

Walking, Cycling & Wheeling Improvements in Dunblane Area – Nov 2022

1. Introduction

This document updates the 2011 and 2016 reports, originating from extensive community consultations to create the Dunblane Area Green Travel Map, originally funded by the Climate Challenge Fund.

The recent Map Survey showed that local people still value the map to travel and explore by walking, cycling and link with public transport. The maps are free in schools, locally and online at www.Dunblane.info where there is additional information on local walking and cycling.

The Maps have also been used by many projects for information boards, leaflets, health walks, road safety, cycle training, planning, e-bike loan scheme, dementia friendly project etc.

This report highlights specific places where organisations, planners, developers can improve local travel and accessibility for walking, cycling and wheeling; with more detail in Dunblane, strategic routes in the wider area.

2. Role of Active Travel in Transport, Climate, Health, Social inclusion

- a. **Transport** Active Travel has a major role to reduce Transport emissions - the major source of carbon emissions in Scotland, with 50% driven journeys under 5k, and 20% under 1k. Integrating Active Travel with public transport is essential for future low carbon sustainable transport. Simply swapping to electric vehicles perpetuates inefficient high carbon transport which still requires significant reduction. Funding change is needed from high carbon transport (new road building) to support the hierarchy of transport – thus repairing roads, constructing a safe active travel network, and linking with integrated public transport, which is now extending free travel for young people (under 22) by bus. The Scottish Government aims to reduce car journeys by 20% by 2030.
- b. **Other benefits** Many other benefits of active travel are well evidenced in improving health, education, social inclusion, economic productivity, tourism, people-centred towns, and local environment - reducing noise, pollutants as well as carbon emissions.
- c. **Covid-19** restrictions demonstrated people's desire to walk and cycle when the roads were quieter and the relevance of local services or 'liveable neighbourhoods'. It may permanently reduce travel to work, and increase online delivery networks, thus reshaping travel needs.
- d. **E- Bikes.** The recent growth in E-bikes extends journey range and over hills, for more ages and abilities. They can carry cargo, children and touring luggage, and can more easily connect urban and rural communities if the infrastructure is suitable.
- e. **Accessibility, Equality Act 2010.** Removing old barriers on paths enables legitimate users with buggies, scooters, adapted cycles, e-bikes to travel to everyday destinations. Current barrier audits (eg Sustrans on NCNs) show many thousands of unnecessary path restrictions including newly built barriers.
- f. **Poor Planning, Delivery and Co-ordination.** Whilst national and local policies prioritise active travel, in practice infrastructure improvements are very slow, often piecemeal, and lack coordinated planning, best practice, cycling experience and political will. Improvements often rely on community initiatives and complex funding eg Glen Road conservation. Not how the road network is built this century! A planned cycle network is needed to give guidance to planners and developers.
- g. **Standards** are improving, but still provide loop holes for poor infrastructure. Behind best practice in London and Europe. [Cycling by Design Update 2021 \(transport.gov.scot\)](https://www.transport.gov.scot/publications/cycling-by-design-update-2021/)
- h. **Highway Code** changes support pedestrians and cycling <https://www.gov.uk/government/news/the-highway-code-8-changes-you-need-to-know-from-29-january-2022>

3. Dunblane and Area characteristics

Dunblane is an attractive, ancient 'city' with a population of approximately 10,000 people and it provides services for neighbouring villages. Centrally situated on main transport networks, roads, train, Citylink bus, near international airports, it is a popular commuting town to Stirling (6 miles), University (4 miles) and to all the Central Belt cities and airports.

Local roads and path networks stem from old routes along the Allan Water, over the Ochils to the Hillfoots villages, driving routes from Doune, Crieff, across Sheriffmuir, and Victorian estate development. Some paths have become fractured by development, or eroded, but some are conserved.

It is a compact town with main destinations within walkable distance for most people, but car use is high for trips to school, local services and local commuting. The train also attracts parking commuters from nearby communities. Traffic speed and volume is noted as a deterrent to walking and cycling on key roads, though more 20 mph areas are helping to calm traffic a little. However cars have become wider, taller and heavier reducing safe space and visibility, with many cars encroaching on pavements too.

