



LOCH LOMOND  
& THE TROSSACHS  
**COUNTRYSIDE  
TRUST**





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## WHO WE ARE

### **Loch Lomond and The Trossachs Countryside Trust (LLTCT)**

As a locally based environmental and community-based charity, the Trust aims to help (i) conserve and enhance the landscapes and ecology of the Loch Lomond and The Trossachs National Park; (ii) enhance visitors' experiences of the Park's diverse landscapes; and (iii) work with local communities across the Park to support their health, wellbeing and sustainability. The Trust manages and delivers a suite of programmes related to these aims, including: Walk in the Park – a community-based health walk programme; the Loch Lomond and Trossachs Active Travel Project – supporting and encouraging local communities to walk and cycle more; and Nature Recovery – developing partnerships to work at the landscape scale to conserve and enhance ecosystem function and natural capital.

Working with local active travel hubs, LL&TCT aims to assist with route planning, bike trials, events, training and advice, particularly for those living and visiting rural communities and attractions within the National Park. The Trust has also delivered a key section of the National Cycling and Walking Network at Strathfillan.

# Summary and Background



Cycling and walking are important activities for the local community and Drymen is a popular destination for cyclists and walkers and those exploring the Loch Lomond and Trossachs National Park. Drymen sits at a key point on the National Cycle Networks Lochs and Glens North route (NCN7), a part of Eurovelo 1, and is a key access point to East Loch Lomond. The West Highland Way, which passes through Drymen was Scotland's first long distance walking route and remains by far the most popular. The Rob Roy Way which starts in Drymen is a 128km walk linking with Pitlochry in Perthshire. Both of these walking trails are part of Scotland's Great Trails which provides over 3000km of trails.

Through surveys and conversations we have learned about what people who live and work in Drymen think about cycling and walking. We have combined these experiences with the shared knowledge and experience of key stakeholders in active travel throughout the region, to create a set of recommendations and actions that can be used by the community to contribute to making Drymen cycling and walking friendly. The plan is designed to offer practical and achievable steps that can be taken by community groups, schools, or individuals to overcome barriers to improved cycling and walking and make Drymen a better place to live, work or visit.

To provide the best chance of making an impact, we hope that interested parties come together to form an active travel or cycling and walking steering group. Such a group opens up opportunities to apply for funding from various sources that can help the community make real changes and improvements. The Loch Lomond and Trossachs Countryside Trust can help facilitate this.



## Why promote active travel in your community?

Walking or cycling for short local journeys offers benefits to individuals, their community and visitors to the area. Some of the most significant benefits are:

- **Health** – both physical and mental
- **Social** – benefitting the community and providing an improved visitor experience
- **Environmental** – by reducing carbon, air pollution and noise and by creating wildlife corridors
- **Economic** – by supporting local shopping and strengthening the visitor economy

# Summary and Background

**Increase the number of people choosing walking, cycling and wheeling in Scotland**



**High quality walking, wheeling and cycling infrastructure is available to everyone**

**The following outcomes help deliver those benefits:**

## **Walking, Cycling and Wheeling Outcome Indicators**

- 1** Proportion of short everyday journeys by walking and cycling
- 2** Attitude towards/propensity to walking, cycling and wheeling
- 3** Proportion of journeys to school by walking, cycling and wheeling
- 4** Frequency of walking and cycling for pleasure/exercise

- 5** Km of traffic-free walking and cycling facilities
- 6** Distance to traffic-free cycling infrastructure
- 7** Quality of walking and cycling infrastructure

Transport Scotland - Active Travel Framework - ISBN 978-1-911582-86-1

## **A greener and more sustainable place to live, work and visit**

Both walking and cycling provide zero carbon alternatives to fossil-fuelled transportation. By travelling more sustainably communities can help to take action against climate change at both a local and global level. Our natural and built environment are part of the attractiveness that make Drymen and the surrounding area a great place to live, work and visit, generating local wealth and employment. Our history and natural world are a part of our international standing and reputation, attracting many visitors. We can provide an attractive place for doing business, helping realise our full economic potential, with improved active travel links to employment, services and visitor attractions. We can maximise the impact of key strategic links such as Lochs and Glens North (NCN7, EV1), the West Highland Way and the Rob Roy Way.

