



1.0 RENFREWSHIRE'S CORE PATHS PLAN

1.1 Introduction

The preparation of a Core Paths Plan is a requirement of the Land Reform (Scotland) Act 2003 which came into effect in February 2005. The Act establishes a right of responsible access to most land and inland water in Scotland. People now have a right to cross land or to go on to most land for recreational purposes as long as they are behaving responsibly. This right extends to walkers, cyclists, horse riders and people taking access by any other form of non-motorised transport. The only exception to this is where a vehicle is for the use of a person with a disability. The law also applies to inland water so includes activities such as sailing and canoeing.

The Act places a number of duties on Local Authorities and the two National Park Authorities including the development of a Core Paths Plan. This is a plan for a system of paths that will give the public reasonable access through their area. This is a statutory duty under section 17 of the Act, which required the production of a draft Core Paths Plan by February 2008.

The core paths should be the most important paths in the area which provide reasonable access to greenspace and facilities in the urban area and also provide access to the wider countryside. Eventually core paths will be signposted, promoted and marked on Ordnance Survey maps.

A core path may be natural grass, a tarmac path or a field margin or it may be a quiet road, a waterway or an urban pavement. In fact all of these have been used in Renfrewshire's Core Paths Plan. The overall network of core paths has to provide for all abilities and all types of user but every path does not have to provide for everyone. Not every path in an area will be designated as a core path.

This document forms Renfrewshire Council's Core Paths Plan



2.0 POLICY CONTEXT FOR RENFREWSHIRE'S CORE PATHS PLAN

The preparation of the Core Paths Plan, and the subsequent upgrading and promotion of the designated core paths is supported by, and helps to meet the objectives of several Renfrewshire Council Strategies, principally the Renfrewshire Outdoor Access Strategy.

2.1 Renfrewshire Outdoor Access Strategy

The Renfrewshire Outdoor Access Strategy published in 2004 has a vision of "An integrated network of safe and secure routes for walking, cycling, riding and water based activities which is accessible from all communities within Renfrewshire".

This builds on the Community Plan priorities for recreation, economic development, community health and social inclusion.

The Outdoor Access Strategy laid down a broad framework for developing access proposals throughout Renfrewshire using 6 key themes:

- Connecting People with Health
- Connecting Access with Economic Development
- Connecting People with Routes
- Connecting Communities
- Connecting Access with Land Management
- Connecting Users with Responsibilities

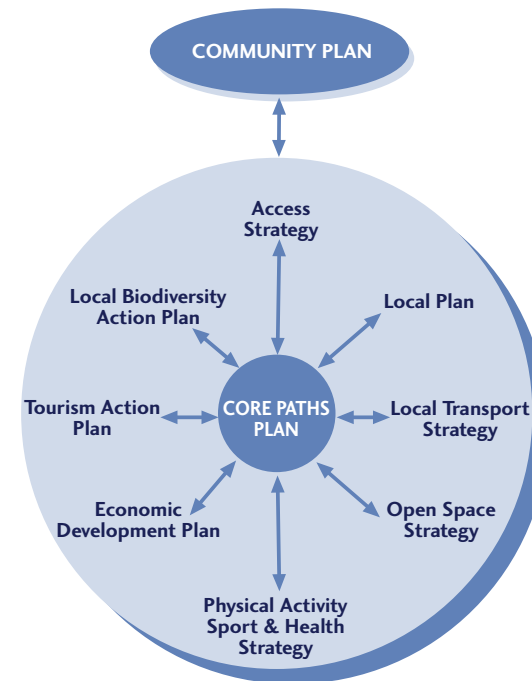
The production of the Core Paths Plan and the subsequent upgrading of the paths designated as core paths will enable Renfrewshire Council to make substantial progress towards realising the vision enshrined within the Renfrewshire Outdoor Access Strategy.

2.2 Partnership Working

The Outdoor Access Strategy and the Core Paths Plan impact on a number of Community Planning and corporate Renfrewshire Council responsibilities. In this respect a number of Council Departments and a wide range of public

and private sector agencies will play a fundamental role in ensuring that the Core Paths Plan will be more than simply a plan but instead can be translated to usable routes on the ground.

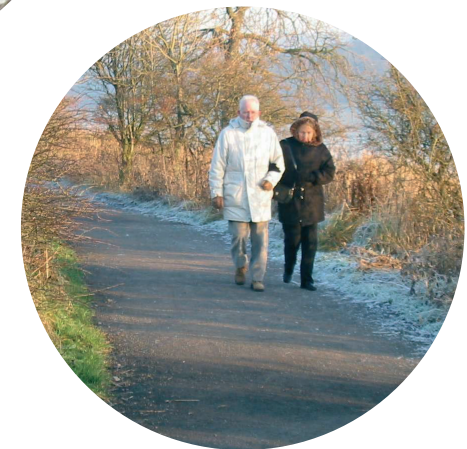
2.3 The Core Paths plan in relation to other council policies



2.4 The Purpose of the Core Paths Plan

The Core Paths Plan for Renfrewshire seeks to:-

- Improve non motorised access provision for the people of Renfrewshire
- Contribute to achieving the vision for access enshrined in the Renfrewshire Outdoor Access Strategy
- Promote and encourage sustainable travel options through the provision of increased cycling and walking opportunities for daily use
- Promote and encourage healthy lifestyles by the provision of routes for walking, cycling, horse riding and water activities for leisure purposes
- Identify areas where further work is required to improve access provision





THE ACCESS LEGISLATION - WHERE CAN I GO?

The Land Reform (Scotland) Act 2003 establishes a statutory right of responsible access to most land and inland water. However, there are specific places named within the legislation which are NOT covered by these access rights. In summary if an area of land DOES NOT appear in this list then access rights apply.

- Land where there is a building or structure, plant or fixed machinery on it
- Where there is a caravan, tent or other place which gives a person privacy or shelter
- Curtilage of buildings that are not houses
- Compounds containing works, plant or fixed machinery
- Land contiguous to and used for the purpose of a school
- Land that gives sufficient privacy around a dwelling place to those living there that ensures that their enjoyment of that house or place is not unreasonably disturbed.
- Private gardens
- Land developed or set out as sports or playing field or for a particular recreational purpose whilst it is in use
- Where grass is grown and prepared for a particular purpose e.g. bowling greens, golf tees and greens, tennis courts

- Land where prior to the Act there was a charge for entry
- Land where there is building, civil engineering or demolition works
- Quarries
- Fields where crops are growing. Fields where grass is being grown for silage and is at such a stage of growth that it is likely to be damaged by the exercise of access rights

While the legislation recognises that many people like to use paths it DOES NOT mean that you can ONLY be on a defined path. As long as you are on land where access rights apply and you are behaving in a responsible manner then you are acting within the law.

THE SCOTTISH OUTDOORS ACCESS CODE

The Land Reform (Scotland) Act 2003 establishes the legislative framework for responsible access to the countryside. The guidance regarding what constitutes responsible behaviour for both land managers and for people wishing to exercise their access rights is set out in the Scottish Outdoor Access Code. This establishes three key principles for responsible access which apply equally to the public and land managers.

- **Respect the interests of other people.** Acting with courtesy, consideration and awareness is very important. People exercising their access rights should respect the privacy, safety and livelihoods of those living and working in the countryside, and the needs of other people enjoying the outdoors. Land managers should respect people's use of the outdoors and their need of a safe and enjoyable visit.
- **Care for the environment.** A person exercising their access rights should look after the places they visit and enjoy and leave the land as they found it. Land managers should maintain the natural and cultural features which make the outdoors attractive to visit and enjoy.
- **Take responsibility for your own actions.** People exercising their access rights must understand that the outdoors cannot be made risk free. They should act with care at all times for their own safety and that of others. Land managers should act with care at all times for people's safety.

The Scottish Outdoor Access Code has a lot of detail regarding what is and is not responsible behaviour in many different situations. The public are encouraged to "Know the Code Before You Go". Copies of the code are

available at libraries, and from Scottish Natural Heritage. The code can also be read online at www.outdooraccess-scotland.com.



3.0 THE CORE PATHS PLAN

The Core Paths Plan has been developed as a result of a wide ranging consultation exercise. A description of the consultation exercise and the results are given in the Consultation Statement at the end of this chapter.

3.1 Preparation of the Core Paths Plan

Two rounds of informal consultation were held to gather information for drawing up the draft Core Paths Plan. Every suggestion that had been made during the second round of consultation for additional routes or the removal of routes was examined and weighed against

- the criteria set
- appropriateness in the wider path network
- natural history and land management considerations
- other appropriate legislation
- ability to make suggested route fit for purpose within 2 years of the plan being adopted by Renfrewshire Council

3.2 Inclusion of Routes in the plan

Some of the core paths in the Core Paths Plan will need some work done on them to make them fit for use. This may include signage, removal of barriers or provision of accessible boundary crossings, upgrading of path surfaces or cutting back of overgrown vegetation. The guidance provided to Local Authorities suggests that such work should be achievable within 2 years of the Core Paths Plan being adopted by the Council. These routes have been shown as dashed **purple lines on the maps.**

There are some potential core path routes in Renfrewshire that have been highlighted during the public consultation process that would require either substantial development, negotiation or funding commitment to make them fit for purpose. In these cases it is considered that this is not achievable within 2 years. The Council is working towards achieving these routes and therefore additional work has already been carried out on some of them. For example a feasibility study has been carried out or they have been included in prospective funding applications. Where aspirational routes are shown, the line of the route shown on the map is indicative only and does not necessarily follow the exact line of the route as it would be constructed. Aspirational routes are shown **as red lines on the maps.**

Some routes have been highlighted during the consultation as important potential core routes which are likely to require more than 2 years to negotiate and develop and as yet there has been no additional work done on them. These routes have not been shown on the maps but have been highlighted in the text under **Opportunities.**



3.3 Access on water

As well as paths, the Land Reform (Scotland) Act 2003 covers access to and on inland water. All water based activities are adventurous sports which require appropriate knowledge and safety precautions to avoid injury or drowning caused by bad weather, moving water and obstructions such as weirs and waterfalls.

Known access points to water are marked on the Plan but those wishing to use them should ensure they have undergone appropriate training, have the necessary skills, equipment and experience to avoid danger and have read descriptions of the hazards likely to be encountered.

It is outside the scope of this document to describe in detail what hazardous conditions you may find on the water in Renfrewshire. For detailed information on this see web sites operated by the governing body of the sport you are interested in, such as www.canoescotland.com www.rya.org.uk/ or www.ara-rowing.org

3.4 Bishopton Royal Ordnance Factory and Glasgow Airport

Access rights under the Land Reform (Scotland) Act 2003 do not apply to the former Bishopton Royal Ordnance Factory Site and Glasgow Airport. However a core path has been designated using the signed cycle route through the airport public area, and any future development of the former ROF site will take access provision into consideration.

3.5 Cross boundary links

Discussions were held with Inverclyde, West Dunbartonshire, North Ayrshire, East Renfrewshire and Glasgow City Council's to ensure that there was coordination between Local Authorities where core paths cross the council boundaries.

3.6 Pavements

Occasionally within settlements some pavements (footways) have been

designated as core paths. These occur where the addition of the route significantly adds to the connectivity of the plan. However it is assumed that the adopted footways are already available for use by pedestrians and the roads available for cycling or horse riding. In general where a route has been specifically marked out for cycling this has been included as a core route. It is proposed that future signing of the core paths will take into account the use of adopted footways from the centre of communities to the start of the core routes. Some pavements (footways) have been included where they link communities. However not all footways that link communities have been designated as core paths particularly where these run alongside roads where vehicle speeds may cause conflict with some forms of non motorised access.

3.7 The wider path network

The wider network of routes has not been shown on the Core Paths plan. All paths and tracks that are on land where access rights apply are available for responsible non motorised access. A list of land categories that are not included in access rights is given in the section on Access Legislation – Where can I go? Access takers are encouraged to familiarise themselves with the Scottish Outdoor Access Code prior to exercising their access rights.

