorised transport. Core Paths are identified through public consultation, and scored against criteria, but may be of any condition or surface depending on suitability for their users. They

form a basic network of routes for exercising access rights along with pavements and other local paths.

What do they look like? 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 link into wider path networks and general access areas, such as open land, woodlands and parks. For Dundee this means a network of protected paths for getting around, particularly for sustainable travel e.g. getting to school, work, local shops and parks. Some routes such as shared use cycle paths have signage to help navigation.

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, promoted, accessible, and well maintained. 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.

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.
- Core Paths are protected, and they must be kept open.

How did we choose the core paths in this plan?

Consultation on Dundee's Core Path Plan took place in 2006 and 2007. We went out and about around Dundee asking people where they go walking, cycling, and horse riding. This generated over 5500 individual responses for path sections. The consultations helped us to identify which paths and routes are 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 gathered, along with our own knowledge of Dundee to produce a map of core paths. The plan was finalised after a formal public consultation.

In 2017 the council carried out a check of the Core Path Plan, with help from Dundee Local Access Forum. 18 changes including 1 deletion, 3 additions and 14 amendments were proposed by the forum, and these were approved by council committee before being subject to another formal public consultation. The amended plan was adopted in 2020.

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 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, but 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 text for each of the path areas is intended to assist users in making such an assessment.

Development/Future Plans

In addition to the Core Paths, paths which could be developed in the future are suggested. These Aspiration Paths were put forward in consultations and will be held by the local authority as paths which have significant demand for their development. Some aspirational routes from the 2009 Dundee Core Path Plan have been constructed and are included as Core Paths in the amended 2020 plan. To be included in revisions of the Core Path Plan these paths need to meet the majority of the 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. Any future path construction will include appropriate habitat mitigation measures. Opportunities to enhance the natural heritage will be considered when planning new or improved paths. This may be planting of native trees or wildflowers and/or the removal of invasive species.

Dundee City Council may 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. The Core Paths Plan will continue to be checked and updated.

Dundee City Council's Cycling Strategy aspires to increase the safe cycling network. Newly constructed sections of the network will be considered for inclusion in Dundee's Green Network and future versions of the Core Path Plan

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 all core 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 Council will continue to have, a key role in maintaining, developing and promoting core paths. Other paths are owned and managed by agencies or individual land owners. Core path status will not change the underlying ownership or management arrangements.

Volunteers will have a role to play in monitoring and maintaining the Core Paths network. In particular National Cycle Network Rangers will continue to monitor the Sustrans National Cycle Network in Dundee.

The Core Path network will be monitored on an ongoing basis. Investment in upgrading a core path or developing one of the aspirational links 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 Core Path network as a whole.

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 blue routes with arrows at each end. Paths which are Core Paths outwith 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.

Green Network and Tayplan 2016-2036

Core Paths form part of the Dundee Green Network, which includes parks and open spaces. The provision of green infrastructure in and around towns and cities is now widely recognised as contributing towards creating places that function well economically and help people to live happy and healthy lives. Connecting green infrastructure components such as street trees, parks, open space, watercourses, woodland, meadows and walking and cycling routes into a multi-functional green network helps to further improve the quality of life within an area and create sustainable communities. Core Paths in Dundee also link to neighbouring authority areas. This is recognised in the TAYplan Strategic Development Plan particularly within the Tay Green Network using National Cycle Network and links from city to countryside.

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 new housing estates 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. Some new paths have already been developed since 2009 adding 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, Tay estuary 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.

