

Glen Road Users Survey



May 2020

Glen Road Volunteers

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Contents

Introduction	1
Key results.....	3
User Count numbers.....	3
Online Survey results.....	3
Discussion.....	6
Conclusion.....	8
Appendix A : Unusual circumstances.....	9
Appendix B : Detailed charts and lists.....	10
Journey profile.....	10
User profile	13
User views.....	15
Appendix C : User Groups	19
Large groups	19
Minority groups	20

Executive Summary

- The main aims of the survey were to report on use of the Glen Road path to funders of the 2019 improvement works, and to collect more qualitative information for the future.
- A user count survey conducted over 8 days from 21st April 2020 estimated that an average of 436 people used the road each day. The highly unusual circumstances of Covid 19 lockdown and associated sunny weather, giving time and conditions for daily outdoor exercise, will have influenced higher usage during this period.
- An online Survey produced 433 responses for analysis from mainly established users; 58% were walkers, 37% were cyclists, though many walkers also cycle or run. 25% are regular users and 27% use it after dark. Encompassing pre-school up to over 70's, people with disabilities, and dog walkers, a clear majority (86%) found the path easier and safer since the 2019 improvements.
- Whilst the great majority enjoy the attractive heritage route for leisure purposes, with all the associated health benefits, it is also much valued by regular functional users from Dunblane travelling to Bridge of Allan, the University and Stirling.
- The survey and people count show a high level of current use and a desire from local communities for continued conservation to keep this vital connection open and accessible to all.
- The evidence presented in this report underlines the importance of conserving this route for the benefit of its local communities and visitors for as long as practically possible; and continuing its status as part of National Cycle Route 765 between Stirling, Dunblane and the Trossachs.

Introduction

Background

This community led project is conserving the popular old Glen Road path between Dunblane and Bridge of Allan through the attractive Kippenrait Glen SSSI, for leisure and functional active travel for locals & visitors.

Glen Road volunteers raised £38,500 from grants and the generous public, for stabilisation works along the road and broken drainage above. Grants came from Sustrans, Clackmannanshire and Stirling Environment Trust, Stirling Council, Scotways, Paths for All, Bridge of Allan and Stirling Round Table, Bridge of Allan Community Council. The funds were managed by Dunblane Development Trust. Permissions were obtained from SNH, Stirling Council and 3 landowners. Volunteer engineering advice and works coordination from Ian MacLachlan, IKM.

Most of the stabilisation and drainage work along the road was done in 2019, with upper drainage planned for spring. Meantime the winters' heavy rain and strong winds have caused a new slip area and additional funds are being sought to help stabilise that.

Aims

The main aims of the survey were to report on use of the Glen Road path to funders of the 2019 works, and to collect more qualitative information for the future. This has coincidentally provided a useful snapshot of usage under Covid-19 lockdown.

Methods

Online survey

Online and print versions of the survey were tested with 10 users during mid March 2020, resulting in minor wording improvements. However, the start of Covid 19 lockdown on 23 March necessitated abandoning the print version and running a purely online survey for 6 weeks from 21 Mar - 30 April 2020. This meant that opportunities to include people who don't use the internet, and to circulate print copies to visiting groups, community centres, sports groups, health groups supported by workers who were furloughed, were lost.

The survey ran during highly unusual circumstances on two counts: the Covid 19 lockdown meant most people stayed at home bar one exercise period a day, and April was unusually warm and sunny. Appendix A gives our perceptions of the effects of these unusual circumstances.

The survey link was shared locally via: email contacts, local networks, Dunblane community websites, Bridge of Allan Community Council, and social media. Posters including the survey link and QR code were attached to bollards at each end of the path, and displayed in 3 shops in Bridge of Allan.

Responses were collected and analysed using Survey Monkey, with some additional analysis in Excel.

433 useable responses were analysed after c40 had been discarded as being partially complete.

Charts and lists are given in Appendix B, while Appendix C profiles specific user groups, such as functional users who travel to work / meetings / appointments / events etc.

User count

A people count was undertaken to complement the online survey.

The people counter at the south slip had recently been removed by Stirling Council on the assumption that the battery was long dead. However, the battery was found to be still active, and the counter had been sent to the manufacturer to extract the data - currently awaited.

A survey of people using the Glen Road path was therefore conducted over 8 days starting 21st April 2020. Three observers used a stratified sampling approach with each hour of the day from 6am to 9pm being sampled. 92 Observation sessions were made, totalling more than 19 hours. During the week the weather was generally very good, although there was some rain at the end.

Key results

This section presents key results drawn from the User Count and Online Survey.

User Count numbers

92 observed counts of users over during the last week of April gave the following best estimates:

- An average of 436 people used the road each day, an average of 650/day at the weekend and 351/day during weekdays
- 58% were walkers 37% cyclists and 5% runners
- 11% of users were children as part of family groups
- About 8% of users were accompanied by dogs
- 58% of users were heading towards Dunblane, 42% towards Bridge of Allan. This disparity was also found in earlier studies
- 34% used the route before 12pm, 60% between 12pm and 6pm, and 6% after 6pm

The rest of the section presents results from the online survey. Questions such as ‘What journeys do you use the Glen Road for?’ allowed multiple ticks, so some percentages add up to more than 100%.

Online Survey results

The following summary is drawn from 433 responses.

Journey profile

- **Over a quarter of people used the path very regularly**, at least 1-3 times a week, and a quarter of these very regular users make functional journeys. The remaining 72% use it 1-3 times a month or less.
- **The predominant method of travel is walking** (75%) plus a further 3% saying they walk with aids. Over half (53%) use a pushbike with a further 8% (32) using an electric bike including an adapted bike and mobility scooter. Over a fifth run, while 5% push a pram, buggy or wheelchair.
- **Many people use more than one method of travel.** For example, of the 324 people who walk; 230 (71%) walk and cycle and 94 (29%) walk and run. 50 of the 324 respondents (15%) walk, cycle and run, with some also ticking a fourth method of travel.
- **Most respondents (89%) mainly use the path for leisure and recreation.** They are predominantly walkers and more likely to be less regular or occasional users.
- **46 functional users make up one third of regular users** and most ride push bikes or electric bikes, although half also walk and some run. They are more likely to be from Dunblane and cycle alone.
- **The predominant destinations were almost evenly Dunblane and Bridge of Allan** for c60% of users. Almost half use the Glen as a local leisure loop, of which 80% walk and 55% cycle. Further destinations for 10% or more were: Sheriffmuir, the University and Stirling. The Glen is also a popular route to Sheriffmuir, and from Bridge of Allan to get to Doune/Callander,

Crieff/Braco etc. The most common destinations for functional users are the University and Stirling.

