

## DUNBLANE AREA MAPS SURVEY 2020 – THE RESULTS!

### INTRODUCTION – aims, background and method

The survey was designed to gather information on users, usage and to help with the project to update the maps and local path improvements report.

The maps were originally created in a Climate Challenge funded project in 2010, through wide community consultation, and were first updated in 2016.

This update is funded by the Smarter Choices Smarter Places Open Fund, and the project is managed by volunteers through Dunblane Development Trust.

### Tasks

- Update the Maps and give to local schools and public outlets
- Put the Maps on-line at Dunblane.info, plus additional information on walking, cycling, running, and travel
- Update the Dunblane Railway Station Map Posters with local information
- Update the Walking & Cycling Improvements Report to highlight local issues, and send to key organisations to help progress

### Influence of Covid-19 restrictions

Due to Covid restrictions it was not possible to put up posters or provide hard copy questionnaires this time, so the survey was just available online for 6 weeks from end October to early December 2020, publicised through DDT and Dunblane.info, and emailed to some key organisations and contacts.

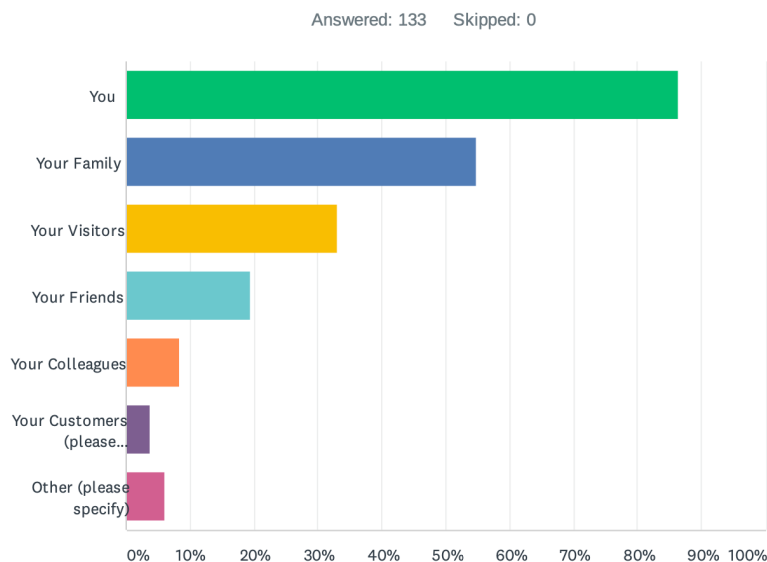
Unfortunately, the usual main outlets and projects that used or distributed the maps – (libraries, Stirling Active Travel HUB, Active Stirling walking groups) were closed from March 2020. Three alternative outlets provided some maps from October. Most school contacts had moved on since the last update, so after an initial information email, further contact with schools was left until the new maps became available.

The questions were informed by the 2015 survey to clarify the multiple uses. There were 133 responses, more than the previous survey, but lower than originally anticipated pre-Covid. However more users (their families, friends, visitors, clients etc) were reflected in the results through the multiple use questions.

In addition to this information, some key organisations responded outside the survey itself; eg Paths group.

### WHO USED THE MAPS?

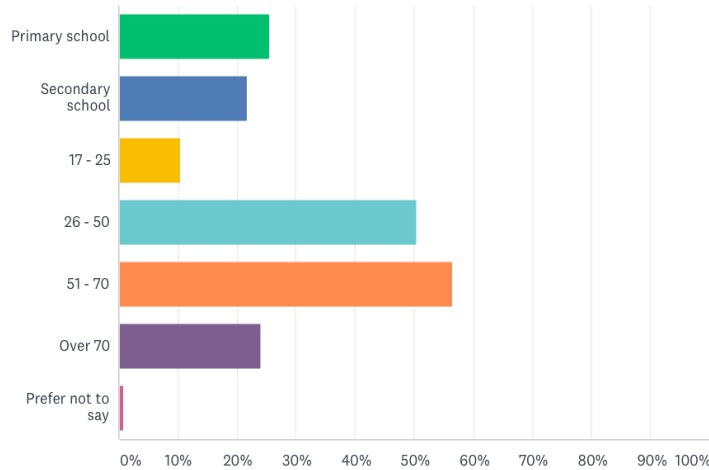
#### Q1 Who has used the Dunblane Area Green Travel Maps? (Please tick all that apply)



