

# TACTRAN Walking and Cycling Strategy

## Audit of Existing Walking and Cycling Provision

**February 2008**

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# 1. Introduction

## Background

- 1.1 TACTRAN (Tayside and Central Scotland Transport Partnership) has commissioned Atkins to produce a regional Walking and Cycling Strategy for the TACTRAN area. The objective of the strategy is to provide a degree of consistency in walking and cycling for major settlements contained within the TACTRAN area. This has been identified within the Regional Transport Strategy (2008 – 2023) (RTS) as a high priority, in particular, it is considered important in contributing towards the environment and health objectives of the RTS.
- 1.2 It is envisaged that, in the first instance, the walking and cycling strategy should be developed for the whole of the TACTRAN region, based on a representative sample of urban, rural and interurban areas. It was agreed with the client that the sample should cover a range of settlement classifications as referred to in the RTS.
- 1.3 The agreed list of settlements, their council area and RTS Settlement classification is shown in Table 1.1 below.

Table 1.1 – Settlements for Consideration

Town	Authority	Classification
Dundee	Dundee City	Large Urban
Stirling	Stirling	Other urban
Perth	Perth & Kinross	Other urban
Pitlochry	Perth & Kinross	Rural (or smaller settlement)
Dunblane	Stirling	Small town
Kirriemuir	Angus	Small town

- 1.4 The two small town were selected as [Kirriemuir is a freestanding settlement whereas Dunblane adjoins the larger Stirling built-up area and has relatively good transport links.](#)

## Report Aim and Structure

- 1.5 This report has been produced in order to allow a review of the current walking and cycling provision and establish what correlation exists between towns in the TACTRAN area.
- 1.6 Following this Introduction, the report is structured into the following sections:
- **Section 2** discusses national, regional and local transport policy and plans in relation to walking and cycling for each constituent council;
  - **Section 3** reviews past walking and cycling studies carried out within the TACTRAN area;
  - **Section 4** provides a review of cycling and walking facilities in each constituent council, based on the information obtained from our discussions with walking and cycling officers, travel plan officer and accessibility officers from the four constituent; and
  - **Section 5** will provide GIS map illustrations showing the extent of walking and cycling provision in the various authorities.

## 2. Policies and Plans

- 2.1 In preparing this report, Atkins has reviewed and consulted several planning policy guidance documents at a national level, regional level and local level, to provide an understanding of what level of emphasis is placed on walking and cycling in the delivery of transport policy objectives.

### National Strategy

#### Scotland's National Transport Strategy (NTS)

- 2.2 The overarching message of Scotland's NTS is to

*".....develop Scotland's transport infrastructure and services in innovative ways that anticipate future needs and challenges, while recognising at the outset there is a carbon imprint to transport spending...."*

- 2.3 It is recognised within the NTS, that the promotion of sustainable modes such as walking and cycling will be vital in achieving a reduction in emissions and a reduction in the number of trips by private car. One of the five high level objectives of the NTS is to

*".....promote our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy."*

- 2.4 It is noted that the increased reliance on cars has been mirrored by a reduction in other forms of transport such as walking and cycling, which now make a very small contribution to the overall journey.

- 2.5 Chapter 3 of the NTS states that the 'School Run' is a major contributor to congestion and air pollution. It is recognised that the negative impacts of the School Run can be significantly reduced by encouraging children to walk and cycle to school, with associated benefits for the health and safety of children. It is stated that £10 million will be invested in developing innovative and sustainable alternative ways of getting to and from school, which will include building more cycle/ walking paths, introducing more 20mph zones around schools, encouraging more 'walking bus' initiatives and developing school travel plans.

- 2.6 Chapter 4 of the NTS sets out some of the measures required to reduce congestion and promote the use of more sustainable modes of transport. These include:

- Promoting better synergies between transport and land use planning - designing developments to encourage access on foot and cycle. The Planning for Transport, Scottish Planning Policy (SPP17), published in 2005, is recognised as a core tool for encouraging travel by sustainable modes to new developments.
- Promote SMART measures to encourage travellers to use alternative, more sustainable modes of travel - these measures include travel plans, travel awareness campaigns, travel to school campaigns and cycling and walking.
- Promotion of cycling and walking – funding will be provided to various bodies, including Cycling Scotland, Local Authorities and Sustrans to develop and promote walking and cycling projects across Scotland. Some of these projects include local awareness campaigns, cycle training for schools, development of the National Cycle Network (NCN), street audits, and the promotion and management of Scotland's Bike It Week programme.

- 2.7 It is also stated in Chapter 5 of the document that Transport interchanges must "cater for all modes of transport including cycling and walking" and that "regional transport partnerships will have a key role to play in promoting integration and improving key interchanges in their region".

## Regional Strategy

### TACTRAN Regional Transport Strategy (RTS)

- 2.8 In accordance with the Transport (Scotland) Act 2005, TACTRAN prepared an RTS setting out a vision and programme for improving the region's transport infrastructure, services and facilities over the 15 years to 2021. The strategy sits within an overall policy framework that includes the NTS for Scotland and Local Transport Strategies prepared by TACTRAN's partner local authorities.
- 2.9 The overall vision of the TACTRAN RTS is:
- “a transport system, shaped by engagement with its citizens, which helps deliver prosperity and connects communities across the region and beyond, which is socially inclusive and environmentally sustainable and which promotes the health and well-being of all.”*
- 2.10 This will be undertaken through six high level objectives which reflect the guiding principles outlined in the Scottish Executive's RTS Guidance and Scotland's NTS, namely; Economy; Accessibility, Equity and Social Inclusion; Environment; Health and Well-being; Safety and Security; and Integration.
- 2.11 The current version of the RTS sets out a number of interventions which are aimed at delivering the RTS. The Scottish Government has however instructed RTPs to resubmit RTSs without the interventions.
- 2.12 TACTRAN have commissioned consultants to develop a regionwide Walking and Cycling Strategy. Subject to committee approval this is expected to be adopted in the latter half of 2008.

## Local Strategy

- 2.13 In formulating a strategy which can be applied to all the council areas the Local Transport Strategy (LTS) document for each authority will need to be taken into account as they will assist in the creation of the strategy. The LTS of each council have objectives on walking and cycling strategies which will aid in creating a full strategy which can be applied to each council area as they feel is appropriate for the type of area, i.e. rural or city.