# Summary and Background



## Walking, Cycling and Wheeling Outcome Indicators

**8** Casualties by mode of transport and distance travelled (number and proportion)

**9** Perceptions of safety of walking, wheeling and cycling

**10** Level of inclusion of active travel in local development plans

**11** Level of public sector spend on walking, cycling and wheeling

**12** Perception of community involvement in walking, cycling and wheeling initiatives

**13** Proportion of primary schools delivering on-road cycle training

**14** Household access to a bike (with focus on regional and socio-economic variation)

**15** Proportion of people identifying a barrier to walking, cycling and wheeling

**Walking, cycling and wheeling is safer for all**



**Delivery of walking, cycling and wheeling is promoted and supported by a range of partners**



**Walking, cycling and wheeling is available to all**

## Safer and fairer places to live, work and visit

Active travel can make a community a safer, fairer and more attractive place to live and visit by reducing the number of short journeys by low occupancy vehicles. Fewer vehicles means less congestion on narrow rural roads and reduced levels of inconsiderate parking, making roads safer for all users and towns more attractive to visit. Fewer vehicles also improves air quality and reduces carbon emissions, improving the health of both the community and the environment. Providing links to transport interchanges and mobility hubs helps address transport inequalities and reduces carbon emissions.

## Healthier and happier communities

Walking and cycling are fantastic forms of exercise that greatly improve both physical and mental health. It is important that communities and visitors feel able to build active travel into daily routines, given that inactivity contributes to over 2,500 early deaths in Scotland each year. Our local environment should make us feel good and improve our health and wellbeing.



# Links to Existing Plans and Policies



This action plan is designed to complement the existing Drymen Community Action Plan (CAP). Sharing some common goals and outcomes, effective communication and collaboration lie at the heart of these actions.

Despite a strong policy steer and a clear transport hierarchy prioritising active travel, car traffic continues to increase. Transport is the largest single contributor to Scotland's carbon emissions with private cars accounting for 39% of overall transport emissions in 2018.



## Stirling Council

Stirling's Towns, Villages and Rural Areas (TVRA) Transport Plan 2017-2027, has four main themes:

- Reducing the impact of traffic on communities.
- Improving access to jobs, services and opportunities.
- Improving the opportunities to walk and cycle.
- Improving the quality of roads and the street environment.

The TVRA programme includes packages of measures for settlements and corridors. Actions are prioritised to take account of the needs of communities to:

- improve access to jobs, services and opportunities;
- support tourism;
- improve health; and
- address the adverse impacts of traffic.

The TVRA outlines the following specific actions for Drymen from the Local Transport Strategy

- Introduce traffic management measures to reduce traffic speeds through village (from all approaches).
- Develop a selection of transport and travel opportunities.
- Manage parking in Drymen.
- B837 (Drymen to Rowardennan) visitor management.
- Improve local road safety: improve junctions where needed.
- Safer Route to Schools measures: outlined in the School Travel Plan.

# Links to Existing Plans and Policies



## **“Walking and Cycling to a Healthier Stirling” Active Travel Action Plan**

- To increase the percentage of people walking and cycling in Stirling.
- To increase the percentage of children and students walking and cycling to/from places of education in Stirling.

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## **Loch Lomond and Trossachs National Park**

Drymen is listed as one of 5 placemaking priorities in the National Park Local Development Plan. The key focus outlined for placemaking is to create a more welcoming and friendly environment for people to walk, cycle, visit, shop and work in. The works could include improvements to open/green space, easier path networks to walk/cycle, de-cluttered street furniture, buildings for community uses and soft landscaping measures. The Square is the central point of the village and a priority for action.

