

Inverclyde Council



CORE PATHS Plan

The Plan and its Adoption Process

This is a new type of plan which all local authorities across Scotland are currently preparing. It is a key part of the national effort to encourage people to walk and cycle more in the course of their normal daily lives and enjoy the outdoors more for recreation, whether by walking, cycling, horse riding, canoeing, or any other kind of non-motorised physical activity. The Plan has reached this adoption stage after two rounds of informal consultation and one of formal consultation organised jointly by Inverclyde Council and Inverclyde Local Access Forum.

1. *Consultation period*

- During the twelve weeks following publication of the plan, the Council consulted the public, interest groups and agencies on whether the proposed Core Paths Network is sufficient to give people reasonable access throughout Inverclyde.

2. *Right of objection*

- It was open to any person or body to object to the Plan, but only on the grounds of sufficiency.
- Objections had to be in writing, stating the name and contact details of the objector, and giving a reasoned explanation of why the plan was considered to fail the key test of sufficiency.

3. *Resolution of objections*

- The Council resolved objections through discussion.

4. *Adoption of the Plan*

- With the objections resolved the Council agreed to adopt the plan and commence implementation, at the Safe, Sustainable Communities Committee on 10th March 2009.

If you would like further details of the Core Paths Plan, or outdoor access matters in general, please contact the Council's Access Officer by phone (01475 712491) or e-mail (access.officer@inverclyde.gov.uk)

A Schedule of Consultation Responses to the Draft Core Paths Plan is also available from the Council's Access Officer.

Outdoor Access in Inverclyde

Inverclyde's size and existing outdoor access network offers the opportunity to pass through each of the area's settlements, whilst taking in the area's wildlife, industrial heritage, historic town centres and spectacular views, within the length of a single day.

The National Cycle Network route NCR75 connects Inverclyde with Glasgow, via Paisley. It links Quarriers Village, Kilmacolm, Port Glasgow, Greenock, and Gourock, and there are plans to extend it to Inverkip and Wemyss Bay.

There are also plans to lengthen the riverside route from Greenock Town Centre, eastwards into Renfrewshire, with the ongoing waterfront regeneration opening up further opportunities for dedicated access routes to complement those that already exist.

Inland, the Greenock Cut has been referred to as one of Scotland's greatest walks. The Cut, an aqueduct built to carry water between Loch Thom and Greenock and the path alongside it, was restored in 2006 thanks to a £1M Heritage Lottery Fund grant.

Within the rural area of Inverclyde and the Clyde Muirshiel Regional Park, outdoor access opportunities are offered by paths, farm tracks and quiet roads. Off-path access over hills and moorland is also available.

Back within the urban area, the paths and footway network provides connections to town centres, schools and colleges, employment locations, transport hubs, parks, greenspaces and other popular locations. Links also exist to allow access to the countryside.

Inverclyde's outdoor access resource is already special. The potential for further exploiting it is great. This Core Paths Plan has a significant role to play.

What does outdoor access offer Inverclyde?

The Council's Access Strategy 'Routes to Regeneration' (2002) sets the following vision for outdoor access in Inverclyde:

A well used socially inclusive access network which contributes to improved health and civic pride amongst local people and which plays a key role in the economic and physical regeneration of Inverclyde.

An attractive outdoor access network will help the Strategic Outcomes of Inverclyde Council's Corporate Plan to be met by:

- Educated, Informed, Responsible Citizens – assisting citizens in accessing education and employment and increasing their awareness of the environment around them.
- Healthy, Caring Communities – increasing the opportunity for health improvements and also providing an alternative to other less healthy pastimes.
- Safe, Sustainable Communities – making neighbourhoods more accessible and appealing places to live and increasing interaction within the community.
- A Thriving, Diverse Local Economy – increasing the availability of a skilled workforce within Inverclyde by improving access to education and employment and attracting residents and visitors onto the access network to the benefit of local businesses.

Outdoor access therefore has a role to play in realising the Council's vision for Inverclyde as:

A confident, inclusive Inverclyde with safe, sustainable, healthy communities, a thriving prosperous economy, where everyone is encouraged to achieve their potential and can make a positive contribution to the area.

Inverclyde's Local Access Forum

Consensus in place of Conflict

Local Access Forums are the mechanism for representing all the parties with an interest in outdoor access. They are a key innovation introduced by the Land Reform (Scotland) Act 2003, which requires that each local authority (and both National Parks) have at least one Forum.