### Angus Council LTS

- 2.14 The objectives of the Angus LTS (2000), in accordance with the NTS, are to help the economy grow in a sustainable manner, promote greater integration between transport modes, widen travel choice, reduce the environmental impacts of traffic and improve road safety.
- 2.15 The LTS states that, at the time of writing, car ownership in the whole Council area was above the national average, although there was significant variation between the rural areas and the urban areas of Arbroath and Montrose. It is also stated that approximately 22% of travel to work is undertaken on foot (18%) or by cycle (3.5%).
- 2.16 An integral part of the LTS is to encourage modal shift away from the private car. An important part of this will be measures to promote walking and cycling modes across the council area. These measures include:
- Ensure new development and road schemes include pedestrian and cycling facilities with the emphasis on safety and accessibility;
  - Promote schemes, including traffic calming measures, to improve the environment for pedestrians and cyclists;
  - Encourage cycling through Travelwise and Green Transport Plans;
  - Encourage walking and cycling through 'Safer Routes to Schools' initiatives;
  - Support the Sustrans National Cycle Route and North sea Cycle Route;

- Encourage more journeys by cycle, walking and public transport by considering improved interchange facilities;
- Investigate the provision of safe routes around towns in conjunction with the Paths for All initiative; and
- Ensure that all new road schemes and major developments have a cycle audit in accordance with 'Cycling by Design'.

### Dundee City Council LTS

- 2.17 The Dundee City Council LTS (2000) sets out a long-term vision to provide a sustainable transport strategy for Dundee, where there will be a *“reduced reliance on the private car and greater opportunity for public transport use, walking and cycling”*.
- 2.18 In accordance with regional and transport policy the objectives of the existing LTS are to help the economy grow in a sustainable manner by the promotion of responsible land use planning, moderating car use and reducing social exclusion. A key element of the LTS is to change travel patterns and encourage a shift towards sustainable modes. The following opportunities were identified in relation to walking and cycling:
- Local developments are designed with appropriate on-site facilities for good walking and cycling access;
  - Improve arterial routes, including crossing the Kingsway trunk road, for all forms of transport, particularly walking and cycling;
  - Promote Safer Route to School initiative to increase cycling and walking amongst children; and
  - Encourage organisations to formulate Green Transport Plans with the aim of reducing travel by car especially at peak times.
- 2.19 The LTS states the council will strive to make it easier and safer to make local journeys on foot by improving pedestrian crossing facilities, improving public transport linkages and enhancing CCTV coverage, as well as complementary measures such as improving pedestrian safety by introducing traffic calming and constructing subways and at-grade crossings on busy routes. The LTS also makes reference to the “Paths for All” initiative – a network of paths for walking, cycling and horse riding.
- 2.20 The LTS states that the Council’s key objective with regards to cycling is *“to develop a safe, convenient and cohesive infrastructure that encourages and facilitates cycling”*. At the time of publication (2000) it was noted that only 1% of travel to work journeys were undertaken by bicycle. In order to encourage greater cycle use, cycling facilities, such as the Green Circular recreational route, are proposed, as well as complementary measures such as reviewing the level of cycle parking provision, extending the city wide network of on-road cycle lanes, improving the safety of the existing transport network for cyclists and encouraging safer routes to schools projects.

### Perth & Kinross Council LTS

- 2.21 In accordance with regional and transport policy the objectives of the existing Perth & Kinross LTS are to help the economy grow in a sustainable manner in both urban and rural areas, promote greater accessibility by all travel modes, moderate car use and reduce social exclusion.
- 2.22 At the time of publication, the LTS notes that the levels of car ownership in the Perth & Kinross Council were significantly higher than other parts of the UK. A key objective of the LTS is to promote alternatives to the private car and increase the number of trips made on foot and by bicycle. In order to achieve this objective, the LTS sets out a number of policies to encourage walking and cycling, including:
- Policy 5 - Ensure new development includes adequate pedestrian facilities;

- Policy 6 - Provide secure cycle parking and cycle storage facilities and investigate opportunities for cycles to be carried on public transport;
- Policy 7 - Work with other agencies, such as Sustrans and Forest Enterprise, in the promotion of on and off-road cycle routes;
- Policy 9 - Design traffic calming schemes with specific consideration to walking and cycling; and
- Policy 10 - Work with other bodies to establish safe routes to schools for cyclists and pedestrians and provide cycle training.

2.23 The LTS also sets out a number of proposed recreational cycle routes intended to augment the National Cycle Network, including the Round Loch Leven Cycle Route, Dunkeld to Aberfeldy off-road route and the Perth to St Fillans route. Our consultation with the council on 31/01/08 (see Section 4) revealed that some of these proposed schemes have been partially implemented (Round Loch Leven, Perth to St Fillans), while others remain aspirational (Dunkeld to Aberfeldy).

### **Stirling Council LTS**

2.24 The Stirling LTS (2006) recognises that the area faces significant challenges in the coming years. The area's population is expected to increase by 9.1% from 2002-2018 and there is also a substantial amount of development taking place in an around the council area which will add to the existing pressures on the transport network.

2.25 In accordance with regional and transport policy the objectives of the Stirling LTS are to:

- Promote safer travel for all;
- Maintain and manage the existing transport network effectively;
- Increase transport accessibility for people with restricted options;
- Increase integration between different means of travel to reduce the need for car use; and
- Support and enable future development through sustainable transportation.

2.26 As part the drive to encourage alternatives to the private car, the LTS sets out a number of underlying objectives. These are required to be Specific, Measurable, Achievable, Realistic and Timed (SMART). Those which relate most closely to walking and cycling which are as follows:

- SO1 – Improve road safety and reduce the number and severity of personal injury accidents;
- SO6 – Maintain and extend initiatives to help those who have limited access to travel options;
- SO7 – Raise the profile and promote health benefits of sustainable travel, through a combination of educational and promotional material supporting initiatives;
- SO8 – Encourage major employers to develop Travel Plans and encourage active commuting;
- SO9 – Work with providers to increase the amount of safer walking and cycling to educational, health and work facilities;
- SO10 – Continue to maintain and extend a network of paths and facilities accessible to all including pedestrians and cyclists;
- SO13 – Continue to improve the opportunities to move easily from one form of transport to another; and
- SO14 – Work within the planning process to help reduce the need to travel, improve accessibility for all modes of travel and address the impact of new developments.

2.27 These core objectives are supported by a series of related policies. Some of the key policies in relation to walking and cycling are as follows (the sub-objective which they relate to is shown in brackets):

- P2 (SO1) - Improve road safety by subjecting proposed schemes to road safety audits;
- P3 (SO2) - Improve safety and accessibility, with priority given to non-car users;
- P16 (SO7) – Promote and increase awareness of sustainable transportations and the benefits it provides;
- P17 (SO7) - Utilise Safer Routes to School, travel plans and TA processes as mechanisms to educate and inform people of sustainable and alternative transportation;
- P18 (SO7) – Use national, regional and local campaigns to promote sustainable transportation;
- P19 (SO8) – Promote the use of travel planning to schools, offices, health facilities, communities and individuals as a means of promoting sustainable modes;
- P20 (SO9) – Support initiatives which promote less travel to schools by car and greater use of healthier sustainable modes;
- P21 (SO10) - Aim to develop a high quality urban and rural path network for walkers, cyclists and pedestrians;
- P30 (SO14) – Integrate policies that encourage walking, cycling and public transport into land use planning and transportation strategies, as well as all complementary strategies such as education, health and leisure; and
- P31 (SO14) – Utilise the development control process to reduce the need to travel, whilst giving priority to sustainable modes as far as is reasonably possible.