- **A third of users combine their journey through the Glen with another type of transport**, the main ones being train (particularly by people from Dunblane) and car. They are mainly recreational users from Dunblane or further afield, aged over 70, or with prams, using the train, and visiting less than once a week.
- **A quarter of respondents (114) use the Glen Road after dark**, most saying 'Sometimes' and some 'Regularly'. Most live in Dunblane and they include over half the functional users.

15 of them, mostly from Dunblane, variously commented on: the season of use, and using lights or head torches. Most of the 11 who commented on not travelling after dark felt it would be unsafe.

- **Over half of respondents started to use the Glen path before 2011**, 41% before the 2019 rescue works, and 8% since the 2019 works.

User views

- **A clear majority of 86% or more users said they found the path easier and safer** after the 2019 improvement. Comments highlighted the improved surface being smooth, mud and gravel free and, as a result of improved drainage, less icy. The widened path plus clearance of obstacles and overhanging branches allows side by side travel and overtaking. Stabilised slips and fencing at narrow points have reduced risk and danger and made some users feel safer and more confident using the path, particularly those with dogs and children.
- **The majority of users (96%) see the path as 'Important' or 'Somewhat Important'**, the main reasons being that it provides a safe, a traffic free route for walking and cycling between Dunblane and Bridge of Allan; and a valuable alternative to the main road for functional users - 80% saying it is 'Very Important'. Users appreciate its scenic beauty, heritage, the natural environment, wildlife and peace and quiet. It is also important for leisure and recreation, fitness, exercise and contributing to physical and mental health. The path provides a valued local leisure loop as well as linking up to other routes for both walking and cycling and an easier gradient up to Sheriffmuir.

User profile

- **More than half of respondents variously travel: alone, with family, and with friends**, while a quarter travel with visitors and a quarter with dogs.
- **The people respondents travel with span all age groups** from pre-school to over 70, with a predominance of adults aged 26 – 70, and a quarter over 70.
- **Most survey respondents themselves were aged 26-70**, with 14% over 70.
- **There was an equal split of male and female respondents**¹. However more functional users are male and cyclists.
- **Half of respondents live in Dunblane, and a third in Bridge of Allan**. 26 of the 63 'Other' places people live were in the Stirling area, with almost all the rest being locals living within 15 miles of the Glen Road.
- **11% of respondents cited a disability**: 2% for themselves and 9% for a companion they travel with.

¹ However, to avoid ambiguity, the question would have been better worded 'Which gender do you most *identify* with?'

- **Overall, the path is inclusive**, used by a wide range of age and abilities for both functional and leisure journeys. This is backed up by the counter survey and Volunteer observations.

Discussion

This section draws out some key aspects of the value of the Glen Road path to users and why conservation of the route is important to them.

Successful conservation to date

Since 2011 local Volunteers, Stirling Council and partners have successfully conserved the old road: with crisis clearing, maintenance, improved drainage and stabilisation measures. Associated improvements include widening the path, removing obstacles and improving the surface. The majority of the survey respondents said that the 2019 works made the path easier and safer to use.

No longer afraid of falling into the gorge! Can ride comfortably on a road bike now there is not any gravel.

This conservation work has preserved the highly valued and only direct off-road link with a reasonable surface between Dunblane and Bridge of Allan, thus allowing continued use of the path for both recreational and functional journeys. However the steep sided nature of the gorge means further slips are likely, so work is currently planned to repair drainage above the path plus further stabilisation of a winter slip.

The works secure this route for current and future users.

A well-used path

Our observations suggest that around 350 people used the path on weekdays, almost doubling to around 650 a day at weekends, during the last week of April 2020 – a period of unusually warm and sunny weather, spanning parts of weeks 4 and 5 of the Covid-19 lockdown. This is up 500% on an average daily count of 85 recorded in the period April 21-28 2015 and probably represents peak usage.

Responses from the online survey show that a quarter of the 433 respondents use the path very regularly - at least 1-3 times a week. And half of respondents are long term users having started using the path before 2011.

Hopefully the patterns of use through the day, season and year since 2014 will become available if data can be successfully extracted from the people counter that ran from 2014 until early 2020.

A vital connection between communities and onward

The Glen Road path provides a highly valued off-road connection between the communities of Dunblane and Bridge of Allan. People, mainly from Dunblane, use it to access work, meetings, events etc in Bridge of Allan, the University and Stirling. Leisure cyclists from BoA value the easier gradient and access to Sheriffmuir, Doune, Braco and beyond. It is part of National Cycle Network 765 from Stirling to Dunblane, Doune and Trossachs. It is also seen as a vital part of the local interconnecting path network for walkers and runners.

Several walk circulars depend on it being open

To take a bike near the Keir roundabout is frightening. This is my lifeline for travelling to Dunblane.

Inclusive - providing access for all ages and abilities

The path is inclusive, providing access for, and used by, people from pre-school age to over 70, and by 11% with disabilities or accompanying someone with a disability. It is used by people pushing prams, and others walking with aids, and mixed abilities easily travel together. Some users link their journey through the Glen with other transport options including train, bus and car.

A vulnerable family member finds this walk very calming when distressed.

Accommodates multi-use

With the path widened, particularly at the narrow sections, it is easy for walkers, cyclists and runners to share the route. The path accommodates people travelling alone, and with family/friends/visitors. Cyclists noted that overtaking is easier since the 2019 works.

Wider, good when passing people, easier to accommodate both walkers and cyclists.

A recreational resource with health benefits

The path is an important recreational resource for three quarters of users, including locals using it as a leisure loop as well as visitors from further afield. Respondents reported valued health benefits including keeping users fit – physically, emotionally and mentally.

I get physical and mental health benefits from Glen Road.