Outside Dunblane, cycle commuting to Stirling along the A9 is hazardous amongst heavy traffic; although Glen Road (NCN 765) offers an attractive, virtually traffic free option, it is more indirect and hilly for residents from West Dunblane. A community e-bike scheme expands the range of cycling journeys for more ages and abilities.

Development pressures around Dunblane could create more traffic deterrent, so it is important to improve those path networks to maximise walking and cycling options; e.g. the proposed Dunblane to Bridge of Allan segregated cycle route should include a direct link from Hillside/Argyle, and north Dunblane need an accessible path through Lighthills park, and to Ashfield and Kinbuck.

Dunblane is particularly well positioned for local recreational cycling, on National Route 765 from Stirling to Doune and on to the Trossachs, Perthshire and Highlands, or Clackmannanshire and Edinburgh, Carron Valley and Loch Lomond, and by mainline station through the UK. New woodland trails up to the Ochils add to extensive mountain biking in Carron, Trossachs and Highlands. New cycle tourism initiatives link Dunblane with NCN 7 via Callander, NCN 76 Round the Forth, and Heart 200.

4. Changes in Dunblane since 2016 – relevant to Walking, Cycling, Wheeling and Public Transport

a. Housing developments should enable accessibility, not prevent it

Dunblane is constantly under pressure for housing development, large and small. Housing estates are being built up to the A9 bypass at Barbush (Victoria Park now built) and at Hillside, with several smaller developments to the east. New 44 house proposal from Kippendavie by Kellie Wynd on green belt. Proposals for rural glamping, chalet accommodation at Glassingall, Park of Keir development and Kinbuck A9 services (finally refused?), make it particularly important to retain and improve those path networks into Dunblane. However poor planning and delivery often means a loss of opportunity and access; e.g. Victoria Park paths planted/fenced, no dropped kerbs from new link path; Hillside housing is not improving active travel links; need accessible link between Culdee Grove to Anchorscross; non-compliant barriers at Dunblane High School filter pupils onto the traffic roundabout and need removing.

b. Town Centre and wider business

- Despite some traditional shop retivals, a variety of independent businesses, social enterprises and high level art and craft opportunities are adding to the viability, heritage and character of Dunblane.
- The busy top of High St roundabout area needs better accessibility for pedestrians and wheels, suggested in an initial study, though this was not progressed.
- The Station redesign project repaired the old bridge (1409), and created space for pedestrians, cycles, wheels and community gatherings, whilst retaining bus links, vehicle access and parking. Some clearer drop off space, perhaps in the pay/resident station carpark, would be helpful.
- Marks and Spencer and the Dunblane Centre are newer popular destinations ‘across’ the busy dual carriageway, and need better routes particularly for enabling wheeling and safe cycling. A feasibility study from Dunblane to Bridge of Allan recommends a segregated cycle path here. With direct links with west Dunblane via Hillside, and Claredon Place to George St, routes would avoid busy traffic.

c. Public transport

Train services are now electrified up to Dunblane, and will progress to Perth. Lifts make all platforms and east/west town centre accessible for wheels and cycles. Services remain fairly good, though direct services have reduced, requiring changing trains at Stirling eg to Aberdeen and Inverness.

Bus services are prone to change, limited at weekends and evenings, but valued by those without car access, and soon free to young people (under 22) as well as pensioners and disabled people.

Current town bus route C48 goes from Kinbuck/Ashfield to Bannockburn, via Kippendavie, Ochiltree, Glen Road, Wallace Road, Old Doune and Doune Road., but no longer to the library.

15A links Crieff and Stirling via Bridge of Allan. M8 Citylink goes between Perth/Dundee to Stirling/Glasgow. Some bus stops have adjacent seats or just perching ledges within covered stops.

d. Speed, pedestrian crossings, obstructions - parking, bins, vegetation

- More residential and shopping areas are now restricted to 20 mph, eg upper High St, Springfield Terrace, Glen Road, Doune Road, Perth Road Fourways to Dunblane Centre, and vehicle activated speed signs are on Stirling Road towards Keir (50), Doune Road (30, 20) and Glen Road (20). This is welcome traffic calming though a default to 20mph in residential and busy areas, and speed enforcement would improve safety.
- 3 new pedestrian crossings - one replaced the school crossing patrol on Perth Road, however Dunblane Primary School requested them on Old Doune Road and Doune Road; ironically due to busy school traffic.
- Illegal/inconsiderate parking including on pavements, needs to be addressed. Monday bins obstruct pavements and would be better placed in driveways where possible.
- Overhanging shrubs along pavements and paths need cutting back by householders.