2.28 The LTS sets out a number of action plans in relation to walking and cycling, including:

- Promote the Core Paths Plan;
- Promote, develop and implement Travel Plans as part of new development;
- Improve the quality and provision of pedestrian and cycling signage;
- Implement cycle parking facilities at all main shopping, health and leisure facilities as well as public and educational establishments;
- Introduce schemes which encourage walking and cycling; and
- Monitor cycle use at various locations to establish the impact of walking and cycling schemes.



## 3. Review of Past Studies

### National Assessment of Cycling Provision (Cycling Scotland)

- 3.1 In 2004/05, Cycling Scotland conducted an audit of cycling policy and practice in each Local Authority in Scotland. Information for this assessment was gathered from the study of Local Authority policy documents, strategies and any progress reports; published data and indicators; and communications with individual Local Authority designated cycling officers and other stakeholders. This information was then collated using a structured methodology and scoring system.
- 3.2 The TACTRAN RTS states that Cycling Scotland audit shows that all the member Councils have a good representation of cycling but there is *“a need to better promote the extensive road networks as an integral part of the cycling network and to further develop cycling links to and parking at train and bus stations and other transport interchanges”*. The RTS also notes that the audit report identifies a good cycling network in Perth and Kinross, and comments upon examples of good practice, including the Stirling Cycle to Station initiative, the Green Circular recreational route in Dundee and the school surveys undertaken in Angus for Safer Routes to School.
- 3.3 A more recent cycling policy and practice audit has recently been completed by Cycling Scotland. The results of this audit have not yet been published.
- 3.4 An overview of the assessment outcomes for each of the four TACTRAN member authorities is provided below.

#### Angus Council

- 3.5 The Cycling Scotland audit of Angus notes that *“strong efforts are being made to establish a framework for planning and infrastructure for cycling development”*. It was also noted that there was a good level of communication between the various departments in the development of cycling.
- 3.6 The report also comments on the following examples of good practice:
- Spending of the Cycling and Walking Safer Streets (CWSS) budget is well tied in with the LTS and Safer Routes to Schools, with two thirds allocated to cycling;
  - School surveys and evaluation for Safer Routes to School;
  - Cycle flow analysis report; and
  - Organising “Bike Roadshows” in local schools.
- 3.7 The Council scores performs relatively well (2.6/5) based on the scoring system adopted by Cycling Scotland. However, the report recommends that significant progress could be made by developing a cycling action plan with local targets, development of existing training opportunities with partner organisations and increased promotional measures. It is also suggested that more cycling links to and parking at train and bus stations and other transport interchanges should be developed, as well as the introduction of on-road cycle training for 10 to 12 year olds as policy for all schools.

#### Dundee City Council

- 3.8 The audit notes that that there are limited resources to implement the measures proposed in the LTS and that the council would *“benefit from support to develop a Cycling Strategy, local targets and an action plan”*. This could be achieved through the development of a *“multi-agency cycle forum to develop, manage and monitor an action plan and associated targets for cycling development”*.

The report notes the following examples of good practice in the council area:

- The Green Circular Route; and
- Bicycle Hire within Camperdown Park run by Country Parks Management.

3.9 The Council does not score well (1.6/5) according to the rating system adopted by Cycling Scotland. However, the following opportunities for developing cycling were identified:

- Promote the extensive network of B, C and unclassified roads as an integral part of the cycle network;
- Identify and establish an integrated network linking the city centre to the Green Circular route, and links from this to other key destinations;
- Introduce provision of road cycle training for 10 to 12 year olds as policy for all schools; and
- Promote and monitor the numbers travelling to school by bike.

### Perth and Kinross

3.10 At the time of writing, the Cycling Scotland audit, which scored the Council 2/5, notes that “*strong efforts are being made to improve the position of cycling*” and that a “*reasonable network is in place*” within the council area. Perth commuter cycle routes are also cited as an example of good practice in the area.

3.11 The report also notes that further efforts could be directed towards audit and review, target setting within the Cycling Strategy, cycle training and engagement of the existing support of elected members. More specifically, the following opportunities are identified for the development of cycling in the area:

- Promote the extensive network of B, C and unclassified roads as an integral part of the cycling network;
- Introduce on-road cycle training for 10 to 12 year olds as policy for all schools;
- Promote and monitor the numbers travelling to school by bike; and
- Demonstrate leadership by developing and implementing a Council Travel Plan.

### Stirling

3.12 The Cycling Scotland audit notes that there is “*limited stakeholder engagement, council commitment and promotion of cycling*” within the Stirling council area. However, examples of good practice are noted in the Cycle to Station initiative and the Community links to NCN 76, and the council scores relatively well (2.4/5) according to the rating system adopted by Cycling Scotland.

3.13 The report makes the following recommendations for the development of cycling:

- Establish a multi-agency cycle forum to develop, manage and monitor an action plan and associated targets for cycling development;
- Make use of formal cycle audit and review procedures on new and existing infrastructure including the road network;
- Demonstrate leadership by developing and implementing a Council Travel Plan;
- Promote the extensive network of B, C and unclassified roads as an integral part of the cycling network;
- Maximise the provision of on-road cycle training for 10 to 12 year olds; and
- Promote and monitor the numbers travelling to school by bike.

## Core Paths Plans

- 3.14 The Land Reform (Scotland) Act 2003 came into force on 9 February 2005. This Act introduced a new legislative framework for access to the countryside in Scotland. The Act creates a general right of access to land, inland water and the foreshore.
- 3.15 The Act places a duty upon local authorities to uphold access rights, prepare a core path plan and establish a local access forum. The Paths for All Partnership has produced a good practice guide on the production of the core paths plan. The document recommends a staged approach, starting with informal stakeholder consultation to raise awareness of core paths, existing provision and stakeholder aspirations.
- 3.16 In addition, statutory guidance in relation to access matters is contained within National Planning Policy Guidance (NPPG11) "Sports, Physical Recreation and Open Space". Whilst this guidance dates from 1996 it emphasises the important role that can be provided by "Access Strategies".
- 3.17 Atkins conducted a web-based search of various TACTRAN member authorities to establish what progress had been made in the development of Core Path Plans and Access Strategies. The next section describes the available information.

