CYCLE TOURISM IN THE FORTH VALLEY AND LOMOND AREA

May 2022

Project Report

FORTH VALLEY & LOMOND LEADER

Cycle Tourism in the Forth Valley and Lomond Area

PROJECT REPORT

Cycle tourism is growing across Scotland and forms a key part of our tourism economy. The Forth Valley and Lomond area is well placed to benefit from these national trends, with a wide range of quality cycle tourism assets.

INTRODUCTION

Part of the project brief was to produce a report to evaluate the leisure cycling offering across the FVL area, including the wider infrastructure supporting cycle tourism, for example, links with public transport, safe cycle routes, accommodation, food, bike repair and hire and other support services.

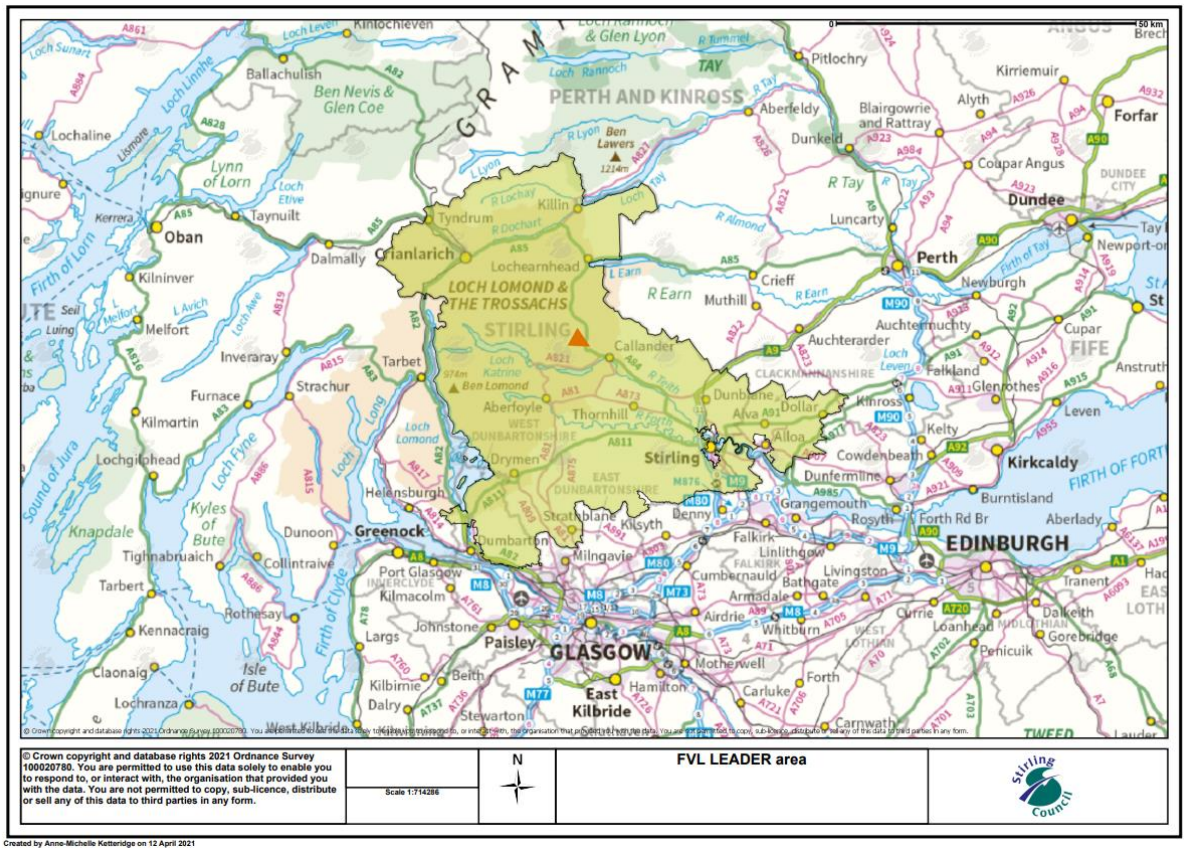
The project is part of and complements other aspects of the Forth Valley Lomond LEADER programme to support the rural economy and sustainability, and is supported by Sustrans and VisitScotland particularly in online marketing of NCN7 Lochs and Glens Way and the Round the Forth route.

This audit reports on the area's strengths and weaknesses, and gaps in strategic routes. It also includes recommendations which may help stimulate relevant partner organisations to take forward.

Cycle tourism is growing across Scotland and forms a key part of our tourism economy. The Forth Valley and Lomond area is well placed to benefit from these national trends, being home to a wide range of quality cycle tourism assets.

The development of cycle tourism is important as it provides health and economic benefits, and helps reduce carbon emissions from our transport systems. It offers particular benefits in terms of the climate emergency and pandemic by providing green and Covid-safe transport, and a boost to local tourism.

There are a number of high profile **Sustrans National Cycle routes** within the area, such as the iconic Lochs and Glen Way (NCN7), part of Eurovelo Route One;NCN76, Round the Forth; and NCN765 from Stirling to Dunblane and Doune, with the potential to link up to Callander and the wider Trossachs in due course as part of the Burn of Cambus extension of the route.



OUR CYCLE TOURISM OFFER

- **Accessibility** – this central area provides access to wider Scotland, through Clackmannan NCNs out to Fife and Edinburgh, to Perth, Crieff and Highlands, Carron Valley, and west to the islands. Various LeJOG (Lands End to John O'Groats) routes for road bikes, quieter roads for leisure and off-road routes for mountain bikes go through the area.
- **Connectivity** – there is easy access to airports (Edinburgh, Glasgow) and trains, with central mainline and west bound routes (Larbert/Stirling/Dunblane), towards Loch Lomond and ferries (Balloch, Tarbert) and to Crianlarich There is a new Highland Explorer bike carriage on the Glasgow to Oban route which launched in 2021.
- **Touring** – there is a range of unique touring options, for example taking the Waverley paddle steamer beside NCN7 down the Clyde to the islands off the Clyde coast.
- **Seasonality** – with a relatively benign climate and many route options, the season is extended, with local groups enjoying day trips almost throughout the year.
- **Variety** – we have a wide range of cycling on offer, including routes that are suitable for family, differently abled, novice, intermediate, e-bike, gravel, mountain and road cyclists; we have day trip, weekend, week and LeJOG options; in short, something for every type of rider.

- **Affordability** – bikes are carried for free on most trains and very cheaply on ferries. Bikepacking off road using old routes is proving popular with potential for responsible wild camping, never far from welcome cafes or services as required.
- **Accommodation** – a full range of options is available including wild camping, campsites, caravans, forest lodges, glamping options, hostels, B&Bs, hotels and luxury serviced accommodation.
- **Food** – there is a wide range of cafes, delis, pubs and shops to suit every budget.
- **Support services** – the area offers bike repair, bike hire, e-bike charging, café stops, and a range of accommodation. Luggage transfer is also available in selected areas.

CYCLING ROUTES AND TRAILS

There is a wide range of cycling routes and trails for all abilities in and around the Trossachs, including the unique family friendly 'sail-and-cycle' option at Loch Katrine, making use of the traffic free private road (14 miles, 22 km from Trossach's Pier to Stronachlachar).

The Aberfoyle and Loch Ard area boasts a network of forest roads and trails which have seen an increase in interest due to the growth of gravel riding, particularly since the Dukes Weekender annual event and the development of the Gravelfoyle destination brand.