Scenery, tranquillity and nature

Users appreciate the scenic beauty, heritage, natural environment, wildlife and peace and quiet of the route, which for some contributes to the health benefits.

One of the most beautiful visual experiences available in the area.

Important functional use

Functional users, travelling to work, meetings, events etc, form an important minority of survey respondents (11%). They are more regular users than recreationalists, so they account for much more than 11% of journeys. Eg 50 occasional users may generate 25 journeys per week, whilst 50 functional users might make 150 journeys per week.

Most functional users cycle from the Dunblane end, travelling to University and Stirling. They prefer the attractive, traffic free route in contrast to the main road A9, and usually travel on their own. They like the all weather/season surface, and use the path in the dark. They appreciate the path being wide enough to accommodate cyclists and walkers/dogs.

I commute daily (not now due to cv 19).

It's just a lovely peaceful route that allows for a safe and pleasant cycle between home (Ashfield) and work (Stirling). In the summer I use it regularly each week.

With extra numbers exploring and enjoying this route, getting fitter or using an e-bike, some more people might continue to use the route for functional journeys.

Growing e-bike use

A significant number of e-bike users shows the recent popularity of e-bikes. Growing use of e-bikes potentially broadens the accessibility of the Glen to people with limited mobility, to people living further away, and may also increase its use for functional journeys in 'flattening' the hill.

Ideal for my e-bike giving me some exercise now I can't walk far.

Historical importance and fondness

Users highlighted the historical importance of the route, as well as fond memories of generational use within families. The Glen has 6 conservation designations and interesting history and wildlife, which are highlighted on an information board – an earlier related community project.

The Glen Road is a historic route and should be maintained for future generations to use.

My children have grown up using it and it is part of our family history - their visits home always include a family walk to Bridge of Allan and back.

Conclusion

The Survey provides detailed feedback from a robust sample of users, drawing out their views on the value of Glen Road. It follows the conservation works carried out in 2019, which continued the initial rescue work of 2011 when the road was waterlogged, overgrown and eroding quickly. The survey and people count show a high level of current use and a desire from local communities for continued conservation to keep the path open and accessible to all.

Whilst this historic road is now predominantly used for recreation with all its associated health benefits, as a crucial accessible link in the local path network between Dunblane and Bridge of Allan and as a connecting link to other routes, it is also much valued for functional travel by regular users from Dunblane travelling to Bridge of Allan, the University and Stirling.

The survey identifies the importance of the Glen Road to a wide variety of users; leisure users, commuters and other functional users, families, people with prams, dogs, disabilities, walkers, runners and cyclists including a growing number of e-bikers.

Users value the all-weather surface, width and easier gradient of the path, as well as its tranquil, natural setting and heritage. They enjoy travelling alone, with friends, families, visitors and led groups. Additional users observed/spoken to outwith current lockdown include: cycle tourists, health groups, walking, running and cycling groups, university and study groups.

All this evidence underlines the importance of conserving Glen Road for the benefit of its local communities and visitors for as long as practically possible. It is part of the National Cycle Route 765 from Stirling to Dunblane, Doune and the Trossachs, but relies on community input and external funding to remain open for the future.

Appendix A : Unusual circumstances

The highly unusual circumstances of Covid 19 lockdown combined with warm, sunny weather throughout April must be emphasised, particularly for the count of people using the Glen Road path during the last week of April. Impressions from a Volunteer who knows the Glen well were:

- The Glen was much busier than usual - a result of more leisure time combined with the good weather, and:
 - Users good naturedly observed social distancing
 - Despite higher overall levels of use the Glen still felt tranquil
- There were more:
 - Pairs of walkers
 - Cyclists including small children - developing good proficiency!
 - People exploring the link paths above and in the Glen
 - Children exploring with adults
- But fewer dogs than usual
- And an absence of:
 - The usual groups of walkers, runners, cyclists and buggy pushers, and, we assume, people coming from a distance
 - Commuters at the usual times
- During April users changed from more older people with dogs and friends walking / cycling together, to more households and singles using the Glen.

In contrast, the online survey asked people about their general use of the path, so their responses are not focused on the unusual time period and can be taken to represent use over a long time period. However, the survey link was mainly shared locally, so the views of people who normally come from a distance were missed.

Appendix B : Detailed charts and lists

Note that some questions, such as method of travel, allowed multiple answers, so percentages add up to more than 100%.

The narrative includes some further analysis not shown in the charts.

Journey profile

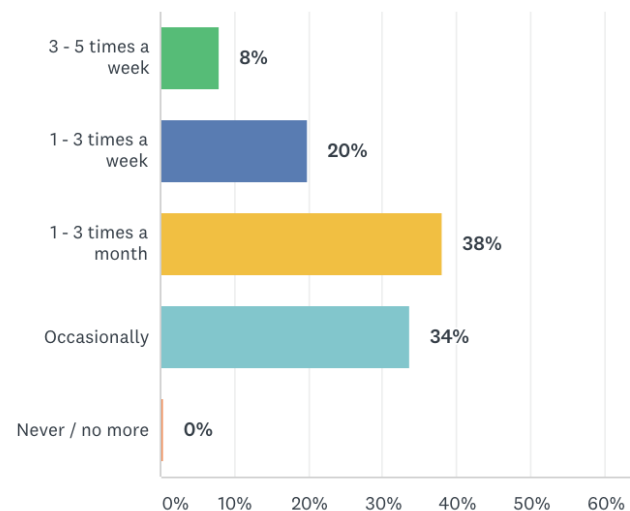
Almost three quarters of users travel the path 1-3 times a month or less.

However, 28% (120) respondents are very regular users, travelling the Glen from 1-5 times a week.

Nearly a quarter (23%) of the 120 very regular users make functional journeys to work, meetings, events etc. As very regular users they make a disproportionately high contribution to overall user numbers.

How often do you travel through Glen Road?