The role of a Local Access Forum can be summarised as:

- advising the local authority on outdoor access
- offering advice to parties in dispute about access
- acting as a statutory consultee on some access matters
- helping the local authority perform its access functions
- offering local leadership on outdoor access
- contributing to the national effort on outdoor access.

For more information, see 'Local Access Forums: A guide to good practice' at www.pathsforall.org.uk.

The Forum and the Plan

Inverclyde Council has followed best practice advice by involving its Local Access Forum as an active partner in the preparation of this Core Paths Plan rather than as a mere consultee. In this partnership role, the Forum has:

- established criteria for core path identification
- shaped two rounds of informal consultation
- debated the results of those consultations
- advised the Council which routes should be core paths.

The Forum and You

As explained above, the Local Access Forum is there to help make outdoor access work for the benefit of everyone. Since core paths are the single most effective way of managing outdoor access so as to meet everyone's needs and concerns, the Forum has had a heavy involvement in their identification.

Remember too that the Forum is here to offer advice to parties who find themselves in dispute, or experiencing any difficulty, in relation to outdoor access.

To seek the advice of the Forum on any matter relating to outdoor access, simply contact the Council's Access Officer:

- by 'phoning 01475 712417 or
- e-mailing access.officer@inverclyde.gov.uk

1 ~ What is the point of Core Paths?

Improving our quality of life

The idea of core paths is to encourage people to get out and about, be more physically active, improve their health, and rely less on the car.

This has to do with everyday trips to work, school, shops and other services, as well as with helping people enjoy the outdoors for recreation.

It is known from opinion surveys that people are encouraged to enjoy the outdoors when clearly signposted paths are available, and discouraged when they are not.

Especially in the countryside, people want to know where they can go without getting in the way of farming and forestry, and rural land managers need help to manage the pressures of walkers, horse riders and others on their land.

So it follows that major lifestyle changes can only happen if there is a path network which meets people's needs; which they can understand, follow easily and use with confidence; and which safeguards the essential operational and economic interests of land managers.

Identifying community needs

The point of making a Core Paths Plan is therefore to take a systematic look at the whole range of outdoor access needs of all sectors of the community while also paying attention to the issues raised for land management. When these factors have been accurately assessed, a basic framework of routes that meet everyone's needs can be identified. These routes are the 'core' paths.

Promoting and managing outdoor access

Identifying a basic framework of core paths in this way will allow the Council and Local Access Forum to focus their efforts to promote and manage outdoor access.

Core paths will be promoted through signposting, leaflets and the web sites of the Council and national agencies. Through time, they will also be marked on Ordnance Survey maps.

Other paths will continue to exist, and people will continue to enjoy the right of responsible access created by the Land Reform (Scotland) Act 2003. But the clear preference which the great majority of people have for enjoying the outdoors on well-signposted paths means that most of the demand for outdoor access will be met by core paths.

Core paths are thus a powerful management tool. They:

- encourage an accurate assessment of community needs;
- tease out the land management implications;
- direct demand to where it can best be accommodated;
- prioritise the use of scarce resources; and
- maximise the benefits secured by the use of those resources.

2 ~ What is the background to Core Paths?

Rights and Responsibilities

A key feature of the Land Reform (Scotland) Act 2003 is the balanced package of rights and responsibilities which it introduced in relation to outdoor access.

Under the Act, people have a right of access to almost all land and inland water, balanced by a duty to behave in a responsible manner. The owners and managers of land and inland water have a duty to manage their activities so as to facilitate access by the public, balanced by a right to expect responsible behaviour.

The Scottish Outdoor Access Code gives comprehensive guidance as to what constitutes 'responsible behaviour' by land managers and the public. For more information, go to www.outdooraccess-scotland.com.

In light of the clear preference that most people express for enjoying the outdoors by means of paths that enjoy formal acceptance, the Land Reform Act required local authorities (and National Parks) to prepare this new type of plan for outdoor access - a Core Paths Plan. For more information, see 'Core Paths Plans: A guide to best practice' at www.pathsforall.org.uk.

Core paths are thus a key mechanism for delivering the right of responsible access to the outdoors in a practical way.