This growth in interest will be further enhanced by the launch of three waymarked gravel trails in spring 2022, as part of a partnership between Bike Trossachs, Forestry and Land Scotland, and the Loch Lomond and Trossachs National Park. FVL Leader is a significant funder of this innovative project.

There is a long-established history of cycle touring throughout the area and the number of enthusiasts who are road biking has also increased in recent years.

The growth in popularity of electric bikes is also an important factor, with assisted riders able to go further and harder, linking up a range of trails and route combinations. This has been especially obvious around the Callander, Strathyre, Glen Ogle, Aberfoyle and Loch Katrine areas, with e-bike riders making the most of the NCN7 (Lochs and Glens Way) spine.

Mountain biking also has a wide appeal, although the area has less in the way of formal trails and signed routes. Growth in the sport has been more organic, driven by local enthusiasts in places such as Cambusbarron and North Third Reservoir, the Ochils and Comrie .

Bikepacking has also enjoyed a renewal in interest recently, although for the time being having a somewhat niche appeal. This area has potential to benefit from the trend with a number of two- and three-day intineries possible, particularly linking the Lomond and Trossachs area with some of the Perthshire glens.

The Badger Divide, a popular 210-mile gravel bikepacking trail from Glasgow to Inverness, includes the Trossachs and the wilds of Glen Lyon.

https://www.youtube.com/watch?v=7g7-NqIC-v8

As part of the **Inner Forth Landscape Partnership**, the Wanderings and Windings promotion was developed to showcase nine waymarked heritage trails around Stirling, Falkirk, Fife and Clackmannanshire, encouraging both locals and visitors people to explore the wildlife and history of this unique landscape (although parts of this route are only really accessible for cycling in summer months or dry weather).

There are a number of excellent routes linking to the Falkirk area, such as the Half the Round the Forth Route, starting in Stirling via Alloa and Clackmannan, crossing the Clackmannanshire Bridge and back to Stirling via Cowie.The Union and Forth and Clyde Canals, Route 754, is an entirely traffic-free cycle path and there are some good day rides linking the canal towpaths with key attractions, including the Falkirk Wheel, Kelpies and even Blackness Castle.

LEISURE CYCLE TOURISM TRENDS

Cycle tourism is worth over £345 million per year to the Scottish economy*, based on research by Sustrans Scotland in 2015.

More than 152,000 tourist visits to Scotland are made each year by holidaymakers who spend a day or more cycling during their stay.

Cycling Scotland Research published in December 2021 found there has been a 30%* increase in the number of people cycling since 2017. In 2017, the research found that 27% of people in Scotland cycled for transport or leisure once every few months or more regularly. In 2021, the figure is now 35%.

This growth began pre-Covid and the numbers of people engaged in all types of cycling have increased dramatically during the ensuing Covid restrictions. Between March 2020 and March 2021, Cycling Scotland figures show a 47% rise in the number of people cycling compared to the same period in 2019–2020. Bike sales across the UK are estimated to have grown by around 45% during 2020.

Cycling also enjoys a much higher profile due to the benefits to health and wellbeing, and its role as a sustainable and carbon neutral mode of transport and leisure activity. There is a huge opportunity to build on this positivity, accessing the associated health and economic benefits that come with the growth in cycle tourism.

Gravel riding is a fast growing trend and events locally such as the Dukes Weekender and the trails developed as part of the Gravefoyle project tap into this growing segment. The Trossachs are well placed to benefit from this.

Cycling and active travel can reduce car usage, address physical and mental health issues, and allow people to reconnect with nature.

An important issue which affects many of the route options in our area is the lack of rural public transport and convenient means of reaching the trail heads. Many cyclists arrive by car to begin their day cycling.

Cycle tourism obviously supports a range of cycle-related businesses, such as bike repair and cycle hire, but is also beneficial for the wider tourism economy of cafes, restaurants, visitor attractions and all types of accommodation. However, it is important businesses understand what leisure cyclists are looking for; **a few simple additions to the offering can make a huge difference to the cycling experience:**

- In-sight and secure bike parking
- Free water bottle refills
- e-bike chargers, or access to plug sockets for cyclists' own chargers
- Maintenance facilities, including simple tools and pump
- Bike wash
- Information on local cycle routes and attractions
- Secure overnight bike storage at accommodation
- A room or designated area for drying clothes, rucksacks, panniers and footwear
- Information on local cycle repair shops, cycle hire providers or specialist tour companies
- Clothes washing and drying facilities

ELECTRIC BIKES

There has been major growth in e-bike sales and use, with many older riders rediscovering cycling. Mintel estimates that 170,000 e-bikes were sold in the UK in 2020, which it says is a 70% rise year on year. This trend looks set to continue, with more and more electric bikes being seen on the trails. Battery recharging facilities and secure storage are an issue.

The Forth Bike E-bike Hire scheme was launched in 2019 and there is potential in an e-bike hire scheme with multiple hubs across the Loch Lomond and Trossachs National Park, with a focus on the NCN7 Lochs and Glen Way spine, offering safe off-road routes to link key attractions, visitor destinations and communities across the wider Trossachs.

WHAT DOES THE MARKET LOOK LIKE?

The leisure cycling season generally runs between March and the end of October, although the accessibility of Central Scotland means local clubs and groups are out off-season, along with some hardy visitors. Attempts should be made to support and extend the season, but this is partly dependent on infrastructure, for example, cafes would need to be open after the end of October and Loch Lomond ferries would have to operate a longer season to stimulate demand.

The market has an average of around 162,250 visits per year, with 64% of riders being male and 26% female. There is a wide range of different types of cyclists, although Sustrans uses **three main categories:**

- **the specialist**
- **the enthusiast**
- **the occasional cyclist.**

Leisure cyclists have an important economic impact, whether they are day trippers, weekenders or touring cyclists. The average length of stay is 4–6 nights with a spend of around £64 per night. Scotland is an attractive destination for cyclists from all over Europe and the world. However most leisure cyclists are not international visitors, but from within the UK; over 53% are from Scotland, 45% from England and 1.9% from Wales.

LEISURE CYCLE TOURISM SWOT ANALYSIS (FVLL AREAS)

Strengths

Cycling product

The quality and variety of the cycling offering across the area is superb. There is a wide range of routes to suit all interests and abilities, from high profile, long distance routes such as Sustrans NCN7 Lochs and Glens Way and The John Muir Way, to easy family day rides at Loch Katrine, Aberfoyle or routes in Clackmannan.

The NCN76 National Cycle Round the Forth passes through Clackmannanshire connecting Alloa to Stirling and Dunfermline, over the Forth Road bridge returning the south side of the Forth via the Kelpies. There is also a range of upgraded cycle routes such as the NCN 767 from Alloa to Tillicoultry and NCN 768 from Tullibody to Menstrie.

The Loch Lomond and Trossachs National Park is a high profile asset with a combination of wonderful natural landscapes, excellent tourism infrastructure and a wide selection of cycling routes to suit all abilities and disciplines.

Enthusiasts are well served with many road touring routes and specialist offerings such as Gravelfoyle trails around Loch Ard.

There are number of popular visitor attractions in the area which can be linked by cycle routes: the Kelpies, Falkirk Wheel, Doune Castle, and the iconic 'cycle-and-sail' option on the Steamship Sir Walter Scott at Loch Katrine.

Improving range of cycling support infrastructure

There is an established network of food and accommodation providers who understand the needs of leisure cyclists. For example, award winning cafes such as the Broch Café and Brig o Turk Tearoom are worth highlighting. There is also a growing network of bike repair and hire services.

The growth of electric bike usage has seen a demand for fast charging facilities. A recent LEADER project in partnership with the Loch Lomond and Trossachs Countryside Trust installed Bosch battery fast chargers at 14 sites across the region.