It is the responsibility of the access taker to decide whether a particular route is suitable for them to use in a responsible manner. In order to assist access takers to make these decisions tables have been included which give the main attributes of each proposed core path.

3.8 Management and Maintenance of Proposed Core Paths

Although the legislation gives the local authorities powers to maintain core paths it is not a duty to do so. All improvements will be carried out as funding constraints allow. We will also work with land managers to improve core paths where they cross private land.

The Council has carried out a survey of each core path. This information has told us what work is required on each path, if any, to make it usable. From this a programme of priority work is being developed to ensure that the core paths are fit for purpose within two years of the Core Paths Plan being adopted by Renfrewshire Council. Following this initial survey an inspection regime will be set up to ensure that the designated core paths are inspected on a regular basis to ensure maintenance issues can be recorded and where possible rectified.

At the moment the Council has responsibility for the maintenance of paths in some areas. Maintenance work can also be carried out in conjunction with specific projects. There are also other mechanisms whereby other landowners can maintain or improve paths, for example through the Scottish Rural Development Programme.

3.9 Strategic Environmental Assessment

A Strategic Environmental Assessment (SEA) is required under the Environment Assessment (Scotland) Act 2005 for those plans or programmes that are prepared and/or adopted by the Council and are likely to have a significant environmental effect. SEA provides a systematic process for identifying, predicting, reporting and mitigating the environmental impacts of proposed plans and programmes. A Strategic Environmental Assessment was carried out to assess the environmental impact of developing the draft Core Paths Plan.

A formal consultation on the Environmental Report was held for a period of eight weeks finishing on 17th October 2008. Comments were received from each of the consultation authorities: Scottish Natural Heritage, SEPA and Historic Scotland. These comments have been considered and taken into account during the preparation of the Core Paths Plan. Following adoption of the Core Paths Plan a post adoption statement for the Strategic Environmental Assessment will be prepared. The Post Adoption Statement will detail how the environmental report has been taken into account, the reason for choosing the plan as adopted, the comments of the consultation authorities and Renfrewshire Council's response to these and the measures that have been taken to monitor the significant environmental effects of the implementation of the plan or programme.

Further information on SEA is available from: www.scotland.gov.uk/Topics/Environment/14587



4.0 Formal Consultation and Adoption of the Draft Core Paths Plan

The draft Core Paths Plan was placed on deposit with the Scottish Government in February 2008. This was followed by a 25 week period of formal consultation. During this time three formal objections were received regarding the plan. Two of these were withdrawn during the period of formal consultation.

The Renfrewshire Outdoor Access Forum, Scottish Natural Heritage, representatives of land managers and access organisations were also formally consulted. The draft Core Paths Plan was sent to a number of organisations and to previous consultees. In addition seven drop-in sessions were held to allow the general public to comment on the plan. One hundred and sixty one responses were received. Some of these made specific suggestions regarding the plan, these were reviewed and where appropriate incorporated into the final plan.

Three objections were received, two of these were withdrawn during the consultation period and the third was withdrawn shortly after the consultation period was complete.

The legislation states that at the end of the specified consultation period the local authority will adopt the plan if no objections have been made or if those made have been withdrawn.

On adopting the plan, the local authority shall

- provide public notice of its adoption.
- compile a list of core paths.
- keep the plan and any maps it refers to and the list available for public inspection and for sale at a reasonable price.
- send a copy of the plan, maps and list of core paths to Ministers.

4.2 Future Developments

Following adoption of the Core Paths Plan by Renfrewshire Council the process of improving access provision will not stop.

- Within two years of the adoption of the plan, the Council will work towards signing and upgrading the designated core paths where necessary and as funding allows, as shown by the initial surveying of each route.
- Within settlements consideration will be given to providing signage from the centre of the community to the core routes. Leaflets and booklets will be produced highlighting access networks within Renfrewshire.
- A number of routes have been highlighted in the consultation process as desirable routes that are likely to take more than two years to achieve. Priority will be given to these routes through the preparation of feasibility studies, route negotiation, preparation of designs and submission of funding bids.
- In areas where a significant proportion of the designated core paths are on rural roads priority will be given to working with local farmers and other land managers to improve the number of off road routes available.
- The Core Paths Plan will be reviewed on a regular basis. This will occur at intervals of not less than five years.

CONSULTATION STATEMENT

1. The Consultation Process

The Paths For All Partnership good practice guide on the production of a Core Paths Plan was used as a basis for the preparation of Renfrewshire's Core Paths Plan. This recommends that an integral part of the development of the Core Paths Plan should be consultation with local communities. Two rounds of consultation took place over two years.

The first round of public consultation was held during 2006. The consultation was designed to ascertain which routes were currently in use and where new routes were required. A description of the consultation is given in section 2 below.

Following the first round of consultation the information received was used to develop the interim draft Core Paths Plan. Criteria were chosen for core routes and agreed with the Renfrewshire Outdoor Access Forum. Information on the criteria used is given in section 3 below.

The second round of public consultation was held from June to October 2007. The consultation centred on the interim draft Core Paths Plan. A description of the second round of consultation is given in section 4 below.

2. First round of informal public consultation

The first part of the consultation took the form of two open meetings which were held for landowners and land managers in February 2006. The purpose of these meetings was to introduce core paths planning and to seek views on existing and potential access provision in the area. It was also important that areas could be highlighted where access may result in conflict with land management activities. Fifty farmers and land managers attended the consultation meetings with a further 10 having site visits during the consultation period.

Every Community Council was invited to attend a workshop on Core Paths Planning organised by the Renfrewshire Outdoor Access Forum. The workshop was held in March 2006 and the Community Council's were encouraged to undertake their own Core Paths Planning consultations in their area with support and materials provided by Renfrewshire Council. Seven Community Councils held events regarding path development in their own areas with a further area being covered during a summer gala day. Community Councils unable to send a representative to the workshop were given a second opportunity to take part in the consultation through the Local Community Planning Fora.

Open meetings were held for horse riders, water users and cyclists throughout 2006. At these meetings participants were asked to draw routes on maps which they use or wish to use and complete a questionnaire relating to their use of the paths. Fifty one access takers attended these meetings. A second questionnaire was devised to be used without reference to maps. This was designed to be used as a postal or e-mail response when face to face consultations were not possible. Therefore the consultation could be extended to a wider audience than simply those who could attend meetings.

Initially the questionnaire was sent to walking groups based in Renfrewshire and to every person registered with the Renfrewshire Walking Network. The questionnaire was advertised in the Renfrewshire magazine which is distributed to every household in Renfrewshire and was also posted on the Council's web site. 400 questionnaires were posted out to individuals and groups. In addition the questionnaire was sent to all Council officers via the e-mail system as many employees live in Renfrewshire. 161 questionnaires were completed and returned.

Members of the Access Group at the Disability Resource Centre were approached to assess routes and to consult disabled users regarding their needs for outdoor access.

Over 300 people took part in the first round of public consultation making 3,935 comments on whole paths or separate path sections.

3. Criteria used for the initial selection of proposed core paths for the Interim Draft Core Paths Plan

The initial consultation identified an extensive network of paths and other routes that are currently used for access. It also highlighted some important routes that require significant development before they can be designated as core paths. This information was used as the starting point for choosing the proposed core paths.

The Renfrewshire Outdoor Access Forum discussed the criteria that should be used to select the proposed core paths. By a process of consensus nine criteria were selected by the Forum. These were chosen to tie in with and expand on the key themes of the Renfrewshire Outdoor Access Strategy. It was envisioned that all proposed core paths should meet at least two or more criteria; however no path would meet every criteria.

The criteria selected were:

1. The path links communities.
2. The path links to community facilities or major transport nodes.
3. The path links to points or places of natural or historical interest.
4. The path is considerate of other land uses.
5. The path is locally important.
6. The path links to/through greenspaces in the urban area.
7. The path links well into the wider network of routes in the area.
8. The path links the urban area to the countryside.
9. The path is a good recreational route through countryside or urban area.

In addition some paths which are recorded by the Council as Rights of Way were included as proposed core paths, where it was felt that these routes contributed significantly to the aims of the Core Paths Plan.

As well as paths, the Land Reform (Scotland) Act 2003 also includes access to and on inland water. All water based activities are adventurous sports which require appropriate knowledge and safety precautions to avoid injury or drowning caused by bad weather, moving water and obstructions such as weirs and waterfalls.

An element of professional judgement was also used by the Council and the Access Forum to decide whether some routes should be included in the plan. This was particularly relevant in cases where improvements maybe could not be achieved within the two year period, or where there were wider development issues to be considered.

All the information received from the first round of consultation was used to develop the Interim Draft Core Paths Plan. This was developed as a book of maps which was used as the basis for the second round of public consultation.

4. Second round of informal public consultation

The second round of consultation ran from Saturday 9th July until 30th September 2007 with Community councils given until 31st October 2007 to respond in order to tie in with their meeting schedules. The book of maps was sent to every person who had responded to the 1st round of consultation, and to walking groups, cycling clubs, water user groups, horse riding stables and to land managers whose land may be affected by a proposed Core Path. The consultation was advertised in Renfrewshire magazine which is distributed to every household in Renfrewshire. The map books were available in libraries, community centres and from the Council offices. Over 700 map books were distributed. The maps and an electronic comment sheet were also available on the Council's web site.

In order to ascertain the views of as many members of the general public as possible twenty three drop in sessions were held at sites around Renfrewshire, two of these being at a gala day held in Barshaw Park, Paisley and at an agricultural show in Kilbarchan. The consultations were held at Bishopton, Bridge of Weir, Elderslie, Erskine, Foxbar, Gallowhill, Glenburn, Gleniffer Braes Country Park, Houston, Howwood, Johnstone Castle, Kilbarchan, Langbank, Linwood, Lochwinnoch, Ralston, Renfrew, Spateston, and two of the centres in Clyde Muirshiel Regional Park at Castle Semple and Muirshiel. The programme for the drop in sessions was available on the Council website and advertised in the book of maps. In addition each event was advertised locally with posters in shops, libraries and community venues. One additional session took place at the Renfrewshire Bike Day held during National Bike Week. A total of 251 people attended the drop in sessions.

5. Responses to the Interim Draft Core Paths Plan

A total of 387 responses were received during the second round of informal consultation. The whole plan or individual maps were approved of by 182 people. A further 101 people approved of the plan and also made some further suggestions. Therefore 73.1% of responses approved of the plan or approved of the plan whilst making further positive suggestions.

There were 40 (10.3%) responses where the official form had not been used and a letter or e-mail submitted instead. These responses included suggestions for additional paths or comments on the current condition of proposed core paths. People responding in this way did not complete the box provided regarding whether the plan was approved, approved with exceptions or not approved.

The plan was not approved by 64 (16.5%) respondents. These can be broken down into nineteen (4.9%) which were objections to the inclusion of specific proposed core paths; three (0.7%) responses objected to some routes which had been included on the maps as non core paths, and forty two (10.8%) responses objected to routes that had been proposed

during the first round of consultation as potential core routes requiring development.

6. Renfrewshire Outdoor Access Forum

The Renfrewshire Outdoor Access Forum was invited to assist the Council in the development of the Core Paths Plan. Members of the Forum assisted at all the public meetings that have been held to ascertain users' views on the paths in Renfrewshire. The Forum was also instrumental in the choice of criteria for core paths. Several members of the Forum also undertook to survey paths in order to inform the plan. Renfrewshire Council would like to gratefully acknowledge the assistance given by the members of the Renfrewshire Outdoor Access Forum in the preparation of the draft Core Paths Plan.