Key aspirations towards a better Scotland

There is also a broader national context. Success in the promotion and management of outdoor access can make a major contribution towards four key national policy objectives:

- **Healthier:** a more physically active Scotland will be a healthier Scotland – in body and mind.
- **Greener:** encouraging people out of their cars will reduce our impact on the environment.
- **Safer and stronger:** more people out and about means safer streets and more human contact.
- **Wealthier and fairer:** well-used path networks create business opportunities, encourage tourism and present a positive image that helps inward investment.

3 ~ What are Core Paths?

The basic framework

National guidance states that the network of Core Paths in any area should 'provide the basic framework of routes sufficient for the purpose of giving the public reasonable access throughout their area. This basic framework of routes will link into, and support, wider networks of other paths'.

Achievable within two years

Because the Scottish Government wants swift action to promote outdoor access, national guidance states that only those routes which already exist, or which can be brought into use within two years from adoption of the Plan, may be designated as core paths at this time.

This does not preclude a grander vision for outdoor access in Inverclyde. The plan-making process has inevitably thrown up aspirations for path development that will require a longer timespan to achieve. These are dealt with in panel 8 below. Future revisions of the Core Paths Plan will allow these routes to be designated once they have been created.

All shapes and sizes

The term 'core path' implies something that has a clear physical shape, something that has been constructed, above all something solid. None of these very natural preconceptions is valid!

To get the right idea, it is better to think in terms of 'routes' rather than 'paths'. This immediately allows us to see that, since access rights apply to inland water, a 'core path' can actually be a route designated along a river or across a loch.

Even when core paths are on land, their physical attributes will vary widely. In town, core paths will often be engineered constructions with hard surfaces and even street lighting in some cases. Indeed, some core paths will simply be normal pavements.

In open space or countryside locations, however, the 'softer' appearance of a blaes path will usually be more appropriate. In some countryside locations, there will be no constructed path at all – merely a trodden route confirmed by signposts and waymarkers.

Finally, a core path can be designated along a road, even one with no pavement, although this does raise the issue of public safety.

Fit for purpose

The only definite thing that can be said about the physical attributes of a core path is that it should be fit for the purposes to which it is likely to be put and appropriate to the environment in which it is located.

What about other paths?

Core paths will sit as the basic framework within a wider network of paths which contribute to the overall outdoor access network. The identification of a Core Paths Network does not affect the status of those paths and routes, including Rights of Way, not identified as core paths – core paths do not have enhanced access rights, nor are access rights over non-core paths diminished. Beyond the actual paths network, access rights also extend onto open land, fields, hills and woods.

4 ~ What makes a Core Paths Network 'sufficient'?

Inclusiveness

A network of core paths can only be judged sufficient if it meets the needs of the whole community.

That means providing for all ages and abilities and all types of outdoor access - walking, cycling, horse riding and access to rivers and lochs.

It means providing for everyday access needs in town – to shops, schools, facilities and places of work - as well as for recreational access needs in town and country.

Equality

A network of core paths can only be judged sufficient if everyone's needs and aspirations have been given equal weight in the process of drawing it up.

Coherence

A Core Paths Network must be sufficient in practice, not just in theory. This means that, while it will not always be appropriate for core paths to join up, they must in some sense come together as a network which the public can understand, and thus have the ability and confidence to actually use.

Viewing the network as a whole

Because of this, sufficiency is to be judged by looking at the Core Paths Network as a whole.

So:

- Not every core path needs to be suitable for all types of outdoor access.
- Not every core path needs to be suitable for all levels of ability.
- Not every core path needs to be constructed and surfaced, as already explained.

Instead:

A Core Paths Network will be 'sufficient' if all types of need are met somewhere within the network and if each path is fit for the role it performs within the network.

5 ~ How has the Core Paths Plan been made?

A strategic approach

The Inverclyde Core Paths Plan continues the strategic approach taken to planning for outdoor access in Inverclyde. This approach commenced with the publication of the Inverclyde Access Strategy 'Routes to Regeneration' in 2002. This document considered the importance of outdoor access in Inverclyde with regard to: Social Inclusion, Civic Pride and Health; Economy and Employment; and the Environment. These themes are reflected in the criteria used to help identify the Core Paths Network in Inverclyde. The Access Strategy was followed by a Port Glasgow Community Paths Project and a Greenock Paths and Access Action Plan. A further study 'Towards a Strategic Core Paths Network for Inverclyde' formed the basis for consultation on a Core Paths Plan for Inverclyde.