## Angus Council

### Angus Countryside Access Strategy (2007-2012)

- 3.18 The Angus Council Countryside Access Strategy was submitted in November 2007, following a full review and roll forward of the Finalised Draft of the 2004 Angus Countryside Access Strategy.
- 3.19 The four aims of the strategy are as follows:
- Co-ordinate the Council's plans and actions in relation to provision for access to the countryside;
  - Provide a summary of proposed actions in relation to provision for access to the countryside;
  - Provide a coherent strategy to support applications for external funding; and
  - Inform the production of other council documents.
- 3.20 The strategy document notes that the Angus area is predominantly rural in nature and that those living in towns and villages have a short trip to the countryside. The 2001 Census states that 26.4% of Angus households do not have access to a car, making the development the Core Paths Plan a key priority and a central part of the strategy.
- 3.21 The strategy document outlines a number of policies and proposals in developing countryside access, including:

### POLICY 1 –

- POLICY 1 – To ensure that, where reasonable, all new access projects are suitable for disabled people, with the aim of providing barrier free access and, whenever reasonably possible, to adopt the standards laid out in the BT Countryside For All standards and guidelines.
- POLICY 2 – To ensure that as far as possible and where appropriate new access projects are designed to be used by cyclists and horse riders
- PROPOSAL 5 – Work closely with partner organisations to promote the use of paths to improve the health of communities;
- PROPOSAL 6 – Continue to increase the level of promotion of paths for tourism and recreation;
- PROPOSAL 7 – Investigate ways to further promote public transport as a means of enjoying countryside access;
- PROPOSAL 8 – Prepare a Core Path Plan in consultation with landowners and local communities;

- PROPOSAL 9 – Implement Core Paths Plan: Following the adoption of the Core Paths Plan Angus Council will establish priorities for action and develop a programme for Core Paths improvement;
- PROPOSAL 10 – Work with landowners and local communities to develop path networks around Carnoustie, Monifieth and Montrose;
- PROPOSAL 11 – Work with Angus Environmental Trust to assist smaller communities to develop path networks;
- PROPOSAL 13 – Work with landowners and local communities to create an interpreted Angus Coastal Path in consultation with Scottish Natural Heritage;
- PROPOSAL 14 – Seek funding opportunities to undertake further path improvements in the Angus Glens; and
- PROPOSAL 16 – Investigate feasibility of improving access to the wider countryside from country parks and countryside sites.

### Angus Council Core Paths Plan

- 3.22 The Council is currently preparing a draft Core Paths Plan, consisting of a network of linked, signposted routes to improve access to the countryside around towns. It is anticipated that the draft Core Paths Plan will be published in spring 2008, after which there will be a formal consultation period.
- 3.23 Members of the public and the landowning community have been widely consulted to help identify potential routes around each town. Potential routes have been discussed in detail with landowners before finalising plans for a path network
- 3.24 Within Angus, the Core Paths Plan, as a whole, will aim to deliver the following outcomes:-
- Identify safe, off road, opportunities for a range of recreational users, for example; casual/family walkers, ramblers/long distance walkers, cyclists, horse riders, canoeists.
  - Identify a comprehensive network of linked paths around the towns of Forfar, Arbroath, Brechin, Kirriemuir, Montrose, Carnoustie and Monifieth, providing a variety of readily accessible circular routes of varying length.
  - Identify reasonable access opportunities around the eight smaller ‘settlements’ identified in the 2001 census i.e. Newtyle, Muirhead/Birkhill, Wellbank, Letham, Friockheim, Edzell, Hillside and Ferryden.
  - Meet reasonable community demands, including those around smaller settlements not listed above where these have been identified through consultation exercises.
  - Integrate with and, where possible, assist land management objectives.
  - Integrate with and, where possible, assist nature conservation objectives.
  - Identify functional links to settlements, places of interest, community facilities, tourist facilities, and other (non core) paths.
  - Identify routes of tourism benefit, particularly on the coast and in the Angus Glens.
  - Support proposals within the Angus Countryside Access Strategy.
  - Give statutory designation to Claimed Public Rights of Way which help fulfil the above criteria.

### Burgh Path Networks

- 3.25 It is anticipated that, over the next few years, path networks will be created around each of the Angus burghs. The Forfar, Arbroath, Brechin and Kirriemuir networks have now been completed. Information leaflets showing these networks are referenced in Appendix A.

- 3.26 Initial consultation on the Montrose, Carnoustie and Monifieth path networks has been carried out and it is anticipated that path networks will be developed for these towns in the next few years, as outlined in the Countryside Access Strategy.

### Eastern Cairngorms Access Project (ECAP)

- 3.27 The aforementioned Brechin and Kirriemuir networks were developed as part of the Eastern Cairngorms Access Project, a three year partnership project to improve and promote access opportunities in the eastern Cairngorms. The project was completed in 2006 and resulted in the following outcomes:
- Upgrading and signposting of over 8km of mountain paths within Angus;
  - Creation of over 4km of new Glens Network Paths, including the installation of three new bridges;
  - Production of three promotional guidance leaflets and nine map boards; and
  - Creation of a dedicated ECAP website which is now operational
- 3.28 The majority of paths which have been improved and promoted under ECAP lie within the Cairngorms National Park and are therefore outwith the scope of the Countryside Access Strategy. Other path network leaflets that have been produced include;
- Walking in Glen Clova and Glen Doll;
  - Walking in Glen Esk; and
  - Cycling in the Angus Glens.
- 3.29 In addition an 'Eastern Cairngorms Outdoor Activity Guide' was produced by the ECAP in partnership with a number of other organisations. The leaflet provides a guide to walking and cycling routes in the Eastern Cairngorms, as well as supplementary information on wildlife, horseriding and canoeing.

## Dundee City Council

### Outdoor Access Strategy

- 3.30 Dundee's Outdoor Access Strategy, entitled 'Discovering the Liveable City', was published in May 2005. The key aims of the strategy are to achieve the following:
- Access to green space in and around settlements;
  - Non motorised paths and routes, including commuting routes to work places;
  - Access to and within key recreation sites;
  - Strategic networks for health, Safer Routes to School, for horse riding etc; and
  - Access to the wider countryside for recreation
- 3.31 The strategy document refers to the 2001 Census, which indicates that car ownership is low, with only 54.5% of households having access to a car. It is recognised that the development of walking and cycling will be vital in making the city more accessible and achieving the Vision for Access in Dundee which is:
- “A city that works for all its people as they move easily through its built and green spaces to go about their everyday lives – for work or play. Safe, healthy and friendly – a good place to be”.*
- 3.32 The strategy sets out a number of key action themes, designed to guide the development of the path network in Dundee and realise of the Vision for Access in Dundee. These themes are as follows:

- Everyday Access – develop commuter routes and commuter infrastructure for both walkers and cyclists, enhancing access to places of works, schools, shops and recreational facilities;
- Safety – promote Safe Routes to School and use community involvement, creative urban design and integrated transport management to maximise the personal security and road safety of pedestrians and cyclists;
- Health – promote access by walking and cycling through sustainable and healthy travel planning;
- Recreation – create access for all people, regardless of age or ability and involve citizens in access planning and management of access; and
- Inclusion – Create a paths network that is feely available for all people regardless of age or ability and closely involve the citizens of Dundee in the access planning and management of access