7. Formal Consultation

The formal consultation on the draft Core Paths Plan took place from 7th April 2008 to 17th October 2008. The consultation document was made available to the public in libraries, in the council's main office at Renfrewshire House, Cotton Street Paisley and on the Council's website. In addition 7 drop in sessions were held at sites around Renfrewshire where the public could view the plan and make comments.

Three formal objections were made to the plan, in each of these cases they related to an individual path/water route.

- In one case a path was incorrectly mapped and the objection withdrawn when the path was re mapped.
- The second case requested that the only proposed water route should be removed from the map. This was agreed to due to natural history/conservation restraints at the site. However this will be re considered at the review of the Core Paths Plan.

- The third objection related to potential poaching, theft of stock and responsibility for maintenance. The objection was withdrawn following discussion.



CHAPTER 2

SETTLEMENTS

The guidance on Core Paths planning suggests that there should be provision for access from settlements to the wider countryside, therefore allowing everyone the opportunity to use routes. This section focuses on the access provision around each settlement within Renfrewshire. Based on the outcome of the public consultation exercises core routes have been designated around each settlement. For each settlement area a brief description is given of the overall core routes and future opportunities for the further provision of routes.

Please refer to the maps at the back of this book to see the core paths for the whole area.

Langbank area

Core Path Provision

Core paths in Langbank have been designated to the east, west and south of the village. Some utilise footways and others use off road paths or minor country roads, a number of Rights of Way have also been designated as core paths. Most of the designated paths provide recreational opportunities, however a route links the upper part of the village to the railway station and another links Langbank to Inverclyde. Core Paths have been designated which link into Finlaystone Country Estate to the west, Kilmacolm to the south west and the wider countryside to the south and east.

Opportunities

To the south west of Langbank a designated core path partially runs through Knockmountain Farm before crossing the local authority's boundary into Inverclyde. The farm has been purchased by Forestry Commission Scotland.

Consultation with FCS suggests that opportunity will be taken in this area to extend the path network on their land to provide circular and linear routes suitable for different users.

The designated Core Path along the side of the A8 trunk road is the western most extension of a potential future development the "Clyde Walkway" which will eventually extend from Glasgow to Greenock along the south bank of the River Clyde. There is currently no identified route from West Ferry to Mar Hall golf course. In this area access provision will have to be carefully managed as there is a potential conflict of interests between access and biodiversity. The Inner Clyde Estuary is designated as a SPA (special protection area), a SSSI (site of special scientific interest) and a RAMSAR site (wetland of international importance). The main wildlife interest is the number of overwintering wading wildfowl using the area. Careful planning of the route will be necessary in order that public access does not result in unnecessary disturbance of the birds. It is the intention that this project should continue to be pursued by negotiation with interested parties including the relevant landowners, RSPB and SNH in order to determine a final route. Preparation of a funding package would be required to construct the route. This is a long term project with a five year + timescale.

A footway (Hatton Brae) links West Ferry to Bishopton, this is narrow and uneven. The road can be very busy with vehicles travelling at the national speed limit for rural roads (60mph). It is therefore considered that this route is unsuitable for core path designation at this time.

The minor road system has been utilised as part of the Core paths network to the south of Langbank. There is further opportunity over the next five years to work with other local land owners to extend the provision of off road routes in the area.



Bishopton area

Core Path Provision

Bishopton is separated from the Clyde Coast to the north east by the M8 motorway and the village is bounded to the south west by the railway and the former Royal Ordnance Factory site. These form significant barriers to access.

Core paths designated for Bishopton have been identified to form the basis of a route around the village. Off road paths and grass routes can be coupled with pavement links to circumnavigate the village. To the north of the M8 motorway a circular route is designated to the west of Erskine Golf Club with a recorded Right of Way providing access to the Clyde Coast. A further circular route around Big Wood gives access to the Clyde Walkway at Mar Hall.

Opportunities

Two roads link Bishopton to Erskine neither of which have a footway and both are busy vehicle routes with 60mph speed limits. The consultation showed a strong desire for core paths to be provided along these routes. Providing a route along Old Greenock Road would facilitate children walking or cycling from Bishopton to Park Mains High School in Erskine. Ferry Road is used as an access to Erskine Parish Church, Big Wood, Mar Hall and routes across the Erskine Bridge. In both cases a path would need to be constructed prior to being designated as a core path. The development of these routes is supported and they are both subject of current funding applications. However it is highly likely that these routes cannot be achieved within 2 years and they are therefore included as aspirational routes shown in red on the maps.

The route of the proposed “Clyde Walkway” may lie across the land from the west of Longhaugh Point to the western edge of Mar Hall grounds. The

future development of the proposed Clyde Walkway provides a major access opportunity on the southern bank of the Clyde. This is outlined in the section on the Langbank area.

To the northwest links to Langbank are along the Old Greenock Road and the A8 Greenock Road. Old Greenock Road has no footway, Greenock Road (Hatton Brae) has a narrow footway, and this coupled with speeding traffic makes this unsuitable for designation as a core path at the current time.

No Core Paths have currently been proposed for the former Royal Ordnance Factory Site as access rights do not apply to this area at this time. Future development of this site would provide opportunities for improved public access in the Bishopton area and links to Houston, Linwood and the Phoenix.

Erskine and Inchinnan area

Core Paths Provision

Erskine was designed as a New Town with walkways incorporated in the design layout of the town, providing access to schools, shops and other facilities. Core paths have been designated which link the communities that make up the town.

Links to the west of the town currently are limited to those along the Clyde Walkway, however this links to Boden Boo Community Woodland and to Big Wood. The main wildlife interest along the walkway is the number of over wintering wading wildfowl using the area. Signage on this route is required



to ensure that the public understand the sensitive nature of the area and behave responsibly whilst using the route.

To the east of Erskine connections towards Renfrew are on pavements until they meet the shared use footway along Inchinnan Road. From here connections to Renfrew are restricted by the narrowness of the Black Cart Bridge and the Bascule Bridge over the White Cart Water.

Connections to the north of the River Clyde are provided by the pedestrian and cycle lanes on the Erskine Bridge.

To the south of Inchinnan there is a link from the village to the Inchinnan Business Park, from where there is access to routes to Renfrew, Glasgow Airport, Paisley and beyond.

Current access to the Clyde coast from Inchinnan can be gained via the shared use route along Inchinnan Road and the White Cart Walkway to the west of Renfrew.

Land to the south of Inchinnan and to the north of the Black Cart Water is a SPA and a SINC (site of importance for nature conservation) the main wildlife interest in this area is the population of overwintering Whooper Swans. No core paths have been designated for this area.

Opportunities

Extension of the Clyde Walkway to the east of Erskine beyond Newshot Island the Clyde Walkway is incomplete. The nature of the ground conditions and the risk of disturbance to the wading birds in this area precludes formal access provision. However there is potential to provide a link through residential areas in this vicinity.

Links to the west of Erskine can be made to Bishopton along the Old Greenock Road and Ferry Road. For further details see the Bishopton section.

Renfrew area

Core Path Provision

In the Renfrew area links to work places and facilities are important as well as the provision of opportunities for recreational access. Core paths have been designated which link Renfrew to the west, east and south.

Links are made to Glasgow Airport, Inchinnan Business Park, Hillington Industrial Estate, Braehead and Glasgow beyond. Some of these routes make use of existing pavements adjacent to roads that have been designated for shared use, whilst others are designated routes remote from traffic.

Access is provided to the Clyde Coast along the White Cart Walkway and adjacent to Renfrew Golf Course. New opportunities are being developed in conjunction with the regeneration of Renfrew Riverfront connecting the town to Braehead, however early completion of this link may be affected by the downturn in the economic climate, part of the route has therefore been designated as a core path requiring development.

Non motorised access from Renfrew to the north of the River Clyde exists on the Renfrew Ferry. This connects to the Glasgow to Loch Lomond cycle route.

Some off road routes have been designated in Renfrew that link residential areas to bus routes, however the majority of access within the town is via existing pavements.



Opportunities

The M8 motorway acts as a major barrier between Renfrew and Paisley, however there are opportunities to improve non motorised access provision in conjunction with the ongoing development of the Cart Corridor.

Opportunities exist to identify further routes using pavements that could be made fully accessible for all users and would link into the proposed core paths along the coast. Signing of the core routes should be designed to extend into the town ensuring that these routes are further utilised.

An off road route to Paisley is currently being investigated which may utilise an old railway line and off road paths in Renfrew.

Bridge of Weir and Brookfield area

Core Path Provision

Core routes have been designated to the north, south, east and west of the area. A mixture of on road, pavement and off road routes have been designated. The majority of the routes designated would be considered to have largely a recreational function.

The National Cycle Route running east between Bridge of Weir and Brookfield to Linwood, Johnstone and Paisley and westwards into Inverclyde to Quarriers village, Kilmacolm and Port Glasgow provides a functional link to work and facilities.

Links have been designated towards Houston from both Bridge of Weir and Brookfield. From Bridge of Weir a recreational route is designated along a Right of Way to Crosslee whilst an adopted pavement makes an important functional link to Gryffe High School.

To the north and south of Bridge of Weir core routes utilise the rural roads system. To the north of the village some rural roads have been designated as core paths, these are also included in the “Leisure Lanes” pilot study to raise awareness of the use of quieter rural routes for non motorised access.

Opportunities

The Council’s Access Officer has been working with Bridge of Weir Community Council to develop a system of signed routes around the village, with accompanying interpretive material. This would use a mixture of core routes and local links.

Local consultation shows that there is a desire for a route to be identified which would link Bridge of Weir to Kilbarchan in the south. Current access between the villages is along a busy twisting country road, bearing the national speed limit, which has no pavement.

There are also opportunities for other off road routes to be identified around Bridge of Weir and Brookfield through negotiation with landowners.

Houston/Crosslee area

Core Path Provision

Core routes have been designated for Houston and Crosslee which link to the surrounding villages of Bridge of Weir and Linwood, to the National Cycle Track and to the countryside to the north of the villages.

Links within the area are made to schools and shops.

Although many of the routes designated are off road, one of the links to Bridge of Weir uses the existing pavement and the link to the cycle track uses the pavement and a rural road.

To the north of Houston core routes have been designated which use existing rural roads. These form part of Renfrewshire Council's pilot 'Leisure Lanes' project.

Opportunities

The Council's Access Officer has been working with Houston Community Council to develop a system of signed routes around the village with accompanying interpretive material, using a mixture of core routes and local links.

There are opportunities for other off road routes to be identified around Houston and Crosslee through negotiation with landowners.

Future development of the former Royal Ordnance Factory site to the north east of Houston may provide opportunities for further recreational routes linking Houston to Formakin Estate, Bishopton and the Erskine Bridge.

Linwood area

Core Path Provision

A variety of longer distance core routes have been designated for the Linwood area linking the town to Paisley, Johnstone, Houston and Bridge of Weir. A signed on road cycle route provides a link into Paisley whilst an off road route is provided by the National Cycle Route.

Pavements are utilised to link the town to employment and retail opportunities at the Phoenix retail park and a mixed on and off road route links Linwood to Johnstone town centre and Johnstone railway station.

Recreational routes focus mainly on two areas of greenspace; Linwood Community Woodland to the north and the historic Linwood Lades to

the south of the town. These are connected to homes and each other via existing pavements.

Opportunities

The Council's Access Officer is currently working on an inter departmental project to improve recreational access at Linwood Lades and to create better links from the lade area into the town.

Future development of the centre of the town will provide opportunities to improve access within the area and to create further designated routes.

Moss Road to the north of Linwood provides the opportunity to connect the town to the former Royal Ordnance Factory site. Access provision will be considered in conjunction with any future development proposals for the former factory site.

Farmland to the east of Linwood can be accessed by a number of minor routes although this is limited by the barrier formed by the M8 motorway.





Kilbarchan area

Core Path Provision

The National Cycle Route provides access to the south west linking the village to Howwood, Lochwinnoch and North Ayrshire; and to the north east providing links to Johnstone, Paisley and Glasgow.