Answered: 433 Skipped: 0



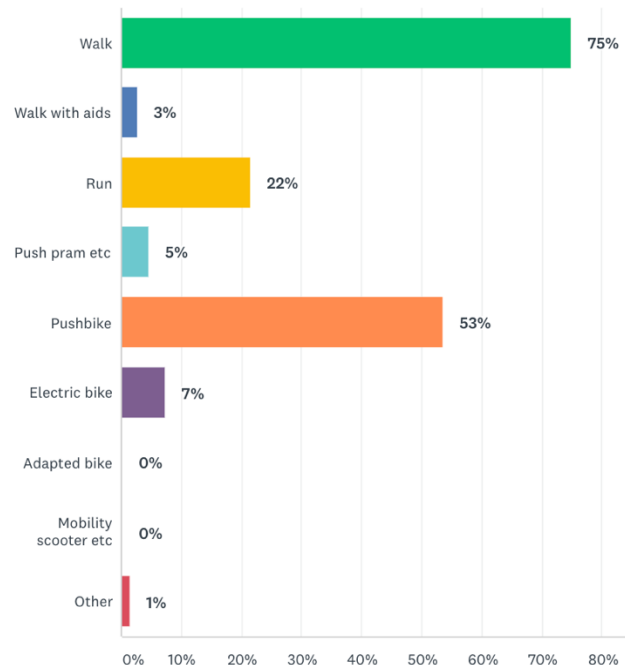
Three quarters of users walk through the Glen, while 60% cycle, and 22% run. Some respondents ticked a mix of walk / cycle / run.

In addition 20 push a pram, buggy or wheelchair, and 12 walk with aids.

32 people ride e-bikes, one an adapted bike and another a mobility scooter.

How do you travel through Glen Road?

Answered: 432 Skipped: 1

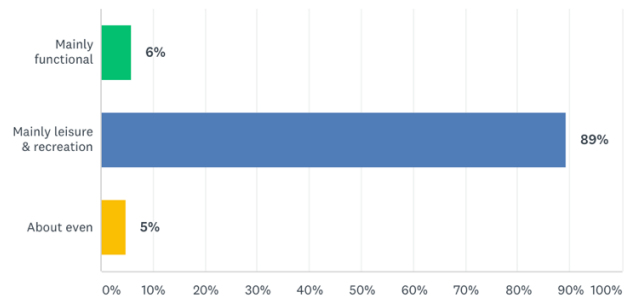


The majority of respondents use the Glen Road mainly for leisure and recreation. They are predominantly walkers and more likely to be less regular or occasional users.

A third of the most regular users (46) use the path for functional journeys and most of these cycle from Dunblane and are more likely to travel alone.

What journeys do you use Glen Road for?

Answered: 432 Skipped: 1



Dunblane and Bridge of Allan were the main destinations for around 60% of users.

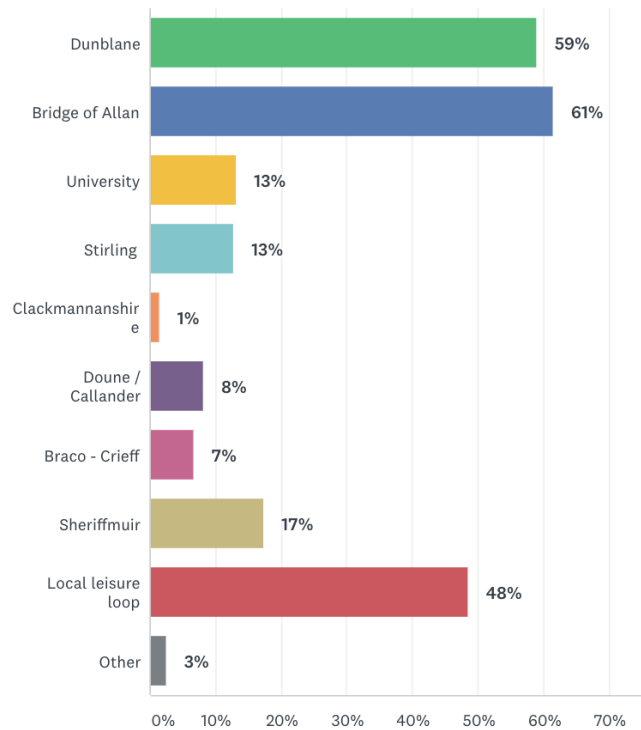
Local leisure loops are very popular with recreational walkers (80% of leisure loop users), and cyclists (55%).

The most common destinations for functional users are the University and Stirling.

The Glen is also a popular connecting route to Sheriffmuir, and from Bridge of Allan to get to Doune/Callander, Crieff/Braco etc.

Your destination(s) when using Glen Road?

Answered: 433 Skipped: 0

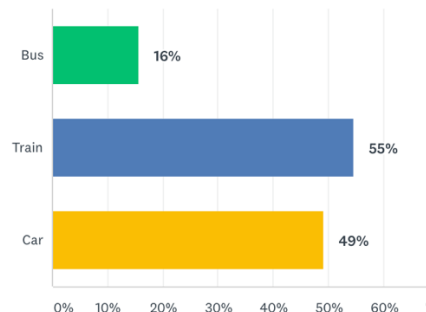


A third of users combine their journey through the Glen with another type of transport, the main ones being train (particularly by people from Dunblane) and car.

They are mainly recreational users from Dunblane or further afield, aged over 70, or with prams, using the train, and visiting less than once a week.

Which do you combine your journey with?

Answered: 128 Skipped: 305



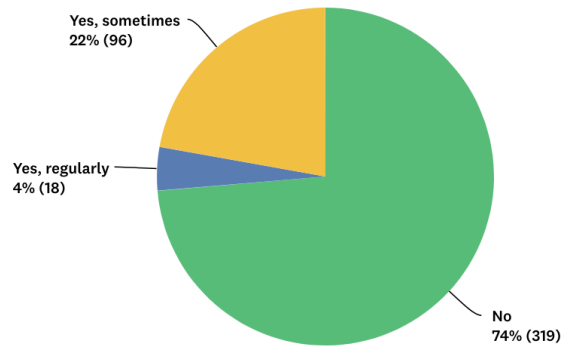
A quarter of respondents (114), including over half the functional users, said they use the Glen Road after dark, most saying 'Sometimes' and some 'Regularly'.

15 'Yes' respondents mentioned the season, their lights or head torches. Most of them live in Dunblane.

Most of the 11 'No' comments would feel unsafe after dark.

Do you use Glen Road after dark?

