

sustaining

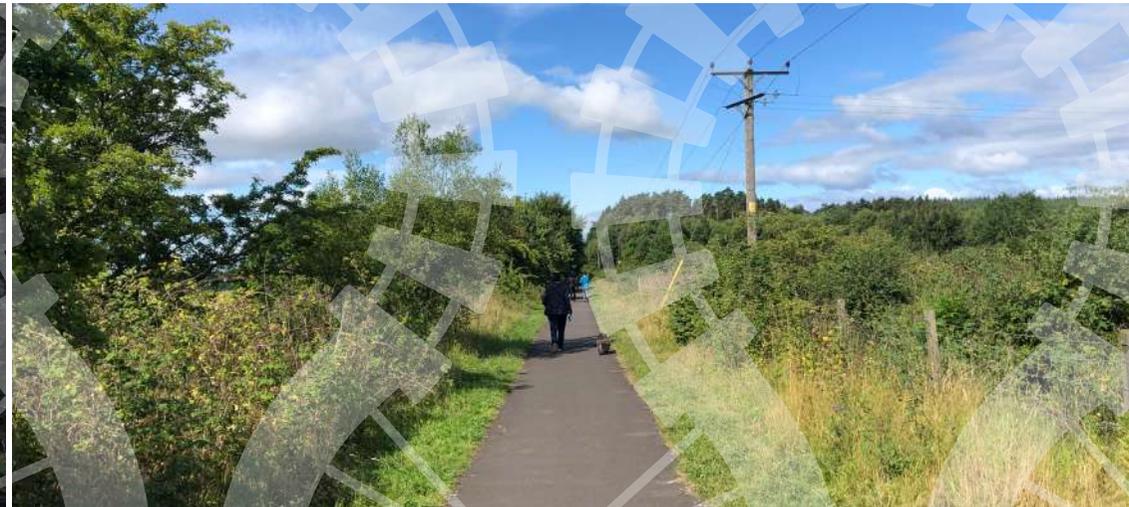
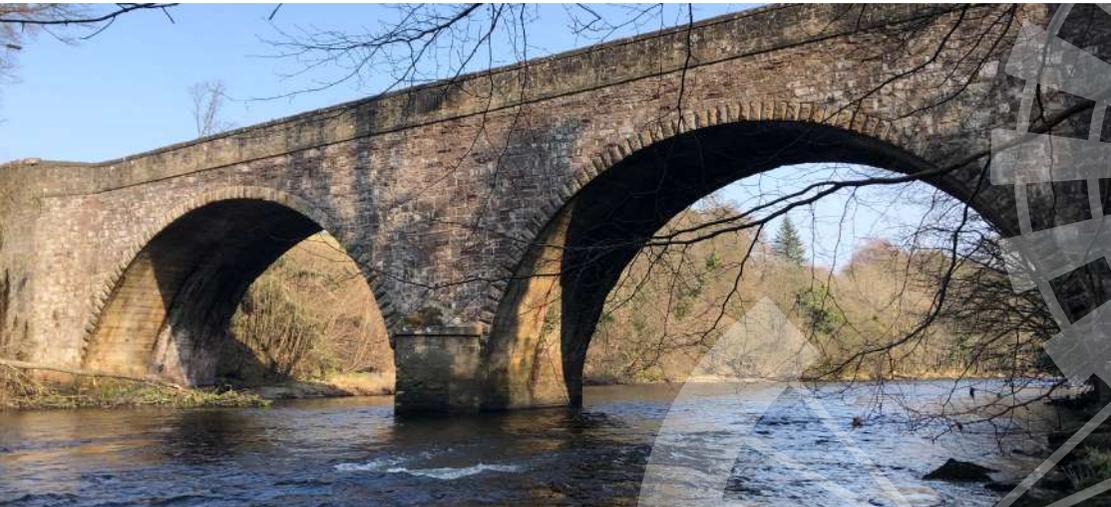


Kilmadock Action Plan

for Walking, Cycling and Public Transport



**KILMADOCK
COMMUNITY
PLAN** Doune
Deanston
Buchany
Argaty



January 2023



*Front cover photos:
Bridge of Teith and NCN 765 between
Dunblane and Doune*

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TABLE OF ABBREVIATIONS

HES	Historic Environment Scotland
KCC	Kilmadock Community Council
KDT	Kilmadock Development Trust
NPF4	Scottish Government's National Planning Framework
NTS2	Transport Scotland's National Transport Strategy
PS	Place Standard
Tactran	Tayside and Central Scotland Transport Partnership

