

# South West Scotland Coast Path Development



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# Why develop the coastal path?

- To attract new walkers
- To inspire existing visitors to return to the area
- To encourage existing visitors to stay longer



# Opportunities associated with coastal path development

- Accommodation
- Baggage transfer
- Food and drink
- Packaged trips.....



# SW Coast Path (Devon and Cornwall)

- Walkers using the path spent £436m during 2012 (15% increase over past 3 years)
- 76% staying visitors, 24% day visitors
- Supports > 9,770 jobs
- Estimated GVA £349,645,000

# Wales Coastal Path

(Oct 2012 – Sept 2013)

- 2.82 million visits to the Wales Coast Path
- Gross expenditure estimated £32.3 million
- £15.9m GVA
- Approx. 715 person years of employment



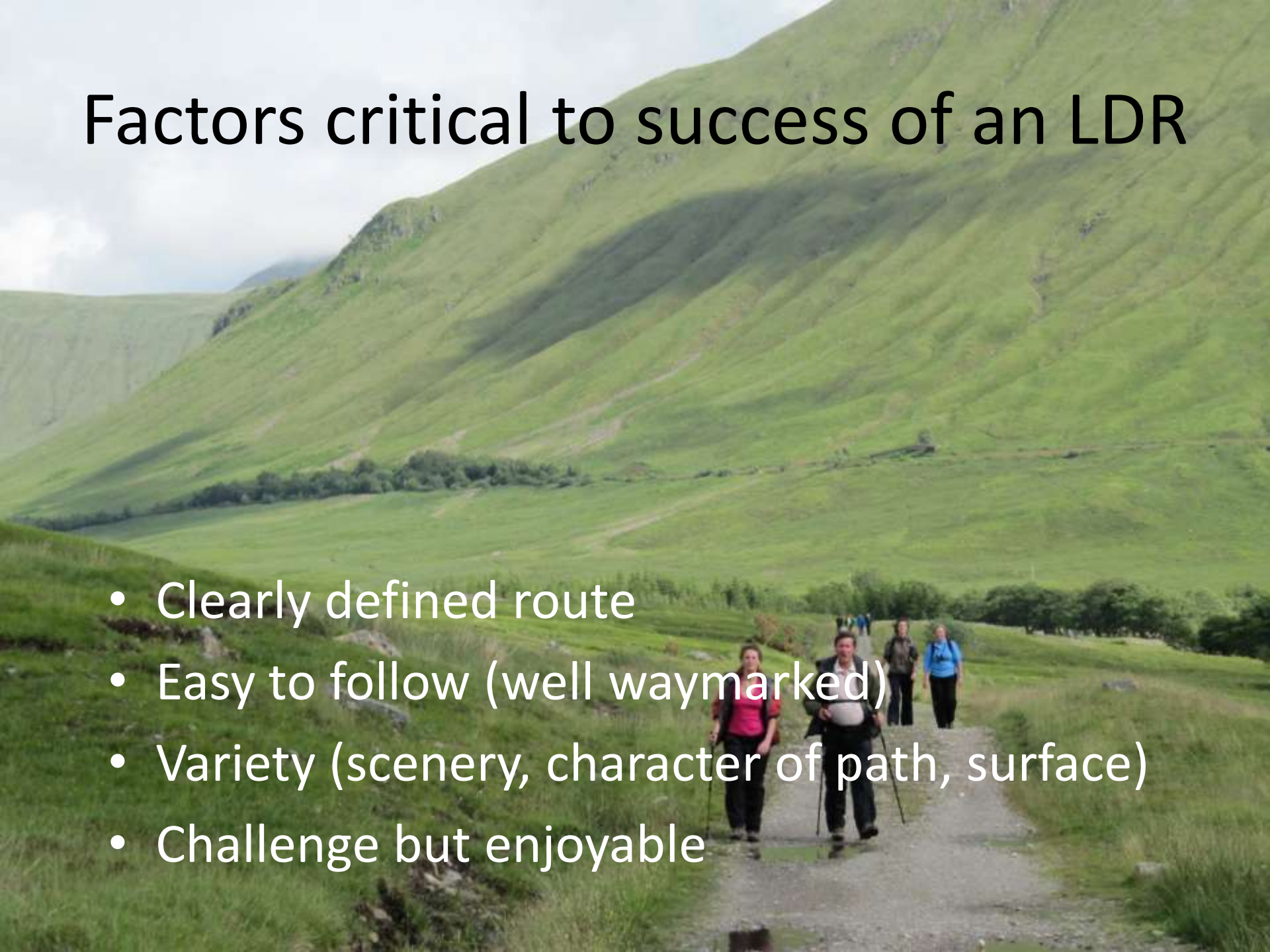
# National context for route development