Within the village there are a number of short Rights of Way which have been designated as Core Paths although most access links within the village are on pavements.

Opportunities

Local consultation shows that there is a desire for a route to be developed which would link Kilbarchan to Bridge of Weir to the north. Current access between the villages is made along a busy twisting country road. This has no pavement and bears a 60mph speed limit. Therefore it would be advantageous to identify a safer off road route.

There are opportunities to develop routes from the village centre to Bank Brae where there are a number of existing local paths. The paths on Bank Brae could then be linked into core routes further from the village.

There may be opportunities to work with land owners to identify more off road routes particularly to the west of Kilbarchan.

Howwood area

Core Path Provision

Core paths have been designated to the north east, east and south west, however links to the west of the village are limited by the railway and the A737 Johnstone Bypass.

Routes have been designated within Howwood that largely follow existing Rights of Way linked with pavements.

Pavements adjacent to minor roads, existing Rights of Way, farm tracks and quieter minor roads have been utilised to provide a network to the south of the village.

A core route has been designated which links the village to Johnstone.

Opportunities

During the Core Paths consultation it was made clear that there is a strong desire to link Howwood to the National Cycle Network. Currently the most direct access to the cycle track is by using Bridesmill Road. However this road is twisting and narrow. On most of the route vehicles speeds can be up to 60mph and there is no footway.

A feasibility study has already been carried out to explore the potential of a number of different locations for the route. Land ownership issues may be a factor as land may need to be purchased in order to achieve a safe route. The route has been the subject of a number of funding applications but none has been secured to date. An indicative route is shown on the map in red.

An indirect route exists which involves using a farmtrack and crossing a grassy field. This route takes the cyclist onto the cycle track in a southerly direction but is not satisfactory if the cyclist wishes to go north. Currently provision south and east of Howwood is largely on minor country roads. There are opportunities to work with land owners in these areas to identify additional off road Core Paths.

Lochwinnoch area

Core Paths Provision

The National Cycle Route provides a link in the south west to North Ayrshire; and to the north east to Kilbarchan and beyond.

Within the village pavements connect routes to the Core Paths in the countryside to the west of the village and at Castle Semple Loch.

A number of minor roads have been designated as core paths where these have been supported by the consultation.

A core path has been designated which links the village to Lochwinnoch Railway Station and the RSPB Centre. The centre provides a number of facilities for nature watching.

Castle Semple Country Park, part of Clyde Muirshiel Regional Park provides access to historical features such as the collegiate church and the designed landscape of the former Castle Semple estate and opportunities to observe the natural heritage. A number of routes within the park have been designated as core paths.

Castle Semple Loch is a designated SSSI and the visitor centre provides facilities for water users, including parking, launching and changing.

Opportunities

Renfrewshire Council is a partner in the South Renfrewshire Access Network Initiative (SRANI). The initiative is working to improve access around Castle Semple Loch and to create links into the wider area.

The consultation showed that there is an urgent requirement to develop a route to the east of the A760 and south of Barr Loch to provide a safer link

to the National Cycle route. Walking, cycling or horse riding on the A760 is unsafe due to the speed of vehicles. Negotiations are necessary with land owners in the vicinity and access takers to ensure that there is minimal disturbance to land management interests.

There are opportunities to work with organisations such as RSPB and Scottish Natural Heritage to develop access routes at Barr Loch which take into account the biodiversity of the site. Routes have not been proposed around Barr Loch as this is an area which is sensitive for wildlife. RSPB are currently seeking ways in which the area should be managed in the future to incorporate access with the nature conservation interests.

There are opportunities to create a route to the north west of the village along the River Calder to link the village to Muirshiel Country Park. Access provision in this area would require careful management because of nature conservation and land management issues. A route would require negotiation with appropriate conservation bodies and land owners to find the most satisfactory location.



Clyde Muirshiel Regional Park

The Clyde Muirshiel Regional Park Headquarters and two of the centres, Muirshiel and Castle Semple are located within Renfrewshire. Camping facilities are located at the Headquarters site at Barnbrock. Both Muirshiel and Castle Semple have visitor centres with refreshments, toilets and parking facilities.

Core Path Provision

Close to Barnbrock the Locher Wood Community Woodland provides relatively short routes which link into more challenging routes in Thornlybank plantation. A route has been developed between the plantation and Windy Hill to the west. A section of this route crosses the boundary into Inverclyde.

At the Muirshiel Centre core routes have been designated along tracks to the historical Barytes Mine to the north west, Windy Hill in the north east and north towards Hardridge in Inverclyde.

A core route has also been designated around the nature trails at Muirshiel.

In the part of the regional park which lies in the most south westerly area of Renfrewshire one core route has been designated. This leads northwest beyond the Maich fishery and then crosses the North Ayrshire boundary at a small footbridge.

The Castle Semple Centre at Castle Semple Loch provides facilities for both land and water based access close to the village of Lochwinnoch. (see section on Lochwinnoch area).

Opportunities

The main access to the Muirshiel centre is along a single track road with passing places. The valley of the River Calder may offer opportunities to

develop an off road route towards the country park from Lochwinnoch. (See the Lochwinnoch section).

Gleniffer Braes Country Park

Gleniffer Braes and Brownside Braes form the south eastern edge of the Renfrewshire area. They are located immediately south of Paisley. The Braes provide excellent opportunities for access to the countryside from the urban area.

Core Path Provision

There is generally good access to the Country Park from the urban area to the north using existing pavements. In the Foxbar and Glenburn areas routes into the park have already been signed. A route has been designated which links the Local Nature Reserve at Durrockstock Park with the Country Park.

Core paths have been designated which link the Country Park to Johnstone





in the west along the Brandy Burn Way and to the south east to join up with the Fereneze Braes network in East Renfrewshire.

Within the Country Park a number of surfaced and non surfaced routes have been designated as core routes. Many areas of the country park are grazed on a seasonal basis and therefore access takers may meet cattle. The presence of grazing cattle maintains the diverse grassland habitat which is typical on the Braes. Without this type of continuous management the land would eventually become over run with dominant species, such as bracken and gorse, restricting access.

A core path has been designated which links the University of the West of Scotland's campus at Thornley Park on Caplethill Road to the Country Park. This forms part of the South Paisley Strategic Link. (See Paisley section).

Opportunities

Gleniffer Braes Country Park provides an ideal opportunity for access adjacent to a significant urban population and this is reflected in the number of core paths in the area. However there are many opportunities to improve the standard of path quality to maximise the types of users able

to use routes particularly in the areas closest to the centres of the urban population.

Access from the central section of Glenburn is via a twisting minor road with no pavement. There are opportunities to create an off road route into the country park in this area.

No core paths have as yet been designated to the south west of the country park. By working with land owners connections could be made to link the country park, the Brandy Burn Way, Skiff Wood and Howwood via the natural ridge of the land.

Elderslie and Johnstone area

Core Path Provision

The main access route through this area is the National Cycle Route which enters the area from the east and splits into Routes 7 and 75 just north of Johnstone . Route 75 extends towards the west creating links with Bridge of Weir and Inverclyde. Route 7 links Johnstone to Kilbarchan, Lochwinnoch and North Ayrshire leading to Irvine and the Ayrshire coast.

Routes from Elderslie and Johnstone connect the towns to the National Cycle route.

The A737 Johnstone by pass forms a barrier between Elderslie /Johnstone and land to the north. The by-pass is crossed at two points, footbridges link Johnstone to Linwood, and to Kilbarchan. National Cycle Route 75 also crosses the Johnstone by-pass.

Routes through Bluebell and Rannoch Woods connect Johnstone to the Brandy Burn Way which then links into routes in the Gleniffer Braes area.

A route has been designated which links Johnstone to Howwood to the south west.

Opportunities

Within the settlements pavements are used to make links between the core paths. There are opportunities to sign routes from the centre of settlements to the core paths.

Areas of development provide the opportunity to create other core routes.

Links between Johnstone, Elderslie and south Paisley are currently limited to the high level Brandy Burn route, however the nature of this route precludes many types of users. Other links between the two areas are along busy roads which are unsuitable for designation as core paths. Opportunity exists to develop an off road link to connect the two areas.

There is also opportunity to make more of land adjacent to the Black Cart, riverside walks could be developed both within the town and in the countryside towards Howwood. Although the river south west of the town is prone to flooding, access to the river could be made easier, however this would need to take account of fishermen and other access takers using the rivers.

Paisley area

The urban area of Paisley offers challenges for the provision of access. Although there are some opportunities for off road access much is provided through the adopted roads and pavements. To the west and north of the town access opportunities are severely restricted by the presence of Glasgow Airport and the M8 motorway.

Core Path Provision

Core paths have been designated in the town centre which utilise some of the pedestrianised routes. These link people to shops, facilities, the railway station, the town hall, council offices and Paisley Abbey.

Short core routes have been designated which take advantage of views of the town's river – the White Cart Water. These routes are currently fragmented and access provision will be built into regeneration proposals as opportunities occur.

Some pavements have been designated in the town centre for example in the Oakshaw conservation area, thereby linking people to the built heritage and Paisley's fine architectural and industrial past.

The National Cycle Route 75 cuts through the centre of Paisley, although a short section of this to the south east of the town centre is on road, the majority is off road. This provides links east towards Glasgow and west into the rest of Renfrewshire.

Core paths have also been designated where the Council has signposted cycle routes. These consist of a mixture of on road, adjacent to road and off road sections.

The South Paisley Strategic Link is being developed in phases, this route will eventually connect Barrhead to the south and the National Cycle Route at Linwood Toll to the west of Paisley.

Core routes have been designated leading to and within many of the



town's parks and greenspaces, Jenny's Well and Durrockstock Local Nature Reserves, Barshaw Park, Fountain Gardens, Ferguslie Gardens and Brodie Park have all had core paths designated within them. To the south of the town links have been designated which connect the urban area to Gleniffer Braes Country Park.

Within the centres of population core paths have only been designated where an off road route links to a particular facility such as a school, travel node or shops. Otherwise the adopted pavement network provides the main link from individual homes from all directions to the Core Paths.

In areas where there is a short linking section eg a bridge, crossing or underpass over a major barrier to access, such as a railway line or major road, the link only has been designated as a core path.

Opportunities

Major regeneration proposals to the north of the railway along the Cart Corridor provide the opportunity to enhance access routes along the White Cart Water to the north of the town, providing the town with attractive riverside functional and recreational routes. Short path sections have already been created and the development of this area provides the opportunity to integrate access with new development and utilise former railway routes to create a direct off road route to link Paisley to Renfrew.

Current proposals for the revitalisation of the town centre provide the impetus and opportunity to vastly improve facilities within the town centre for pedestrians, cyclists and those with mobility disabilities.

There are opportunities to make more of the White Cart Water in Paisley. Fragmented sections of riverside routes exist upstream towards Glasgow and some in the town centre, but there is potential with significant investment to link these together in a more coherent and attractive manner and to extend waterside routes to the north.

To the south and south west of the town the South Paisley Strategic Link has partially been implemented. Its completion will provide a largely off road route which will eventually link neighbouring Barrhead in East Renfrewshire with the National Cycle Route to the west of Paisley at Linwood Toll.

Stanely Reservoir to the south of Paisley is currently owned by Scottish Water. There are many opportunities to provide access to the reservoir for both land based and water based recreational activities. Development of access in this area would create a significant recreational resource in the Paisley area.

Off road links between Paisley and Hillington Industrial Estate are currently limited. Opportunities exist to improve linkages from the town to this area and therefore to Braehead to the north of the M8 Motorway.



Chapter 3

HOW TO USE THE CORE PATHS PLAN

The maps in the Core Paths Plan show:

The Core Paths are shown in **purple**

Aspirational routes, shown in **red**, which will take more than 2 years to achieve have been included only where additional work has already taken place to progress the route.