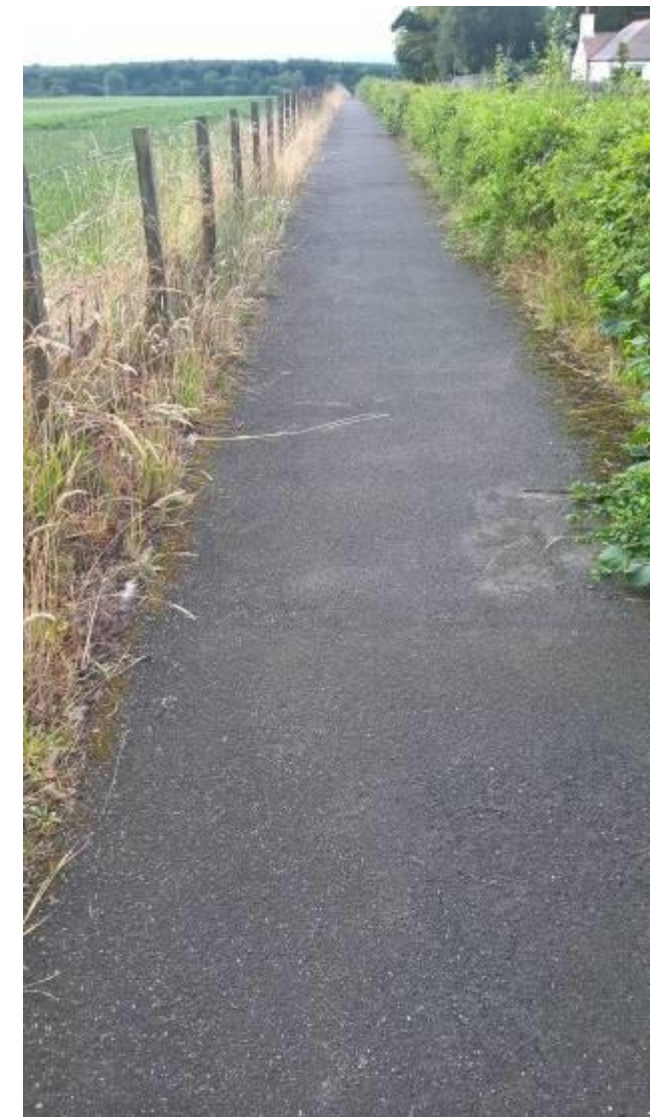
In 2023, an amendment following procedures under Section 20 of the Land Reform Scotland Act was made to divert Core Path 7 around farm buildings at Mains of Gray as requested by the landowner

Path features and surfaces

- Paths 7 is on tracks. Path 50 is mainly a tarmac path with a section on a quiet road in Denhead of Gray.
- Path 40 is whindust from Invergowrie to the hotel.
- Path 39 has some sections of tarmac path by the road, where there is no pavement currently the route follows the road or go through the woodlands by the edge of the road.

Opportunities

- Create safe off-road paths, particularly between Camperdown Country Park and Liff Village by extending path 39 with a new path through the fields owned by the Forestry Commission.
- Housing developments in this area will create opportunities to link the path networks and create circular routes.
- Path improvement should include space for horse riding, which is popular in Area 1
- 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:

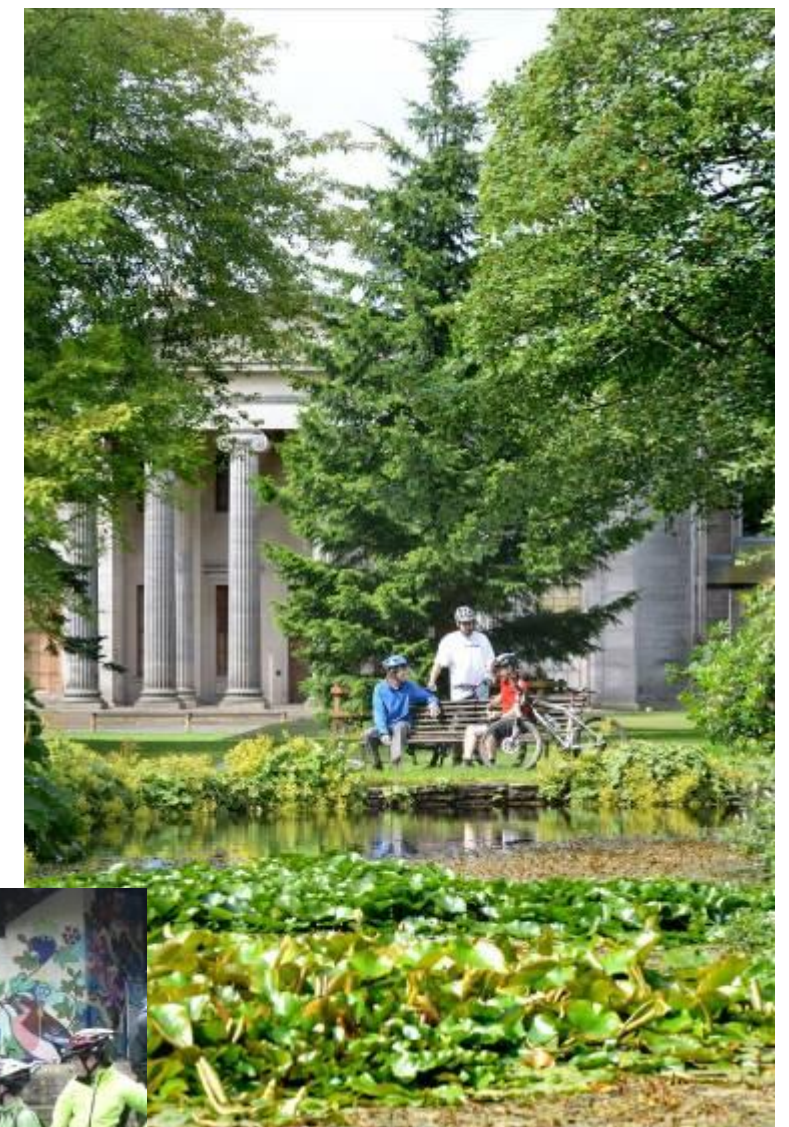
Camperdown Country Park is one of Dundee's major areas for recreation and offers a wide variety of landscapes, from formal country park grounds at Camperdown to woodlands at Templeton and water at Clatto Reservoir. The paths and quiet roads in this area are suitable for a number of uses, including walking, cycling and horse riding. Many of the paths are also suitable for wheelchair and pushchair 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 to the Angus Core Path on Blairfield Rd, Birkhill. Interpretation boards provide information on biodiversity and historic features.