In addition to 86% respondents who used the maps for personal use, over half were also used by their families, one third by their visitors, a fifth by friends, and other user groups were colleagues, customers and clients, eg in residential care, shops, hotels, classes, the Guides, Visit Scotland and Stirling Council. Other known users are the E-bike project, Paths group, Dementia project, leaders of walking, running and cycling groups, planning consultants, Community Council, etc.

### Which age groups, including yourself and your users, are using the Maps?

Answered: 133 Skipped: 0



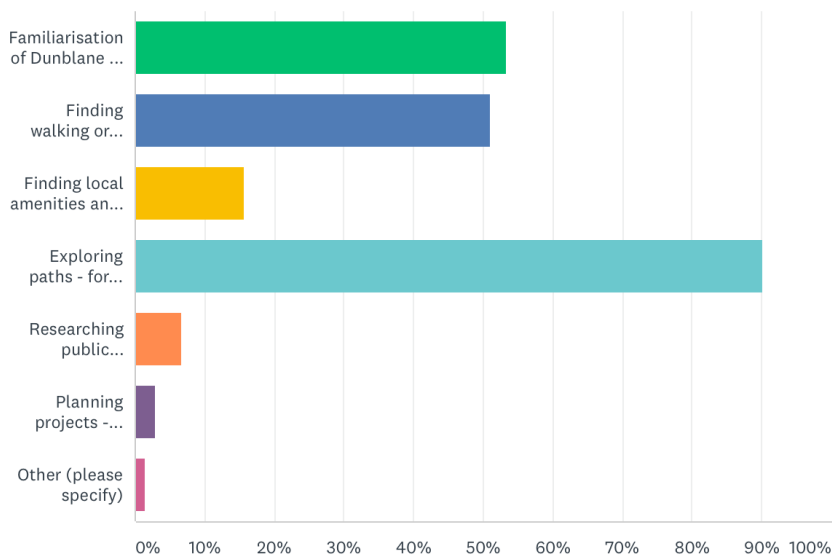
A fair spread of ages use the maps reflecting families and people over 50; thus a quarter of responders cited primary school age, a fifth secondary age, half between 26-50, a few more between 51 and 70, and a quarter over 70. But just 10% of young adults 17 – 26 were mentioned so may be less represented. By far most respondents lived in Dunblane – 86%, with the rest of users coming from local and regional towns, and just a few international.

### WHAT DID THEY USE THE MAPS FOR?

Whilst most (90%) used the maps for leisure walking, cycling and running, over half also used them for finding routes for functional travel. Half also used them for familiarisation of Dunblane and the area, with a smaller group finding local amenities and attractions, and some for projects such as for school class work.

What have you (your family +) used the Maps for, as far as you know? (please tick all that apply)