Other long term aspirational routes are discussed in chapter 2. These routes are not shown on the maps.

No core paths have been designated on water. However important access points to Castle Semple Loch, Barcraigs Reservoir, the River Clyde, the White Cart Water, the Black Cart Water, the Dubbs Water, the River Gryfe, and the River Calder have been included. These are shown on the maps as **blue dots**.

This does not stop access being taken elsewhere and indeed on rivers access will be required to the banks at other places for inspection and for portage at weirs & other obstructions.

All the National Cycle Route through Renfrewshire has been designated as a proposed core path. The entrances/exits to the route are shown as **green triangles**.

The Attributes Tables

Each path mentioned on the maps is included on the attributes tables.

These give details of the main features of the path. These details were checked during the period of surveying carried out in August 2008. (Please note that work will be on going on some routes to ensure that they are fit

for purpose. This work may take up to two years to complete) These tables are to help you to work out whether it is responsible for you to use a particular path.

The features highlighted in the tables are:

- path surface
- path width
- what type of boundary crossings you may come across
- whether there are bridges, their structure and their width
- occurrence of steps
- occurrence of seats
- slope (slight, medium or steep)
- whether the route is:
 - on road – a country road or a cycle lane
 - adjacent to the road – a pavement/footway
 - away from the road



Path	Surface						Path width		Boundary crossings					bridges						steps	seats	Slope						comments
	tarmac	bound	whin dust	gravel	grass	earth	<1.5m	>1.5m	lock gate	unlock gate	kiss gate	stile	gap	wood		metal		stone				slight	medium	steep	on road	adjacent to road	away from road	
														<1.5m	>1.5m	<1.5m	>1.5m	<1.5m	>1.5m									
LAN 1	●							●														●				●		beside A8 and road in village
LAN 2				●	●	●	●																●				●	
LAN 3	●							●												●		●	●			●	●	connect to Railway Station
LAN 4					●	●	●			●	●	●											●				●	
LAN 5	●							●														●				●		beside A8
LAN 6	●			●	●			●		●												●	●		●		●	short on road route and by railway line
LAN 7		●			●	●	●		●	●													●				●	grazing animals
LAN 8	●	●				●	●	●															●				●	overgrown
LAN 9					●	●	●	●		●			●		●							●	●				●	part board walk
LAN 10	●							●																●		●		pavement
LAN 11					●	●		●			●												●				●	grazing animals
LAN 12				●		●	●																●				●	Glen Moss SSSI part board walk
LAN 13	●							●																●	●			minor road
LAN 14	●							●																●	●			minor road
LAN 15					●	●	●		●			●										●					●	
LAN 16	●				●	●	●	●				●	●							●	●	●	●				●	routes at Formakin

Path	Surface						Path width		Boundary crossings					bridges						steps	seats	Slope						comments
	tarmac	bound	whin dust	gravel	grass	earth	<1.5m	>1.5m	lock gate	unlock gate	kiss gate	stile	gap	wood		metal		stone				slight	medium	steep	on road	adjacent to road	away from road	
														<1.5m	>1.5m	<1.5m	>1.5m	<1.5m	>1.5m									
BIS 1		●						●														●					●	Muddy in parts Chestnut Ave East
BIS 2	●							●															●		●			Road to golf course
BIS 2a		●			●	●		●		●													●				●	
BIS 3				●		●	●	●														●					●	routes in Big Wood
BIS 4			●				●							●								●					●	
BIS 6	●	●			●	●		●															●				●	short section on road at north end
BIS 7	●				●			●					●									●				●	●	short section on pavement
BIS 8	●				●	●	●	●														●				●	●	
BIS 10	●							●		●												●			●			farm track
BIS 11		●			●	●	●	●		●													●				●	
BIS 12	●				●		●	●															●			●	●	
BIS 14	●							●															●		●			
BIS 15	●	●				●		●														●			●		●	Chestnut Ave West
BIS 18	●							●														●					●	
BIS 19	●						●															●				●		
BIS 20					●	●	●		●													●					●	field edge some improvement required
BIS 16																												aspirational route to be developed
BIS 17																												aspirational route to be developed

Path	Surface						Path width		Boundary crossings					bridges						steps	seats	Slope						comments
	tarmac	bound	whin dust	gravel	grass	earth	<1.5m	>1.5m	lock gate	unlock gate	kiss gate	stile	gap	wood		metal		stone				slight	medium	steep	on road	adjacent to road	away from road	
														<1.5m	>1.5m	<1.5m	>1.5m	<1.5m	>1.5m									
EI 1			●	●				●					●										●				●	overwintering birds on shore
EI 2	●							●									●		●				●			●		pedestrian and cycle lanes on Erskine Bridge
EL 4		●						●															●				●	
EI 5	●							●						●	●							●	●				●	river views
EI 6					●	●	●						●											●			●	Boden Boo Community Woodland
EI 7	●							●									●					●	●				●	footbridge near Bargarran shops
EI 8	●							●									●						●				●	footbridge at Bridgewater shops
EI 9		●						●													●	●					●	viewing platform over clyde
EI 10	●	●						●														●				●	●	
EI 11	●	●						●														●					●	
EI 12	●	●						●															●			●	●	
EI 13		●						●														●					●	leads to footbridge over A726 leading to Park Mains High School
EI 14	●	●						●														●					●	
EI 15		●						●									●					●	●				●	
EI 19	●							●	●															●			●	
EI 20	●							●	●													●	●		●		●	short section on road
EI 21	●							●														●				●	●	
EI 22	●							●														●	●				●	
EI 24					●	●	●					●											●				●	grazing animals
Ei 23																												aspirational route requiring development

[illegible]

Path	Surface						Path width		Boundary crossings					bridges						steps	seats	Slope						comments
	tarmac	bound	whin dust	gravel	grass	earth	<1.5m	>1.5m	lock gate	unlock gate	kiss gate	stile	gap	wood		metal		stone				slight	medium	steep	on road	adjacent to road	away from road	
														<1.5m	>1.5m	<1.5m	>1.5m	<1.5m	>1.5m									
BBH 1				●				●														●					●	farm lane can be muddy
BBH 2	●				●		●															●					●	
BBH 3				●			●															●					●	
BBH 4	●						●															●					●	
BBH 5	●							●														●				●	●	
BBH 6	●							●															●				●	
BBH 7	●	●					●	●									●					●					●	
BBH 8	●	●				●	●															●					●	narrow path through woodland
BBH 9					●	●	●															●					●	can be muddy
BBH 10					●	●	●						●									●					●	between water filled lade and steep slope down to river
BBH 11	●			●		●	●	●		●			●						●			●			●		●	farm lane leading to very narrow path
BBH 12	●		●	●		●	●	●									●	●			●	●					●	very narrow path with steep slope down to river
BBH 13	●			●			●	●													●		●			●	●	
BBH 14			●				●	●					●	●							●		●				●	viewing platform over waterfall
BBH 15	●			●	●			●															●		●	●	●	
BBH 16	●							●														●				●		
BBH 17	●				●	●		●			●	●										●			●		●	
BBH 18	●			●		●	●	●									●							●			●	adjacent to Pow Burn
BBH 19	●							●															●		●			minor road
BBH 20	●							●											●			●			●			minor road
BBH 21	●							●												●			●			●	●	underpasses
BBH 22	●	●						●											●				●		●		●	
BBH 24	●							●															●		●			minor road
BBH 25	●							●															●		●			minor road
BBH 26	●							●											●				●		●			minor road
BBH 27	●							●											●				●		●			minor road
BBH 28	●							●											●				●		●			minor road
BBH 29	●							●															●		●	●		minor road

Path	Surface						Path width		Boundary crossings					bridges						steps	seats	Slope						comments		
	tarmac	bound	whin dust	gravel	grass	earth	<1.5m	>1.5m	lock gate	unlock gate	kiss gate	stile	gap									slight	medium	steep	on road	adjacent to road	away from road			
														wood		metal		stone												
														<1.5m	>1.5m	<1.5m	>1.5m	<1.5m	>1.5m											
BBH 30	●							●																●		●	●			minor road
BBH 31	●							●																●		●				minor road
BBH 32	●							●																●		●				minor road
BBH 33	●	●		●	●	●		●	●															●					●	farm track
BBH 34					●	●		●								●								●					●	
BBH 35	●			●	●		●	●	●	●			●											●		●		●		grazing animals
BBH 36	●						●																●					●		narrow pavement
BBH 37	●						●																●					●		pavement
BBH 38	●							●															●						●	
BBH 39	●			●		●	●	●					●											●		●	●	●		
BBH 40	●	●						●								●							●						●	
BBH 41				●		●	●	●															●	●					●	route across field leading to cycle track

Path	Surface						Path width		Boundary crossings					bridges						steps	seats	Slope						comments
	tarmac	bound	whin dust	gravel	grass	earth	<1.5m	>1.5m	lock gate	unlock gate	kiss gate	stile	gap	wood		metal		stone				slight	medium	steep	on road	adjacent to road	away from road	
														<1.5m	>1.5m	<1.5m	>1.5m	<1.5m	>1.5m									
LIN 1	●							●	●				●						●			●			●		●	part of route on road closed to motorised traffic
LIN 2	●							●														●			●	●		
LIN 3	●	●					●	●					●									●					●	
LIN 4		●						●					●									●					●	
LIN 5			●	●				●					●								●	●					●	Linwood Community Woodland
LIN 6	●				●	●	●	●		●												●			●		●	grazing animals
LIN 7			●		●	●	●	●		●			●		●							●					●	Linwood Community Woodland
LIN 8	●						●	●														●			●			sign posted as cycle route
LIN 9	●			●		●		●	●				●									●			●		●	farm track locked gates with narrow gaps
LIN 10	●							●														●			●	●		
LIN 11	●		●				●									●					●	●					●	partially by lade
LIN 12	●							●														●					●	
LIN 13	●							●									●					●				●	●	
LIN 14	●				●	●		●											●			●			●		●	

Path	Surface						Path width		Boundary crossings					bridges						steps	seats	Slope						comments
	tarmac	bound	whin dust	gravel	grass	earth	<1.5m	>1.5m	lock gate	unlock gate	kiss gate	stile	gap	wood		metal		stone				slight	medium	steep	on road	adjacent to road	away from road	
														<1.5m	>1.5m	<1.5m	>1.5m	<1.5m	>1.5m									
KIL 0					●		●						●									●					●	very narrow path adjacent to cycle track
KIL 1	●				●		●	●															●		●		●	short road section and path through park
KIL 2				●	●		●			●	●											●					●	narrow track beside burn
KIL 3	●						●															●				●		
KIL 4	●			●				●														●			●	●		
KIL 5					●	●	●			●		●		●									●				●	stock in field
KIL 6	●							●														●			●			minor road
KIL 7	●							●															●		●			minor road

Path	Surface						Path width		Boundary crossings					bridges						steps	seats	Slope						comments
	tarmac	bound	whin dust	gravel	grass	earth	<1.5m	>1.5m	lock gate	unlock gate	kiss gate	stile	gap	wood		metal		stone				slight	medium	steep	on road	adjacent to road	away from road	
														<1.5m	>1.5m	<1.5m	>1.5m	<1.5m	>1.5m									
HOW 1	●				●		●	●												●	●		●			●		
HOW 2	●							●												●		●					●	
HOW 3	●			●	●			●												●				●			●	
HOW 4				●		●		●		●														●			●	badly rutted forestry track
HOW 5	●			●	●	●	●	●		●				●									●				●	cattle and calves in spring and summer
HOW 6				●	●	●		●		●									●				●				●	burn to cross & rough track
HOW 7		●			●	●	●	●	●													●					●	edge of reservoir
HOW 8	●						●	●															●		●	●		
HOW 9	●						●	●											●			●			●	●		pavement and also minor road
HOW 10	●						●																●			●		narrow pavement
HOW 11	●							●														●			●			minor road
HOW 12	●							●														●			●			minor road
HOW 13	●							●														●			●			minor road
HOW 14	●							●														●			●			minor road
HOW 15	●							●															●		●			twisting minor road
HOW 16																												aspirational route to be developed