Path features and surfaces

- The paths throughout the park are shared-use and have a whindust surface. Many suffer from mud, particularly in wet weather.
- 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
- Path 43 includes a section of the tarmac shared use path alongside Coupar Angus Rd
- Some of the paths highlighted are a park road through Camperdown, a quiet access road to Clatto, and a quiet track north of Clatto
- Some paths are signed, at least in part, including 1, 5b, 8, 15

Opportunities

- Camperdown Park Masterplan includes opportunities for developing outdoor activities
- There are good opportunities to explore the wider path network
- A link to Area 1 would improve access and safety for all users.
- Some paths would benefit from improved drainage and resurfacing.
- Promote the natural and cultural heritage of the area



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. Paths 9 and 10 pass spaces for wildlife in the urban area - the Ardler Sustainable Urban Drainage System ponds and the Kirkton nature area.

Sections of paths 11, 12, 15a, 37, 46 are shared routes suitable for walking and off road cycling.

Path 15a is a track which is used by vehicles for access to private houses and farming.

Path features and surfaces

- Mainly tarmac paths suitable for shared use
- Path 16b is a disused line track from St Mary's to Clatto
- Path 15a is a rough track from Clatto to Bridgefoot
- Path 11 has a whindust surface
- Paths 1, 11, 15, are signed, 46 is partially signed
- Path 37 is a footway signed for cycling. Path 46 is a footway signed for cycling with a path link to the rear of Baldragon Academy.
- Path 1c includes an on road cycle lane at Harestane Rd and is signed 20mph
- Path 12 alongside the Kingsway is tarmac, but is very uneven.

Opportunities

- Potential for improvement to link up paths 15a and 4 to the disused Dundee - Newtyle railway in Angus, rather than walk on the road.
- Create safer crossings over the Kingsway, improve the paths alongside the Kingsway for cycling
- Increase cycling infrastructure as identified in the Cycling Strategy
- Promote the natural and cultural heritage of the area



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 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. The park includes the magnificent Mills Observatory. South Road Park is popular for recreation and team sports such as football and includes a skate park, MUGA and the Lynch Sports Centre