Answered: 133 Skipped: 0



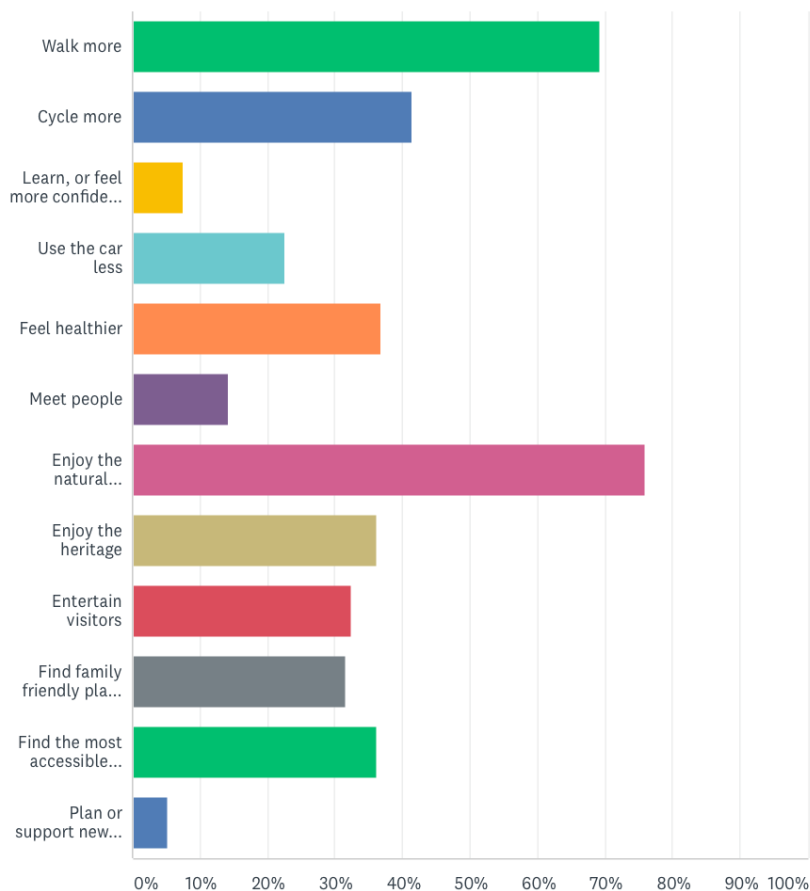
**Projects** - In addition to these survey results, many other projects have used the maps or improvements report; eg Active Stirling and RSVP led walks, Sustrans Led Rides, School Cycle training, Stirling Active Travel HUB, DunblanebyCycle group, E-bike loan project, Paths Group, Glen Road, Carpark orientation maps, Dunblane Rail Access Project, 'Spaces for People' etc

**WHAT ARE THE INDIVIDUAL BENEFITS?**

Over two-thirds walked more, over 40% cycled more with some feeling more confident to cycle, and almost a quarter used the car less. Over a third felt healthier and a smaller number enjoyed meeting people. The most important benefit for three-quarters of respondents was enjoying the natural environment, with a third enjoying the heritage. A third also liked to find family friendly routes, or the most accessible routes, or found the maps helpful to entertain visitors.

Have the Maps helped you to ...(please tick all that apply)

Answered: 133 Skipped: 0

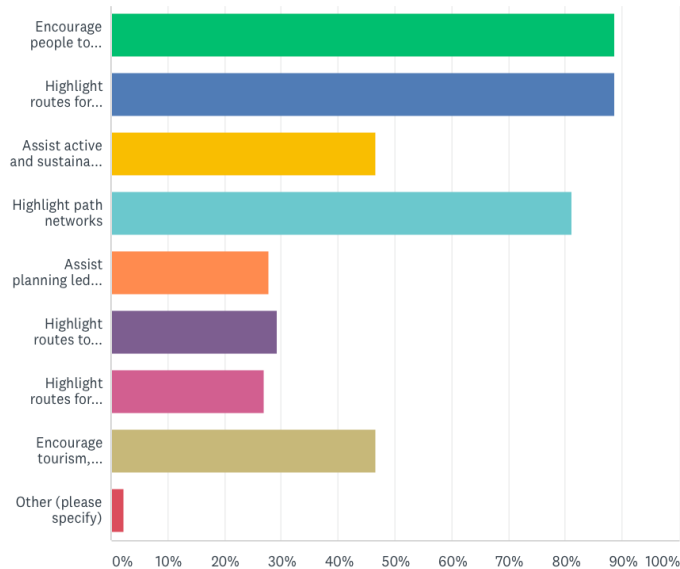


**WHAT ARE THE BENEFITS TO THE LOCAL AREA?**

89% of respondents felt the maps helped people to explore the area with confidence, and highlight the walking and cycling routes, and almost as many mentioned highlighting the path networks. 47% felt that the maps assisted sustainable travel, and also tourism. However with the restrictions, the usual tourism has been curtailed and their outlets closed so tourism would be particularly underrepresented. Over a quarter cited other benefits; highlighting routes for improvement, protecting severance of networks and assisting planning led walks, runs and cycles.