Path	Surface						Path width		Boundary crossings					bridges						steps	seats	Slope			on road	adjacent to road	away from road	comments
	tarmac	bound	whin dust	gravel	grass	earth	<1.5m	>1.5m	lock gate	unlock gate	kiss gate	stile	gap	wood		metal		stone				slight	medium	steep				
														<1.5m	>1.5m	<1.5m	>1.5m	<1.5m	>1.5m									
LOCH 1		●			●	●		●		●												●					●	
LOCH 2					●	●		●			●												●				●	
LOCH 4	●	●	●		●	●		●		●	●		●										●				●	can be muddy
LOCH 6			●	●	●	●		●							●						●	●	●				●	can be muddy
LOCH 7			●				●	●	●		●			●	●						●	●	●				●	routes in Parkhill Woods
LOCH 8		●		●		●		●		●	●				●						●		●				●	routes in Parkhill Woods
LOCH 10		●						●		●											●	●					●	beside loch
LOCH 12		●						●														●					●	
LOCH 13	●							●							●											●	●	
LOCH 14	●						●																●			●		very narrow pavement
LOCH 15			●	●			●	●			●										●	●	●				●	car park
LOCH 18	●							●														●			●			minor road
LOCH 19			●				●								●							●					●	RSPB centre
LOCH 20		●				●	●															●					●	RSPB centre
LOCH 21	●			●	●			●	●						●								●		●		●	rough track with a couple of fords
LOCH 22	●							●														●			●			minor road
LOCH 23	●							●														●			●			minor road
LOCH 24	●						●	●															●	●		●		
LOCH 25	●							●														●			●			minor road
LOCH 26		●						●														●					●	bird hides
LOCH 28				●	●			●				●										●					●	
LOCH 29	●						●																●				●	
LOCH 27																												aspirational route to be developed

Path	Surface						Path width		Boundary crossings					bridges						steps	seats	Slope						comments
	tarmac	bound	whin dust	gravel	grass	earth	<1.5m	>1.5m	lock gate	unlock gate	kiss gate	stile	gap	wood		metal		stone				slight	medium	steep	on road	adjacent to road	away from road	
														<1.5m	>1.5m	<1.5m	>1.5m	<1.5m	>1.5m									
CM 1				●	●		●	●				●		●							●		●				●	track leading to muddy grass
CM 2					●		●								●						●		●				●	rough grass can be very boggy
CM 3					●			●														●					●	muddy
CM 4			●		●			●			●		●	●				●			●	●					●	track leading to muddy grass
CM 5		●	●		●	●	●	●		●		●									●	●	●		●		●	nature trails at Muirshiel
CM 6			●	●	●		●	●			●	●		●						●	●		●	●			●	trail to Windy Hill summit
CM 7				●				●			●	●										●					●	rough track with puddles
CM 8				●				●			●								●				●				●	rough track

Path	Surface						Path width		Boundary crossings					bridges						steps	seats	Slope						comments	
	tarmac	bound	whin dust	gravel	grass	earth	<1.5m	>1.5m	lock gate	unlock gate	kiss gate	stile	gap									slight	medium	steep	on road	adjacent to road	away from road		
														wood		metal		stone											
														<1.5m	>1.5m	<1.5m	>1.5m	<1.5m	>1.5m										
GB 2		●			●	●	●	●						●									●	●				●	muddy very rough in places
GB 3	●	●			●	●	●							●									●			●	●	grassy field, woodland and pavement	
GB 4		●			●	●	●	●															●					●	boggy, stile lost
GB 5				●	●	●		●	●								●						●					●	grazing animals
GB 6				●	●	●	●	●						●									●	●				●	farm track could be muddy
GB 7	●			●				●		●													●					●	car park available
GB 8				●	●	●	●	●		●	●												●					●	muddy, livestock
GB 9	●				●	●	●	●			●									●			●					●	can be muddy
GB 10				●	●	●	●	●		●	●				●								●	●				●	muddy, livestock
GB 11				●	●	●	●	●		●	●										●		●					●	uneven, boggy & livestock
GB 12	●			●		●	●	●							●					●	●	●	●	●	●			●	
GB 13	●			●		●	●	●		●					●						●	●	●	●	●			●	past 2 dams
GB 14	●							●		●											●		●	●				●	livestock
GB 15					●	●	●			●												●						●	livestock
GB 16				●	●	●	●	●		●													●	●	●	●		●	boggy, open field with ditches, livestock
GB 17		●			●	●	●	●		●													●	●				●	near model aircraft site, livestock
GB 18	●	●	●		●	●	●			●	●				●							●	●					●	path uneven, car park, livestock
GB 20					●	●	●	●																●				●	
GB 21					●	●	●	●												●				●				●	very muddy, some very steep sections
GB 22					●	●	●														●	●		●	●			●	
GB 23				●	●	●	●				●											●	●					●	Brandy Burn Way
GB 24				●	●	●	●																	●				●	
GB 25			●				●						●	●							●	●			●			●	Brandy Burn Way
GB 26			●		●	●	●				●				●						●	●	●	●				●	Brandy Burn Way
GB 28					●	●	●																●	●				●	
GB 1																													aspirational route to be developed

Path	Surface						Path width		Boundary crossings					bridges						steps	seats	Slope						comments
	tarmac	bound	whin dust	gravel	grass	earth	<1.5m	>1.5m	lock gate	unlock gate	kiss gate	stile	gap	wood		metal		stone				slight	medium	steep	on road	adjacent to road	away from road	
														<1.5m	>1.5m	<1.5m	>1.5m	<1.5m	>1.5m									
JOHN 1	●						●															●				●	●	
JOHN 2	●						●						●									●				●	●	
JOHN 3	●							●					●										●				●	
JOHN 4	●						●																●			●	●	
JOHN 5	●						●															●				●		
JOHN 6	●				●	●	●												●				●		●		●	
JOHN 7	●						●	●		●													●			●	●	
JOHN 8			●	●	●	●		●		●			●									●					●	by golf course
JOHN 9			●			●	●	●					●									●					●	
JOHN 10				●	●	●		●		●												●					●	
JOHN 11			●			●	●								●						●		●				●	
JOHN 12			●					●							●								●				●	Bluebell Woods
JOHN 13			●				●	●													●		●				●	Bluebell Woods
JOHN 14			●			●	●																●				●	Bluebell Woods
JOHN 15	●		●			●	●	●												●		●	●				●	Bluebell Woods
JOHN 16			●				●	●														●	●				●	Rannoch Woods
JOHN 17	●		●				●	●															●				●	Rannoch Woods
JOHN 18	●		●	●			●															●				●	●	
JOHN 19		●			●			●		●												●					●	

Path	Surface						Path width		Boundary crossings					bridges						steps	seats	Slope			on road	adjacent to road	away from road	comments
	tarmac	bound	whin dust	gravel	grass	earth	<1.5m	>1.5m	lock gate	unlock gate	kiss gate	stile	gap	wood		metal		stone				slight	medium	steep				
														<1.5m	>1.5m	<1.5m	>1.5m	<1.5m	>1.5m									
NP 1	●						●															●			●			sign posted as cycle route
NP 2	●							●									●					●				●		sign posted as cycle route
NP 3	●							●													●	●					●	Fountain Gardens
NP 4		●						●												●		●					●	
NP 6	●							●														●			●	●		
NP 7	●							●														●			●			sign posted as cycle route
NP 8	●							●													●	●	●				●	Barshaw Park
NP 9	●							●														●					●	
NP 11	●							●									●					●				●	●	by old canal
NP 12	●							●															●			●	●	former road
NP 13	●							●		●											●		●				●	paths in Ferguslie Gardens
NP 14	●							●														●					●	section to be built linking route to cycle track
NP 16	●							●																●			●	part to be developed
NP 17	●							●														●				●	●	
NP 18	●							●														●					●	
NP 21				●	●	●	●													●		●					●	
NP 22	●						●	●														●				●	●	
NP 23	●						●													●			●			●	●	footbridge over railway
NP 24	●						●	●														●				●	●	
NP 25	●						●	●														●				●		sign posted as cycle route
NP 26	●					●	●	●		●												●				●	●	
NP 27	●						●	●														●				●	●	
NP 28	●							●														●					●	footbridge over railway
NP 29	●							●														●				●		
NP 5																												aspirational route requiring development

Path	Surface						Path width		Boundary crossings					bridges						steps	seats	Slope						comments
	tarmac	bound	whin dust	gravel	grass	earth	<1.5m	>1.5m	lock gate	unlock gate	kiss gate	stile	gap	wood		metal		stone				slight	medium	steep	on road	adjacent to road	away from road	
														<1.5m	>1.5m	<1.5m	>1.5m	<1.5m	>1.5m									
SP 0	●							●														●				●		
SP 1		●					●	●															●	●		●		
SP 2	●	●						●													●		●			●	●	Gilmour Street
SP 4		●						●													●		●				●	Paisley High Street
SP 5	●	●						●														●					●	
SP 6	●							●														●					●	
SP 7	●						●																	●	●			cycle lane
SP 8	●						●																	●	●			cycle lane
SP 9	●						●	●															●				●	Saucel Hill Park
SP 12		●						●					●									●	●				●	Jenny's Well LNR
SP 13		●					●	●					●									●	●				●	Jenny's Well LNR
SP 14	●							●												●		●				●	●	
SP 15	●							●												●			●				●	
SP 16	●							●															●				●	
SP 17	●							●								●					●	●					●	Durrockstock Park
SP 18	●							●													●	●	●				●	Durrockstock Park
SP 19	●	●					●															●					●	
SP 20	●						●															●					●	
SP 21	●						●																●				●	
SP 22	●						●															●					●	
SP 23	●						●															●	●				●	
SP 24	●						●	●												●		●					●	steps only on section to Foxbar Road
SP 25	●							●													●	●	●				●	Brodie Park
SP 26	●							●													●	●	●				●	Brodie Park
SP 27	●						●																●				●	
SP 28	●			●		●	●															●	●				●	
SP 29	●							●														●	●			●	●	Short section pavement
SP 30	●							●														●				●	●	S. Paisley Strategic Link

Path	Surface						Path width		Boundary crossings					bridges						steps	seats	Slope						comments
	tarmac	bound	whin dust	gravel	grass	earth	<1.5m	>1.5m	lock gate	unlock gate	kiss gate	stile	gap	wood		metal		stone				slight	medium	steep	on road	adjacent to road	away from road	
														<1.5m	>1.5m	<1.5m	>1.5m	<1.5m	>1.5m									
SP 31	●							●														●	●			●	●	S. Paisley Strategic Link
SP 32	●							●													●	●					●	S. Paisley Strategic Link
SP 34	●						●													●			●				●	
SP 35	●						●															●					●	
SP 36	●							●																●			●	
SP 38	●						●	●												●			●	●		●	●	
SP 39	●						●	●												●		●				●	●	
SP 40		●						●															●				●	part cobbled
SP 42		●						●																●			●	part cobbled
SP 43																												aspirational route to be developed
SP 44																												aspirational route to be developed