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## **Drymen Community Action Plan – 2012-2017**

Of the top ten priorities identified by the community in their CAP the following have strong and direct links to active travel and the development of cycling and walking.

- Better public transport.
- Better managed parking.
- Improve road safety.
- A network of routes for vehicles, cyclists and pedestrians which improves safety and connectivity.
- Visitor information - Update existing Paths Leaflet.





# Links to Existing Plans and Policies



## **Drymen Primary School Travel Plan**

The main priorities for the school in terms of travel planning are:

- To increase awareness amongst pupils, families and staff about the health, environmental and social consequences of their travel choices.
- To increase the number of pupils participating in road safety education.
- To have as many children living within walking distance of the school, travel to school in a safe and sustainable way, e.g. walking, cycling, scooting.
- To increase families' awareness of 'park and stride' options to reduce traffic around the school.
- To have children who cycle be able to do so safely and aware of other road users.



## **Drymen Community Development Trust/ TP & E – Drymen to Balmaha Active Travel Link Feasibility Study 2019**

Transport Planning and Engineering (TP&E) were commissioned to carry a feasibility study and design for a shared route to complete the Drymen to Balmaha active travel route.

The report provided many valuable and detailed recommendations in relation to active travel infrastructure in Drymen. It is recommended that this report is revisited and appropriate recommendations progressed.



# Community Consultation



Over a period of a few months LL&TCT and Drymen Community Development Trust collected the views on active travel of people living and working in Drymen, through work with the Community Council, Primary School, The Hub G63, the Church, feedback from the Walk in the Park group, community surveys, direct interactions with key stakeholder groups and a review of existing reports on active travel for the area.

Surveys were available online and promoted through Facebook, posters with a QR code in key retail outlets and available as paper copies in local outlets such as The Hub G63.

Development Trust member Richard Boddington helped facilitate promotion, collection and collation of local forms.



## 116

surveys were returned, which was an excellent response rate from a community with 300 households



## Top five concerns raised by the community

### 1

#### Traffic & Safety

Road safety due to traffic speed, volume and driver behaviour: Of particular concern was the A811 due to speed and volume, as was traffic speed through the village and lack of safe road crossings near the Square. Poor footway condition along with traffic volume and speed on the road to Balmaha, poor footway and no crossing points between Drymen and Croftamie, road side parking and lack of footways were all mentioned.

### 2

#### Infrastructure

A lack of dedicated active travel facilities, and insufficient segregation from other traffic. Unsafe or no connections to other key destinations and neighbouring towns, particularly Drymen to Balmaha and Drymen to Croftamie. No secure parking for bikes around the village square.

### 3

#### Accessibility

Uneven pavements, poor lighting, access to affordable bikes, the coherence of the network: Poor surfaces, blocked and narrow footways particularly for wheelchair users and buggies, lighting issues at night. Public transport availability & cost prohibits using it for journeys further afield, were all key issues.

### 4

#### Connectivity

No coherent connected network that links key destinations, sometimes unclear signage or lack of signage. No safe connections to Balmaha or Croftamie.

### 5

#### Weather and Distance

Weather was perceived as a key barrier as was the distance to key destinations and neighbouring towns and villages.



## Top three most helpful activities suggested by the community to encourage more active travel

### 1

Free bike checks – Dr Bike session

### 2

Access to bike maintenance sessions for adults

### 3

Greater knowledge of routes, free maps, custom route planning for walking and cycling



# Survey Responses

## 97%

currently walk for pleasure/fitness at least once a week

## 20%

currently walk to work or education at least once a week

## 67%

currently own or have access to a working bike

## 29%

currently cycle for fitness or pleasure at least once a week

## 52%

of people work more often at home as a result of COVID

## 31%

of people cycle more and 80% walk more often since lockdown

## 71%

shop local and 55% get home deliveries as a result of COVID

## 44%

use public transport less often as a result of COVID

**“The pavement from Buchanan Smiddy to Milton of Buchanan is terrible- you’d need to walk on the road to avoid the mud or overgrown bushes and the road is too busy normally for that to be safe. If the pavement was tarred and a decent width the whole way it would be feasible for me to walk/run to Drymen for shopping and to visit friends. I don’t risk it and instead take the car.”**