ACTION CODE ABBREVIATIONS

CC	Community Connections
DC	District Connections
BU	Buses
SA	Safety
SH	Shared Transport

Sustaining Choices is supported by Smarter Choices, Smarter Places (SCSP) and PAS, a volunteer-led, independent and impartial charity that helps people to understand and influence the places where they live, work and visit.



Introduction

1. Executive Summary

- 1.1 The Sustaining Choices project has worked with communities across Scotland to develop a body of evidence that demonstrates the changes they would like to see in their area regarding walking, wheeling, cycling, and public transport. This is particularly timely given the challenge of climate change and net-zero targets, the need to reimagine the environments we live in as a result of the Covid pandemic, and the need to implement a green recovery as a consequence of both. This Action Plan articulates the evidence base that has been gathered for the communities in the Kilmadock parish area.
- 1.2 Events were organised by Kilmadock Development Trust, with the support of PAS. Information gathering events were held in July and August 2022, with further events held in November the same year.
- 1.3 The following Anchor Statement was developed by the local core team to define the goal of the engagement process: **“What walking, cycling and public transport facilities do we need?”**

- 1.4 The engagement process identified a number of actions, grouped in five themes:

Community Connections: making it easier for people to walk, wheel and cycle locally; whether for everyday journeys or leisure.

District Connections: creating paths for safe walking, wheeling or cycling that allow people to reach neighbouring places by active travel.

Buses: making the bus a reliable alternative to driving, for locals and visitors alike.

Safety: improving the feeling of safety for people walking, wheeling and cycling.

Shared Transport: developing the local case for alternative transport models that are successful elsewhere.

- 1.5 The full list of (31) actions identified for Kilmadock can be found in Appendix 1.

- 1.6 The below table summarises the eight prioritised actions for the area as identified by the community.

Priority	Theme	Action	Code
1.	Community Connections	Resolve safe crossing over River Teith with a new bridge for walking, wheeling and cycling.	CC1
2.	Community Connections	Join up the local paths to create a network of connected routes.	CC2
3.	Buses	Improve frequency of current 59 service, particularly in evenings and weekends.	BU1
4.	Buses	Create a bus connection to Dunblane.	BU6
5.	Community Connections	Improve maintenance of some paths and pavements; keeping in good condition and (dependent on route) clearing of vegetation or seasonal gritting.	CC7
6.	District Connections	Complete connection of National Cycle Network between Doune and Callander.	DC1
7.	Safety	Enforcement of traffic laws including speed limits and pavement parking.	SA4
8.	Shared Transport	Explore potential of car-share initiatives.	SH1





“As a rural area transport represents a real challenge for daily life in Kilmadock, where many people have no option but to drive. It’s great to now have an action plan of practical steps and improvements that has the potential to increase journeys made by walking, wheeling, cycling and public transport locally.”