Path code	Path name and/or location	Path length(m)
LAN 1	Remote pavement adjacent to A8 from Inverclyde boundary and pavement along Langbank Main Road to roundabout on A8	2785.2
LAN 2	Lane from Middlepenny Road to Marypark Road	347.8
LAN 3	Pavement along Dennistoun Road and path to railway station and Station Road	791.1
LAN 4	Path from Middlepenny Road to Old Greenock Road	372.6
LAN 5	Pavement adjacent to A8 from West Ferry roundabout to Langbank roundabout	1547.1
LAN 6	Track from Old Greenock Road under railway to OGR near West Ferry	1548.1
LAN 7	Routes in Ferryhill Plantation	1290.7
LAN 8	Routes in Ferryhill Plantation	1110.3
LAN9	Grassed route from Old Greenock Road to Kilmacolm via Knockmountain	1979.7
LAN10	Pavement along Middlepenny Road	315.4
LAN11	Farm track from Old Greenock Road to Formakin Road via White Moss Farm	1031.9
LAN12	Route from Kilallan Road to Kilmacolm via Glen Moss SSSI	713.7
LAN13	Minor road from junction with LAN 9 to junction with LAN 14 via Mid Glen Farm	2165.4
LAN14	Minor road from Old Greenock Road along east side of Barscube Hill to junction with LAN 13	2197.1
LAN15	Route from Old Greenock Road at High Hatton to Barochan Road	493.8
LAN16	Routes in Formakin Estate	2164.2
BIS 1	East section Chestnut Avenue plus adjacent farm tracks	2094.1
BIS 2	Golf Road	732.8
BIS 2a	Track from Dove Cottage to Clyde Coast	321.9
BIS 3	Routes in Big Wood	1855.7
BIS 4	Route connecting Big Wood to El 1 Clyde Walkway	428.0
BIS 6	Shilton Lane	1644.9
BIS 7	Grassed route from Ferry Road to Old Greenock Road at junction with BIS 8 and BIS 16 (part of proposed round Bishopton route)	1154.2
BIS 8	Pavements and unsurfaced paths linking BIS 7 to BIS 19 via Dunglass Road (part of proposed round Bishopton route)	1007.4
BIS 10	Barangary Farm lane (part of proposed round Bishopton route)	377.1
BIS 11	Strawberry Lane (part of proposed round Bishopton route)	1119.8
BIS12	Pavements on Ingliston Drive and Rossland Drive via recreation ground (part of proposed round Bishopton route)	1265.1
BIS14	Minor Road connecting Greenock Road to Old Greenock Road (part of proposed round Bishopton route)	264.4

BIS15	West section Chestnut Avenue (part of proposed round Bishopton route)	719.7
BIS 16	Aspirational route (pavement) along Old Greenock Road linking Bishopton Village to Erskine at Linburn Road	1111.4
BIS 17	Aspirational Route (pavement/ remote path) along Ferry Road	1973.1
BIS 18	Path from Old Greenock Road to Greenock Road adjacent to Bishopton Primary School	202.4
BIS19	Pavement along Greenock Road from Junction with BIS 8 to Junction with BIS 10 at Barangary farm track (part of proposed round Bishopton route)	524.9
BIS 20	Field boundary between Chestnut Avenue and Ferry Road (part of proposed round Bishopton route)	628.7
EI 1	Clyde Walkway from Erskine Bridge to Erskine Golf Course	1549.7
EI 2	Footway and cycle lanes on north and south bound carriageways of Erskine Bridge	2122.4
EI 4	Path linking EI 10 and EI 13	492.6
EI 5	Clyde Walkway from Erskine Bridge to Park Quay (Newshot Island proposed Local Nature Reserve)	2294.5
EI 6	Routes at Boden Boo Community Woodland	1253.4
EI 7	Path through North Barr from Park Mains High School to footbridge at Bargarran	1072.5
EI 8	Path from Rashielee to Park Mains via Bridgewater Shopping Centre	879.6
EI 9	Routes at Newshot Island proposed Local Nature Reserve	851.4
EI 10	Path from Newshot Drive to Park Drive via St Annes's Primary School	801.8
EI 11	Path through Garnieland	616.5
EI 12	Path from Newshot Drive at Park Crescent to St Anne's Primary School	315.4
EI 13	Path from square at junctions of EI 4, 14 and 15 to Parkway	615.7
EI 14	Path from St Anne's Primary School to junction with EI 4 and EI13	310.4
EI 15	Path from square at junctions of EI 4, 13 and 14 to footbridge over A726	500.3
EI 19	Path linking Bargarran to Linburn	422.8
EI 20	Millfield Hill to Park Mains at Rashielee roundabout	793.6
EI 21	Path from Bargarran footbridge to junction with EI 5 at Erskine Bridge Hotel	872.8
EI 22	Path round west side of Bargarran from Semple Avenue to Ferry Road	1422.1
EI 23	Aspirational route linking Old Greenock Road to EI 20 at Millfield Hill	1116.5
EI 24	Farm route at Nether Southbar Farm	4347.7
EI 25	Path from Greenock Road to Freeland Drive	282.4

REN 1	Route to Sandieland Wood via Florish Farm and Old Mains	2336.3
REN 2	White Cart Walkway from Bascule Bridge to Clyde and Clyde Walkway to Meadowside Road	2814.1
REN 3	Footbridge over M8 from Cockels Loan to Arkleston Road at Hillington Industrial Estate	124.8
REN 4	White Cart Walkway from Bascule Bridge to Porterfield Road	538.1
REN 5	Porterfield Road	505.2
REN 6	Route from Inchinnan Road to Wright Street via Robertson Park	2457.1
REN 7	Meadoside Road to Porterfield Road	1789.0
REN 8	Clyde Walkway at Renfrew Riverfront	4519.3
REN 9	Paths linking Esk Avenue, Nith Drive and Tweed Crescent to Afton Drive and Dean Park Road	463.4
REN 10	Tanar Way and paths linking through to Glasgow Road at Lossie Crescent	873.8
REN 11	Old Govan Road from Glasgow Road to traffic lights at Kings Inch Road	464.1
REN12	Cycle route through Glasgow Airport	2053.9
REN 13	Cycle route on Abbotsinch Road	3589.7
REN 14	Broadloan	445.9
REN 15	Path from Arkleston Road to Cockels Loan	677.4
REN 17	Cycle route adjacent to Barnsford Road and Inchinnan Business Park	4365.6
REN18	Paisley Moss Local Nature Reserve	387.5
REN 19	Pavement on Inchinnan Road from Inchinnan Business Park to Bascule Bridge	2068.7
REN 20	Path along west bank of White Cart Water	1374.2
REN 21	Aspirational routes around Paisley Harbour and link past sewage works to Renfrew at Wright Street	3367.0
REN 22	Link between Renfrew High Street and Renfrew River Front park	477.5
BBH 1	Farm track from Chapel Road to River Gryffe via North Mains	2620.9
BBH 2	Path behind Gryffebank	732.8
BBH 3	Riverside route on north bank of River Gryffe from farm lane at BBH 1 to Ardgryffe Crescent	646.2
BBH 4	Path from Ardgryffe Crescent to recreation ground	592.5
BBH 5	Path from Crosslee shops to Houston Road and on to Ardgryffe Crescent at junction with BBH 3 and 4	459.0
BBH 6	Minor road and path from Kirk Road to Houston Road	352.1
BBH 7	Path from Bridge at Ardgryffe Crescent to Gryffebank Avenue	568.7
BBH 8	Path from Barochan Road to bridge at Ardgryffe Crescent via Brent Crescent and Ninian Avenue	1107.1
BBH 9	Grass loop at edge of River Gryffe by Crosslee	622.4

BBH 10	Lade walk from Fairy Bridge to Whirlie Road	1251.3
BBH 11	Houston Road to Fairy Bridge	784.0
BBH 12	Mill Brae and Gryffe Walkway alongside lade to Fairy Bridge (junction with BBH 11)	1356.1
BBH 13	Loch Road, Loch Place and path to River Gryffe	419.8
BBH 14	Gryffe Walkway, Mill of Gryffe Road to Mill Brae	261.1
BBH 15	Lane from Mill of Gryffe Road to Kilmacolm Road	448.6
BBH 16	Pavement along Houston Road	933.8
BBH 17	Path from Bridge of Weir Bowling Club to Kaimhill Farm minor road	710.7
BBH 18	Path from Main Street to Horsewood Road via Pow Glen	460.5
BBH 19	Crosslee Road from B789 to National Cycle Route	1562.3
BBH 20	Craigends Road	1164.1
BBH 21	Path from Crosslee shops to Bridge of Weir Road via Houston Primary School	888.0
BBH 22	Chapel Road and Corsliehill Road from Barochan Road to Chapel Road	1851.9
BBH 24	Corsliehill Road from junction with Kilallan Road and Barochan Road	3407.8
BBH 25	Kilallan Road from junction with Corsliehill Road to Barochan Road	2826.5
BBH 26	Kilallan Road from Kilmacolm to junction with Corsliehill Road	1917.0
BBH 27	Warlock Road	2919.5
BBH 28	Minor road west of Bridge of Weir via Barnbeth and High Auchensale	4175.3
BBH 29	Lawmarnock Road to Auchensale Bridge	1914.0
BBH 30	Lawmarnock Road from Auchensale Bridge to junction with Burntshields Road (KIL 7)	1722.4
BBH 31	Minor Road from Chlochodrick Bridge to junction with BBH 30 and KIL 7	1154.7
BBH 32	Minor Road from B786 to Chlochodrick Bridge at junction of BBH 31	2122.1
BBH 33	Farm track to Torr Hill	1048.9
BBH 34	Track from Lawmarnock Road to Ranfurly Castle (remains)	153.2
BBH 35	Route from Lawmarnock Road to B786 via East Barnaigh	2709.6
BBH 36	Houston Road from Whirlies Road to Crosslee Road	261.8
BBH 37	Kirk Road	410.0
BBH 38	Path joining Crossways to BBH5 to west of bridge over River Gryffe	291.2
BBH 39	Minor Road from Junction with BBH 19 at National Cycle Route to Bridge of Weir Road A761 and path from Bridge of Weir Road A761 to Lawmarnock Road by Pannell Farm	1067.7
BBH 40	Path from Crosslee Park to Ninian Avenue across River Gryffe	123.6

BBH 41	Link from Kilmacolm Road to National Cycle Route (behind Strathgryffe Crescent)	144.8
LIN 1	Moss Road (closed to motorised traffic)	1312.9
LIN 2	Moss Road and Bridge Street	1858.2
LIN 3	Route across Linwood playing fields	511.9
LIN 4	Route in Linwood Community Woodland	965.7
LIN 5	Route in Linwood Community Woodland	767.6
LIN 6	Path across Linwood Moss	1463.3
LIN 7	Route in Linwood Community Woodland	778.7
LIN 8	Cycle route along Candren Road	2153.4
LIN 9	Middleton Road and farm track to bridge over Black Cart Water	2046.5
LIN 10	Clippens Road and Craig Road	1097.8
LIN 11	Paths adjacent to Linwood Lade	946.2
LIN 12	Route from National Cycle Route to Linwood Lade via bridge over Johnstone Bypass	234.9
LIN 13	Route from sewage works to Phoenix	2802.7
LIN 14	Farm track by Candren Farm and minor road to bridge over Black Cart Water	1034.6
KIL 0	Grass track linking Station Road to Kibbleston Road (adjacent to National Cycle Route)	325.3
KIL 1	Well Road and path through park	840.1
KIL 2	Path from Station Road to Tandlehill Road	529.4
KIL 3	Station Road and lane to High Barholm	418.4
KIL 4	Shuttle Street to Kibbleston Road via Merchants Close and Church Street	352.4
KIL 5	Path across Dampton Pad	833.0
KIL 6	Forehouse Road from Locher Road to Wardhouse Farm	720.4
KIL 7	Burntshields Road	2318.1
HOW 1	Path from Beith Road to Midton Road around football ground	185.8
HOW 2	Loop from Bowfield Road via Howwood primary school, Hillfoot Drive and Hill Road	556.0
HOW 3	Steps from George Street to Bowfield Road and lane to Main Street	169.4
HOW 4	Paths in Skiff Wood	2481.8