- Scottish Coastal Way
- Scotland's Great Trails
- Portpatrick to Drummore identified in National Planning Framework 3

# Regional context

- Regional Tourism Strategy
- D&G Outdoor Access Strategy
- Core Path Plan

# Factors critical to success of an LDR

- Clearly defined route
  - Easy to follow (well waymarked)
  - Variety (scenery, character of path, surface)
  - Challenge but enjoyable
- 
- A group of hikers is seen from behind, walking along a well-defined gravel path that winds through a lush, green mountain landscape. The hikers are wearing various outdoor gear, including backpacks and trekking poles. The terrain is a mix of grassy slopes and rocky outcrops, with a valley visible in the distance under a cloudy sky.



# SW Scotland Coastal Path

## Stage 1: Strategic review 2012

Desk based research and mapping to identify extent of existing route + limited consultation

# SOUTH - WEST SCOTLAND COASTAL PATH



<b>Category of access</b>	<b>Approximate length (km)</b>	<b>Approximate % of overall route</b>
Proposed core path	277	56%
Aspirational core path	8	1.6%
Existing track or path under development	32	6.5%
Public road (quiet/with pavement)	109	22.1%
Shoreline or coastal access (even at high tide)	29	5.8%
Agreed route across MOD land subject to intermittent closure	17	3.4%
Busy main road	4	0.8%
Missing sections where off-road route needs negotiating	16	3.2%
<b>Approximate total length</b>	<b>492</b>	
Potential/alternative route subject to negotiation and/or funding which would reduce proportion on road)	10	



# 2013

## Survey and community consultation

Mull of Galloway - Portpatrick

- Confirmed community support and strong political drivers for development
- Survey of approved core path found that some sections non-existent
- Identification of viable route required farmer/landowner consultation beyond the scope of the study