e. Paths accessing Green Spaces – good community action, though more work required

- The collapsed riverside path below the Cathedral was repaired by community pressure and by IKM.
- Holmehill was saved from development by the Carman Foundation and is assisted by Friends of Holmehill to extend usage as community green space, including outdoor performances.
- Laighills Park has improved paths, new play and gym facilities, and orchard, but still needs an accessible route across the railway. A feasibility study was not progressed by community representatives. The new riverside path is eroding.
- Glen Road conservation works 2019 – 2021 were fundraised and coordinated by community volunteers and IKM. During Covid-19 restrictions up to 650 people per day used the route.
- The Sheriffmuir trails are popular, improved by landowners Kippendavie Trust funded by a forestry authority grant, though access on the old main road is rocky and muddy. The signage is helpful.
- Extensive logging in woodlands around Dunblane, replanting and the popular new trails has meant more heavy vehicles and cars, particularly on Glen Road and Sheriffmuir, which are busy with walkers, cyclists.
- DDT paths group help with path maintenance – cutting back vegetation, boggy bits, repairing steps.
- Darn Walk to Bridge of Allan is in a poor state. It needs drainage and surface repairs for access to more people. Cocks Burn bridge 2022 replaced by Beaully-Denny mitigation project, was washed away in 2012.

f. Other recent Projects

- The E-bike loan scheme run by Dunblane Development Trust volunteers, extended from 2 to 5 bikes, offering local maps, guided rides, or cycle training. Many loaners have bought their own e-bikes.
- Forth Valley Leader Cycle Tourism project, in partnership with Visit Scotland and Sustrans, promoted the region including Dunblane.
- Cycle training in schools is coordinated by Recyke-a-bike with volunteers/parents as available.
- Barriers on paths have been mapped regarding Access for All under the Equality Act 2010, <https://www.google.com/maps/d/edit?mid=1pKWDdXX87OIZRoOjSmUj3y4qYvr92zx&usp=sharing>
- Benches and resting places to assist people who can't walk far/stand long are mapped here, <https://www.google.com/maps/d/edit?mid=1HIQbPNSelq9YjuUEDb10P2uYd3H6z3jZ&usp=sharing> and are included on the Street Index Map. A DDT group refurbish many of the benches. Some bus stops have adjacent benches, or perching ledges within covered stops – but these do not enable sitting.
- Stimulated by Covid-19, 'Spaces for People' funds have reduced some speed limits, but cycle lanes on Perth Road are against national safety guidance - into car door zone and encourage close passing.
- A Feasibility Study for a safe cycle route from Dunblane to Bridge of Allan recommends a segregated cycle path from Fourways roundabout, funded by the City Deal.
- NCN Barrier Audit <https://storymaps.arcgis.com/stories/b5b6679614124d7488bb21696de917ce> There are also new opportunities to upgrade and expand the NCN network.
- A Dunblane Street Audit with Living Streets identified some accessibility issues, particularly for wheeling.

5. THE RECOMMENDATIONS

Town Centre – access to station, shops

The station area redesign has made active travel generally easier/more attractive with calmer traffic however;