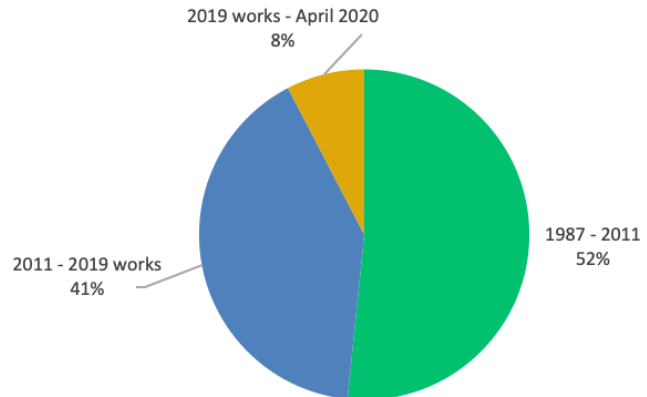
Answered: 433 Skipped: 0



51% respondents have used the path since before the rescue works in 2011, 41% since the 2011 rescue works and 8% have just started since the 2019 works.

Time period started using the Glen path

Answered: 432. Skipped: 1



User profile

Over half of respondents variously travel: alone, with family and with friends.

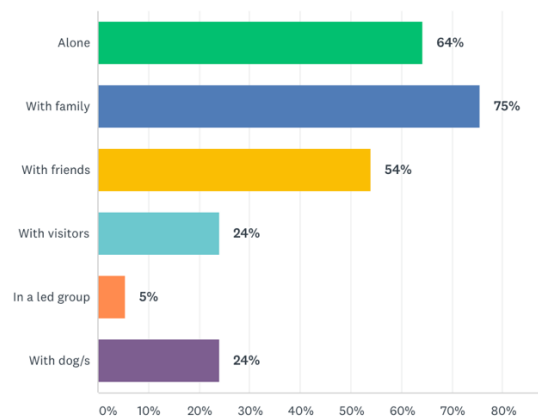
A quarter travel with visitors.

And a quarter travel with dogs.

23 respondents take part in led groups.

Who do you travel through the Glen with?

Answered: 428 Skipped: 5

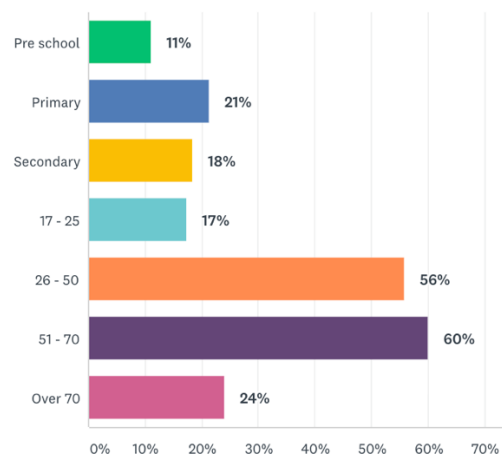


While travelling companions span all age groups, 40% are children, over half of respondents are 26-50 and 51-70 year olds and a quarter over 70.

60% of children travel with 26-50 year olds.

Age groups of people you travel with

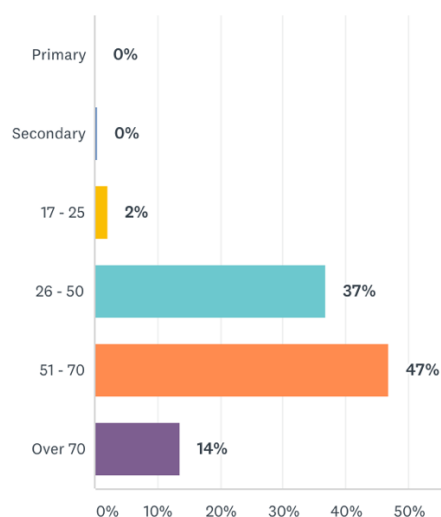
Answered: 395 Skipped: 38



Most survey respondents are aged 26-70, with 14% over 70.

Which is your age group?

Answered: 421 Skipped: 12



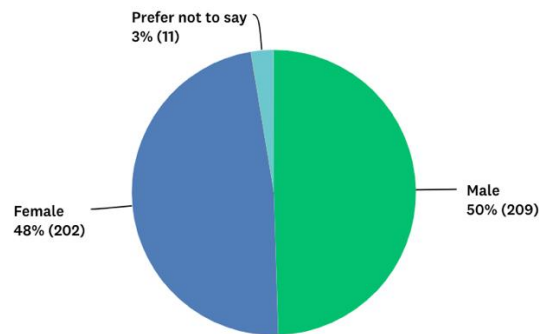
There is an equal split of male and female respondents. However more functional users are male and cyclists.

A higher proportion of functional users are: cyclists (75%) compared with all respondents (53%).

To avoid ambiguity, the question would have been better worded 'Which gender do you most identify with?'

Which gender do you most associate with?

Answered: 422 Skipped: 11

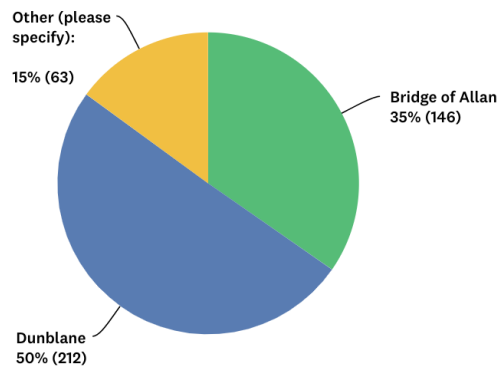


Half of respondents live in Dunblane, with a further third residing in Bridge of Allan.

26 of the 63 'Other' residences were in the Stirling area, with almost all the rest being locals living within 15 miles of the Glen Road.

Where do you live - nearest town / village?