Portpatrick

A77

A716

B7084

10

A747

Port of Spittal Bay

Dunskey Castle

Colfin

Bean Hill

Awhirk

Stoneykirk

Torts Warren

Luce Sands

Milton

Stairhaven  
Auchenmalg

B7042

Sandhead

Cairngarroch Bay

Cairngarroch

Money Head

Muckle Float

Clachanmore

Float Bay

Hole Stone Bay

Ardwell Mains

Ardwell

Chapel Rossan Bay

Ardwell Point

Logan Mains

A716

Logan

Balgowan Point

L U C E

Mull of Logan

Port Nessock or  
Port Logan Bay

Port Logan

Terally Point

Cairnywellan Head

122

Clanyard Bay

Kistay Bay

Laggantalluch Head

Clanyard  
Kirkmaiden

Drummore

Cailiness Point

Crammag Head

Damnaglair

Maryport

Maryport Bay

Cairnryan

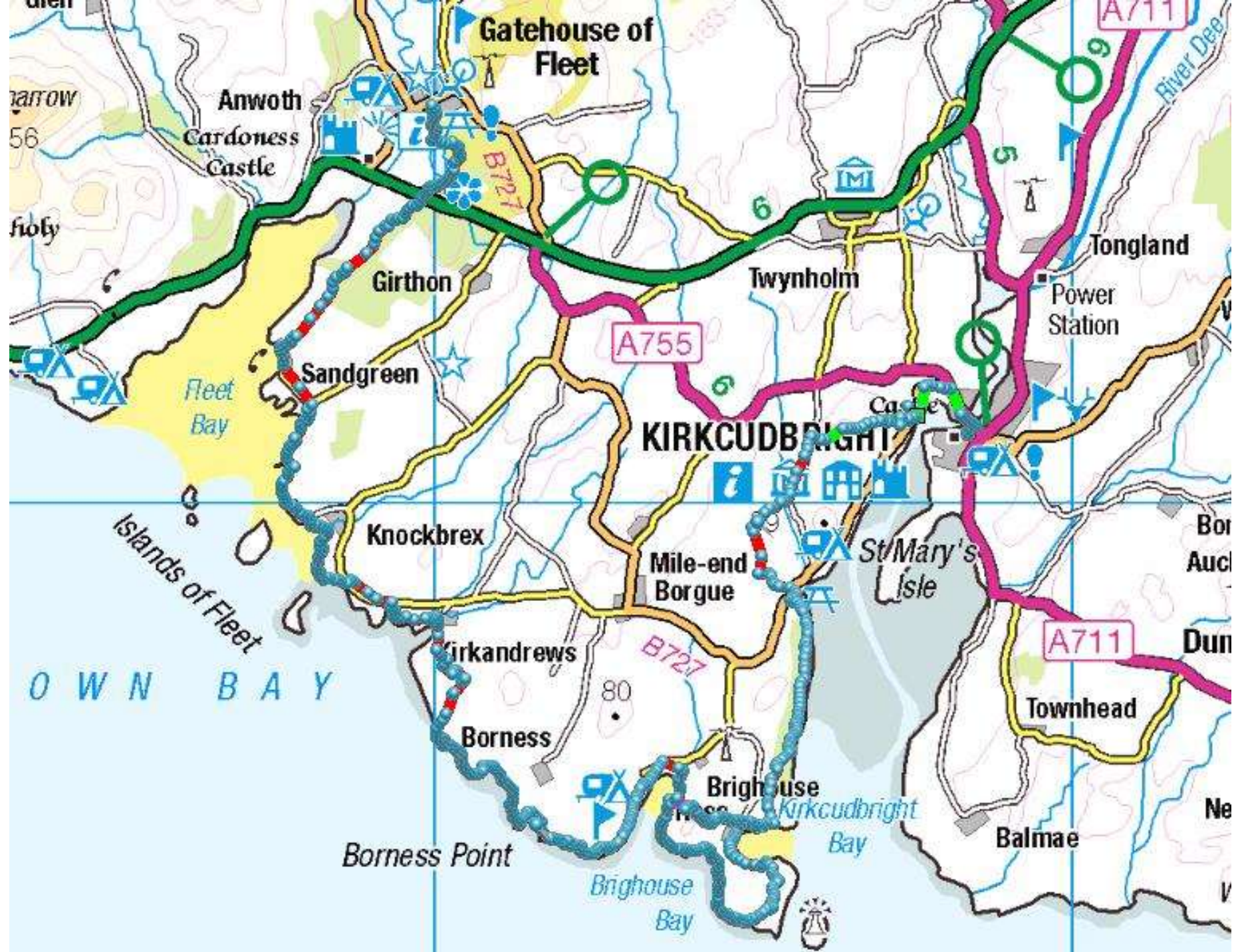
Port Kemis

MULL OF GALLOWAY

# 2014 development study

**Aim**: To survey, map, negotiate and produce fully costed specifications for two sections of coastal path suitable for development and promotion (based on approved core paths)





Gatehouse of Fleet

Anwoth  
Cardoness  
Castle

Girthon

Sandgreen

Fleet  
Bay

Twynholm

Tongland

Power  
Station

KIRKCUDBRIGHT

Castle

Knockbrex

Mile-end  
Borgue

St. Mary's  
Isle

Kirkandrews

Borness

Brighthouse

A711

Townhead

Balmae

Borness Point

Brighthouse  
Bay

River Dee

56

fioly

O W N B A Y

Islands of Fleet

Bor  
Auch  
Dun

Ne

# 2014 coastal path survey methodology

## Survey

- Route survey
- Consultation with Dumfries and Galloway Council

## Route negotiation

- Introductory letter to farmers/landowners
- Individual meetings and site visits to discuss route and agree required work

## Confirm required work to establish path

- Further survey of alternatives
- Production of detailed costed specifications
- Written agreements with landowners/farmers

















Be ye man, be ye wumman  
Be ye gawn, or be ye comin  
Be ye early, be ye late  
Be ye share tae shut the gate!









Public Path  
Marwick Bay 11

Public Path  
Marwick Bay 11

















ALSO THE  
HONORABLE ELWOOD  
FSA (DEC. 23rd 1919 -











































More viable alternatives agreed to avoid problems













but ....

















# Challenges in coastal path development

- Unless route is fit for purpose, it won't work
- Maximising economic benefits of coastal path development has major implications for route standard
- Missing section Kirkcudbright to Back Newton
- Unresolved issues at Logan Fish Ponds

# South West Scotland Coast Path -

summary evaluation of the potential route

## Strengths

- Fantastic variety in terms of scenery, character of path, surface, and walking experience
- Iconic landscapes
- Significant cultural interest
- Public transport links
- Scope for sectional development/use

## Weaknesses

- Route not currently easy to identify or walk
- Physical issues on some sections of pre-agreed core path
- Lack of accommodation and services at regular intervals
- Missing section  
Kirkcudbright to Dhoon Bay



# So what next?

SW Scotland Coastal Path has unlimited potential for development

- “Shovel ready” route clearly identified for two sections including mapped route, costed specs and signed landowner agreements
- Based on core paths : dual benefit in implementing core path plan

Funding needs to be secured for capital implementation