Partnership with the Local Access Forum

In line with national guidance on best practice, Inverclyde Council decided to set up its Local Access Forum before embarking on the Plan preparation process. Since its first meeting in September 2005, the Forum has taken a lead role in shaping the consultation process and identifying core paths, as well as helping with route survey and verification.

Initial consultation – fact finding

The first round of public consultation was held in Spring 2006. This prompted responses from the public about the suggested routes, and also produced a lot of information about where else people go or want to go.

Initial proposals

The Local Access Forum absorbed the information from the consultation, developed a set of criteria (see Panel 7) to help it decide which routes it should recommend to the Council as a 'sufficient' network of core paths, and then held a series of workshops to apply the criteria.

Second consultation – market testing

A second round of public consultation was held in late 2007 to gauge public reaction to the Forum's ideas. The public response was generally favourable, but some additions and deletions were suggested. The issue of roads as core paths also arose at this stage.

Final proposals

The Core Paths Network now adopted has emerged from further discussion at the Local Access Forum, and also reflects the deliberations of Inverclyde Council as roads authority on the question of using roads as core paths.

For more detailed information, request a copy of 'Inverclyde Core Paths Plan: Consultation and Plan Preparation Methodology' from access.officer@inverclyde.gov.uk.

6 ~ How were the Core Paths chosen for Inverclyde?

In partnership with the Council, Inverclyde Local Access Forum developed the following criteria for deciding which routes should be designated as core paths. Having developed these criteria, the Forum used them in its own workshop sessions to ensure that the Core Paths Network it recommended to Inverclyde Council met the key criterion of sufficiency.

An overriding aim of the process in Inverclyde was to create an inter-connecting network of core paths, enabling functional and recreational access across Inverclyde for a variety of user types and abilities. The formation of an interconnected network was fundamental to the Forum's thinking and application of the criteria. This elevated the importance of the 'linkages' criterion.

1 - Linkages

The Core Paths Network should connect settlements, neighbourhoods and major greenspaces, link homes to public services, provide safe routes to school and give access to public transport.

2 - Attractiveness

The Core Paths Network should serve all levels of ability and types of outdoor access; offer circular routes close to where people live; provide health improvement opportunities; and lead to places of interest or educational value.

3 - Land Management and Environment

The Core Paths Network should help manage the impact of outdoor access on farming and other rural land management operations; and should help people enjoy nature while avoiding adverse impacts on it.

4 - Useability and Sustainability

The Core Paths Network should build on existing routes, offer value for money and low maintenance, and be sustainable in the longer term.

5 - Economic Development and Tourism

The Core Paths Network should support economic development generally, and business opportunities arising from recreation and tourism in particular.

6 - Community Support

The Core Paths Network should reflect a consensus about how best to manage outdoor access in the interests of both the public and land managers.

Access to Water

Many of Inverclyde's rivers, lochs and reservoirs can be accessed via proposed Core Paths. However, the majority of watersport activity in Inverclyde takes place on the tidal River Clyde which is not subject to the access legislation. Therefore, the access points to the River Clyde are not shown on this Plan. The Council will consider the best alternative means of recording and protecting water access points and routes.

Strategic Environmental Assessment

The Core Paths Network identified by this Plan has been subject to and guided by a strategic environmental assessment (SEA). As part of the SEA process a Draft Environmental Report has been prepared. This was subject to consultation during the same period as the Core Paths Plan, and a final version is now available on request from the Council's Access Officer.

7 ~ What happens next?

Getting the basic framework in place

The immediate priority will be to get the Core Paths Network up and running. This will involve a programme of work in 3 areas – signposting, promotion and minor path improvements.

Signposting

- Draw up a comprehensive scheme of signposting and waymarking.
- Implement the above.

Promotion

- Devise a promotional strategy comprising leaflets, web-based information, a programme of events etc.
- Consider which parts of the Core Paths Network would benefit from an interpretation strategy, and prepare material as appropriate.
- Design and publish the leaflets and web-based material.
- Implement whatever interpretation measures are decided upon.

Path Improvement

- Draw up a schedule of minor works needed to complete missing links and make all paths fit-for-purpose.
- Identify sources of funding for these works.
- Make arrangements to have these works carried out by the public and private sector owners concerned.