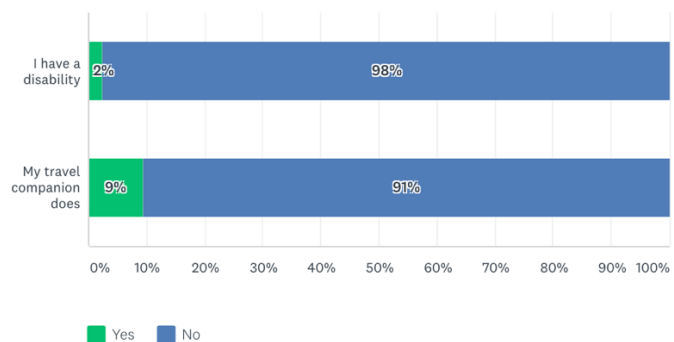
Answered: 421 Skipped: 12



Although just 2% of respondents said they have a disability while 9% travel the path with someone who has a disability, this includes 43 people in all.

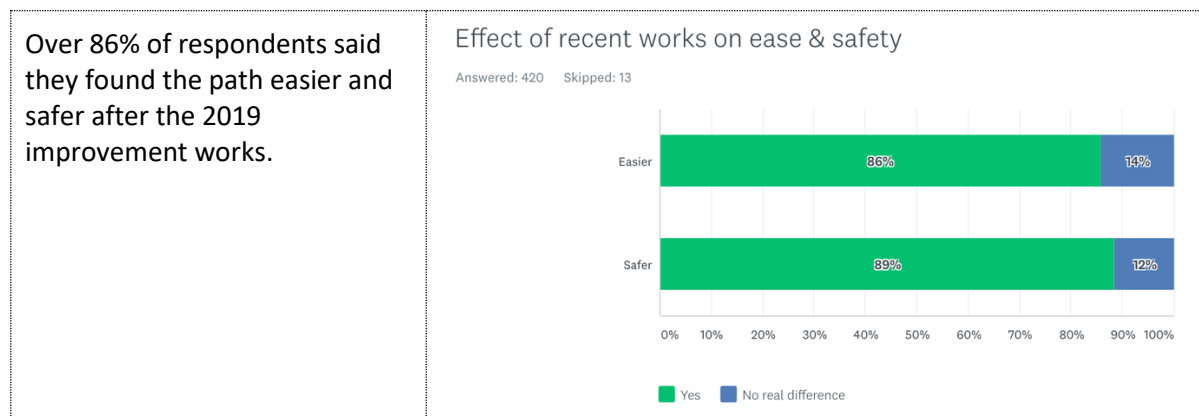
Disability

Answered: 418 Skipped: 15



User views

Effect of works on ease and safety



157 respondents gave comments on ease and safety, some making multiple points, giving a total of 267 comments. For example:

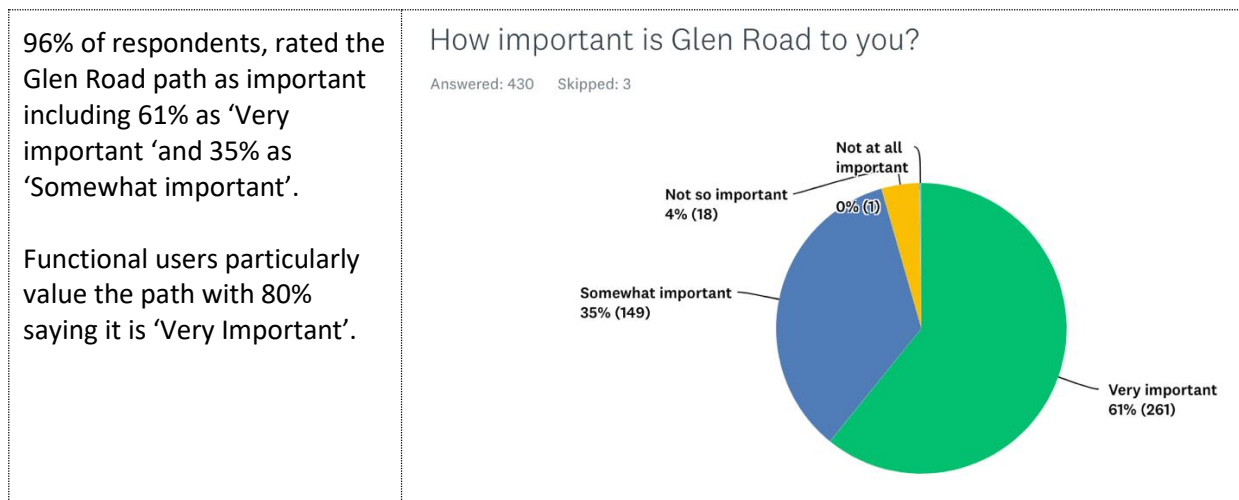
No longer afraid of falling into the gorge! Can ride comfortably on a road bike now there is not any gravel.

Comments were grouped, as follows:

No	Group	Quotes
60	Better surface	<i>Can ride comfortably on a road bike now there is not any gravel. The surface is better underfoot as I need a walking stick due to a recent knee injury. ... as walkers are often in pairs there is room to walk side by side.</i>
34	Wider path	<i>Wider, good when passing people, easier to accommodate both walkers and cyclists. More space for passing other users.</i>
26	Slips stabilised	<i>There wouldn't be a road without stabilisation work! The road was just falling away before - didn't feel safe in places, esp in low light.</i>
25	Feel safer	<i>I take children and dog for walks, recent works have given me less reason to worry about safety. No longer afraid of falling into the gorge!</i>
22	Less risk / danger	<i>Less risk of slipping/sliding. No pot holes to cycle into/cause injury, especially during the dark winter commutes.</i>
18	Better drainage	<i>And the drainage has made a real difference so the path doesn't ice up when cold and there is less debris.</i>

17	Fewer obstacles	<i>Easy to see where is safe to go, fallen tree removed. Paths are wider with fewer overhanging branches and weeds.</i>
16	Better for cycling	<i>Safer cycling surface</i>
11	Fencing	<i>Increased fencing near landslips is safer when children are cycling.</i>
9	For walking	<i>... as walkers are often in pairs there is room to walk side by side.</i>
8	Ensures future	<i>The works secure this route for current and future users.</i>
6	Still problems	<i>A little easier but there are still the problems of subsidence, no lighting and unstable trees overhanging the path.</i>
15	Miscellaneous	<i>Less messy & muddy.</i>
267	Total	

Importance of the path



225 respondents made comments about importance, many making multiple points giving a total of 598 comments. For example:

It is beautiful, peaceful and historical. It is also the only safe, traffic-free route from Bridge of Allan to Dunblane for pedestrians and cyclists.