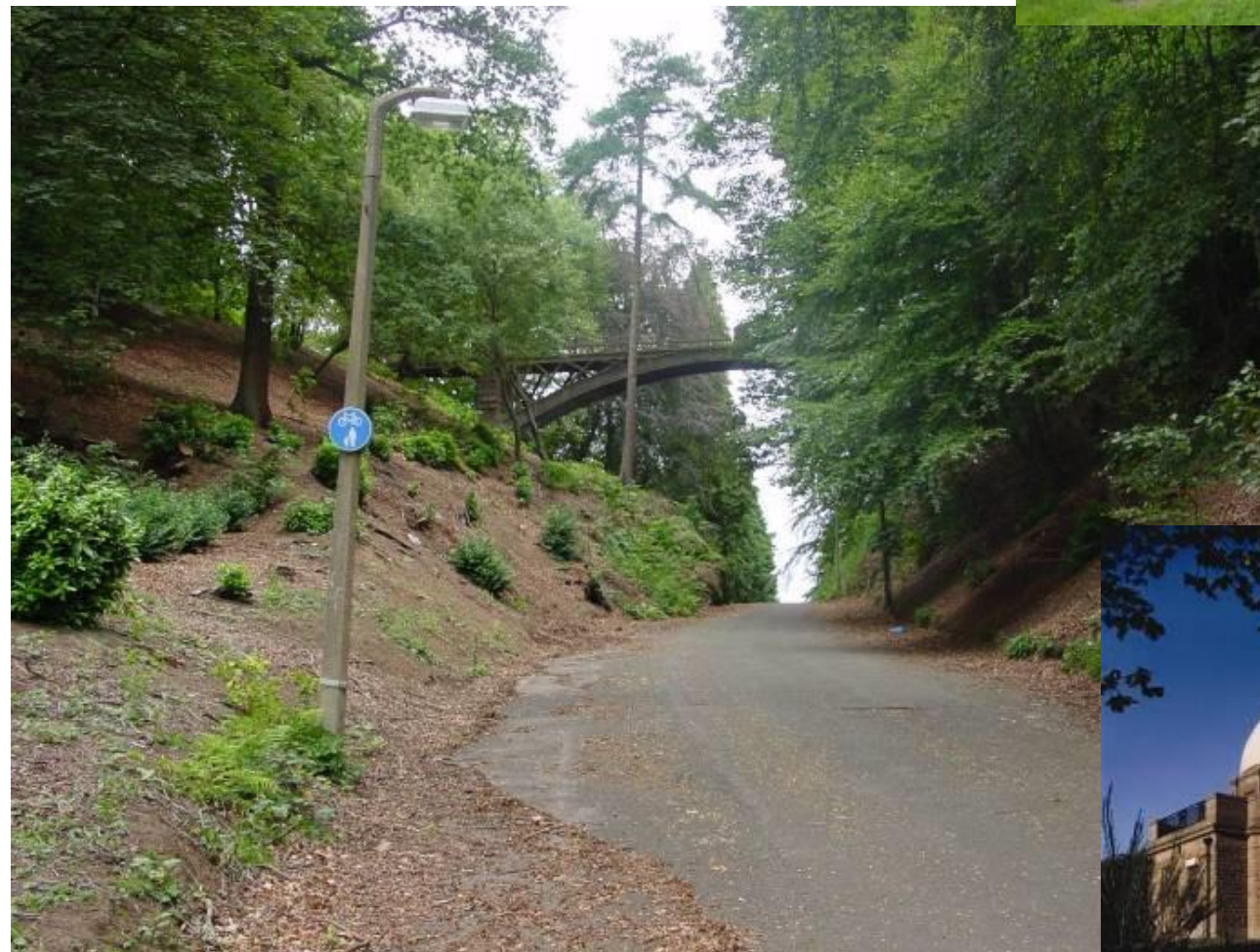
The area has good links to Camperdown Country Park and to facilities at Lochee with local shops, schools, services and workplaces.

Path features and surfaces

- The paths are tarmac surfaced
- There are several Core Paths including 1, 2, 2b, 2c, 41 and 42 which are shared for cycling and walking and feature on the Dundee Cycle Map
- Most of the shared use paths have destination signage
- Well used links from residential areas to schools
- Important crossings of the Kingsway via an underpass and pedestrians crossings.

Opportunities

- Improvement of wider path network, e.g. paths and steps on Balgay Hill and plan dedicated cycling infrastructure as identified in the Cycling Strategy
- Conserve/enhance natural and semi-natural habitats e.g. Balgay Park, Ninewells
- Provide interpretation regarding natural and cultural heritage of the area



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 are for pedestrian use only unless there are routes signed for cycling. 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. Riverside Nature Park was opened in 2011 and is worth visiting for its bird life, wildflowers and views over the Tay. A recent project to reduce disturbance to ground nesting birds has allowed Skylarks to breed again. There are many green areas around the MediPark and the Technology Park, which attract people for dog walking. Balgay Park, and Magdalen Green provide opportunities for recreation and outdoor activities. Ninewells Hospital grounds includes a woodland with shared use paths. The area is connect to Invergowrie and the Perth & Kinross path network via the Green Circular and Sustrans Route NCN 77.