1. The station lifts entrances get flooded on the bridge – drainage holes might help, as on steps?
2. Signage re 2-way cycling on Bridgend.
3. The riverside path at Bridgend footbridge needs a bound textured surface and drainage on the gradient.
4. Remove George St path barrier, add dropped kerbs at George St and Springbank Terr to station bridge/lifts.
5. Access to Tesco from Bridgend footbridge/Caledonian Place is restricted by a bollard and narrow bus stop. A wider pavement at the bus stop should not unduly affect the sparse local bus service? A
6. Steps restrict access to the link between Caledonian Place and Tesco car park/lifts.
7. Crossing points (tables?) between High Street roundabout and the busy Coop area shops and between Leighton library and the garden. The double kerb and narrow pavements restrict access for wheelers.
8. A wider pavement from the Bank of Scotland to the Cathedral, past Leighton library pinch point, and dropped kerbs across bottom of Sinclair St near Tappit Hen.
9. Enable access to the garden – widen narrow entrance and remove step.
10. Signage for cycling from top of High St roundabout to Mill Row
11. Improve poor surface at Bishops Walk which links attractive river paths and heritage.
12. Dropped kerbs at a crossing point on Perth Road and at Kippenross lodge entrance.
13. A continuous, segregated cycle path on Perth Road between Fourways roundabout and M&S for all ages and abilities. New cycle lanes direct cyclists onto a poor, rutted surface, in car door zone, encourage close overtaking, against national standards and safety guidance.
14. An improved crossing at Dunblane Centre roundabout, as part of the above cycle and pedestrian paths.
15. A dropped kerb at the link path from Dunblane Centre to M&S.
16. A wider continuous path link from Claredon Place to bus stop and George Street would provide an off-road link to West Dunblane away from main traffic. It would improve accessibility to the bus stop.

Cycle Parking – *more now at schools, Braeport, Sports Club, top of High St and Station. Additional parking would be helpful at Health Centre, Halls, and improved at Dunblane Kids Club, Supermarkets.*

Signage – *A variety of signage systems provide insufficient guidance for walking and cycling around Dunblane. Waymarking from new Victoria Park along quieter routes to schools, town, station would be useful.*

East Dunblane school routes

Improve paths to help children and families to walk, cycle and wheel buggies on routes to Newton and St Mary's schools. Improve disabled access to bus stop and along paths.

17. North Ochiltree East from the bustop to the path through Newton Park to school requires a 40 metres extension of the sealed path to replace muddy grass.
18. North Ochiltree West core path to Ledcameroch requires 60 metres link of sealed path over muddy grass.
19. Perth Road/Ledcameroch Gardens – A wider pavement from Ledcameroch gardens, would assist disabled residents to access local core paths and green spaces. Remove barrier and improve surface at link.
20. Improve/widen path from Bogside to Ramoyle and remove barriers for cycles/disability scooters.
21. Upgrade and realign the direct path from Menteith View via Newton Park to school, through the wood, avoiding steps; thus suitable for buggies and cycles.
22. Path from Newton Loan to St Margarets Loan requires two dropped kerbs.
23. Newton Loan/Ochiltree crossing point – restrict parking to improve visibility and remove barrier.
24. Improve rough section of old road access from Leighton Avenue to access the new Sheriffmuir trails.
25. Residential areas – continue to extend speed restrictions to 20 mph. Extend Glen Road 20mph to Pisgah due to narrow blind corner, access to new trails, heavy forestry and farming vehicles.

Ashfield, Kinbuck to town centre – safer routes to school and local services

Safety concerns of walking and cycling along the busy B8033/Perth Road

26. Now a gate provides access at the underpass from Glassingall Road, an upgrade of the old quarry track/path and core path to Ashfield (and Kinbuck) would provide a traffic free route to school and town.

Barbush estate/Laighhills

Restoring a no-step railway crossing would offer access to all and an attractive traffic free school, commuting and leisure route to town. Removing barriers across cycle paths would enable cycles and disability scooters to use them - Equality Act 2010.

27. Level access across the railway to replace 24/26 steep steps.
28. High quality link path between Laighhills and Cala estate – on boggy desire path by the substation.
29. Remove 8 double barriers across the cycle paths around Barbush/Cala estate – at Barbush, Alpin Drive, Cockburn Avenue, Daniel Avenue, Laighhill Place. Dropped kerbs are needed at Cockburn Avenue, and the playpark/Alpin Drive spur.
30. Seasonal leaf clearance on Laighhill Place path link. Remove barriers.

West Dunblane - safer routes to school

Traffic congestion at school times is hazardous for walkers and cyclists on Doune Road, Old Doune Road and Wallace Road. Yet schools are within walkable distances for most pupils.