How do you think the Maps benefit the local area? (Please tick all that apply)

Answered: 133 Skipped: 0



## ADDITIONAL WALKING & CYCLING INFORMATION

Two thirds of respondents were not aware of the additional online walking, running and cycling information available on Dunblane.info, but those who were, found it helpful. Perhaps a more direct link, eg from the online maps might make it more visible in future.

*"I use it regularly and did even more so when I was caring for my wife who wanted to walk endlessly due to Alzheimers"*

## SUGGESTIONS FOR PATH & ROUTE IMPROVEMENTS

Respondents wanted the maps kept up to date and many positive comments were made on various community efforts to improve and maintain paths.

Over half of respondents made specific suggestions which can be added to the Improvements Report, with popular themes as follows:

- **A safe direct route from Dunblane to Bridge of Allan, particularly for cycle commuters, whilst appreciating the value/role of Glen Road route**

*"Need a flatter safe cycling and walking route from Dunblane to Bridge of Allan that is not susceptible to land slips"*

*"A cycle route between Dunblane and BofA using a lane of dual carriageway to Keir roundabout then a new path beside A9. The Glen Road is too hilly, muddy and slippery for bike commuting."*

*"Improving safe cycle lanes through Dunblane would be amazing"*

*"Particularly like the Glen Road path between Dunblane and Bridge of Allan and hope that it can be maintained."*

- **Darn Walk repairs and Kippenrait Glen**

*"The Darn Road path in Dunblane would benefit from improving for both walkers and mountain bikes."*

*"A lot of flooding on the Darn Walk. Is there a way to siphon off some water when weather is this bad? Create a separate path for the Darn Walk that doesn't go onto the golf course! The new driving range is quite unnerving. Golfers seem annoyed with walkers, and walkers are afraid to get hit!"*

*"Repair erosion in Kippendavie Woods caused by trail/mountain bikes."*

- **A more accessible link from Dunblane housing estates to the new Sheriffmuir trails, concerns about erosion**

*“Repair track leading up from bottom of Leighton Avenue to Kippendavie Woods.”*

*“Surfacing to the very rough path towards Sherriffmuir from Leighton Avenue.”*

*“The new paths up the hill behind Kellie Wynd are fabulous - however seem getting washed away with every storm. I don’t know who manages them to report.”*

*“It’d be great to extend the kippendavie paths down to Newton Crescent. The short steep rubble path makes it difficult for some to access.”*

- **Laighills path erosion**

*“Some of the steep loose stone paths in the Laigh Hills can get very slippery if they are really dry. Could anything be done to make them safer?”*

*“The very steep section of footpath at Laighhills next to the railway up from the playpark surely needs a bonded surface rather than the hardcore that keeps getting washed down. Riverbank works to support the footpath on the washed out section of westmost Laighhills footpath.”*

- **Adding more local paths to the maps, some being rights of way, in popular areas – Kinbuck, Hillside, Keir, for recreation and off-road functional travel**

*“Would be great to include some lesser known routes, show how the shorter routes link up with longer routes beyond Dunblane.”*

*“Would be good to have a path around the anchors cross field with a proper access from Doune road.”*

*“Baxter’s loan so that it is Cyclable.”*

- **Doune Road safety, 20mph and crossings**

*“More pedestrian crossings on the Old Doune Road to help youngsters walk safely to school”*

- **Some other suggestions**

*“Finish Bishop’s walk”*

*“More accessible for wheelchair users”*

*“I like the new signage around the “Newton” side of Dunblane (Dykedale/Kippendavie/up to the war memorial), I think you could introduce the equivalent for the “Old Doune Road” side of Dunblane”.*