Comments were grouped as follows:

No	Group	Quotes
80	Traffic free / off road	<i>Enjoy the traffic free walking, access to Bridge of Allan without having to drive. To take a bike near the Keir roundabout is frightening. This is my lifeline for travelling to Dunblane.</i>

		<p><i>It is also the only safe, traffic-free route from Bridge of Allan to Dunblane for pedestrians and cyclists.</i></p> <p><i>Gorgeous habitat, and safe off-road route. If it wasn't for this I would have to drive, which is carbon unfriendly!</i></p>
80	Walking route	<p><i>It is a good walking route home after walking the Darn walk (which is now almost impassable thanks to mountain bikes churning up the path to a quagmire).</i></p> <p><i>It offers a chance to do a decent length walk in interesting countryside and on a good surface.</i></p> <p><i>Key part of our local leisure walking routes.</i></p>
76	Link between Dunblane & Bridge of Allan	<p><i>It is the only traffic-free pedestrian & cycle route between Dunblane & Bridge of Allan.</i></p>
65	Cycle route	<p><i>It's just a lovely peaceful route that allows for a safe and pleasant cycle between home (Ashfield) and work (Stirling). In the summer I use it regularly each week.</i></p> <p><i>National Cycle Network - it's the safest way to go North.</i></p> <p><i>Part of circular bike ride and walking</i></p>
58	Beautiful / pleasant / scenic	<p><i>Beautiful walk/cycle with gorgeous scenery.</i></p> <p><i>One of the most beautiful visual experiences available in the area.</i></p> <p><i>It is a perfect and beautiful route for leisure purposes.</i></p>
41	Safe route	<p><i>Safe access to route to/from Dunblane also offering access to nature.</i></p> <p><i>It is a fantastic safe walk linking Bridge of Allan and Dunblane . Specifically for bikes, prams and children. Encourages physical activity.</i></p> <p><i>The safest way to cycle from Dunblane to Bridge of Allan. Avoids the main road.</i></p>
27	The environment / nature	<p><i>Get to interact with nature and enjoy the beautiful scenery of the woods while getting in different modes of exercise</i></p> <p><i>Beautiful unspoiled nature area.</i></p> <p><i>It's a spectacular woodland walk.</i></p>
25	Fitness / exercise / physical & mental health	<p><i>It is the main location where I go to exercise - either walking or running and sometime cycling.</i></p> <p><i>A vulnerable family member finds this walk very calming when distressed.</i></p> <p><i>I commute daily (not now due to cv 19).I get physical and mental health benefits from Glen Road.</i></p>
18	Links up with other routes	<p><i>Several walk circulars depend on it being open.</i></p> <p><i>Important section of local walking and cycling routes.</i></p> <p><i>It's a great route in itself and also an important link to other routes above Dunblane, round Sheriffmuir and over to Menstrie.</i></p>
18	Local	<p><i>It's a wonderful local amenity where I can get close to nature and fresh air</i></p>

		<p><i>away from crowds and traffic.</i></p> <p><i>I like doing local walks out from my house (on the west of Dunblane).</i></p> <p><i>Lovely local dog walk and place to watch nature and meet other walkers.</i></p>
15	Peaceful / quiet	<p><i>It's a beautiful walk and very peaceful.</i></p> <p><i>No cars or buses etc.....peaceful, safer, back to nature.</i></p> <p><i>Quiet rural amenity is valuable.</i></p>
14	Leisure / recreation	<p><i>Key part of our local leisure walking routes.</i></p> <p><i>It is a perfect and beautiful route for leisure purposes.</i></p> <p><i>As a recreational cyclist, it is a fairly key route if I want to access more rural roads to the north without using the A9 and B8033 or climbing Sherriffmuir.</i></p>
12	Local loop	<p><i>Good circuit from Dunblane to Bridge of Allan for exercise.</i></p> <p><i>Enjoy the walk and nature around on walk to Dunblane for lunch and then home.</i></p> <p><i>Lovely route, accessible, allows loop walks, historic interest.</i></p>
12	Running route	<p><i>I love running and it's a fabulous off-road section.</i></p> <p><i>As a runner it's a vital link between BOFA and Dunblane, the alternative is running along a busy main road up to the keir roundabout. It's also beautiful, peaceful and special.</i></p>
11	Wildlife	<p><i>It's a great traffic-free route and I enjoy seeing the wildlife there.</i></p> <p><i>One of the most beautiful places to see wildlife in Stirlingshire.</i></p>
7	Important historic route	<p><i>The Glen Road is a historic route and should be maintained for future generations to use.</i></p>
7	Most direct route	<p><i>Much safer, shorter route than main road to B of A.</i></p>
5	Hard surface	<p><i>A good tarmac surface through lovely woodland and a deep gorge.</i></p> <p><i>Excellent!</i></p>
4	Should be preserved	<p><i>It's wonderful walk and cycle path with beautiful wildlife and should be preserved.</i></p>
24	Miscellaneous	<p><i>My children have grown up using it and it is part of our family history - their visits home always include a family walk to Bridge of Allan and back.</i></p>
598	Total	

Appendix C : User Groups

This Appendix delves deeper to compare responses for large user groups with the overall results, and profile some important minority groups.

Large groups

These are groups with more than 100 respondents. The profile for each group was compared with the profile for all 433 respondents, and differences of 10% or more identified.

People who travel with children

138 respondents (32%) said they travel the Glen with children (pre-school, primary and secondary).

A higher proportion of these users:

- Use a pushbike (66% compared to 54% for all users)
- Combine their journey with the train (71% compared to 54%)
- Travel with family (97% compared to 76%)
- Travel with dogs (37% compared to 24%)
- Travel with people in age groups: pre-school (32% compared to 11%), primary (61% compared to 21%), secondary (52% compared to 18%), 26-50 (75% compared to 57%)
- Are themselves aged 26-50 (60% compared to 37%)

A lower proportion:

- Use the path after dark (26% compared to 36% for all)
- Are aged 51-70 (48% compared to 60%)
- Are themselves aged 51-70 (30% compared to 47%)

Regular users

The Glen path is a significant resource for 120 people (28%) who use it regularly, 1 – 5 times a week. Higher proportions of regular users:

- Use the path for functional journeys (26% compared with 15% for all 433 users)
- 23% of regular users use the path for functional journeys, 77% are mainly leisure users
- Quoted the University as a destination (27% compared to 11%), and Stirling as a destination, (23% compared to 13%)
- Combine their journey with the train (61% compared to 50%), while a lower proportion combine their journey with a car (39% compared to 54%)
- Use the path after dark (50% compared with 26%)
- Rated it as 'Very Important' (86% compared with 61%)
- Travel alone (79% compared to 64%)

People who travel in the dark

114 people (26%) said they travel through the Glen after dark.