Paths Survey and Database

Carrying out the above programme of work will necessarily result in completion of the Council's path condition survey, at least insofar as core paths are concerned. It will be vital to capture this information in an electronic database, which will be a valuable management tool in planning future repair, maintenance and improvement works.

Maintenance

The Land Reform (Scotland) Act 2003 gives Inverclyde Council the power to maintain core paths, but imposes no duty on the Council to do so. Nevertheless, it is clearly essential that the Core Paths Network remains safe and attractive for the public to use.

It will therefore be necessary for the Council to build a partnership with the various public and private sector owners involved.

8 ~ What is the long term vision?

Realising the full vision

This plan focuses on action in the near future to expand outdoor access as much as possible using mainly routes that already exist, as explained above.

Nevertheless, the proposed Core Path Network can only be fully understood in the context of the Council's overall vision for the development of outdoor access.

To that end, the Council's current aspirations for paths development beyond two years are listed below:-

- Inverkip to Wemyss Bay extension to National Cycle Route 75, including alignment through Inverkip Power Station
- Kelly Glen adjacent to Wemyss Bay Caravan Park
- Whinhill to Overton (incorporating the Puggy Line), Greenock
- Auchmountain Glen, Greenock
- Extension of coastal path, where practical, from Kingston, Port Glasgow to James Watt Dock, Greenock.
- Devol Glen, Port Glasgow
- Coastal path at Parklea - extension eastward into Renfrewshire

- Off-road routes alongside the B788 (Greenock-Kilmacolm Road) between:
 - The southern end of the 'Top Avenue' through Milton Wood and the National Cycle Route 75 to south east of Kilmacolm.
 - East Green Farm and Mountblow, nr Kilmacolm
 - Chapel Farm and Gateside Farm, nr Kilmacolm
 - Auchentiber Road and Loch Thom Road.

Path No.	Path Name	Surfaces					Off-road	On-road	Pavement	Boundary Crossings				Bridge	Steps	Gradient		
		Stone/Dust	Sealed	Board Walk	Grass	Earth				Locked Gate/Fence	Unlock Gate	Kissing gate	Stile			Easy	Medium	Steep
18	<i>Braeside to Ardgowan</i>																	
18A	Ravenscraig to Howford Glen		●													●		
18B	Howford Glen to Ardgowan				●	●	●				●						●	
19	<i>Branchton Station to Coves Reservoirs</i>																	
19A	Larkfield Road		●						●								●	●
19B	Coves Reservoirs	●					●						●				●	
20	<i>Branchton Station to Greenock Cut</i>																	
20A	Inverkip & Pennyfern Roads		●						●							●		
20B	Helter Skelter	●			●	●	●								●			●
21	Gourock Town Centre to Cardwell Bay		●						●						●		●	●
22	Tower Hill Loop	●	●				●		●						●		●	●
23	Battery Park to Greenock West End via Lyle Hill		●						●								●	●
24	Greenock Cut to Greenock Town Centre		●						●								●	●
25	Town Dams	●	●				●									●		
26	<i>Custom House Quay to Whinhill Golf Club</i>																	
26A	Lynedoch Street		●						●								●	●
27	Old Largs Road (part)		●						●							●	●	
28A	Old Largs Road to 'Waterman's Road' (part)		●						●		●		●			●	●	
28B	Old Largs Road to 'Waterman's Road' (part)				●		●		●		●		●			●	●	
29	<i>Cornalees to Auchenbothie, near Kilmacolm</i>																	
29A	Cornalees to Old Largs Road		●						●					●			●	
29B	Garshangan Woods to Mansfield Bridge	●	●				●		●								●	
29C	Mansfield Bridge to B788		●						●								●	
29D	Auchentiber Road		●						●								●	●
30	Loch Thom to Rottenburn Bridge		●						●							●	●	●
31	<i>Whinhill Golf Club to Lady Octavia Park</i>																	
31A	Club House to Whinhill Lodge	●			●		●						●				●	
31B	Whinhill Lodge to Lady Octavia Park		●				●		●								●	
32	<i>Whinhill Reservoir to Mansfield Bridge</i>																	
32A	Whinhill Reservoir to Corlic Hill (part)	●					●										●	
32B	Whinhill Reservoir to Corlic Hill (part)				●		●				●		●				●	
32C	Corlic Hill to Mansfield Bridge				●		●										●	●
33	<i>Old Largs Road to Corlic Hill</i>																	
33A	Old Largs Road to Whitelees Cottage		●						●								●	
33B	Whitelees Cottage to Corlic Hill	●					●				●						●	●