Neil Fergusson,
Project Lead & Development
Officer, Kilmadock
Development Trust



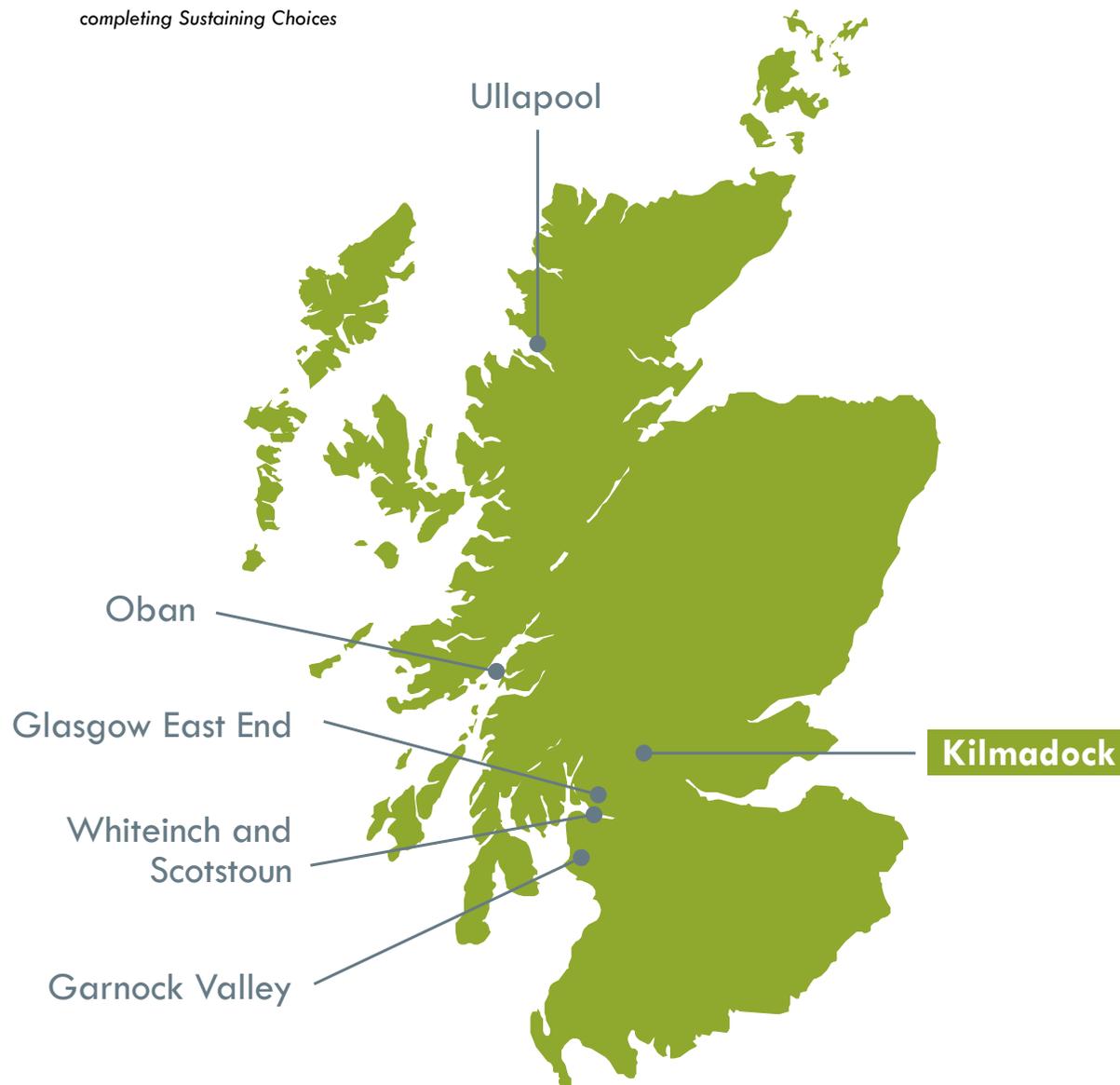
Context

2. Purpose & Scope of the Action Plan

Sustaining Choices

- 2.1 Sustaining Choices as a project was primarily set up to support economically disadvantaged and isolated communities in urban and rural Scotland who currently underutilise, or have poor access to, sustainable transport and active travel opportunities.
- 2.2 PAS is convinced that the future of engagement in the planning system will be a hybrid of face-to-face and online approaches requiring the use of open-source, locally adaptable methods and tools, and will increasingly be citizen-led. Sustaining Choices aims to explore and refine this approach to community engagement.
- 2.3 Participating communities for this cohort of Sustaining Choices were Kilmadock (Stirling district); Garnock Valley (North Ayrshire); Glasgow East End (Glasgow); Oban (Argyll and Bute); Ullapool, Lochbroom, and the surrounding area (Highland); Whiteinch and Scotstoun (Glasgow).
- 2.4 The Sustaining Choices project has been funded by the Paths for All *Smarter Choices, Smarter Places* Open Fund and delivered by PAS working alongside delivery partners

Figure 1: Map showing the six communities completing Sustaining Choices



Context

in each community. Match funding for the Kilmadock community was provided by Forth Valley & Lomond CLLD's Climate Nudge Fund.