31. Doune Road/Kilbryde Crescent - this key cross town route requires extending parking restrictions into Kilbryde Crescent, extended pavements and a crossing point to DPS.
32. Doune Road/Wallace Road/Grant Drive junction – hopefully the lower speed limits will be enforced to make crossing this junction easier and safer particularly during school times.
33. An all weather path from Murdoch Crescent across the playing field to DPS would be direct and avoid the busy traffic on Doune Road and Kinnoull Avenue.
34. A link path from new development Culdee Grove to Anchorscross would avoid the busy junction at Old Doune Road/Wallace Road for walkers and cyclists to/from Anchorscross and Bruce Avenue.
35. A crossing point on Old Doune Road near Highfields/Braemar Avenue is required. Vehicles are currently encouraged to drive into DHS and out again on Old Doune Road. (A survey measured 367 vehicle movements in 25 minutes). ‘School Street’ restrictions would reduce traffic and make it safer for pupils for DPS and DHS to walk and cross Old Doune Road.
36. Remove barriers along Maurice Wynd link path to DHS. They are non compliant and filter pupils into traffic.
37. Remove the barriers to paths around Highfields/Montgomery Crescent.
38. Hillside. Upgrade Baxters Loan/Braemar Park/Argyle Way/Wanderwrang paths to link new housing at Douglas Place, as cycle links to town, including the core path from Argyle Way to Claredon Place. New link down to proposed cycle path to Keir roundabout/Bridge of Allan.
39. Sign Auchinlay Road as walking, cycling, horse friendly road at 40/30mph. Ditto road to Kinbuck.

To Doune, Callander and the Trossachs – maintain NCN links

Access to the popular traffic free railway path to Doune is either via NCN 765, or direct along a busy A820, or the overgrown pavement, or quiet indirect rural roads. A future extension to Callander is planned to NCN 7.

40. Doune Road by Stockbridge and to Argaty junction – this narrow, rough pavement is well used by walkers and cyclists but needs maintenance and pruning back of vegetation.
41. The tarmacked NCN 765 is a popular, but needs occasional mud sweeping near farm, summer vegetation management on narrow section, highlighting speed bumps, and repairs to tree root damage near Doune.

Direct Route to Bridge of Allan, University, Stirling, and Kildean

Direct access south is very hazardous for commuting cyclists via the dual B8033 and busy A9. A feasibility study has recommended an off-road cycle path from Fourways roundabout to Bridge of Allan, with a direct link from Hillside/Argyle. In addition, upgrading core paths to Kildean via Pipe bridge would provide a direct, attractive, active travel route to major employers in West Stirling.

42. An off-road cycle path between Dunblane and Bridge of Allan. Meantime trial cycle lanes to Keir?
43. Improve new development access paths to Baxters Loan/Wanderwrang/Argyle to link directly with B8033.

44. At north lodge, south of Keir roundabout, crossing support/warnings to assist pedestrians and cyclists.
45. A9 path south to Bridge of Allan – remove Armco barrier, improve path surface, cut back vegetation.
46. Upgrade the core path beside abattoir, which links Carse Road routes - to Doune and Stirling/Kilmean via the Pipe bridge route.
47. Upgrade Pipe bridge core path from Carse Road phone mast, and ramp steps over flooding area across bridge to Kilmean Business Park/FVC/Craigforth/Dobbies/Mart.
48. Darn Walk to Bridge of Allan heritage route – this old main route is now primarily a leisure route, but in very poor condition - drainage and resurfacing would make it more accessible to more people.

Dunblane via University to Clackmannanshire, and Springkerse

Dunblane has an excellent quiet route (via Glen Road and upper Bridge of Allan) to Clackmannanshire via Stirling University campus, and onward to Fife, Edinburgh and Falkirk via Hillfoots path, NCN 76, 768, 767, 764. The forthcoming off-road NCN 76 from Causewayhead to Manor Powis also needs to link with Springkerse Retail Park (76) beside the A91.

49. At Campus entrance at Pathfoot - upgrade 10 metres of muddy path to the carpark.
50. Upgrade the loose gravel track by Alexander Court to Logie lodge entrance.
51. The off-road cycle path from Manor Powis roundabout to Causewayhead (76) and Cambuskenneth (765) is due to be constructed.
52. The direct link from Manor Powis beside A91 to Springkerse Retail Park/St Modans/PEAK/Forthside (76) also needs to be addressed and coordinated with the above route.