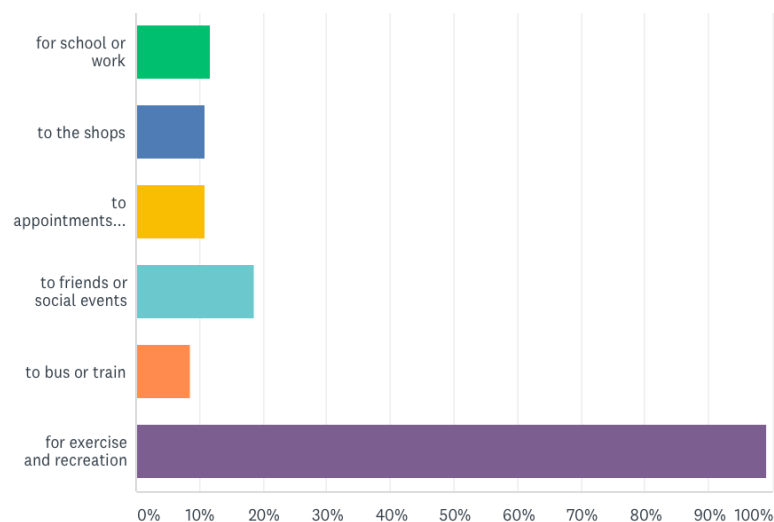
*“We’re looking forward to the Doune to Callander Sustrans route becoming a reality.”*

*“Crossing the dual carriageway to travel from Greenloaning over Sherriffmuir is always tricky for cars never mind bikes. Southbound cars can see those waiting to cross more easily than the northbound traffic. Warning signs perhaps?”*

## SPECIFIC JOURNEY TYPES?

Which journeys do the maps help you to travel by walking and cycling?

Answered: 129 Skipped: 4



Almost all respondents used the maps for exercise and recreation, though almost a fifth also walked or cycled to visit friends and social events, 12% to school or work, 11% to appointments and meetings and 9% to get to the train or bus.

*“Cycling and walking locally during this time has been vital for physical and mental health”*

*“Definitely investigating local areas more and for travel instead of train”*

*“I’m spending more time in Dunblane due to covid. The maps have helped me discover alternative routes”*

*“As more people walking and cycling since the start of Covid, it is even more important that cars are deterred from travelling so fast on busy roads in Dunblane so that it feels safe to walk and cycle with young kids. In particular, Doune road is horrendous with narrow pavements, speeding cars with no 20mph even though entrance to primary school and no safe crossing place (eg zebra, lights) anywhere between Tesco and westland hotel. Wallace rd/doune road/grant drive junction so dangerous. This has been raised and acknowledged numerous times but no changes made.”*

### Reduction in Car use

Whilst almost half respondents did not reduce their car use, 53% did; 14% for 3 or more journeys a week, 21% for 1 or 2 journeys a week, and 17% for 1 to 3 journeys a month.

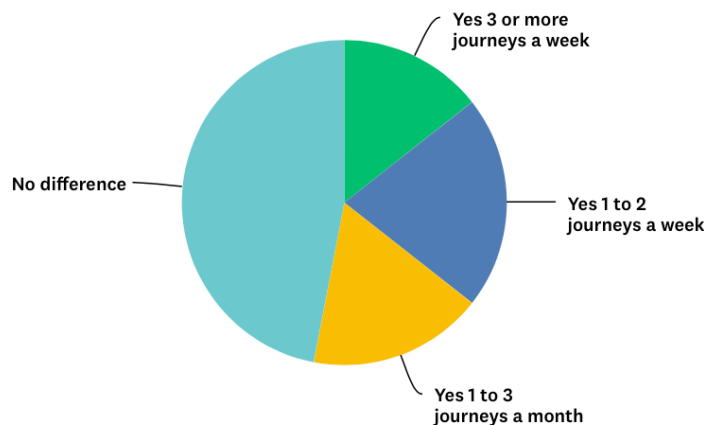
*“Shopping more locally in Dunblane and Bridge of Allan, visiting smaller shops.”*

*“I don’t drive, but use various paths more as a detour to the high street”*

*“Never owned a car and don’t have a license! Paths and public transport are essential for me”.*

Do you currently walk and cycle for journeys you would have previously used the car?