Accessibility and connectivity

The Forth Valley and Lomond area is well placed strategically for *major* arterial transport connections, with routes to the north, south, east and west. It is also close to areas of significant population across the Central Belt, including Glasgow, Edinburgh and Stirling, with many routes accessible from these centres as day trips.

High profile destination marketing

A range of organisations including VisitScotland, the relevant local authorities, the Loch Lomond and Trossachs National Park and Sustrans recognise the importance of tourism to the area and many of the area's top cycling routes enjoy a high profile in marketing campaigns to encourage both domestic and international visitors.

Weaknesses

Poor connectivity

A very limited public transport network linking key rural destinations is major challenge and a significant weakness. What public transport infrastructure there is, is not cycle friendly. Many cycle routes are accessed by car, putting additional pressure on car parking infrastructure.

Many access roads and the routes themselves can prove hazardous due to fast-moving vehicular traffic, further pushing many leisure cyclists to drive to the destination before starting their ride.

Accessibility

Many routes, even on the NCN have barriers which limited access and use, particularly for those on adapted bikes. The aspiration has to be for these routes to be accessible to all. Sustrans have recently launched a barrier removal fund offering support, advice and funding to local authorities, landowners and communities to make this easier to achieve. Encouraging these organisations to take advantage of this support should be a priority for local authorities and The National Park.

Provision of route information

The provision of information on local cycling routes is mixed. There is a plethora of websites, but with no single online source including all the routes. The specialist and the enthusiast cyclists are largely self-sufficient and use online apps such as *Kamoot, Strava, Ride with GPS*, etc. for route information. However, for the occasional or casual cyclist and families, there is a desire for accessible but comprehensive route information which showcases all the options for different needs.

The new Sustrans cycling microsite hosted on the VisitScotland platform is positive step forward, but its focus is on NCN routes with a range of day trips from key points on the network. The Forth Environment Link Active Travel Hub website also has a good selection of suggested routes, but is not comprehensive, while the cycling route information on the Loch Lomond and Trossachs National Park website has not been updated for several years. There is limited information available on less popular routes and interesting alternative options, and very little integrated service information on trains and ferries.

Missing route links

A number of links along important routes are incomplete or missing. Many routes are dominated by busy roads and the connections for cyclists between communities, important tourist destinations and visitor attractions can be difficult.

For example, Stirling to Doune via Blair Drummond is an important missing link, and Cambusbarron to Drip bridge/Kildean via Craigforth, and the Pipe bridge to the Carse are strategic parts of the network

The creation of off-road path at the Smiddy Farm Shop near Blair Drummond has been identified as a possible solution to improve links to the west and ultimately to Aberfoyle and the Trossachs.

Aspirational routes from Doune to Callander, and from Cambusbarron to Gargunnock, Kippen, Arnprior and Buchlyvie along the Kings Highway have been identified for some years but progress is slow. The first stage of the extension of NC765 from Doune to Burn of Cambus has been approved but there are still a number issues (relating to route adoption by Stirling Council) to resolve before work begins.

To the South from Stirling, rural villages such as Dunipace and Denny, as well as Falkirk and the canal tourist attractions, could be better connected for cyclists.

There is currently a lack of trail centre-style MTB trails for family and intermediate markets, although Carron Valley and Comrie Croft do have a limited offering, with potential for growth at Aberfoyle too.

Route signage

Signage could be improved, as it is rather inconsistent in places. Signage needs to be reviewed regularly, as often signs can be damaged or fall into disrepair. Many of the rural routes are on shared roads. Advisory signs to inform drivers that these are shared-use roads (used by cyclists and walkers) could be more widely adopted. The recent introduction of these signs on the Invertrossachs Road near Callander at Loch Venacher is a positive step, but many more are needed.

Business engagement

More could be done to encourage businesses to better understand and work with the leisure cyclist market to improve the visitor experience. Poor levels of awareness of and participation in the VisitScotland Cyclists Welcome scheme is an issue. For example, less than 4% of Stirling Council area tourism business signed up (2017 data).

With more business support, improvements to the offering and tweaks to service provision, the quality of the area as a destination for cyclists should improve, boosting our reputation and creating the associated economic benefits. Although the provision of cycle-friendly cafes has improved recently, there are a limited number of explicitly cycle-friendly accommodation providers.

Leadership and focus

There is a wide range of cycling organisations, such as Cycling Scotland, Cycling UK, Sustrans Scotland, Forth Environment Link, Cycle Stirling network etc. but more needs to be done to develop cohesive cycle interest groups made up of key stakeholders and partners, including relevant businesses. Such groups could highlight key trends, local and national issues and improve communication, as well as lobby local authorities, the National Parks, planners and developers etc. on cycle-friendly developments.

A lack of clear focus or partnership between Local authorities, the National Park and local businesses is an issue. There is a desire to recognise and combine needs of local communities and tourists where practical to create safe strategic routes.

Leisure cycling and active travel

It is encouraging to see active travel move up the political and planning agenda, and that significant resources are now been chanelled into this area by the Scottish Government and local authorities. However, it is important to note the difference between active travel projects (often about linking communities and encouraging more short journeys by bike or foot in order to reduce car journeys) and the leisure cycling market, which largely views cycling as a leisure activity, hobby or sport and which is part of the tourism economy. Sometimes there is blurring between the two strands, but they have different needs; it is important to differentiate between local active travel, encouraging behavioral changes and sustainable local travel, and leisure cycling and tourism.

There is, of course, some overlap; strategic routes between communities benefit both tourism and communities. The lack of public transport between neighboring rural communities means that good quality links are vital to enable car-free residents to reach local services safely and conveniently. Visitors can also benefit from these strategic routes and enjoy better experience.

There is potential investment by Scottish Government to improve strategic routes and ideally fund an expansion of NCN network through Sustrans.

Opportunities

Investment in infrastructure

Leisure cycling is growing and the Forth Valley and Lomond area has a wide range of routes which appeal to most types of cyclist, from families looking for an hour or two peddling with the kids, to the cycling enthusiasts, whether gravel, mountain or road riders, who are out exploring most weekends. Electric bikes bring the time-rich, older generation out, as well as enabling mixed ability groups to enjoy a shared activity.

Cycle tourism can be a key economic driver for local communities, bringing substantial benefits and employment opportunities to the local economy. Cycle-friendly local businesses, along with improved infrastructure, such as waymarked routes will help spread these economic benefits to a number of rural communities.

New investment announced by the new Scottish Government is a huge opportunity. There is an opportunity to develop strategic routes and missing links, as well as making improvements and expanding the NCNs network through Sustrans. The City Deals for Stirling and Clackmannanshire are also opportunities for development.

Improved destination marketing and branding

Effective marketing and information provision is crucial. Top quality destination marketing and branding could see Gravelfoyle become established as the leading gravel riding destination in UK. The geographical positioning of the Trossachs, combined with the iconic landscape, offers a unique opportunity to make the area a nationally recognised cycling destination.

Due to continued international travel uncertainties, there is an opportunity to make the wider Trossachs area the perfect 'staycation' destination for cycle tourism, bringing visitors from around the UK to explore the area and endowing local businesses and services with the associated economic benefits. Accessibility and the range of routes available makes it potentially a year-round destination.

Build on infrastructure and service provision and support

Engaging with local businesses to help them to refine and improve their offering in order to meet the needs of leisure cyclists is vital.