3.33 The document defines a set of objectives for each of the four themes. These include:

- Everyday Access Objective 2 – Develop non-motorised access to local services by better integrating pedestrian and cycle facilities with land use, as well ensuring adequate promotion of the path network by developers, employers or businesses;
- Everyday Access Objective 3 – Work with employers and education providers to develop access links to the workplace and learning opportunities, through initiatives such as Safe Routes to Schools, Green Travel Plans and 'Walk in to Work';
- Safety Objective 1 – Work with schools to develop Safer Routes to Schools Project;
- Safety Objective 3 – Ensure that the path network is integrated with the road network and minimise the risks of conflicts between pedestrians, cyclists and traffic;
- Health Objective 3 – Integrate the development of the network with health promotional schemes;
- Health Objective 5 – Ensure that the network provides access to health facilities and services for all;
- Health Objective 6 – Ensure that transportations costs do not form a barrier to physical activity by ensuring that safe routes to open spaces and playing fields are identified and maintained;
- Health Objective 8 – Ensure that the access network meets the needs of people of all ages and abilities by incorporating good design and examining the needs of the less able from the outset of any work done;
- Recreation Objective 1 – Ensure that visitor and recreation facilities are accessible by foot or cycle;
- Recreation Objective 3 – Develop access a s a visitor attraction in its own right by developing themed trails (e.g. art, heritage, ecological) and providing good signage and route information;
- Recreation Objective 5 – Extend the range of recreation opportunities which are available locally by improving links between the city and the surrounding countryside;
- Recreation Objective 6 – Better utilise the coastline and routes along it as a key component of the access network;
- Inclusion Objective 2 – Establish local access groups, in particular a local access forum, which is a requirment of the Lan Reform (Scotland) Act 2003; and
- Inclusion Objective 3 – Ensure that all interests are represented in the processm including different types of user (walkers, rider, cyclists) and people of all ages and levels of mobility.

- 3.34 The strategy then sets out a series of more specific projects which comprise the action plan for the period 2005-2010. These projects are split between project-based elements - which are concerned with physical aspects such as the construction of new routes - and process-based elements, which cover the promotion of access for all through 'soft' measures. The project-based elements proposed in the action plan include the following:
- Develop city network routes including radials (commuter routes to city centre linking to the Green Circular) and links between and within parks and open spaces; and
  - Undertake ongoing improvements and maintenance to the Green Circular Route around Dundee.
- 3.35 The process-based elements of the action plan, included the following:
- Community Paths Challenge Projects where members of the community were invited to submit idea for access projects within their area;
  - School travel plan development, including promotional measures, introduction of cycle storage and walking bus initiatives;
  - Cycling development, including development of a data collection programme, identification of cycle targets and motion of National Bike Week through events and activities; and
  - Develop a methodology for monitoring and review of both the network and the Strategy itself.
- 3.36 The strategy document then sets out an action plan for delivering these projects. Information on projects costs, project budgets and anticipated timescales for implementation is also provided.
- Core Paths**
- 3.37 The council have submitted a Consultative Draft of Dundee's Core Path Plan. The document states that the objectives of the Core Paths Plan are as follow:
- Provide a basic framework of routes for leisure and everyday journeys throughout the Dundee City area
  - Provide connections between homes, workplaces, schools, services, greenspaces, communities and the wider countryside.
  - Promote the use of sustainable modes and assist in improving the health of the city's residents.
- 3.38 In developing the Draft Core Paths plan, the council consulted with a range of groups including community councils and the Dundee Local Access Forum. The information gathered has been assessed against of criteria to produce a map of potential core paths. The key criteria are as follows:
- Fit for multi-use
  - Creates/enhances routes and wider path network
  - Allows access to cultural and natural heritage sites, parks and visitor facilities
  - Links community facilities (e.g. schools, shops, workplaces) and transport links
  - Avoids/mitigates negative environmental impact and land management issues
  - Level of public demand (from consultations)
  - Value for money
- 3.39 The core paths are classified as follows:
- Paths that already exist that could become core paths; and
  - Aspirational paths that could become core paths in the future.
- 3.40 Following consultation of the proposed core path network contained in the Draft Core Paths Plan, the council will submit the Final Core Paths Plan. This is scheduled to occur in Spring 2008.

## Perth & Kinross Council

- 3.41 The Perth and Kinross Countryside and Access Strategy is not a recent document, and is to be reviewed by Perth and Kinross Council's access forum. Recent information exists on the council's website regarding the development of the Core Path network.

### Core Paths

- 3.42 The development of the core path network has consultation between the council's access officers and local communities. Various core paths planning leaflets have been submitted by the council to provide progress updates on the development of the core path network.
- 3.43 The selection of the core paths was guided by a set of criteria proposed by the Perth & Kinross Outdoor Access Forum. The criteria are as follows:
- Has the path been identified through local core paths planning consultation, is it a ROW, or is it known to be well used?
  - Is it an existing promoted and/or maintained path?
  - Is it a route encouraging non vehicular travel?
  - Is the path fit for purpose by pedestrians, cyclists, horse riders, wheelchair users, or for access to/on water?
  - Can responsible access be taken on this route? Are there constraints to consider – land management, privacy/security, wildlife/conservation, archaeology or public safety?
  - Does the route have a purpose? – Is it a strategic route/important link route/access route/historic route/route to a place of interest/locally important?
- 3.44 The council are currently consulting with the local community in the development of the finalised core path network.

## Stirling Council

### Countryside Access & Recreation Strategy

- 3.45 In 1999, the Stirling Area Access Forum (SAAF) produced a Countryside Access and Recreation Strategy (CARS) for Stirling. The strategy document sets out the policies *“that seek to guide the development, management and promotion of countryside access opportunities within the council area”*.
- 3.46 The document sets out a vision for outdoor access which is:
- “To improve access and recreation opportunities for all to the countryside of Stirling district, whilst promoting responsible use, supporting rural economies and respecting current land management”*.
- 3.47 The document sets out a number of policies aimed at achieving this vision, which include:
- Policy 1 - Design facilities to be as accessible as possible;
  - Policy 3 - Adopt standards for path construction that will result in well designed paths, appropriate to their location and to promote the use of the standards by all providers;
  - Policy 4 –Develop a Community Paths Project to create, improve and maintain path networks;
  - Policy 5 – Improve connections between existing urban green spaces and different communities in more urban areas;
  - Policy 11 – Ensure adequate links between existing tourist facilities, including path networks, car parks and country parks;
  - Policy 21 – Adopt a suitable system for maintaining facilities to an acceptable standard;
  - Policy 25 – Ensure that all recreational sites are adequately and appropriately signposted;



- Policy 26 - Work with local communities to improve the quality and availability of all types of information on countryside access;
- Policy 28 – Improve links between public transport and access opportunities of existing and planned path networks;
- Policy 29 – Work with partners to promote walking and cycling as effective ways of increasing or maintaining moderate physical activity and maintaining health.