Doune to Stirling – via Cuthill Brae, Blairdrummond, Chalmerston Road, Drip bridge, Craigforth

The A84 busy trunk road to Stirling, has large rural attractions and employers at Camphill Blair Drummond, Safari Park, Briarlands farm, Kincardine-in-Menteith Primary School and 'The Smiddy'. Routes also go to Thornhill, Kippen and Gargunnoch. Avoid the main road by improving connections with the quieter Carse roads

53. Signage to enable two-way cycle access along George St, Doune.
54. Consider a wider shared use pavement along A84 from Muir Crescent to Teith bridge, and from Teith bridge to Cuthill Brae.
55. Improve access/surface along Cuthill Brae (west).
56. On A84 by the school and bus stops, extend and widen the pavement as shared cycle path to "The Smiddy".
57. An off-road path from Smiddy carpark to Kirk Lane for Chalmerston Road is awaiting construction to avoid the fast, busy junction on A84.
58. Chalmerston Road/Old Drip bridge route to Stirling needs a signalised crossing point near Dobbies.
59. An off-road link from Drip bridge via Craigforth carpark would link to Cambusbarron via North Kersebonny Road and A811 path to Kings Park. (Proposed in future development.)

Stirling West - Craigforth and Kilmean Business Park are at a key junction – for North, West, South, East

Forthcoming developments at this strategic junction can open up quiet cycle routes in all directions if properly planned. North to Bridge of Allan and Doune (33, 32), West via Chalmerston Rd, South to Cambusbarron (44), and East to Forth Valley College beside river into Stirling.

60. Upgrade the track surface of North Kersebonny Road, which crosses the A811 to Kersebonny Road and Cambusbarron.
61. Restore path under motorway, and beside A84, to link with the paths to Kilmean Business Park, Forth Valley College and Craigforth.
62. Remove the steps on the riverside path near Forthbank Care Home, from Forth Valley College to Raploch and on the Green Gate path link, to improve access for cycles, disability scooters, wheelchairs.

Stirling Station, Burghmuir Retail Park, town centre and links South

The Stirling Station project will hopefully improve cycle access to the station and town centre and Burghmuir Retail Park. There are also opportunities to improve strategic links with Burghmuir Retail Park links to South.

63. Link routes from Colquhoun St better through Burghmuir Retail Park/Upper Craigs and Goosecroft Road, and west side of the railway (via new station car park) to station, and path south beside Burghmuir Road.
64. Upgrade path beside Burghmuir Road through to Burghmuir Retail Park/Wellgreen/Upper Craigs.

Stirling to Western villages and Trossachs from Cambusbarron

65. Touch road provides a good alternative to part of the busy A811, but then there are missing links into Gargunnoch, Kippen, Arnprior, Buchlyvie and the Trossachs, the “Kings Highway” and cycle tourism.

Stirling to South to Denny/Falkirk and Canal NCN 754

The Pirnhall motorway junction, A9 and A872 create significant barriers to cycling south of Stirling to FVRH, nearby communities (Plean, Durieshill), and to nearby tourist hotspots along the canal NCN 754.

66. A 1.5 mile cycle path beside A872 (or M80) between Auchinbowie Road and the Northfield quarry access/old road would enable a safe route between Bannockburn and Dunipace/Denny
67. Cowie Road/Bannockburn Road requires the off-road path upgraded with continuity by the farm.

Pirnhall motorway junction, Stirling Gateway and Durieshill developments, Bannockburn House access

Major housing developments and new villages here need to prioritise an effective active travel network from the start to enable construction staff and new residents to cycle relatively short distances to school, work, shops, train, leisure destinations. Plans do not show a linked active travel network yet beside A872, A91. Bannockburn House is currently cut off, but is now a major community destination which needs to have safe active travel connections to local communities.