Businesses need to better understand what cyclist want and, by incorporating small changes into their offering, could increase visitor numbers and reap economic dividends. For example, cyclists are looking for free water bottle refills, bike maintenance facilities (simple tools and pumps), bike wash and the facility to recharge e-bike batteries.

Threats

Low destination profile

Other destinations, such as Fort William and Glentress, have a more cohesive offering and have benefitted from high profile marketing and the growth in leisure cycling, seeing the associated rise in visitor numbers.

There is a lack of high profile cycling events to showcase our area. The Dukes Weekender in Aberfoyle is one small example of the type of event could be developed.

Without national and professional marketing support from VisitScotland and other destination organisations and the National Park, the area will not enjoy a high profile and it will be overshadowed by other destinations. The Trossachs, for example, is often seen as an old fashioned and rather dated day trip from Glasgow for older generations and is perhaps not viewed as an exciting, dynamic adventure destination for younger demographics and families. There is a danger the area could get 'left behind'.

Lack of easily accessible information

Information on the cycling products and routes in the area is disjointed and hard to access. There is a multitude of websites with good content: for example, Loch Lomond and Trossachs National Park, Sustrans/VisitScotland, Cyclestreets, FEL, Ridewithgps, Wikiloc, Strava and heat map, local village and destination websites such as Dunblane.info, Visit Strathard, Love Loch Lomond and Visit Callander etc. However none of these has a comprehensive list of major cycling routes and services.

Visitors need easy-to-find route information to meet their experience and needs. Visitors also require up-to-date information on facilities and what they can expect on their trip.

LOCAL SERVICE PROVISION

Cycle shops and bike hire

Aberfoyle Bike Hire: https://aberfoylebikehire.co.uk/
Loch Katrine – Katrine Wheelz: www.katrinewheelz.co.uk
Callander, Invertrossachs – Wheels: http://scottish-cycling.com
Balquhidder – Roll Outdoors: www.rolloutdoors.co.uk
Killearn Country Cycles: http://country-cycles.com/
Doune – Roots (repairs and sales only): https://www.rootscycles.co.uk/
Bowling Magic Cycles
Balloch – Loch Lomond Leisure: https://lochlomond-scotland.com/activities/bike-hire/

Cycle-friendly cafes

Courie Inn, Killin
Shutters, Killin
Mhor 84, Balquihidder
Broch Café, Strathyre
Forest Café, (Forest Lodges)
The Lade Inn, Kilmahog
Deli Ecosse, Callander
Fat Jack's Diner, Callander
Venachar Lochside
Brig O Turk Tearoom
Achray Farm (summer only)
Steamship Café, Loch Katrine
The Pier Café, Stronachlachar
Aberfoyle Bikes
The Station, Aberfoyle
The Bull Inn, Gartmore
But and Ben, Croftamie
St Mocha Coffee Shop, Balmaha
Coffee Bothy, Deanston
Buttercup Café, Doune
The Riverside, Dunblane
Braco Coffee

Cycle-friendly accommodation

There is some cycle-friendly accommodation in the area and across sectors including serviced hotels, inns, bed and breakfasts, and self-catering. However, establishments with specific cycle-friendly measures are limited and take up of the VisitScotland Cyclists welcome scheme is low.

KEY ROUTES

These are some of the most popular leisure cycling routes across the FVL area and include National Cycle routes, off-road trails and well-established road rides, linking popular attractions and destinations. Note; you can't currently take bikes on buses or DRT services which is the main public transport available in the rural area.

National Cycle Routes

NCN 7 – Lochs and Glens Way North – Glasgow to Inverness

NCN 76 – Round the Forth – Stirling to Edinburgh via Clackmannan Bridge

NCN 764 – Clackmannan to Dunfermline

NCN 767 – Devon Way, Alloa to Dollar

NCN 768 – Tillibody to Alva

NCN 765 – Stirling to Doune via Dunblane

Long distance routes

John Muir Way

Rob Roy Way

Pilgrims Way

Inner Forth

Inner Forth Landscape Partnership developed a series of nine cycling and walking routes as part *The Wanderings and Windings* project. Highlights include:

The First Forth Bridges (16.9 miles/27.2 km)

A day trip using bridges around Stirling, starting and finishing at Stirling train station.

Birding by Bike (34.2 miles/55 km)

A loop of the upper Forth estuary, crossing the river via the road bridge at Kincardine and returning across the footbridge at Cambuskenneth.

The Ochils Fault and Forth Inches (21.7 miles/37 km)

Starting and finishing at Alloa RailwaySstation, this trip winds its way through the Wee County taking in a variety of contrasting landscapes.

Beneath the Three Bridges (19.5 miles/31 km)

A loop around the southern shore of the Forth, linking West Lothian with the estates of Dundas Castle and Hopetoun House, and the coastline between Blackness and Queensferry.

Roman Falkirk and the Carron (23 miles/37 km)

Explores part of the route of the Antonine Wall and Grangemouth Docks.

Stravaig the Forth (76.5 miles/123 km)

For experienced riders, an alternative to the Round the Forth NCN76, exploring both sides of the Firth of Forth, to explore quiet rural roads and lanes.

Wider Trossachs area

Duchray Castle Loop
Aberfoyle to Kinlochard (20 miles, 32 km)

Loch Katrine Loop
Aberfoyle to Loch Chon (31 miles, 50 km)

Heart of the Trossachs
Callander to Loch Achray (15 miles, 24 km return)

Loch Venachar Loop from Callander
(16 miles, 25 km)

Rob Roy Loop: Strathyre to Balquhidder
(7.8 miles, 12.5 km)

South Loch Lomond Loop From Balloch
(29 miles, 46 km return)

Aberfoyle to Sheriffmuir Via Dunblane and Callander
(63 miles 102 km) 2-day trip

Callander to Comrie and Dunblane Loop
(64 miles 103 km) 2-day trip

Loch Tay Explorer Callander to Kenmore, Crieff, Dunblane and Doune
(97 miles 156 km) 2-day trip

Lomond Explorer Balloch to Tarbet, Inversnaid and Aberfoyle
(57 miles 91km) 2-day trip optional extension from Balloch to Glasgow (add 20 miles 32 km)

Killin to Glen Lyon Loop
(35 miles , 56 km return)

Callander to Doune and Dunblane Loop
(28 miles, 45 km return)

Callander to Balquhidder Glen
(35 miles, 57 km)

Sheriffmuir trails

There are a number of popular trails around Sheriffmuir above Dunblane which are excellent. They have been recently improved by the landowners and now offer some good routes, with links into Ochils Hills and beyond.

Badger Divide a 210 mile gravel bikepacking trail from Glasgow to Inverness, including the Trossachs, Glen Lyon, Loch Rannoch, Ardverikie, The Corrieyairack Pass, Loch Ness and the Great Glen.

https://www.youtube.com/watch?v=7g7-NqlC-v8

MISSING STRATEGIC LINKS

There are a number of natural links which are currently missing. Some of these require major investment, however, other strategic routes could be significantly improved without huge capital spend. Much of this work was identified in the FVLL Strategic Routes Project in 2016.

See the revised strategic cycle routes and missing links map on page 22

Clackmannanshire

Clackmannanshire is fairly well connected with new quality NCN cycle and walking routes within the council area, across the Clackmannan Bridge to Falkirk, and onwards east and north to Fife and Perth, and through Stirling University to Bridge of Allan and Dunblane.

However, cycle connections with Stirling could be improved. Both active travel and leisure cyclists require better connections with Stirling via NCN 76 Round the Forth.