#### **Countryside Access & Recreation Strategy Review (1997-2003)**

- 3.48 In 2004, the SAAF submitted a review of CARS, following the implementation of the Land Reform (Scotland) Act 2003. The report details the progress has been made in relation to the policies set out in the CARS document.
- 3.49 Significant progress was made in the development of the Community Paths Project and it is noted that the results from the consultations will feed into the development of the draft Core Path Plan.
- 3.50 The report concludes that the vision and key principles set out in the original CARS document are still relevant in the current legislative environment.

#### **Core Path Plan Development**

- 3.51 There has been an extensive consultation exercise undertaken in the development of the Core Paths Plan. An occasional newsletter is produced to update consultees of progress and to notify them of any upcoming consultation meetings. It is anticipated that a Draft Plan will be submitted in February and a Finalised Core Paths Plan in late March.

## 4. Stakeholder Consultation

4.1 Stakeholder meetings were undertaken with officers from each of the four TACTRAN member authorities. The purpose of these meetings was to as follows:

- Obtain any information, publicity and promotion available for walking and cycling that was unable to be found during the desk-based review;
- Ascertain the availability and format of GIS based mapping of the major walking and cycling routes in the area;
- Establish the provision of “soft” measures with regards to walking and cycling, such as Safer Routes to Schools, Green Transport Plans and cycle training; and
- Discuss the council’s aspirations for cycling and walking.

4.2 The meetings were attended a range of stakeholders, including access officers, cycling officers, countryside officers, traffic engineers and road safety officers. The outcomes of the various meetings are summarised below.

### Dundee Council

4.3 A meeting was held with the Access Officer and Cycling Officer of Dundee Council on 29<sup>th</sup> January 2008. The key points raised at the meeting are described below.

#### Cycle Facilities/ Information Provision

- The main dedicated cycle route in the city is the Green Circular which traverses the periphery of the city, passing Broughty Ferry to the east, Caird Park to the north, Camperdown Country Park to the west and the Firth of Tay to the south. The route was observed to have good signage during the site visit.
- There are a small number of radial routes (Greenways), including a shared use route which provides connections between Green Circular and Lochee, and an on road route connecting Victoria Park and the University of Dundee.
- A leaflet is provided which contains maps of the Green Circular & Greenways. The maps also show cycle storage facilities, cycle parking and cycle shops.
- National Cycle Network (NCN) Route 77 originates in Dundee City centre and follows a westerly route along the southern edge of the city on the banks of the River Tay. Furthermore, the NCN Route 1 crosses the Tay Bridge and follows an eastward path from the city centre to Broughty Ferry and beyond. Sustrans provide maps of these routes.
- Approximately 40 cycle lockers are provided at Ninewells Hospital with a charge of £5 a month for hire of the locker. There is also covered cycle storage but this provided on an honesty basis.
- Approximately 100 people have signed up to the council’s cycle to work scheme, including a number of cycle shops in the city.
- Cycle storage facilities were noted at the bus and rail stations as well as at Broughty Ferry.
- There is an interactive ‘Journey Planner’ display at the bus and rail stations and it is anticipated that this will be upgraded to include journeys on foot and cycle.
- No accommodation is provided on buses for cycles due to health and safety issues.

#### GIS based data

- It was noted that the Council are developing their Core Paths network. These routes are segregated into candidate (complete or likely to be implemented in 2 years) and aspirational (unlikely to be implemented in 2 years).

- The Council stated that they were able to provide mapping of the Core Path network (candidate and aspirational core paths) as well the Greenways and Green Circular routes. This was received by Atkins on 02/02/08.

#### Soft Measures

- School Travel Plans packs have been provided to all schools. Some schools have made good progress implementing the travel plans such as Craigie High which has installed bike lockers and plans to install a pedestrian crossing on Arbroath Road providing a direct connection with residential areas to the north.
- Sustrans have also provided funding to install bike lockers at all primary schools and provide cycle training. There is also currently a bid in place to obtain funding to provide cycling lockers at all secondary schools.
- The funding for the Travel Plan Officer has been exhausted so it is now the responsibility of the individual schools to progress their Safer Routes to Schools initiatives. The success of these initiatives has been mixed and is often dependent on site specific characteristics such as the socio-economics status of the local populace.
- There is a Travel Plan being developed for the Council and is being reviewed by a committee. All planning applications are reviewed by the Council's Access Officer.
- The council have signed up for National Bike Week.

#### Aspirations

- Encourage major employers to implement green travel plans.
- Create more radial routes connecting the Green Circular route with the city centre. There are likely to be significant obstacles obtaining funding for these routes.
- Develop the journey planner software to incorporate journeys by walk or cycle.

## Perth & Kinross Council

- 4.4 A meeting was held with an Access, Countryside, Cycling and Road Safety Officers from Perth & Kinross council on 31<sup>st</sup> January 2008. The key points raised at the meeting are described below.

#### Cycle Facilities/ Information Provision

- National Cycle Network (NCN) Route 77 follows the western bank of the river Tay through Perth and follows a northerly path through Bankfoot and Dunkeld before terminating in Pitlochry. NCN Route 7 passes the towns of Blair Atholl, Killiecrankie, Pitlochry and Aberfeldy. NCN Route 1 passes Loch Leven and Kinross. Maps of these routes are available through Sustrans.
- In 2000 a Perth Cycle Commuter Routes Study was commissioned which recommended that a network of cycle routes be developed to encourage people to cycle to work. As well as facilitating cycling to work the six identified routes are also suitable for other journeys including cycling to school, for shopping and for leisure journeys.
- There are also maps available showing cycle routes in Strathearn, East Perthshire and Highland Perthshire. These maps were all produced for commercial sale. There are also a number of leaflets available on the Visit Scotland website showing cycle routes in Aberfeldy, Auchterarder, Blairgowrie, Crieff, Dunkeld, Kinross, Perth and Pitlochry.
- Cycle storage lockers were observed at Perth rail station during the site visit.
- A number of on-road cycle lanes and forward stop lines were noted in Perth town centre during the time of site visit.

### GIS based data

- It was noted that the Council are developing their Draft Core Paths Plan. These routes are segregated into candidate (complete or likely to be implemented in 2 years) and aspirational (unlikely to be implemented in 2 years). The data has not yet been received by Atkins.
- Mapping of cycle routes was unavailable as this has been produced for commercial purposes.