7. Conclusion

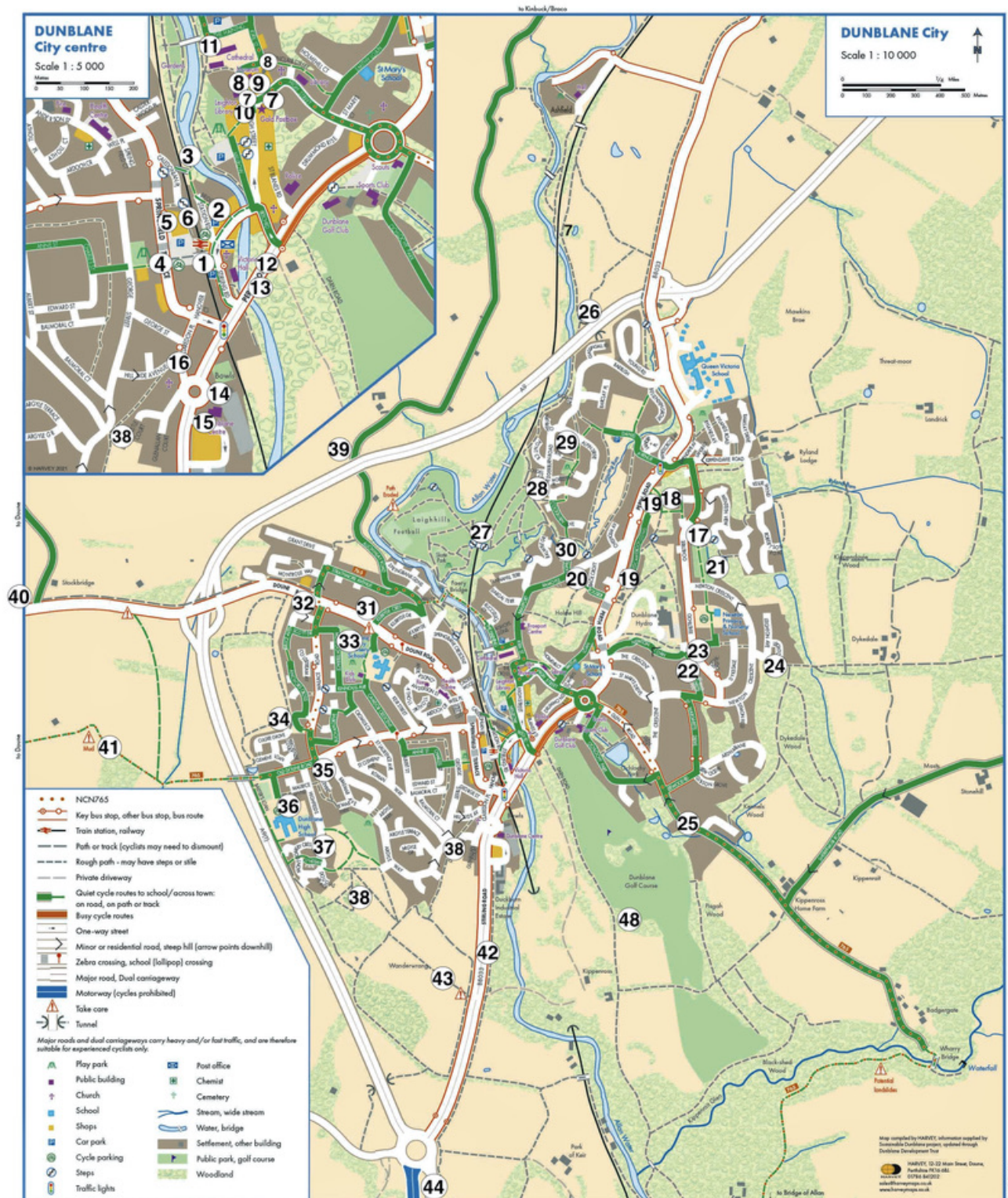
This report highlights some specific, mostly low cost opportunities to enhance the path networks to make walking and cycling to school, work, shops, leisure and public transport more safe, convenient and attractive. Increasing active travel and reducing dependence on cars, improves health, inclusion, local economy, environment, and helps to address the climate emergency. People will use good infrastructure, but they also need to know that it exists. The green travel map helps to show what is in place now, though good signage would assist people to explore and wayfind. Dunblane is also well positioned to attract the growing market in walking and cycling tourism.

Dunblane’s historic green spaces, path networks and good strategic links offer excellent potential, but can easily be lost through piecemeal development and lack of good planning and maintenance. However better co-ordination between local groups, planners and funders would help to protect and improve networks to benefit local people and visitors. A better understanding of enabling infrastructure is required to deliver safe routes for all abilities, and to avoid creating new barriers and dangers.