- 2.5 The goal of the project was to develop an increased evidence base to support sustainable transport and active travel interventions in each location. It focusses on communities at the margins or which don't have an existing evidence base, to help make decisions to promote sustainable transport in each area.
- 2.6 Across this cohort the following wider project outcomes were achieved:
- Enabling communities to customise the Place Standard (PS) Tool for use in Active Travel engagements using a simple, replicable framework.
 - Training 25 community facilitators (citizens, third sector and public sector workers) in delivering their own online engagement processes using Zoom and PS within their own communities.
 - Establishing confidence to take other processes forward, such as Local Place Plans (LPPs).
 - Developing 6 Active and Sustainable Travel Action Plans for communities across Scotland to use as an evidence base to develop future interventions.

- 2.7 At its core, each Action Plan consists of a vision for change broken down into a variety of themes. For each theme, a number of actions emerged from the engagement process. These form the backbone of the Action Plan proper. The Action Plan can be viewed in Appendix 1.

Kilmadock

- 2.8 Kilmadock covers the settlements of Doune, Deanston, Buchany, Argaty, and their landward areas. It is within the Stirling Council area. The community sits within the valley of the River Teith.
- 2.9 Doune is the principal settlement, and historic burgh, with sections north and south of the Teith. Deanston is the next largest village, less than one mile west of Doune on the south of the Teith. Buchany is a small settlement sitting on the A84, one mile west of Doune to the north of the Teith. Argaty has a rural setting, 1.5 miles to the north-east of Doune.
- 2.10 The Bridge of Teith provides the only crossing over the river, connecting the community, and carrying the A84 trunk road between Stirling and Lochearnhead.
- 2.11 The area offers many local walking routes and the historic Doune Castle has featured in

a number of television shows and films. This, along with Deanston Distillery, attracts many visitors and tour groups to the community.

- 2.12 The community is served by Kilmadock Development Trust and Kilmadock Community Council among other groups.
- 2.13 In comparison to transport provision in other areas of Scotland, Kilmadock has no railway line passing through it, no community transport scheme, no public cycle hire scheme, no public electric vehicle charging points (although one is being planned by Stirling Council), and no shared car scheme. There is a petrol station and locally available taxi service.
- 2.14 There is only one bus service, serving only some areas. This is hourly to Stirling/Callander and up to around 8:30pm Monday–Saturday (with fewer services on Sunday).
- 2.15 Rural demand responsive transport for residents of the neighbouring community in Thornhill is available into Doune Monday – Friday with advanced booking.
- 2.16 As a rural area, access to services is inequitable and dependent on where you live. Even in the most connected area (Doune village centre), there is still a need to travel to access vital services (e.g. full-size supermarket, hospital services, leisure centre,



Context

dentist, optician or secondary school). Low-income households, those who have to travel for work and a higher than (Stirling district) average population of young *and* old people, face greater challenges in terms of transport.

2.17 This challenge can be seen by comparing times for driving and public transport/walking to key destinations in the chart below.

2.18 The community also presently faces a number of physical and environmental barriers that affects its transport provision:

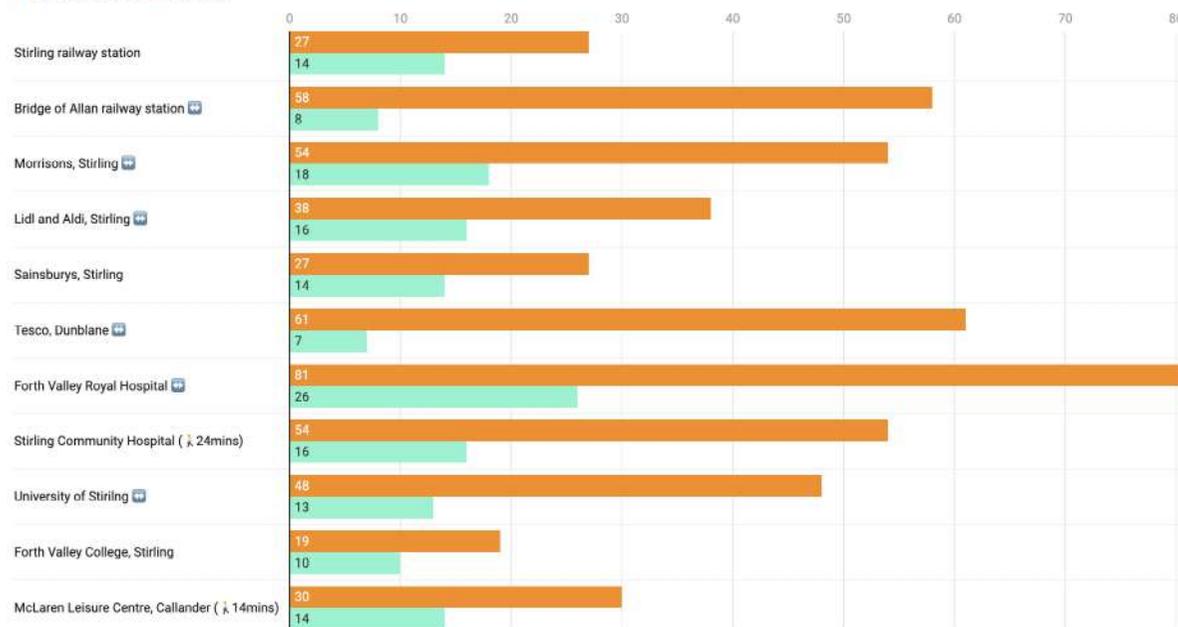
- Limitations of only one crossing over River Teith in a 5-mile radius, that is not accessible to all for active travel.
- Traffic issues from large vehicles passing through the historic village centre of Doune.

- Volume of traffic on A84 that passes through Doune.
- The largely traffic-free NCN 765 route from Dunblane terminates in Doune, but is disconnected from the wider national cycle network in and around Callander.

Bus and driving times to key destinations

All journeys calculated as leaving from the main bus stop by 35 Balkerach Street. Bus journeys calculated as leaving at 11am on a Monday in June 2022.

Bus (and walk) time Drive time



Destinations marked with the symbol, require changing onto a connecting bus service. Destinations marked with the symbol involve a significant walking connection, with the time in minutes represented in the brackets.