Answered: 132 Skipped: 1



### SOME OTHER COMMENTS

*“The paths and trails around Dunblane are amazing- we are very lucky and appreciative.”*

*“During lockdown when the weather was good the maps really helped us to find new paths to explore, a real life saver.”*

*“It’s been a while since I last looked at the maps, def. support your efforts to make walking/cycling more accessible- Thank you!”*

*“The maps are a real eye opener in terms of what’s available and options, A1. Provision of places within the town to secure the bike while shopping would be useful...”*

*“The recent COVID restrictions have highlighted the need for local paths and routes for people to access green spaces, improving their mental health and wellbeing and should be supported as much as possible”*

*“This map is excellent, especially its coverage of the greater Stirling, Doune, Bridge of Allan area. Well done”*

*“Well done in creating these useful maps. They have been great especially when I use them at work, as supported individuals can plot which routes they would like to take, with support.”*

*I love this Dunblane map - lots of foot / cycle path details, clearly shown, useful coverage areas. Can’t wait for the update :-)”*

*“Work on the Glen Road has been excellent and its important this link with Bridge of Allan and Stirling is maintained”*

*“the map is great. Much better than having an online version. Would be good to use with P7s so they can plan their walking / cycling route to high school”*

*“This map is very well produced and very handy to check road names and to show local detail much better than OS maps or town maps.”*

*“thank you for doing this, the paths are a great resource and help us to remain fit.”*

*“Think big. We need much improved walking and cycling routes and also to prepare for the mobile revolution from electric bikes, scooters, etc”*

*“This would be an ideal time to improve facilities to enable much more active and sustainable travel in Dunblane”*

*“...it would be great if there was some way to let dog owners know that it is against the law to allow their animal to frighten anyone even if it's 'just being friendly'”*

*Also we of course need proper cycle paths all over and especially to BofA. Ones where dogs cannot wander freely in front of our wheels.”*

## **CONCLUSION**

The maps have been in existence for 10 years and the survey shows that they continue to be valued by the local community – representing a wide age range of users for a wide range of purposes.

Held during Covid-19 restrictions, however, meant that the survey lacked some input from tourists, schools and regular user groups – such as walking and health groups, due to their closure, restrictions and closed map outlets.

Although the maps were originally primarily designed to assist people with local sustainable travel modes by walking and cycling and public transport, which is represented to some extent in the functional journeys and reduced car use results, the primary usage recently has been for exercise and recreation, emphasised during Covid-19 restrictions.

However, familiarity with walking and cycling options is a precursor to increase and habitual usage, so it is hoped that more familiarity with their local area paths and momentum will lead to increased walking and cycling for some people. It is evident on the ground and by observation that path networks have become much better used and known by locals during Covid-19 restrictions. Eg an earlier survey in spring 2020 showed that Glen Road use tripled up to 650 people per day.

### **Sharing Paths, Road Safety and Accessibility**

Since there are few segregated facilities here cyclists usually need to share space with pedestrians or vehicles. The large increase in path usage meant more sharing of space – a small number of people mentioned their concern about dogs or cycles on shared paths. But overall mutual consideration has been observed during these difficult times, aided by sufficiently wide or new trails.

The reduction in traffic during Covid-19 showed a dramatic if temporary increase in usage of more roads by families and less confident cyclists. The Maps try to highlight the quieter roads and most dangerous road crossings, but the quality of infrastructure is variable hence the Walking and Cycling Improvements Report, which highlights specific places requiring attention during more normal usage.

The Maps also try to show step free paths to assist wheeled users and younger families. A suggestion to put benches on the maps to assist older/disabled people to walk around town, is being considered for the Street Index Map, though an additional budget may be required for the extra mapping and printing needed for that target group.

The survey has been a useful method of engagement in the project, and has fed into the Map Updates and the Walking and Cycling Improvements report, with more specific responses being sought directly from some key groups and organisations. Feedback from the survey helped to inform the concurrent ‘Spaces for People’ project for lower speed limits, and a new feasibility for a cycle route from Dunblane to Bridge of Allan. So the Survey is making a contribution in several ways.