Path features and surfaces

- Mainly tarmac paths
- Several important railway crossings in this area - path 48 is an underpass, path 71 a road bridge, path 64 uses a pedestrian bridge which has steps.
- Pedestrian crossings on Riverside Avenue are a recent improvement
- 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
- Paths 1d, 2, 2b, 41, 48 and 71 are signed for cycling

Opportunities

- Safeguard popular paths in greenspace areas
- Create segregated cycle paths as outlined by Dundee Cycling Strategy
- Better cycle links to the Harris Academy
- Promote the natural and cultural heritage of the area



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. Paths up Dundee Law are popular with walkers and dog walkers, and the view from the top is the best in the area. 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.

Opportunities

- Possible surface and access improvements on the Miley (Path 11)
- Possible segregated cycle lanes on Lochee Road and Victoria Road, as part of Northern Links Project
- Promote the natural and cultural heritage of the area
- The built up nature of this part of the city makes space for off road cycle infrastructure difficult to find



Path features and surfaces

- Mainly tarmac paths. Paths are either suitable for shared use through green spaces or are footways and cyclists should use the road.
- Paths 49 and 51 include long flights of steps (renovated in 2017) up the Law. There are hand rails on some sections.
- Sections of Path 51 and 52 are signed at the Town to Top walk which guides people from City Square to the top of the Law.
- Path 52 includes a section on the park road, and is signed as a cycle route into the city, using the North Marketgait underpass to Abertay University.
- Path 11 has a good whindust surface and is suitable for cycling and pushchairs



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, regional sport centre and cross country events. Trottick Mill Ponds were once used in the production of linen and is a haven for wildlife. Horses from Claverhouse stables ride in this area. 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

- Motorcycle barriers on the section of path 1 at Trottick Ponds may impede some access
- Path 38 is an aqueduct which is now a path. There are steps at the north end.
- Path 46 is promoted for cycling
- Recent improvements include new Toucan crossings over the Kingsway, a new path on the North side of the Kingsway at Caird Park, new path links to the Regional Sport Performance Centre in Caird Park.
- Path 54 includes a difficult crossing of the Forfar Rd – it is easier to cross at the bridge on path 1. Path 10 crosses several golf fairways.
- The north section of path 18 is an old track and sometimes over grown. One section of path 17 is a muddy desire line, enjoyed by local horseriders.

Opportunities

- Further improve Core Path 12 alongside the Kingsway for cyclists
- Promote Caird Park as an area for recreational activities
- Replace steps with a ramp to allow all abilities access to the Aqueduct path 38
- Tackle the problem of illegal motorbike use
- Improve cycle routes into the city, as described in the Cycling Strategy



Area 8: City Centre

Path Reference Numbers: 1d, 1f, 2, 4, 19, 52, 65, 66, 67, 69, 70, 84

Summary and key features:

A large number of visitors to the city arrive by bus and rail. The pedestrian areas of path 67 provide a great outdoor environment to enjoy the old city centre and to linger on foot or by cycle. There are a number of attractions for visitors to the city, such as the Discovery, V&A, shops and restaurants. With two universities and several major employers there are also many people who commute to Dundee city centre. 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. Nationally promoted Sustrans routes NCN1, NCN 77 are shown as paths 1d and 1f.

Path features and surfaces

- Dedicated shared use paths run alongside the River Tay and over the Tay Road Bridge.
- Pedestrianised City Centre
- New paths link the City Centre to the Waterfront through Slessor Gardens and railway station, and over the railway at Seabraes
- Paths have a tarmac or paved surfaced
- Most are pavements next to roads where cycling is not currently permitted, although paths 1d, 1f, 65, 84 are designated as shared-use
- Dundee University has cycle parking for hundreds of bikes and is a Cycling Friendly Campus

Opportunities

- Improve segregated cycling infrastructure as described in the Cycling Strategy and Northern Links Project
- Increase cycle parking facilities at major destinations
- Provide interpretation on cultural and natural heritage in the city centre area
- Low Emission Zone may provide opportunity to increase active travel provision
- Develop Active Travel Hub in the City Centre



Area 9: West Ferry

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

Summary and key features:

Important areas for recreational access are Dawson Park and Grassy Beach. Local schools and workplaces are also connected by the path network, supported by excellent bus services. Dawson, Monymusk and Dawson Parks provide a range of public sports pitches.

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.

Arbroath Road and Dundee Road West are very busy and create a barriers to access.