**“The village would benefit from some traffic calming measures coming into the village on Stirling Road and also on the Balmaha road as cars regularly speed through the village on both routes. Also the bend in the road at the village square is a deathtrap to cross, something definitely needed there.”**

The most common concerns were about perceived road safety with concerns about speed, traffic volume and driver behaviour. The fear of sharing space and the confidence to cycle and walk alongside other traffic acts as a significant barrier to the community as a whole. Active travel to the school can be extremely challenging, due to the area being busy with traffic and the lack of segregation or dedicated paths.

Safety concerns are foremost in why most people decide not to travel by bike. While there is a perception that cycling is unsafe, in reality the chances of being involved in a serious accident are low. However perceptions are hugely important in how we make decisions and work is needed to change how cycling is viewed. Behaviour change activities along with quality accessible infrastructure can help achieve this.

**“It would be great to be able to cycle to other villages etc (e.g. to somewhere like Endura) without having to go on the main roads or have to take the car to get there and then start cycling.”**

**“Although there are back roads, to cycle from Drymen to Balfron, for example, you always end up on one of the busy main roads. Would love to have a safe inter village network of routes.”**

While NCN7 runs directly through the town there is very little other good quality segregated infrastructure that connects the village to destinations with services, the school, visitor attractions and main transport interchanges such as Balloch.

There is a significant network of forest roads and tracks in the area, however a lack of information, maps, waymarking and signposting means that they are not considered by many for active travel or recreation.

**“Hills, Weather, Drymen is not big enough to cycle in, where could you go within Drymen?”**

These are all common blockers to active travel. However most of them can be overcome through planning and simple strategies. Often being part of a group or using a buddy helps overcome many of these. Some ideas to get people motivated again are trying a new bike, e.g. an e-bike, finding a new activity tracker app, cycling or walking with a buddy, signing up for an event, a structured fitness programme. Our Walk in the Park programme and the possibility of a led cycle ride programme, come and try activities would help address many of these issues.

Weather and hills are what makes where we live so attractive. There is suitable clothing available to cover almost all weather conditions with some forward planning and e-bikes can help with the hills.

# Addressing Issues and Infrastructure

## Addressing Issues

- Good collaboration and communication between key players is essential in addressing and implementing actions that address the capability, opportunities and motivation to encourage and support behaviour change towards more active and sustainable travel modes. There needs to be a range of actions that vary over time, there is no one silver bullet.
- To achieve the vision of more people travelling actively and sustainably the local community could work with various organisations and groups across the National Park, including the Loch Lomond and Trossachs National Park Authority, Forestry and Land Scotland, Stirling Council, NatureScot, the Loch Lomond and Trossachs Countryside Trust, Paths for All, Tactrans and Sustrans.
- Locally effective collaboration between key stakeholders is likely to have the most effect in improving infrastructure and supporting behaviour change. Community groups, local traders and individuals including Drymen Community Development Trust, Drymen Community Council, Drymen Walk in the Park, and The Hub G63 can all play a part.

## Infrastructure

- Drymen benefits from being located on National Cycle Network 7 which is part of a Eurovelo Route 1, as well as the West Highland Way and Rob Roy Way walking routes. There is however limited segregation of these routes as they run through the village.
- Currently the community views the links between Drymen and Balmaha and Drymen and Croftamie as inadequate. These are all highlighted in Stirling Council's Towns, Villages and Rural Areas Transport Plan 2017-2027 and LLTNP Local Development Plan.
- Pedestrian access to footways and safe active travel options along the A811 towards Croftamie are either poor or non-existent, similarly the footway, shared path towards Balmaha is in poor condition.
- Use is made of the quieter rural roads in the area particularly by cyclists as part of NCN 7, these can sometimes prove hazardous from vehicular traffic travelling at speed. There is a case for advisory signs to inform drivers that these are shared use roads regularly used by more vulnerable road users.
- Measures to control parking and speed are both mentioned in Stirling Council's Towns, Villages and Rural Areas Transport Plan 2017-2027.