Source: Traveline (bus times) & The AA (drive times) - Created with Datawrapper



Out of use bus shelter at Argaty



Context

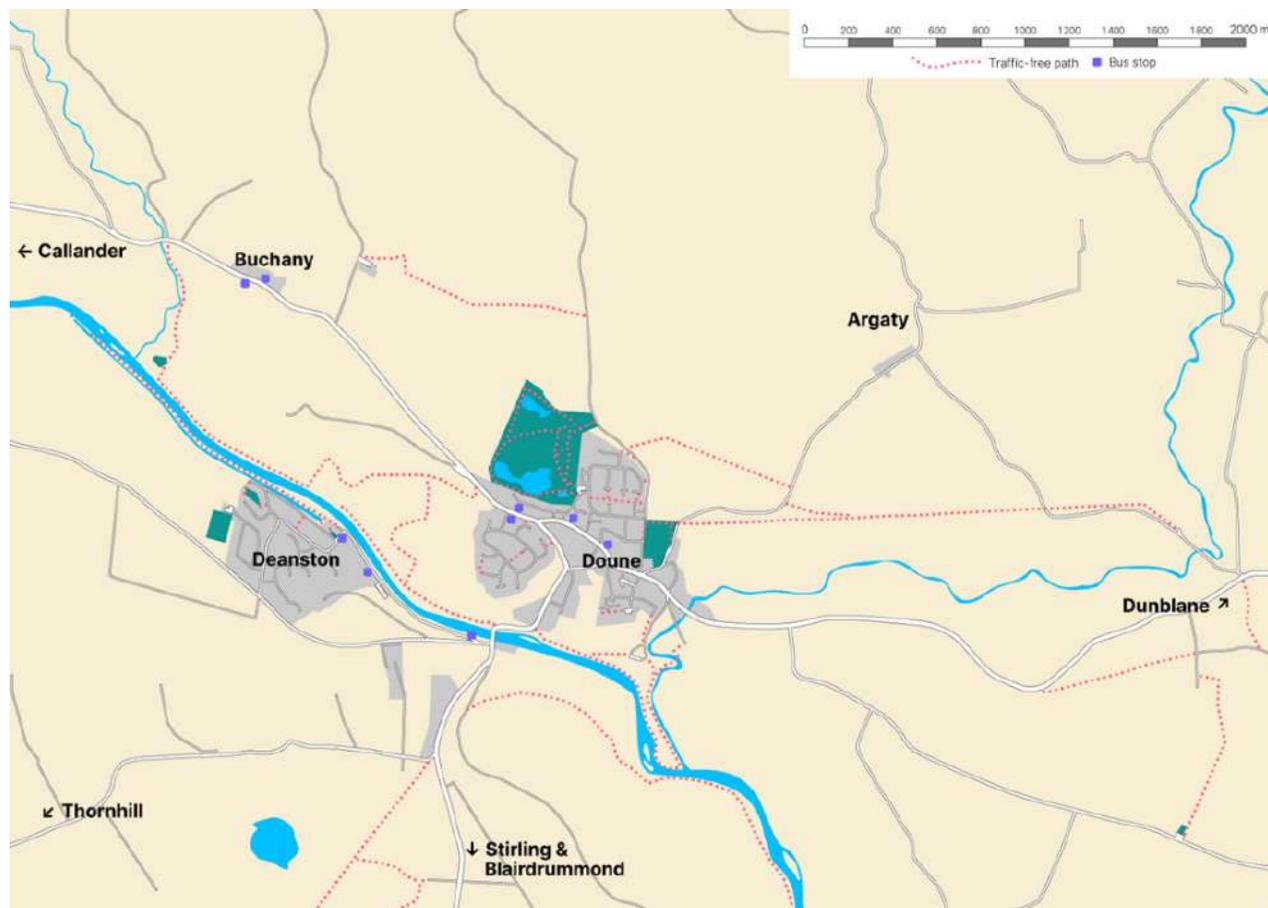
Core Team

- 2.19 This Action Plan was led by Kilmadock Development Trust (KDT) with support from PAS.
- 2.20 The core team was responsible for day-to-day decisions about the engagement process, from strategy design, marketing and bookings to workshop design, selection of key actions and community-led engagement event delivery.
- 2.21 The core team consisted of KDT's Development Officer, Neil Fergusson, and volunteers Keith Reynolds and Mairi McIntosh. All members of the core team attended one or both of the community facilitator training sessions. They also took active roles in designing, delivering, and capturing the engagement.

Anticipated Uses for the Action Plan

- 2.22 Following a key policy goal of the National Transport Strategy for Scotland, it is hoped that this Action Plan will be used to embed the implications of these proposals in spatial planning and land use decision-making for Kilmadock.
- 2.23 The Action Plan is also intended for use by communities and local authorities to plan

Boundary Map for Kilmadock



changes to services and the built environment or to be used as a basis for developing specific proposals. This may involve being submitted as an evidence base to help justify further funding applications for work such as feasibility studies, testing ideas or capital investment.

2.24 On behalf of the community and in partnership with Kilmadock Community Council, Kilmadock Development Trust is currently guiding a process to create a new Community Plan. This will be the community's first Local Place Plan, and this Action Plan will form part of it.



Context

3. Planning and Transport Policy Context

National Policy Context

3.1 At a national level, policy controlling active travel and sustainable transport will be framed by the National Planning Framework 4 (NPF4)¹ and Transport Scotland's National Transport Strategy 2 (NTS2)². As of November 2022, NPF4 remains in draft form to be laid before parliament, but no significant changes are expected to the draft text before adoption. Other key policy documents governing active travel and sustainable transport are listed in Appendix 2.

3.2 The draft NPF4 aims to deliver sustainable, liveable and productive places across the whole of Scotland. It states that every decision on our future development must contribute to making Scotland a more sustainable place, in part by ensuring that all future development is accessible by sustainable travel.

3.3 To this end, the intent of its dedicated policy 13 on sustainable transport (p57) is to encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to

travel unsustainably. There is a recognition that reducing the need to travel unsustainably is the highest priority in the sustainable transport investment hierarchy and that the upgrading and provision of additional active travel infrastructure will be fundamental to the development of a sustainable travel network providing access to settlements, key services and amenities, employment and multimodal hubs (p108).