Path features and surfaces

- Many 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
- The path through the Port is the Green Circular and NCN 1. It has been recently opened up to all users, removing the need for ID checks.
- A new pedestrian crossing at Dawson Park adds a safe connection across the busy road. There is an underpass at Monymusk Park.

Opportunities

- Create an off-road link along Arbroath Road, connecting the College and secondary school to the wider community
- Expand on existing interpretation relating to cultural and natural heritage
- Path through the Port could be a future Core Path, with the agreement of the Port Authority.



Area 10: Douglas, Whitfield and Fintry

Path Reference Numbers: 1e, 1g, 6, 24, 53, 54, 56a, 56b, 83, 85

Summary and key features:

The majority of the paths in this area are multi-use paths providing connections between communities and to community facilities such as schools and shops. 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 Whitfield area is undergoing major redevelopment - more local shared use paths will increase active travel links here.

Path features and surfaces

- The paths in this area are mostly tarmac surfaced
- 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
- Paths 1e, 1g, Longhaugh Rd section of 6, 53 and 85 are signed for shared use.

Opportunities

- Tackle problem of illegal motorbike use
- Promote the natural and cultural heritage of the area - in particular the Dighty Burn
- Create links to the countryside
- Redevelopment of Whitfield, provides opportunities to create infrastructure to encourage more active travel.
- More signage to help navigate to and from the Dighty Burn.



Area 11: North East Countryside

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

Summary and key features:

The majority of this area has a countryside feel with farmland. 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.

New development in the area will continue to expand the path network. There will be new opportunities for links which may become core paths the future.

The Brae Stables use some of the paths here

Path features and surfaces

- Paths 23a and 23b are partially on surfaced paths and partially on rough tracks
- Path 57 is a rough track allowing access to the wider countryside in Angus
- Path 22 near Sainsbury is whindust and gives access to woodlands alongside the Murroes Burn. Path 22 at Balmossie is unsurfaced and can be overgrown.
- In the built up areas the majority of the paths are well surfaced
- Path 20 is signed for shared use and is a promoted cycle route to Arbroath

Opportunities

- Complete the path along the Dighty – Core Path 22 missing link
- Possible reinstatement of countryside features such as drystone dykes and hedgerows
- Aspirational off-road links would improve the network, adding circular routes
- Improved path links developed with the new housing



Area 12: Broughty Ferry

Path Reference Numbers: 1g, 1h, 24, 25, 26, 27, 28, 29, 30, 31, 31b, 32, 33, 34, 58, 68, 80, 86

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. Routes included 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 biodiversity and providing places for people to come into contact with nature.

Orchar Park, Broughty Beach, Barnhill Rock garden and Reres Hill are the main spaces for outdoor leisure.

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
- Path 1g is signed for shared use as is part of 1h. Path 34 is partially signed as shared use and partially signed for on road cycling with a footway

Opportunities

- Increase available off road cycle network as described in the Dundee Cycling Strategy
- Continue to promote natural and cultural heritage in the area
- Improve Green Circular/NCN1 on Douglas Terrace as part of Flood defence works to provide an off road shared use path
- Improve Green Circular/NCN1 on The Esplanade to provide better walking and cycling routes



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	Cleington Road
14	The Law
15a	Birkhill - Bridgefoot link
15b	Birkhill - Templeton
15c	Clatto
16	Clatto - St Mary's Link
17	Trottick
18	Claverhouse Countryside Link
19	Perth Road
20	Arbroath Road
21	Caird Park - Claverhouse link
22	Dighty (Panmurefield)
23	Linlathen Countryside Link
24	Claypotts Road
25	Strathern Road
26	Seafield Road
27	Forthill Road - Fintry Place

Number	Path Name
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
40	Invergowrie - Dykes of Gray Link
41	Ninewells South
42	Ninewells North
43	Camperdown – Birkhill Link
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 and Dykes of Gray
51	Law - South side
52	City Centre - Dudhope Park
53	Stannergate to Whitfield
54	Fintry path
55	Fintry path link south
56	Fintry path link north
57	Northern Countryside Link East

Number	Path Name
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 ROW
78	Lochee High Street
79	Ardler - Templeton Entrance
80	Monifieth Road
81	Broughty Ferry Road
82	Baxter Park Link
83	Drumgeith Rd to Douglas
84	Whalers Lane
85	Lothian Crescent
86	Edzell St