# Recommendations

ISSUES	ACTION(S)	Cycling Friendly Award Criteria
<p>Road safety and traffic concerns along with a desire to increase active travel and promote more cycling and walking.</p>	<ol style="list-style-type: none"> <li>1. School, community and local authority to work together to implement school travel plan.</li> <li>2. Offer confidence building sessions for adults returning to cycling.</li> <li>3. Promote road safety and sharing of road space with appropriate signage and campaign.</li> <li>4. Re-examine and revisit Stirling Council and LLTNP commitments that address safety concerns, traffic management and infrastructure improvements along with placemaking.</li> </ol>	<p>Barriers, needs and opportunities Community Engagement</p>
<p>Infrastructure and connectivity. There is limited segregated active travel network. Lack of routes that go places and connect destinations, lack of secure parking for bicycles</p>	<ol style="list-style-type: none"> <li>5. Develop and implement a plan for improved signage and access to maps and route planning.</li> <li>6. Promote Drymen as a destination on NCN 7, EV1, WHW, RRW with additional local itineraries</li> <li>7. Secure bike parking at the village square along with other placemaking ideas.</li> <li>8. Continue to lobby for, and support the development of segregated links between local destinations such as Balmaha and Croftamie.</li> <li>9. Led walking and cycling events including training of volunteers eg. Ride Leader Training</li> <li>10. Develop local itineraries that connect key destinations</li> </ol>	<p>Communication and Promotion Partnership and Stakeholder Working Community Engagement</p>
<p>Accessibility and weather</p>	<ol style="list-style-type: none"> <li>11. Provide access to a bike and e-bike share or loan scheme, a bike library</li> <li>12. Dr Bike sessions</li> <li>13. Provide maintenance classes</li> <li>14. Develop "all abilities" fully accessible routes</li> <li>15. Continue to lobby for infrastructure improvements outlined in action 4 for safety, that also improve "access for all" particularly for prams, buggies and wheelchair users, surfaces, widths and obstructions are often a problem.</li> </ol>	<p>Barriers Needs and Opportunities Partnership and Stakeholder Working Community Engagement</p>



WHO?	WHAT?	FUNDING?
<p>Community Council, School</p> <p>Community Development Trust/ The Hub G63</p> <p>Stirling Council</p> <p>LLTCT</p>	<p>Work with SC and school to ensure STP actions are implemented</p> <p>Develop opportunities incentives for cyclists and walkers in Drymen</p> <p>Promote road safety and signage</p> <p>Offer adult training sessions and led rides</p> <p>Engage with SC and LLTNP to get update on infrastructure improvements</p>	<p>Cycle Friendly Fund</p> <p>Cycling Scotland</p>
<p>Community Development Trust</p> <p>LLTCT</p> <p>The Hub G63</p> <p>LLTNP</p> <p>Sustrans</p> <p>Forth Valley &amp; Lomond Leader</p> <p>Cycling UK Scotland</p>	<p>Convene Drymen CDT Active Travel and Cycling Group participate in LLTCT – Cycling Forum</p> <p>Promote Walk in the Park, e-bike tasters, maps, route planning</p> <p>Funding and promotion</p> <p>Regular led ride programme</p> <p>Community Cycling Group/Club</p>	<p>Cycle Friendly Fund – for maps, signage and secure parking</p>
<p>LLTCT, The Hub G63</p> <p>Community Development Trust</p> <p>Sustrans</p>	<p>Provide bike library/bike share scheme</p> <p>Bike Hire, Dr Bike and maintenance classes</p> <p>Develop all abilities routes (linked to infrastructure developments)</p>	



# Next Steps

This Active Travel Action Plan outlines some of the barriers faced by the community and actions which may help to overcome them and complements the actions in the Community Action Plan. We can reduce our carbon emissions, improve our environment and enhance our health and wellbeing through improvements in active travel.