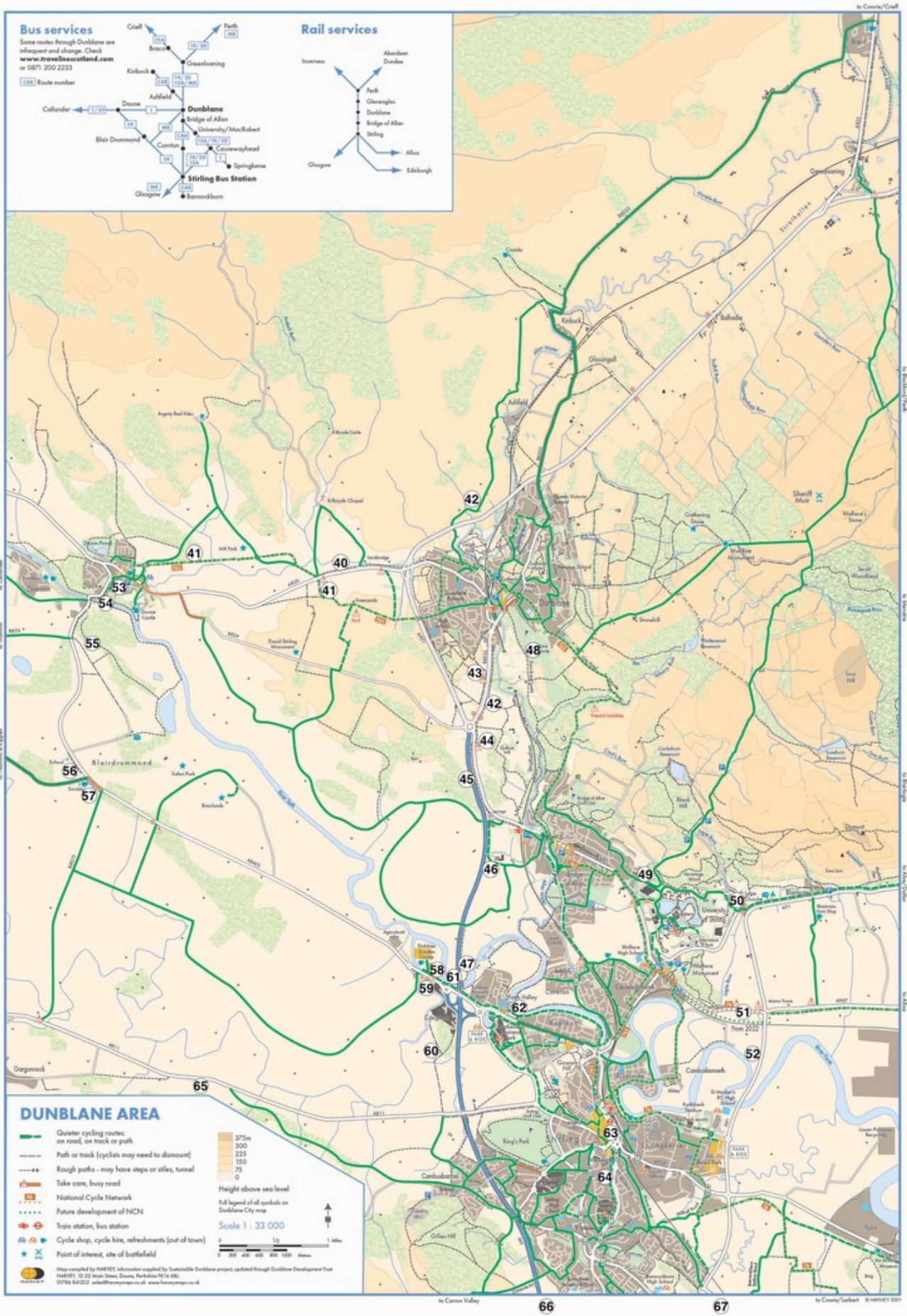
Covid-19 has shown that many more people will walk and cycle when they feel safe, away from traffic. The recent focus on safe personal transport means that cycling, particularly with e-bikes, becomes a practical transport option for more people. Accessible routes also enable independence for all abilities.

The Climate Emergency should help to build a better cycling infrastructure, since active travel supports a sustainable transport system, but there needs to be better planning, funding processes and delivery.

Proposed Improvements - Dunblane City



Proposed Improvements - Dunblane Area



Strategic Missing Links