The Inner Forth themed routes and *Wanderings and Windings* project helped to stimulate local leisure walking and cycling opportunities, and more potential heritage and wildlife tourism, although many of these routes are seasonal as access for cycling is difficult outside the dryer summer months.

The promotion of the offering needs to be improved, with a higher profile and the offering needs to be integrated into to the wider tourism offering by destination organisations, including VisitScotland, Stirling and Clackmannanshire Councils and destination marketing groups.

Stirling Council area

Stirling is the traditional junction of the north–south and western routes through Scotland, now dominated by busy roads and motorways.

COSP (Carse of Stirling Partnership), Cycle Stirling and Forth Environment Link have identified the desire for better walking and cycling routes for locals and to promote cycle tourism routes.

The linkages from Stirling to key tourism routes and attractions in the rural area are inconsistent. For example, to the West communities are poorly connected to Stirling, with each other and with the National Park. Travel by car dominates and cycle provision and transport via the limited public transport network is almost non-existent.

The Kings Highway

Aspirational routes from Cambusbarron to Gargunnock, Kippen, Arnprior, Buchlyvie have been identified for some years, including the Kings Highway.

The 2019 path summit report by Carse of Stirling Partnership identified the development of the Kings Highway as the highest priority.

The development and promotion of a multi-use east–west route across the Carse of Stirling, linking Stirling to Drymen and/or Aberfoyle and Balmaha is seen as an important priority. The Kings Highway is the historic link between Stirling and Dumbarton, much of which has now become the A811. The name has been adopted by some local communities for the proposed new route and lobbying is underway to put in place the building blocks to try and make it a reality.

Stirling to Doune via Blair Drummond

The Stirling to Doune route via Blair Drummond is another an important missing link, and Cambusbarron to Drip Bridge/Kildean via Craigforth is another key part of the strategic network.

Stirling to Aberfoyle and the West

The Participatory Budgeting by Project by Stirling Council in 2019 highlighted the significance of development of a Stirling to Aberfoyle cycle/active travel route. There was a clear community based aspiration for this to happen. However, this would require significant resources.

A 'quick win' would be to improve the linkages between, Stirling, Craigforth, Chalmerston Road and the A873 Thornhill to Port of Menteith and Aberfoyle, making a much more cycle-friendly route from Stirling to the Aberfoyle and the west. This could be done by opening up a small section of path to walkers and cyclists via the Smiddy Farm Shop at Blair Drummond. Work on this was started by Stirling Council in 2020, but due to a variety of reasons, drawings and costings for the new path have still not been completed. It is hopeful that this work will be picked up again in spring 2022.

OTHER MISSING ROUTE LINKS

East to Clackmannanshire – NCN 76 is disconnected at Manor Powis. This is a vital connection and should be a priority for action.

North to Dunblane via A9 and Keir roundabout is a key barrier and an important missing link. A feasibility study for a safe cycle route from Dunblane to Bridge of Allan recommends a segregated cycle path from the Fourways roundabout, funded by the City Deal.

Stirling to Bridge of Allan via the Pipe bridge to Carse Road

Dunblane via Glen road NCN 765 to NCN768 and to Menstrie via Stirling University Campus just needs small improvements.

To the South from Stirling the links between a number of small rural villages, for example Dunipace and Denny, and Forth Valley hospital, Falkirk and Forth and Clyde canal tourist attractions could be better connected. The Link from 76 to Larbert Train Station and the Falkirk Wheel would be a positive improvement.

There are more opportunities for improved linkages in this area and potential route linkages from the canal and over the Campsie hills and beyond.

Killearn A875 to B818 Fintry turnoff is a busy one-mile missing link. There is potential to connect with quiet road routes converging on Fintry from Carron Valley, Kippen, Crow Road and the 'Tak me Doon' for the Forth and Clyde Canal.

Completion of the off-road cycle route between **Drymen and Balmaha on East Loch Lomondside (B837)** is another possible development. Part of this route has been completed and the National Park are looking to complete the final section, subject to funding and land owner permissions.

Strathblane to Dumgoyne along the busy A81 is missing a two-mile cycle link to connect with the John Muir Way and NCN 755 from Kirkintilloch, the former Strathkelvin railway line.

A long term aspiration is to link **Killin (Lochs and Glens Way NCN7) with Crianlarich** with its rail station, the West Highland Way and connections to the west Highlands. This would also link into the Pilgrims Way (NCN786).

MAP KEY
Missing Strategic Links - Red Dots
1 Doune to Callander
2 Stirling to Doune
3 Kildean to Bridge of Allan
4 Denny to Forth & Clyde Canal
5 Larbert/Falkirk to Stirling
6 Manor Powis to Stirling and Springkerse
7 Bridge of Allan to Dunblane
8 Drymen to Balmaha
9 Strathblane to Dumgoyne
10 The Pilgrims Way
11 The King's Highway
Strategic Cycling Routes
To Inverness
To Fort William
To Oban
West Highland Way
Badger Dyke
NCN7 Lochs & Glens Way
Pilgrims Way
NCN764 Round the Forth
NCN765 Forth & Clyde Canal
NCN7 Lochs & Glens
John Muir Way
Ferry
Perth
Dunkeld
Logierait
Aberfeldy
Rannoch
Tyndrum
Crianlarich
Killin
Loch Tay
Balquidder
Strathyre
Loch Earn
Comrie
Crieff
Dunning
Gleneagles
Callander
Doune
Thornhill
Dunblane
Bridge of Allan
Dollar
Ochils
Stirling
Kippen
Carron Valley
Alloa
Larbert
Falkirk
Dunfermline
Edinburgh
Glasgow
Fintry
Buchlyvie
Loch Katrine
Brig o' Turk
Aberfoyle
Balmaha
Drymen
Balloch
Loch Lomond
Luss
Tarbert
Inversnaid
Stronachlachar
Helensburgh

Cycle Tourism Project

ACTIVITIES UNDERTAKEN

The project was disrupted by the Covid Pandemic and much planned promotional activity was put on hold due to visitor restrictions. However, a lot of work was done developing itineraries for the VisitScotland/Sustrans cycling microsite and building a library of promotional tools (images and films) for partner use when appropriate.

Whilst it is difficult to evidence direct increases in route usage and associated economic vibrancy resulting from the project, proxy indicators – traffic to the microsite and downloads of day trip PDFs – both show an increase in activity.

SUSTRANS/VISITSCOTLAND CYCLING WEBSITE

The new Sustrans/VisitScotland Cycling microsite has been developed and is now hosted on the VisitScotland platform. Extensive content has been produced for this area; with the Lochs and Glens Way, Challenge, Classic and Explorer itineraries for the route, plus eight individual day trips taking in Lomond and parts of Forth Valley.