Working together we can deliver a sustainable, inclusive and accessible transport system which helps to deliver a healthier, fairer and more prosperous community, for residents, businesses and visitors.

Here are some small changes that can help to get you started:

I WANT TO...	WHO CAN HELP?	PHONE / EMAIL / WEBSITE / SOCIAL MEDIA
Work with others in my community for active travel improvements	LL&TCT, Community Development Trust, all provide volunteering opportunities. LL&TCT can help bring people together to form a steering group to work towards a Cycling Scotland Cycle Friendly Community Award	01389 722648 <a href="http://trustinthepark.org/contact-us/">http://trustinthepark.org/contact-us/</a> Facebook @trustinthepark Drymen Community Development Trust <a href="https://www.drymen.org/">https://www.drymen.org/</a> hello@drymen.org
Comment on existing and/or future cycling and walking infrastructure	LL&TCT can collate comments and share them with the Cycle Stirling group, Stirling Council and Tactran	01389 722648 <a href="http://trustinthepark.org/contact-us/">http://trustinthepark.org/contact-us/</a> Facebook @trustinthepark
Report a problem with roads, pavements or paths in my community	Contact Stirling Council online. Raise issues with your Community Council	01786 484040 <a href="mailto:info@stirling.gov.uk">info@stirling.gov.uk</a> <a href="http://my.stirling.gov.uk/forms/">my.stirling.gov.uk/forms/</a>
Get my bike repaired and/or learn how to fix it myself	Country Cycles, Killearn provides a repair service, bike sales and hire Dr Bike sessions and evening bike repair sessions are delivered from time to time by Stirling Active Travel Hub. Recyke a Bike offers Dr Bike sessions	<a href="http://country-cycles.com/">http://country-cycles.com/</a> Tel: 01360 551129 <a href="https://www.recyke-a-bike.co.uk/">https://www.recyke-a-bike.co.uk/</a> Tel: 01786 447 559 Email: <a href="mailto:admin@recyke-a-bike.co.uk">admin@recyke-a-bike.co.uk</a> <a href="mailto:stirlingath@forthenvironmentlink.org">stirlingath@forthenvironmentlink.org</a> 01786 474160

# Delivery Partners



## Local Partners

**Drymen Community Development Trust**

**Country Cycle Killlearn**

**Loch Lomond and Trossachs Countryside Trust**

**Loch Lomond and The Trossachs National Park**

**Stirling Council**

**The Hub G63**

**Love Loch Lomond**

**See Loch Lomond**

## Regional and national Partners

### Sustrans Scotland

Rosebery House  
9 Haymarket Terrace  
Edinburgh EH12 5EZ  
T: 0131 346 1384  
E: scotland@sustrans.org.uk



### Forth Environment Link

Unit 4, Ground Floor  
Cameron House  
Forthside Way  
Stirling FK8 1QZ  
T: 01786 449215



### Transport Scotland

Buchanan House  
58 Port Dundas Road  
Glasgow G4 0HF  
T: 0141 272 7100  
E: info@transport.gov.scot



### Cycling Scotland

24 Blythswood Square  
Glasgow G2 4BG  
T: 0141 229 5350  
E: info@cycling.scot



### Paths for All

Kintail House, Forthside Way  
Stirling FK8 1QZ  
T: 01786 641851  
E: info@pathsforall.org.uk



### Living Streets Scotland

5 Rose Street  
Edinburgh EH2 2PR  
T: 0131 243 2645  
E: Scotland@livingstreets.org.uk



**Funding** [www.transport.gov.scot/active-travel/active-travel-funding-opportunities/](http://www.transport.gov.scot/active-travel/active-travel-funding-opportunities/)

**Policy** [www.transport.gov.scot/active-travel/about-walking-and-cycling-policy/](http://www.transport.gov.scot/active-travel/about-walking-and-cycling-policy/)

Photography courtesy of Paul Saunders.

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