Path No.	Path Name	Surfaces					Off-road	On-road	Pavement	Boundary Crossings				Bridge	Steps	Gradient		
		Stone/Dust	Sealed	Board Walk	Grass	Earth				Locked Gate/Fence	Unlock Gate	Kissing gate	Stile			Easy	Medium	Steep
34	<i>Corlic Hill to Garshangan Woods</i>																	
34A	Corlic Hill to Glenbrae	•					•			•							•	•
34B	Glenbrae to Gryffe Reservoir				•		•										•	•
34C	Gryffe Reservoir to Garshangan Woods	•					•						•				•	•
35	A8 to NCR75 at Gibshill		•					•	•								•	•
36	NCR75 to Port Glasgow Waterfront		•			•	•	•	•				•				•	•
37	<i>Devol Road, Port Glasgow</i>																	
37A	Port Glasgow Industrial Estate to Golf Course clubhouse		•						•									•
37B	Golf Course clubhouse to Auchentiber Road	•					•										•	•
38	Clune Brae, Port Glasgow		•						•	•							•	•
39	NCR75 to Boglestone roundabout, Port Glasgow		•						•	•							•	
40	<i>East Port Glasgow Loop</i>																	
40A	Parklea roundabout to Park Farm (urban)		•						•	•			•				•	•
40B	Parklea roundabout to Park Farm (rural)	•			•		•			•	•						•	
41	Coastal path link to Parklea		•						•	•							•	
42	Parklea roundabout to Renfrewshire boundary		•						•	•							•	
43	High Mathernock to Chapel Farm, near Kilmacolm	•							•								•	•
44	Mountblow to Gryffeside Farm, near Kilmacolm		•						•								•	
45	<i>Kilmacolm to Balrossie</i>																	
45A	Pacemuir to Old Balrossie	•			•		•				•	•					•	
45B	Village centre to Pacemuir		•					•	•								•	
46	Milton Wood, Kilmacolm		•				•				•						•	
47	Kilmacolm to NCR75		•					•	•								•	
48	<i>Kilmacolm to Glen Moss</i>																	
48A	Gillburn/Gowkhousie Roads		•						•	•							•	
48B	Glen Moss					•	•										•	
49	<i>Kilmacolm to Knockmountain</i>																	
49A	Cross to Langbank Drive		•						•	•							•	•
49B	Langbank Drive to Knockmountain				•		•					•	•				•	
50	<i>East Green Farm to Duchal Moor, near Kilmacolm</i>																	
50A	East Green to Hardridge		•						•								•	•
50B	Hardridge to Duchal Moor	•					•				•						•	
51	Gateside Farm to Castle View, near Kilmacolm		•						•								•	•
52	Duchal Moor to Muirshiel Visitor Centre, Renfrewshire	•					•					•					•	•

Path No.	Path Name	Surfaces					Off-road	On-road	Pavement	Boundary Crossings				Bridge	Steps	Gradient		
		Stone/Dust	Sealed	Board Walk	Grass	Earth				Locked Gate/Fence	Unlock Gate	Kissing gate	Stile			Easy	Medium	Steep
53A	Barnbrock to Muirshiel						●											
53B	(both Renfrewshire) (Inverclyde sections)						●											
54	Hope Lodge to River Gryffe																	
54A	Hope Lodge to Carsemeadow	●					●			●						●		
54B	Carsemeadow to River Gryffe		●					●	●							●		
55	REMOVED																	
56	Quarriers to NCR75 link		●				●						●			●		
57	NCR75 - The Harbours, Greenock to Quarriers Village																	
57A	The Harbours to Lady Octavia Park, Greenock		●					●	●								●	●
57B	Lady Octavia Park to Port Glasgow Industrial Estate		●				●						●			●		
57C	Port Glasgow Industrial Estate to Auchenleck		●					●	●							●		
57D	Auchenleck to Kilmacolm		●				●									●		
57E	Kilmacolm to Quarriers		●				●						●			●		

NCR 75 : National Cycle Route 75

For persons wishing a large print version of this document, please telephone 01475 712417

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