### Soft Measures

- Cycle training is provided through appointed primary school cycle training co-ordinators in collaboration with the police. A program has been developed for cycle leaders to help out on rides and teachers have been trained in primary schools and secondary schools.
- It is estimated that approximately two in three schools are working towards School Travel Plans. There is a travel plan officer who works part-time and it is anticipated that the post will be extended.
- The council have signed up to National Bike Week and encourage 'pedal and picnic' events.
- The existing School Travel Plan officer within Perth and Kinross Council will become full time.
- There has been an effort on the part of Visit Scotland and Perth and Kinross Countryside Trust to promote the use of public transport by walkers through 'Take the Bus for a Walk' initiatives. There are now eight walks listed which link with public transport;

### Aspirations

- Increase the integration between walking and cycling and public transport. This can be encouraged through increased information on buses/ trains on walking and cycling routes, providing cycle accommodation on buses and marketing at bike events.
- Improve road/ rail and cycle path integration with improved signage and linkages.
- Improve the level of cooperation between the core path planning bodies and organisations such as Transport Scotland and Network Rail to establish the availability of existing infrastructure suitable for core path development.
- Introduce standard procedures on development control through adoption of guidance such as 'Cycling by Design'.
- There are also a number of aspirational routes including the Connect 2 bridge route, Perth to St Fillans, Round the Tay and a route connecting Dunkeld and Montrose.
- To develop Perth and Kinross as an entry level walking and cycling destination.
- Perth and Kinross Council to promote a 'Cycle to Work' scheme.
- The provision of rolling stock on trains and buses which facilitate cycle carriage.

### Other Projects

- 4.5 The 'Big Tree Country Heritage and Access Project' is a £1.8m initiative which aims to improve access and interpretation at twenty sites across six communities in Perth and Kinross, and to enable more people to participate in outdoor activities.
- 4.6 Other walking and cycling events which aim to promote walking and cycling are the Blairgowrie Walking Festival, Drovers Tryst and Cycling Summer events. The latter initiative aims to encourage less confident cyclists to cycle more.
- 4.7 Perth and Kinross Council currently provides support for the staging of Etape Caledonia, a closed road cycling event.
- 4.8 Other providers of walking and cycling infrastructure and events within the Perth and Kinross council area include The Perth and Kinross Countryside Trust, Perth and Kinross Leisure,

TRACKS, the Upper Tay Paths Group, the Carse of Gowrie Paths Group, the East Perthshire Access Network and ByCycle.

## Angus Council

4.9 A meeting was held with an representatives from from Access, Countryside, Cycling, Travel Plan and Road Safety sections from Angus council on 5<sup>th</sup> February 2008. The key points raised at the meeting are described below.

### Cycle Facilities/ Information Provision

- National Cycle Network (NCN) Route 1 traverses the coastal part of the council area and connects the towns of Monifieth, Carnoustie, Arbroath and Montrose. A map of this route is available through Sustrans.
- There has been a significant amount of cycling infrastructure put in place on the coastal route in support of the National Cycle Network and the North Sea Route.
- The A92 off road walking/ cycling route between Dundee and Arbroath has been completed.
- A survey of cycle use was conducted in 2001 and the results of the survey were provided to Atkins.
- The Core Paths Plan is at the Consultative Draft stage and it was not anticipated that the network would be finalised until March 2008. Mapping of the draft candidate core paths was provided to Atkins.
- Leaflets have been produced showing the path network in the towns of Arbroath, Brechin, Forfar and Kirriemuir. The Kirriemuir path network was observed to be well maintained and well signed during the time of the site visit. The core paths are integrated with the Safer Routes to school initiatives to encourage integration.
- The Eastern Cairngorms Access Project (ECAP) has also assisted in the production of maps and leaflets showing walking and cycling routes in the Eastern Cairngorms, although the organisation itself no longer exists.
- There is no cycle accommodation on bus services however there is cycle storage at most of the rail stations.

### GIS based data

- It was noted that the Council are developing their Draft Core Paths Plan. These routes are segregated into candidate (complete or likely to be implemented in 2 years) and aspirational (unlikely to be implemented in 2 years).

### Soft Measures

- Cycle training is provided through appointed primary school cycle training co-ordinators in collaboration with the police. A program has been developed for cycle leaders to help out on rides and teachers have been trained in primary schools and secondary schools.
- It is estimated that travel plans have been implemented at 23 schools (approximately 40 percent of total) and are in the process of being implemented at 14 schools (approximately 20 percent of total). There is a travel plan officer who works full time and it is anticipated that the post will be extended.
- Approximately 11 schools promote either "Walking Days" or "Walking Bus" type initiatives.
- The council have recognised National Bike Week through 'Pedalling Picnic' events.
- The Bike Week has been supported by a programme a of cycle training for primary 7 pupils. Cycle training has been led by active cycling officers, parents and community wardens.

- There is an intention to introduce the Bike to Work Salary sacrifice scheme within Angus Council in the 2008/9 financial year.
- Transport Assessments and Travel Plans are submitted as part of planning applications for major new developments.

#### Aspirations

- Develop the three remaining path networks for Monifieth, Carnoustie and Montrose.
- There is a priority to develop an off-road coastal route between Dundee and Arborath. The Monifieth to Carnoustie section of this route has been completed. However, there are aspirations to extend the route from Carnoustie to East Haven and then onto Arbroath, via a traffic-free path.
- There are longer term aspirations to extend the coastal walking path as far as Montrose.
- There is also a desire to market the existing walking and cycling infrastructure to tourists.
- Significant potential is also noted in encouraging commuting trips by cycle between towns such as Carnoustie, Monifieth and Dundee.

## Stirling Council

4.10 A meeting was held with an Access/ Cycling, Countryside and Travel Plan Officers from Stirling council on 7<sup>th</sup> February 2008. The key points raised at the meeting are described below.

#### Cycle Facilities/ Information Provision

- National Cycle Network (NCN) Route 7 runs from connects Croftamie (south of Drymen) and Killin and goes through Callendar. The NCN Route 76 (Round the Forth) is a circular route that traverses the town of Stirling and forms connections with towns and villages to the north and south of the estuary as far as Dunfermline and Edinburgh. Maps of these routes are available through Sustrans.
- There are cycle storage facilities at Stirling, Bridge of Allan and Dunblane rail stations and there council are currently installing lockers at the Springkerse Park & Ride (P&R) site and Stirling bus station.
- The Forthside mixed-use development, consisting of residential, retail and leisure land uses, has one route dedicated to public transport, walkers and cyclists.
- Leaflets are available showing community path networks in various parts of the council area. However, there is a limited amount of mapping showing local cycle routes or the core path network.
- Many of the routes in Stirling follow a radial arrangement. There are excellent walking and cycling links between Stirling University and the town centre.
- Cycle counters are present on the Round the Forth route and 5 new counters have recently been installed.

#### GIS based data

- The council are still in the process of developing the finalised core paths network and this information will not be available until March.
- Information on local cycle routes (other than the NCN) is limited.