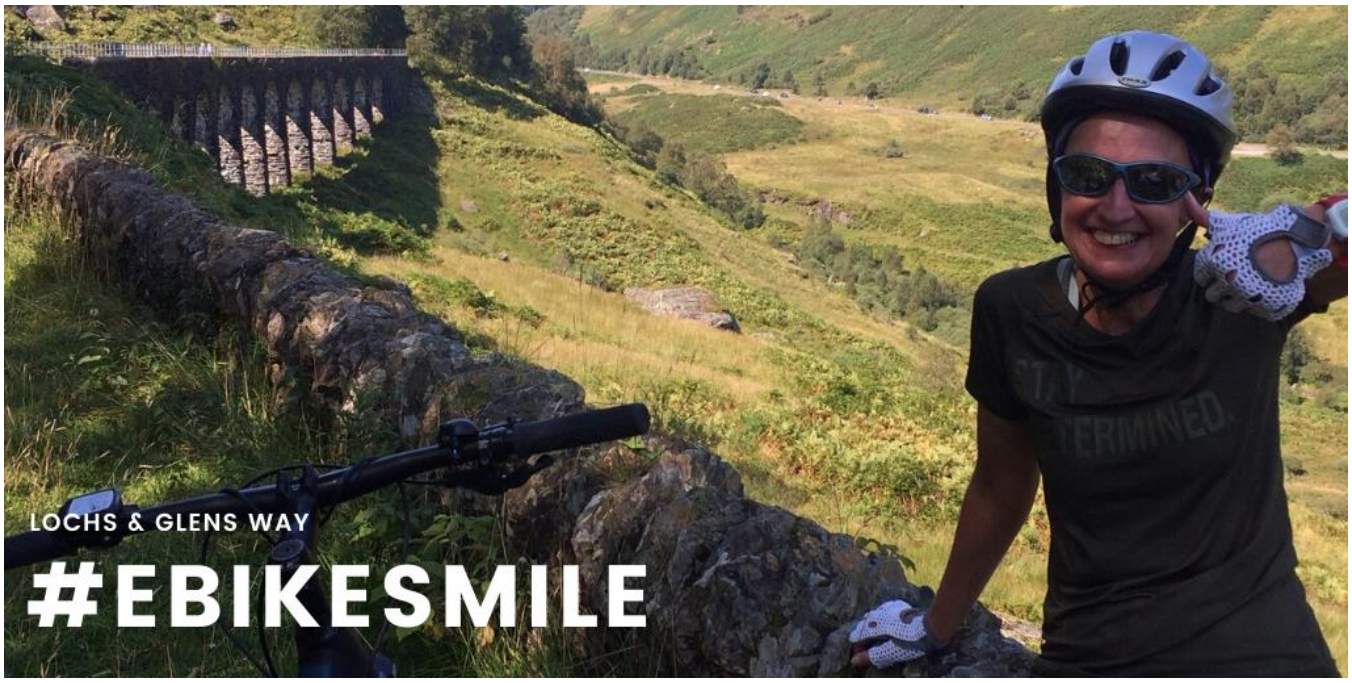
A number of two-day itineraries have also been developed, including: the Loch Tay Explorer, Lomond Explorer, Aberfoyle to Sheriffmuir via Dunblane and Callander, and Callander to Comrie and Dunblane Loops.

Each of these day rides includes more than three local 'cycle-friendly' service providers. Sustrans promoted these and other day trips in partnership with VisitScotland ahead of the October 2021 school holidays; raising awareness of the leisure cycling opportunity as a 'shoulder season' tourism activity for Scottish domestic tourists and visitors.

These day trips are available as downloadable PDFs. See https://www.visitscotland.com/see-do/active/cycling/national-routes/map/#/the-lochs-and-glens-way

The table shows increased website traffic to Sustrans cycling microsite.

PERIOD	VIEWS
01 Jan to 31 Dec 2020	96,569
01 Jan to 30 nov 2021	103,286
2021 full year projection	112,675 (+16.7%)



INCREASE THE E-BIKE OFFER

There has been a significant increase in e-bike sales over the last 3 years in the UK. A Mintel report from June 2021 conducted with 2000 UK consumers suggests that electric bike sales rose to represent nearly a quarter of cycle sales value in 2020, while the number of people expected to buy a bike or e-bike in the next 12 months remains on the rise.

We have been promoting e-bikes via a new Trossachs routes map, downloadable PDF #ebikesmile social media campaign and e-bike battery recharging points on NCN7 Lochs and Glen Way corridor, between Balloch and Killin, produced in partnership with the Loch Lomond and Trossachs Countryside Trust.

https://www.fvl.org.uk/cycle-tourism/e-biking/

Bosch fast chargers for e-bikes are now available at the following sites in the Trossachs, area (funded by Forth Valley and Lomond Leader).

Drymen (G63Hub), Balmaha (St Mocha Coffee Shop), Croftamie (But n Ben), Gartmore (Black Bull Inn), Aberfoyle (Bike Hire), Stronachlachar (Pier Cafe), Loch Katrine (Pier Kiosk), Loch Ard (Forest Hills Hotel), Brig o' Turk (Tearoom and Achray Farm), Callander (Deli Ecosse), Strathyre (Broch Cafe), Kinghouse (Roll Outdoors Bike Hire), Balquhidder Glen (Monachle Mhor Hotel).

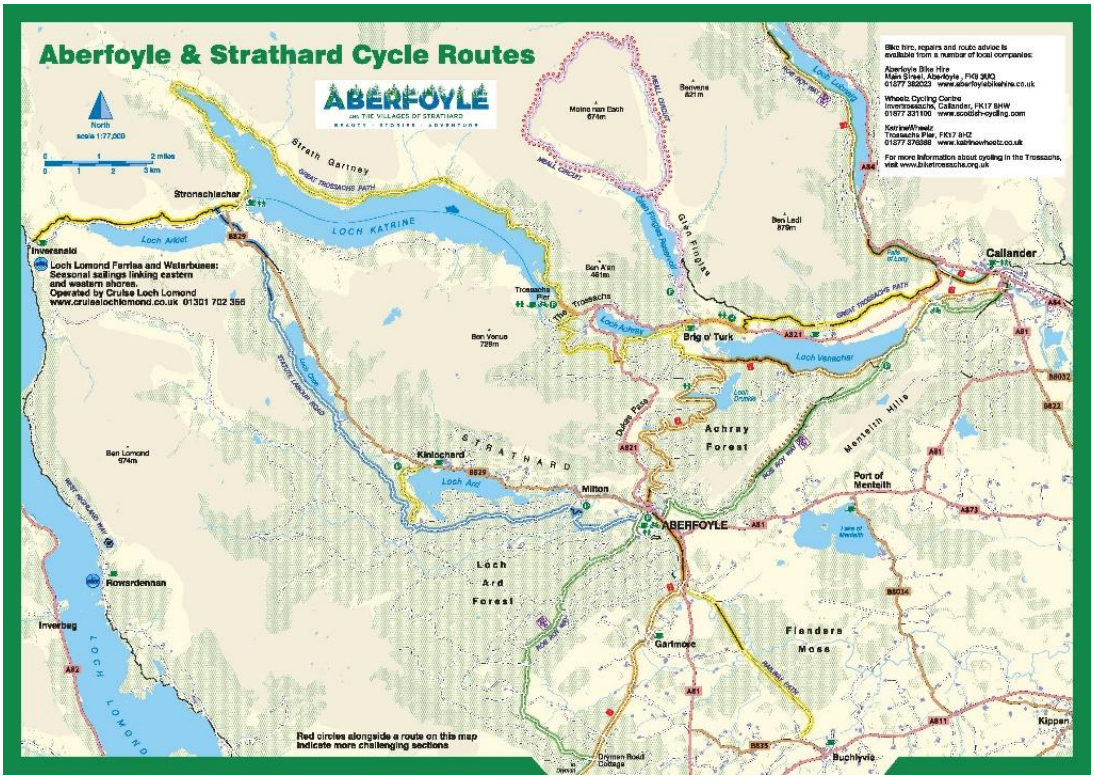
ABERFOYLE GRAVEL TRAILS PROJECT

GRAVELFOYLE

ABERFOYLE SCOTLAND

The Gravelfoyle trails project has been developed to maximise economic and community benefits for the Aberfoyle area from the growth in gravel riding. Growing out of the success of the Dukes Weekender event, the aim is to make Aberfoyle Scotland's top gravel riding destination, with three gravel trails planned in the forest around Aberfoyle and Loch Ard for launching in spring 2022. The Partnership between Bike Trossachs, Forest and Land Scotland, and the National Park, and Strathard Community Trust has been led and supported by £20K funding from FVLLEADER.