HOW 5	Path from High Belltrees towards Howwood via Earlshill	1843.7
HOW 6	Path from end of How 8 to Mid Hartfield	1783.6
HOW 7	Dam path at Barcraigs Reservoir	1094.6
HOW 8	Minor Road from Midton Road to North Castlewalls farm track	1675.9
HOW 9	Midton Road	1324.8
HOW 10	Bowfield Road	1201.7
HOW 11	Minor road connecting HOW 14 to HOW 12	1170.1
HOW 12	Minor road from Bowfield Bridge to Mid Hartfield	3539.3
HOW 14	Minor road from Newton of Belltrees to B776 via Barcraigs Reservoir	1741.3
HOW 15	Minor road from Newton of Belltrees to Roadhead roundabout	1812.3
HOW 16	Aspirational route adjacent to Bridesmill Road connecting Howwood to National Cycle Route	1221.3
LOCH 1	Farm track from Bridesmill Road to Fancy Bridge	1525.4
LOCH 2	Path from National Cycle Route to farm track by Fancy Bridge	846.0
LOCH 4	Farm track from Collegiate Church to Parkhill Wood	618.8
LOCH 6	Central route in Parkhill Wood	884.0
LOCH 7	Northern route through Parkhill Wood	2126.5
LOCH 8	Southern route through Parkhill Wood linking to National Cycle Track	793.3
LOCH 10	Lochside Path from Castle Semple entrance to Blackditch Bay	991.1
LOCH 12	RSPB Dubbs Water hide path	297.7
LOCH 13	Remote path from Lochwinnoch Station to Castle Semple Centre	1192.3
LOCH 14	Existing v narrow pavement /Aspirational new path to Roadhead roundabout	625.4
LOCH 15	Johnshill plus proposed extension to Parkhill Wood	413.6
LOCH 18	Minor road from A760 to boundary with North Ayrshire via East Netherhouses	2757.9
LOCH 19	Paths at RSPB centre	154..9
LOCH 20	Paths at RSPB centre	204.5
LOCH 21	Route past Maich Fishery connecting to footbridge across Renfrewshire boundary with North Ayrshire	2336.0
LOCH 22	Corsefield Road	2339.8
LOCH 23	Minor road from A760 to Auchenhain	2210.9
LOCH 24	Minor road from Newton of Barr to Brigend	748.3

LOCH 25	Minor road from Auchenhain to National Cycle Route	1417.4
LOCH 26	Path at RSPB centre to Tod's seat	1062.4
LOCH 27	Aspirational route (pavement/ remote path) along A760	124.2
LOCH 28	Route across playing field from Burnfoot Road to Corsefield Road	334.0
LOCH 29	The Fisherman's path	38.5
CM 1	Route through Thornlybank Plantation	2074.7
CM 2	Route through Thornlybank Plantation	2917.5
CM 3	Locher Community Woodland	736.1
CM 4	Locher Community Woodland	1531.7
CM 5	Routes at Muirshiel Country Park	2024.8
CM 6	Windy Hill route from Muirshiel Centre to Thornlybank Plantation	2396.0
CM 7	Hardridge route from Muirshiel Centre to Renfrewshire Boundary	1027.2
CM8	Clyde Muirshiel Mine Track	3575.2
GB 1	Aspirational route from Grahamston Road to Strathcarron Road	832.3
GB 2	Route from Strathcarron Road to Grahamston Road via site of former Hollybush Farm	1537.7
GB 3	Route from Strathcarron Avenue to site of former Hollybush Farm via South Avenue	1525.9
GB 4	Link from GB 3 towards Stoney Brae (not complete)	434.8
GB 5	Path from Caplethill Road towards site of former Hollybush Farm	748.8
GB 6	Stoney Brae from Neilston Road to University of the West of Scotland's Thornly Campus drive	436.0
GB 7	Brownside Braes Farm drive	454.5
GB 8	Hill Road, Brownside Braes, Gleniffer Braes Country Park	327.6
GB 9	Path from Caplethill Road into Gleniffer Braes Country Park	613.0
GB 10	Path through Brownside Braes, Gleniffer Braes Country Park	563.0
GB 11	Hill Road, Brownside Braes, Gleniffer Braes Country Park, leading to Fereneze Braes route, East Renfrewshire	1763.8
GB 12	Procession Way and Concert Glen, Gleniffer Braes Country Park	911.0
GB 13	Paths in Glen Park, Gleniffer Braes Country Park	1140.4
GB 14	Tannahill Walkway, Gleniffer Braes Country Park	1012.0
GB 15	Horse trail in Gleniffer Braes Country Park	2415.8
GB 16	Path from GB11	2316.7

GB 17	Proposed trail in Gleniffer Braes Country Park from Sergeant Law car park to Electricity substation, Gleniffer Road	888.0
GB 18	Tannahill Walkway, Gleniffer Braes Country Park	1589.4
GB 20	Route from Foxbar Road into Gleniffer Braes Country Park	463.7
GB 21	Route from Foxbar Road to Gleniffer Road in Gleniffer Braes Country Park	656.2
GB 22	McDonald Walks, Gleniffer Braes Country Park	448.3
GB 23	Brandy Burn Way	1386.9
GB 24	Path in Gleniffer Braes Country Park from Electricity substation to McDonald Walks via trig point	499.6
GB 25	Brandy Burn Way	237.5
GB 26	Brandy Burn Way	1029.1
GB 28	Path behind Hollows Avenue into Gleniffer Braes Country Park	385.3
JOHN 1	Path from end of Midton Road at Linnet Avenue to Auchengreoch Road	716.5
JOHN 2	Back Lane from Auchengreoch Road to Tanahill Crescent	1096.9
JOHN 3	Path from National Cycle Route to Johnstone Bridge	772.3
JOHN 4	Path from Main Road Elderslie to Old Road via AltPatrick	201.7
JOHN 5	Link from Johnstone Railway station to National Cycle Route	801.3
JOHN 6	Route from Old Road to National Cycle Route	380.7
JOHN 7	Path from Main Street Elderslie to Old Road via Football Ground	189.3
JOHN 8	Route on Elderslie Golf Course	2541.3
JOHN 9	Path in Rannoch Woods	571.1
JOHN 10	Farm track from Auchenlodment Road to Mackiesmill Road via Mackiesmill Farm	1035.9
JOHN11	Path from Bluebell Woods to Auchenlodment Road	686.2
JOHN 12	Path in Rannoch Wood	926.2
JOHN 13	Path from Chestnut Place to Juniper Place	314.9
JOHN 14	Path from Elm Drive to join JOHN 15	355.6
JOHN 15	Routes in Bluebell Wood	1002.6
JOHN 16	Route in Rannoch Wood	400.5
JOHN 17	Route in Rannoch Wood	512.1
JOHN18	Route from Main Road to Abbey Road via Glenmalloch Place and path adjacent to Old Patrick Water	877.5
JOHN 19	Track from Bridge of Weir Road to National Cycle Route via Johnstone Hospital	421.1

NP 1	Cycle route along Springbank Road, St James Park and Greenhill Road	1648.2
NP 2	Cycle route along New Sneddon Street	732.3
NP 3	Main avenue through Fountain Gardens	338.9
NP 4	Path alongside White Cart Water from Abercorn Street to Niddry Street	154.2
NP 5	Potential route along White Cart Water	210.9
NP 6	Abercorn Street	1190.7
NP 7	Ferguslie Park Avenue	967.8
NP 8	Paths in Barshaw Park	1355.2
NP 9	Path from Ferguslie to Ferguslie Park Avenue via Belltrees Crescent	354.0
NP 11	Path alongside Old Canal	1053.4
NP 12	Drive from Ferguslie to Ferguslie Gardens	382.7
NP 13	Paths in Ferguslie Gardens	777.4
NP 14	Path from Dalkeith Avenue to Blackstoun Road	383.9
NP 16	South Paisley Strategic Link (to be constructed) plus path from Fulbar Road to Morar Drive	891.2
NP 17	Path from Gary Drive to Green Road linking onto National Cycle Route	621.7
NP 18	Path adjacent to Moray Drive	338.5
NP 21	Route across playing field at Arkleston Road	285.2
NP22	Route from Renfrew Road to Montgomery Road via Kilwynet Way and David Place	1441.4
NP 23	Path and footbridge from Greenlaw Gardens to Gallowhill Road	257.2
NP 24	Ferguslie Park Avenue	952.6
NP 25	Blackstoun Road	853.5
NP 26	Path adjacent to former railway line from Blackstoun Road to Ferguslie Park Avenue	591.0
NP 27	Path from Barskiven Road to Blackstoun Road	535.4
NP 28	Queen Elizabeth Avenue to Linburn Road (Glasgow) via Hillington West Railway Station	121.1
NP 29	Fulbar Road from National Cycle Route to Ferguslie	216.7
SP 0	Path along edge of White Cart Water, Forbes Place and Dunn Square	376.7
SP 1	Oakshaw Street	448.9
SP2	Smithhills Street and Abercorn Street to footbridge	221.1
SP 4	Gauze Street from Smithhills Street to New Street via High Street (pedestrianised section) and Gilmour Street	508.7
SP 5	Abbey Close and path past Renfrewshire House to Mill Street	581.2

SP 6	Path from Anchor Mills to Seedhill bowling green alongside White Cart Water	449.1
SP 7	Pavement and cycle lane on Loan End	809.9
SP 8	Pavement and cycle lane on Loan End	832.7
SP 9	Path from Canal Station to Saucelhill Terrace	268.0
SP 12	Route at Jenny's Well Local Nature Reserve	1034.9
SP 13	Route at Jenny's Well Local Nature Reserve	840.9
SP 14	Montrose Way, Heriot Avenue, Heriot Way	514.8
SP 15	Woodstock Way to Brediland Road	145.0
SP 16	Path from Brediland Road to Teviot Avenue and Esk Drive	124.0
SP 17	Dam walk, Durrockstock Park Local Nature Reserve	662.0
SP 18	Woodland walk, Durrockstock Park Local Nature Reserve	283.1
SP 19	Path at Donaldswood recreation ground	228.2
SP 20	Path from Donaldswood Road to Mossneuk Drive via playing field	124.9
SP 21	Path linking Burnfoot Crescent to Harelaw Crescent	106.0
SP 22	Paths linking Glenburn Crescent, Skye Crescent, Denewood Avenue and Fintry Avenue to Community Hall, Library, Health Centre and shops	237.3
SP 23	Path from Lochfield Road to St Ninian's Road via Rowan Street	743.4
SP 24	Path from Spencer Drive to Waverly Way	573.6
SP 25	Path through Brodie Park	411.1
SP 26	Path through Brodie Park	456.5
SP 27	Path linking Colonsy Road to Highfield	216.5
SP 28	Paths through greenspace between Glenburn Road and Glenfield Road	731.6
SP 29	Limecraigs Road to Braeview	313.2
SP 30	South Paisley Strategic Link	1150.3
SP 31	South Paisley Strategic Link	342.3
SP 32	South Paisley Strategic Link	826.2
SP 34	Amochrie Way to Brediland Road	109.1
SP 35	Path across Hunter's Hill	189.4
SP 36	Path from Glenapp Avenue to Hurlet Road	133.9
SP 38	Path from Waverly Road to Montrose Drive	377.8
SP 39	Pavement on Waverly Road to entrance of Durrockstock Park Local Nature Reserve	98.3

SP 40	Oakshawhead	105.7
SP42	Church Hill and Stony Brae	66.2
SP43	Aspirational section of SouthPaisley Strategic Link	
SP44	Aspirational of section of South Paisley Strategic Link	
NCR 1-4	National Cycle Route from Glasgow boundary to the "Pencils"	9370.0
NCR 4-8	National Cycle Route from Johnstone to Renfrewshire boundary south west of Lochwinnoch	14140.0
NCR 9-13	National Cycle Route from Johnstone to Renfrewshire boundary north west of Bridge of Weir	7580.0