3.4 To this end, NPF4 states that proposals will be supported that improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs, in particular where proposals:

- i. Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;
- ii. Will be accessible by public transport, ideally supporting the use of existing services;
- iii. Integrate transport modes;
- iv. Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;
- v. Supply safe, secure and convenient cycle parking to meet the needs of users and

which is more conveniently located than car parking;

- vi. Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;
- vii. Have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and
- viii. Adequately mitigate any impact on local public access routes.

One goal of Sustaining Choices is to communicate a baseline understanding of the needs of Kilmadock so that any development proposals can contribute to tangible improvements.

3.5 The Scottish Government also has a national walking strategy 'Let's Get Scotland Walking'³ published in 2014 which aims to promote walking as a means to improve the health of the population.

1: <https://www.gov.scot/publications/national-planning-framework-4-revised-draft/documents/>

2: <https://www.transport.gov.scot/publication/national-transport-strategy-2/>

3: <https://www.gov.scot/publications/lets-scotland-walking-national-walking-strategy/pages/1/>



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3.6 Core aims of this policy include:

- Create a culture of walking
- Better walking environments throughout Scotland
- Ensure easy, convenient independent mobility for all.

All of these aims can be tackled by the proposed actions in this plan.

3.7 More recently, the Scottish Government has closed a consultation for the 'Cycling framework for active travel'. This will build on the Cycling Action Plan for Scotland (2010–2020) and set out strategic priorities for the next 5–10 years.⁴

3.8 Scotland's NTS2 articulates a vision for a sustainable, inclusive, safe, accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. Its four priorities each have three outcomes and a series of policies to guide their implementation. Its priorities and outcomes are designed to be used as an evaluation framework to measure progress.

⁴:<https://consult.gov.scot/transport-scotland/cycling-framework/>



Ardoch Burn Crossing, pedestrian bridge connecting Doune Castle with Doune Mill, undertaken by Historic Environment Scotland and opened in spring 2022

Context

- 3.9 NTS2 acknowledges that people still face barriers when wanting to cycle or walk to their destination, and that vehicles including public transport continue to emit greenhouse gases. It commits to addressing this.
- 3.10 Regarding *inequalities*, key issues identified by NTS2 that need to be addressed regarding active travel and sustainable transport include: the risk of transport poverty for around 1 million deprived households across Scotland compounded by high costs for public transport (p10); the gendered nature of access to public transport and resultant inequalities affecting women, as well as increased safety fears when walking (p11); the barriers young people face (particularly in rural areas) regarding the availability and cost of public transport, particularly to further and higher education (p13); the need to meet the travel needs of an increasingly elderly population (p14); and the considerable barriers to travel faced by disabled people (p15). The policy also recognises divergent transport and travel issues faced by different communities across Scotland, whether urban or rural, and according to socio-economic factors. It states that “many of Scotland’s most disadvantaged communities are in cities, particularly in suburban areas. Yet, many of them are now having to travel longer distances to access employment opportunities as significant numbers of jobs tend to be in city centre locations.” (p17). But it also highlights that people in rural areas usually have to travel further to access services and tend to have more limited choices when it comes to public transport, the latter meaning that rural households tend to drive more frequently than urban households.” (p17).
- 3.11 Regarding *climate change*, NTS2 notes that a key challenge is to reduce transport impacts to help deliver the net-zero target (p20). It admits that in terms of air pollution, emissions of NOx from road transport are reducing but not at the anticipated rate (p13). It also recognises that a key challenge involves getting people to change their travel behaviour, both in terms of reducing demand for travel and how they make particular journeys, especially by encouraging walking and cycling for short journeys.
- 3.12 Regarding the *economy*, the importance of tourism is acknowledged but so too the impact that increasing number of tourists, particularly in the peak summer months, can have on the transport system. This can particularly impact rural communities, who are witnessing deteriorating road networks as traffic increases, particularly at natural and cultural attractions, with the use of much larger and heavier cars, caravans and motorhomes.
- 3.13 In terms of *health and wellbeing*, NTS2 notes that road safety is critical, and that road incidents in Scotland continue to have a significant negative impact on individuals, families and society as a whole. Similarly, all people should be able to travel without fear of crime, especially women (p37). School children can be at risk when walking to school from poor path infrastructure, especially in rural areas. Over reliance on motorised transport contributes to Scotland’s obesity culture (p38).
- 3.14 NPF4 aligns itself with NTS2 in stating that infrastructure investment should be prioritised for locations where it will achieve the preceding priorities and outcomes (reducing inequalities, taking climate action, improving health and wellbeing and helping deliver a wellbeing economy).