#### Soft Measures

- Cycle training is provided through appointed primary school cycle training co-ordinators in collaboration with the police but uptake has been variable and is often related to the socio-economic status of the area.
- It is estimated that approximately 16 School Travel Plans have been implemented since 2004. However, success of the various schemes has been variable and there has been a

lack of political on the part of school travel plan co-ordinators to implement many of the proposed measures.

- Stirling University is currently implementing a Travel Plan, including a scheme to sell recycled bikes to encourage greater usage.
- It is understood the Bike to Work scheme has not been implemented.
- Transport Assessments and Travel Plans are submitted as part of planning applications for major new developments.

### **Aspirations**

- Obtain funding for a dedicated cycling officer to promote cycling and progress cycle schemes in the area.
- Obtain funding for a dedicated travel plan officer to properly monitor and implement travel plans and Safer Routes to Schools initiatives.
- It is considered there is a general lack of cycle hire facilities in the council area and more should be provided to encourage greater cycle use.
- Provide bridge over Stirling to Kincardine railway at Manor Powis which will provide a key link between Fife and Stirling.
- Develop a cycle route between Doune and Callander.
- Create a bridge link between Alloa and the south bank of the Forth.
- Obtain funding for a cycle route between Cowie and Fallin.
- Create a link between Lochearnhead and St Fillans.
- Market cycling as a viable alternative to the private car for commuting trips, highlighting the existing levels of congestion on the A91, A907 and Stirling town centre during the morning and evening peaks.

# Appendix A



## A.1 Register of Available Information

A.1.1 The following is a list of information (leaflets, maps etc) obtained during the web-based search, visits to the local area (tourist information centres, bus stations, rail stations etc) and meetings with the member councils.

### Angus Council

- Easter Cairngorms Outdoor Activity Guide (ECAP) – Tourist booklet showing various walking and cycling routes in the eastern cairngorms, along with other information on wildlife and other outdoor pursuits.
- Arbroath Path Network (Angus Council) – Leaflet containing a map showing the path network in Arbroath, along with a description of various routes.
- Brechin Path Network (Angus Council) – Leaflet containing a map showing the path network in Brechin, along with a description of various routes.
- Forfar Path Network (Angus Council) – Leaflet containing a map showing the path network in Forfar, along with a description of various routes.
- Kirriemuir Path Network (Angus Council) – Leaflet containing a map showing the path network in Kirriemuir, along with a description of various routes.
- Walking in Clen Clova and Glen Doll (Visit Cairngorms) – Leaflet showing suggested walking routes with textual descriptions and routes shown on map
- Walking in Glen Esk (Visit Cairngorms) – Leaflet showing suggested walking routes with textual descriptions and routes shown on map
- Cycling in the Angus Glens (Visit Cairngorms) – Leaflet showing suggested cycle routes in the Eastern Cairngorms with textual descriptions and routes shown on map
- Days out by Bus and Train in Angus (Angus Council, 2007) – Tourist booklet with information on how to get to towns and villages around Angus, with supplementary information on local walks.
- Public Transport Map & Guide (Angus Council, 2007) – Booklet containing a map showing public transport services in the area as well as supplementary information on bus operators, rail services, tourist information centres and places of interest.
- Glen Trek: Angus Glens (Glen Trek) – Promotional leaflet advertising treks in the Angus Glens, including a baggage and bike transport service for walkers and cyclists. Contact details provided for enquiries and bookings.

### Dundee City Council

- Dundee Greenways & Green Circular (Dundee City Council) – Contains large map showing walking and cycling routes around the city of Dundee, as well as information on cycle parking, cycle shops and cycle storage facilities. Supplementary information on local attraction and the NCN routes.
- North Sea Cycle Route (North Sea Cycle) – Contains large map showing the North Sea Cycle route with supplementary information on the visitor attractions in the various countries it passes.

### Perth & Kinross Council

- The Salmon Run: Dundee to Pitlochry Cycle Route Map (Sustrans) – Contains map showing the NCN Route 77, with supplementary information on local attraction and more local cycle routes.

- Cycling & Mountain Biking (VisitPerthshire and Perth & Kinross Council) - Various leaflets containing descriptions of cycling routes around various localities in Perthshire and supplementary information on cycle hire facilities and accommodation. The areas covered are as follows:
  - Around Perth
  - Blairgowrie and the Glens;
  - Crieff and Strathearn;
  - Dunkeld and Birnam;
  - Kinross and Loch Leven;
  - Pitlochry and Highland Perthshire;
  - Aberfeldy and Loch Tay; and
  - Auchterarder and the Ochils.
- Cycling Map: East Perthshire (Harvey Maps in conjunction with ByCycle) – Map showing on road and off road cycle routes in the area.
- Cycling Map: Strathearn (Harvey Maps in conjunction with ByCycle) – Map showing on road and off road cycle routes in the area.
- Cycling Map: Strathearn (Harvey Maps in conjunction with ByCycle) – Map showing on road and off road cycle routes in the area.
- Cycling in Highland Perthshire: On and off-road routes for all (ByCycle in conjunction with P&K Countryside Trust, Forestry Commission, Perthshire Tourist Board, EC) – Map showing cycle routes in the area along with route descriptions and supplementary information on tourist information centres and useful contacts and addresses.
- Various Public Transport maps and leaflets including days out by bus/train
- Various other maps and leaflets including the Catevan Trail, promoting this long distance footpath in Perthshire.

### **Stirling Council**

- Round the Forth Route (Sustrans) – Route map and guide to the NCN Cycle Route 76 between Edinburgh and Stirling, along with supplementary information on local attractions, tourist information centres and cycle hire centres.
- Community Paths (Stirling Council) - Various leaflets, each containing a map showing community paths in the area along with route descriptions, as well as supplementary information on public transport operators and promotional material on the health benefits of walking. The areas covered are as follows:
  - Bridge of Allan;
  - Stirling, Bannockburn and Cambusbarron;
  - Dunblane;
  - Doune & Deanston;
  - Plean, Cowie and Fallin
- Woodland Walks: Stirling Council Woodland Access Guide & Gazetteer (Stirling Council) – Contains a map showing the locations of various woodland walks and supporting information on the various locations.

- The Lowland Highland Trail (Stirling Council) – Contains map showing the NCN Route 7 between Drymen and Killin, as well as supporting information on other cycle routes, local attractions and tourist information.
- North Third & Sauchie Craigs: A Walkers Map (Stirling Council) – Leaflet containing map of walking trails in the area, as well as route descriptions and other local information.
- Loch Lomond & The Trossachs National Park (Loch Lomond & the Trossachs National Park Authority) – Promotional leaflet containing map of the National Park and supporting information on local wildlife and activities.
- WHW: The Official West Highland Way Pocket Companion (Loch Lomond & the Trossachs National Park Authority) – Booklet containing strategic map of the West Hihgland Way route, along with extensive information on outdoor activities organisations and accommodation in towns/ villages along the route.