Higher proportions of this group:

- Are regular users, 1-5 times a week (52% compared to 28% for all users)
- Use a pushbike (80% compared to 54%, and run (40% compared to 22%)
- Travel to: Sherrifmuir (29% compared to 17%), Stirling (28% compared to 13%), and the university (24% compared to 13%)
- Think the Glen Road is 'Very Important' (73% compared to 61%)
- Travel alone (78% compared to 64%), and with friends (76% compared to 54%)
- Travel with people aged 26-50 (77% compared to 57%)
- Are themselves aged 26-50 (58% compared to 37%)
- Are male (67% compared to 50%)

Lower proportions:

- Walk (59% compared to 75%)
- Use the path for leisure and recreation (79% compared to 89%)
- Are themselves aged 51-70 (33% compared to 47%)

Dog walkers

103 respondents (24%) travel with dogs.

Higher proportions:

- Walk (97% compared to 75%), and run (34% compared to 22%)
- Combine their journey with a car (76% compared to 50%)
- Travel with family (86% compared to 76%), and with friends (64% compared to 54%)
- Travel with people in age groups: secondary (29% compared to 18%), 26-50 (71% compared to 57%)
- Live in Bridge of Allan (46% compared to 35%)

Minority groups

The following minority groups have less than 60 people, nevertheless they form an important part of the mix of Glen Road users, and are profiled below. Because of the small numbers they are not compared to the overall group of 433 users.

Over 70s

57 respondents (13% of all users) are themselves aged 70 or over. 25 use the path 'Occasionally', with the rest using it more frequently. 43 walk plus another 3 walk with aids. 13 use a pushbike and 8 an electric bike. 53 use the path for recreation, the main destinations being Bridge of Allan, Dunblane and using it as a Local leisure loop. Just 5 use the path after dark, and 36-38 feel it is easier and safer to use after the 2019 works. 40+ have used the path since the road was closed in 1987 and 26 consider it to be 'Very Important'. 34 travel alone, 37 with family and 21 with friends. While between them these users travel with the full range of age groups, they mainly travel with other people also aged over 70. One has a disability while 6 travel with someone who has a disability.

Functional journeys

46 respondents (11%) use the path for functional journeys to meetings etc. 28 are regular users travelling the Glen 1-5 times a week. 35 use a pushbike and 9 an electric bike, while 23 walk and 9 run. Their main destinations are Dunblane, Stirling, Bridge of Allan and the university. 5 combine their journey with the train and 3 with a car. 22 use the path after dark. The majority feel the path is easier to use and safer following the 2019 works, while most have used it since the 2011 rescue

works. 37 feel the path is 'Very Important'. 41 travel alone, 28 with family and 22 with friends. While between them these users travel with the full range of age groups, they mainly travel with other people aged 26-70, and 40 are themselves aged 26-50. 26 are male, and 30 live in Dunblane. 5 travel with someone with a disability, while 2 have a disability themselves.

People with disabilities

43 respondents said they have a disability or they travel with someone who has, representing 10% of respondents.² Their use of the Glen ranged from 1-3 times a week to Occasionally. 29 walk the path, 8 walk with aids, 21 cycle and 6 run. 37 mainly use the path for recreation. Their main destinations are Bridge of Allan, Dunblane and using the path as a Local leisure loop. 10 combine their journey with the train, 9 with a car and 7 the bus. 13 use the path after dark, and 40 feel it is easier to use and safer since the 2019 works, and most have used the path since the 1987 works. 35 feel the path is 'Very Important'. Respondents travel the Glen mainly with family, alone and with friends. While between them these users travel with the full range of age groups, they mainly travel with other people aged 51-70, which is also their predominant age group. 25 are female, and 22 live in Dunblane. 36 travel with someone with a disability, while 10 have a disability themselves.

E-bike and inclusive bike users

33 people (8%) use an electric or inclusive (adapted) bike, with 22 travelling between 3 times a week and once a month. 19 also use the path for walking and for 24 the main use is leisure and recreation, The main destinations are Dunblane, Bridge of Allan and using the path as a Local leisure loop. 6 travel the path after dark, and 25 rated it as 'Very Important'. Most felt the path is easier to use and safer since the 2019 works, and most have used it since the 2011 rescue works. The majority travel alone, with family, and with friends, whose predominant ages are 26-50, while 20 were themselves aged 51-70. 17 are female, 15 live in Dunblane and 13 in Bridge of Allan. 4 travel with someone who has a disability and 3 have a disability themselves.

Push pram / buggy / wheelchair

20 people (5%) push a pram, buggy or wheelchair along the Glen path. 10 travel 1-3 times a month. 13 also cycle while 6 run. For 18 the main purpose is recreation, and the main destinations are Dunblane, Bridge of Allan and using the path as a Local leisure loop. 7 combine their journey with the train. 7 use the path after dark, but because some also use the path to walk, cycle or run, not necessarily while pushing a pram etc. 17 feel the path is easier to use and safer since the 2019 works. 20 have used the path since the 2011 rescue works and 14 since the 2019 works. 13 rate the path is 'Very Important'. 18 travel the Glen with family, followed by 12 with friends and 11 travelling alone. 17 travel with pre-school, 9 with primary and 13 with the 26-50 age group, while 16 of the respondents themselves are aged 26-50. 11 are male, 10 from Dunblane and 9 from Bridge of Allan. None have a disability or were travelling with a person with a disability.

² This compares with around one fifth of the Scottish population who class themselves as having a disability (<https://onescotland.org/equality-themes/disability/>), though not all of them are likely to exercise outdoors.