See teaser video https://youtu.be/LibHfCVJHW8



ABERFOYLE CYCLING ROUTES MAP

There is a general recognition that Aberfoyle is a natural cycling hub with a good range of routes for various disciplines and markets; from soft family leisure rides, to gravel routes, cycle touring, road biking and mountain biking.

Following consultations with local businesses, it was felt that a lack of a suitable map and poor signage from the village were major issues. To meet this shortfall, we produced an A3 tear-off cycling route map for visitors (print run of 2k initially, a reprint is being arranged to include the new Gravelfoyle trail routes for distribution in summer 2022).

CYCLE TOURISM BUSINESS ENGAGEMENT

In partnership with Sustrans, we held four Leisure Cycling webinars for tourism businesses across the Lomond and Forth Valley area in October and early Nov 2020, with around 120 participants (from Forth Valley and Lomond, Argyll and Cairngorms areas).

This activity was followed in spring 2021 with one-to-one digital marketing advice and support for the businesses in helping to promote their offering to cycle tourists, as well as promoting the wider area. The 12 businesses receiving expert 1-2-1 follow-up sessions, on how to improve their online presence and promotional reach.

A follow-up survey revealed 65% of businesses rated the webinars as VERY GOOD and a further 31% as GOOD.

PROMOTIONAL CYCLING FILMS AND IMAGES

A new library of cycling images and films was created. This is diverse and inclusive with riders from ethnic groups, women, older riders and families.

This library of cycling images and films is available for businesses and partners to use to promote the local cycling offer. We produced a promotional film to showcase leisure cycling for the area with Dougie Vipond presenting and some families, along with four one-minute route films, showcasing popular day rides across Stirling Council area. These are hosted on the VisitScotland website. These films have been used across partner social media channels in 2021 to promote the area for cycling.

See https://www.youtube.com/watch?v=q79pL5zvrjI

ACCESSIBLE CYCLE TOURISM

We have been working in partnership with Sustrans and theLoch Lomond and Trossachs Countryside Trust to identify suitable sections of NCN7 from Callander to Forest Cabins south of Strathyre which are accessible to all using adapted bikes and which could be promoted via VisitScotland and the Accessible Callander group.

Sustrans engineers have undertaken some feasibility work and have made recommendations for the barrier removals on the main route section leading on from Callander to the Forest Lodges. The implementation of this will depend on funding; Sustrans has a fund for this purpose to provide 100% funding. It is hoped Loch Lomond and the Trossachs National Park and Forest and Land Scotland can apply for funding for Phase two in order to remove two key pinch points and open up the route for all.

INFRASTRUCTURE IMPROVEMENTS

Cycle path N765 was improved and resurfaced outside Doune. Work also took place recently in Callander, with barrier removal by Stirling Council via 'Spaces for People' funding.

The Brig o' Turk Tea Room reopened with new owners in summer 2021. It's a cycle friendly stop, with bike maintenance station supplied by Sustrans and e-bike fast charger onsite, supplied by FVLL

Gartmore Community Hall has new bike shelter with bike maintenance station, supplied by Sustrans and e-bike fast charger in the Black Bull pub next door, supplied by FVLL.

Discussions are underway with Loch Katrine about installing bike maintenance station at Stronachlachar Café. Loch Katrine north shore road is now fully open after repairs to the road by Scottish Water due to numerous landslips.

Project recommendations

IMPROVE INTEGRATION BETWEEN CYCLING AND PUBLIC TRANSPORT

A limited public transport network that fails to link population centres with key destinations is a major challenge. Many cycle routes are accessed by car, putting additional pressure on car parking infrastructure.

Active Travel has a major role to reduce transport emissions, the major source of carbon emissions in Scotland. Integrating Active Travel with public transport is vital for future low-carbon, sustainable transport.

Pilot projects could be developed if funding is sourced. For example, to develop bike friendly transport options in the summer months, a shuttle bus with bike carrier facilities could operate between key hubs and trailheads at Callander, Loch Katrine, Aberfoyle and Balloch.

Another aim would be the roll out of the Scotrail dedicated bike carriage, Highland Explorer, to other key routes and services.

INFRASTRUCTURE AND ROUTE IMPROVEMENTS

Cycle path development and increasing road safety is essential to encourage more visitors to cycle, as there is a perception that road cycling is too dangerous. Fully segregated cycle paths along the length of selected key tourist routes and off-road options need to be developed and promoted to casual and touring cyclist markets. There is an opportunity here to develop links for both visitors and local communities. In the short to mid-term, consideration of the following improvements and route development should be made a priority.

Sustrans recognises many of these infrastructure weaknesses and has announced long term plans to improve the off road NCN network , complete missing links, improve accessibility and signage, but this depends on supportive local authorities, developers, and landowners, as well as overcoming complex funding and planning challenges. Too often these barriers have frustrated progress in the past.

Encourage Community Led Path Development

This should be encouraged and made easier for communities to develop local path networks for both walking and cycling. Local communities face significant barriers especially regarding landowner permissions. Communities have increasingly complex processes to go through which can take too long and projects often get abandoned. There needs to be a simpler process and support for community led projects. Particularly now there is active travel infrastructure funding.

Doune to Callander via Burn of Cambus

NCN765 from Stirling to Dunblane and Doune has the potential to link up to Callander and the wider Trossachs in due course as part of the Burn of Cambus extension of the route. This project appears to have stalled and needs to be followed up via Stirling Council, who have been requested by Sustrans to adopt the bridges on the route as part of phase one.

Doune to Stirling, via Cuthill Brae, Blairdrummond, Chalmerston Road, Drip Bridge, and Craigforth.

This would:

- Avoid the main A84 trunk road by improving connections via the quieter Carse roads, also by offering routes to Thornhill, Kippen and Gargunnock and the west.
- Develop a wider shared use pavement along A84 from Muir Crescent to Teith Bridge, and from Teith Bridge to Cuthill Brae. Although not ideal, this would enable cyclists to stay off the busy A84.
- Extend and widen the pavement on A84 by the Kincardine in Menteith school and bus stops, as shared cycle path to the Smiddy Farm Shop and Cafe.
- Complete the off-road path from the Smiddy carpark to Kirk Lane for Chalmerston Road to avoid the busy junction on the A84. This is part of the Stirling Council You Stirling You Decide Project.

Craigforth and Kildean Business Park Junction

Developments at this strategic junction can open up quiet cycle routes in all directions if carefully planned: north to Bridge of Allan via the Pipe Bridge and Doune, west via Chalmerston Road, south to Cambusbarron and east to Forth Valley College via the River Forth into Stirling:

- An upgrade of the track surface of North Kersebonny Road, which crosses the A811 to Kersebonny Road and Cambusbarron.
- Improved path under the motorway, and beside A84, to link with the paths to Kildean Business Park, Forth Valley College and Craigforth.
- Remove the steps on the riverside path to improve access for cyclists near Forthbank Care Home, from Forth Valley College to Raploch and on the Green Gate path link.
- Improve the Pipe bridge route, ramping the steps and an all weather surface to Carse road.

Stirling to South to Denny/Falkirk and Canal NCN 754

The Pirnhall motorway Junction, A9 and A872, creates significant barriers to cycling south of Stirling to FVRI, nearby communities (Plean, Durieshill), and to key tourist attractions along the canal (NCN 754).

Bannockburn to Dunipace/Denny

The creation of a 1.5 mile cycle path beside the A872 (or M80) between Auchinbowie Road and the Northfield quarry access/old road would enable a safe route between Bannockburn and Dunipace and Denny.

Cowie Road and Bannockburn Road require improvements: the off-road path could be upgraded to make it suitable for cyclists.

Manor Powis

NCN 76 is disconnected at Manor Powis. This is a vital connection and should be a priority for action. The link to Causwayhead and 765 is planned for 2022, but it also needs the link beside A91 to Springkerse Retail Park and 76 to be developed.

Dunblane and Bridge of Allan

Dunblane via A9 and the Keir roundabout is a key barrier and an important missing link. A feasibility study for a safe cycle route from Dunblane to Bridge of Allan recommends a segregated cycle path from the Fourways roundabout, potentially funded by the City Deal.

Drymen and Balmaha

Completion of the off-road cycle route between Drymen and Balmaha (B837); part of this route has been completed and the National Park are looking to complete the final section

Strathblane to Dumgoyne

On the very busy A81, completition of a missing two-mile cycle link on John Muir Way (NCN 755) from Kirkintilloch, along the former Strathkelvin Railway, would be a very positive development for cyclists.

Killin to Crianlarich

A long-term aspiration is to link Killin (Lochs and Glens Way, NCN7) with Crianlarich with its rail station (sleeper train and Highland Explorer cycle coach) and the West Highland Way, and connections to the west Highlands. This would also link into the Pilgrims Way (NCN786).

The Kings Highway

Aspirational routes from Cambusbarron to Gargunnock, Kippen, Arnprior and Buchlyvie have been identified for some years, including the Kings Highway. This is a long-term project but does seem to be gathering momentum, through current opportunities to improve the Buchlyvie to Gartmore section and feasibility studies for the route from Gargunnock to Stirling.

IMPROVED PLANNING AND CO-ORDINATION

Whilst national and local policies prioritise active travel, in practice infrastructure improvements are very slow, often piecemeal and lacking coordinated planning.

Improvements frequently rely on community volunteer initiatives and complex funding, for example the Glen Road Conservation Project in Dunblane. A planned strategic cycle network is required in order to give guidance to planners and developers and should ideally have support at all political levels, both locally and nationally.

SECURE BIKE PARKING AND IMPROVED FACILITIES FOR LEISURE CYCLISTS

Secure bike parking is vitally important. Many cyclists are reluctant to leave their expensive bikes out of sight in bike racks, and many existing bike racks are underutilised. There is a case to explore a new model whereby secure bike parking is provided in a lock-up facility at each trailhead hub (a paid cloak room model).This facility could be part of a wider service centre for cyclists/visitors.

For businesses to better understand the needs of leisure cyclists, a few simple steps can make a significant difference to the leisure cyclist's experience. For example: free water bottle refills, e-bike chargers or the facility to recharge batteries using own chargers, maintenance facilities including simple tools and pump, and a bike wash where practical.

ELECTRIC BIKE DEVELOPMENT

There is a major opportunity for both locals and visitors to enjoy cycling and the possibility of connecting rural communities for active travel and recreation. E-bikes offer a huge opportunity for both tourism and active travel in the area.

- Develop and promote e-bike specific routes, and self-guided and led rides.
- Create multiple charging points at locations across the area.
- Develop an e-bike hire scheme across the National Park based in the Trossachs along the NCN7 spine, with links to Stirling and Forth Valley, for example, e-bikestations at Drymen to ease road congestion/parking issues on East Loch Lomondside.

ACCESSIBLE FOR ALL ABILITIES

There is an opportunity to make more routes accessible to all, particularly for those using adapted bikes. The Accessibility, Equality Act 2010 should make this a priority.

Many routes, even on the NCN network have barriers which limited access and use, particularly for those on adapted bikes. The aspiration has to be for these routes to be accessible to all. Removing old barriers on paths enables users with buggies, scooters and adapted cycles to travel to a wide range of destinations and attractions. Current barrier audits that have been undertaken (Sustrans on NCNs) show many unnecessary path restrictions, including newly built barriers.

Some barrier removal work has taken place recently around Callander, but there is much more to be done and a priority should be sections of NCN7, for example the Callander to Forest Lodges Section south of Strathyre.

AREA PROMOTION FOR LEISURE CYCLING

Promotion of the Lomond and Forth Valley area as a leading destination for leisure cycling should be seen as a priority for local authority economic development teams and destination organisations.

it is important to put in place a centralised online information resource for cycle tourists. VisitScotland, the Loch Lomond and Trossachs National Park, local destination organisations and local authorities should include the cycling information as an integral part of their offering.

EVENTS STRATEGY

Events are a major driver for tourism spend. An events strategy for cycling needs to be developed by key partners such as VisitScotland/Event Scotland, the National Park and relevant local authorities.

Bike Trossachs have developed the successful annual Dukes Weekender Event in Aberfoyle, but there is potential for many more cycling themed events throughout the area. There is an opportunity to build on the profile cycling will enjoy during and after 2023 UCI Cycling World Championships in Glasgow

COLLABORATION AND LEADERSHIP

There is a need to improve collaboration and leadership between tourism industry stakeholders by establishing a forum or platform to coordinate cycle tourism activity. Active local business participation in this forum is essential.

The Wider Context

It is important to consider cycle tourism in the wider context.

The Scottish Government's aspiration is to reduce car journeys by 20% by 2030, and increase walking and cycling for health reasons. They aim to fund a sustainable travel hierarchy, to create 'a healthier, fairer, prosperous nation'.

There are also significant issues in terms of visitor management. For example; within the Loch Lomond and Trossachs National Park there are around 4 million visitors per year and almost 85% by travel by car. There is a focus on switching to electric vehicles, but there are complex issues in terms quality of public space, physical health and road congestion.

Looking at the frequency of cycling in the UK compared to Europe:

% OF POPULATION CYCLING	UK	NETHERLANDS	GERMANY
most days	2%	50%	30%
monthly	20%	85%	60%

The UK is a potential growth market, particularly in terms of e-bikes. The allocation and protection of space is the key to the growth of cycling.

Conclusion

The Forth Valley and Lomond area is well placed to benefit from the growth of cycle tourism with a wide range of quality cycle tourism assets, an extended season and active local groups supporting local cafes and businesses.

However,

More work could be done to improve the infrastructure by completing missing strategic links, as well as by making improvements to transport provision and facilities which would provide sustainable transport options for locals as well as for leisure cycling visitors and wider tourism. Improved collaboration, leadership and marketing would also help raise the profile of cycling across the area and increase leisure cycling visitor numbers and spend.

REFERENCES

This report references the following strategies and report:

National Tourism Strategy (Scotland Outlook 2030)

Scotland's National Strategy for Economic Transformation

National Transport Strategy 2 Plan

Tactran Regional Transport Strategy 2015-36

Sustrans Strategy 2017-22

Sustrans Paths for Everyone

FVLL Strategic Routes

Stirling Active Travel Plan

Central Scotland Green Network Map

Developing Cycling Visitors in the Loch Lomond and Trossachs National Park

Walking/Cycling/Wheeling Improvements Dunblane (Oct 2021)

Carse of Stirling Partnership: Path Network Strategy Report

Active Travel Hub Callander Feasibility Study

Callander Community Active Travel Plan

Aberfoyle Community Active Travel Plan

Aberfoyle to Lake of Menteith Active Transport Corridor Study

Photography by Andy McCandlish, Sustrans and M.J. Clark

FORTH VALLEY & LOMOND LEADER