Context

3.15 Table 2: Connections Between Action Points and NTS2 Policy Goals

NTS2 Priority	Key NTS2 Policies	Relevant Action Points (see Appendix 1)
Reduce Inequalities	Minimise the connectivity and cost disadvantages faced by those in remote rural and rural areas, including safeguarding of lifeline services.	CC1, DC1, DC3, BU1, BU2, BU6, BU7, BU8, SH1
	Ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland’s Accessible Travel Framework (specifically disabled access to buses and trains, improved wayfinding and signage).	CC4–5
	Remove barriers to public transport connectivity and accessibility within Scotland.	BU1–8
	Ensure sustainable, public and active travel access to employment, education and training. Improve sustainable access to healthcare facilities for staff, patients and visitors.	BU1–9
Take Climate Action	Reduce emissions generated by the transport system to mitigate climate change; Reduce emissions generated by the transport system to improve air quality.	BU1–8, SH1–2
	Support management of demand to encourage more sustainable transport choices.	SH1–2
	Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods.	CC1–2, CC4, CC7, DC1–5, BU1–9, SH1–2
	Improve the quality and availability of information to enable all to make more sustainable transport choices.	BU5
Improve our health and wellbeing	Increase safety of the transport system and meet casualty reduction targets.	SA1–7
	Provide a transport system that promotes and facilitates active travel choices which help to improve people’s health and wellbeing across mainland Scotland and the Islands.	CC1–8, DC1–5
Help Deliver Inclusive Economic Growth	Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally.	CC1, DC1, BU1–2, BU6–9, SH1–2

Action Code: CC = Community Connections; DC = District Connections; BU = Buses ; SH = Shared Transport

Regional Policy Context

- 3.15 Tayside and Central Scotland Transport Partnership (Tactran) Regional Transport Strategy 2015-2036 outlines its vision as “a transport system, shaped by engagement with its citizens, which helps deliver prosperity and connects communities across the region and beyond, which is socially inclusive and environmentally sustainable and which promotes the health and well-being of all.”⁵
- 3.16 The strategy outlines three core strategic themes: Economic Prosperity; Connecting Communities and Being Socially Inclusive; Environmental Sustainability and Promoting Health and Well-being (pg 21).
- 3.17 Under Environmental Sustainability and Promoting Health and Well-Being the strategy expresses “encouraging development proposals to contribute to sustainability and implement effective Travel Plans that maximise the potential for walking, cycling, public transport and other sustainable travel choices, including through continued use of planning agreements” (pg 25) an objective which ties in well with this action plan.

5: <https://tactran.gov.uk/projects/regional-transport-strategy/>



Context

3.18 The Local Transport strategy of Stirling Council for 2017–2027 outlines the council’s proposed response to transport and traffic issues over the next ten years. Key issues identified in this plan include congestion and buses. Making walking, wheeling, and cycling more accessible to more people is considered to be a potential remedy for congestion, while good bus services are necessary to serve those households who are not car owners.⁶

3.19 Stirling Council’s Local Development Plan was published in 2018 outlines a vision for spatial development across the council area and incorporates themes regarding sustainable travel, and low carbon and active lifestyles throughout.

3.20 According to the associated settlement statements, under Doune, the document refers to a develop route 765 of the National Cycle Network at Doune-Burn of Cambus. Design work on this proposal by Sustrans is currently ongoing.

3.21 From the review of local policy it can be concluded that there is a place for this Action Plan within policy aspirations for Kilmadock

communities. Furthermore, this plan should be able to serve as an evidence base to inform these aspirations and act as a remit for change.

Local Context

3.22 Concurrently to the Sustaining Choices project, the community is working to create a new Community Plan. It will set out the community’s aspirations for the next decade, and will include actions to make Kilmadock a better place to live, work and visit. It will also be the community’s first Local Place Plan. On behalf of the community and in partnership with the community council, KDT is guiding the process to create the plan.

3.23 Historic Environment Scotland (via a consultant) recently conducted a study to inform ongoing community engagement around Doune Castle. Some of the participant engagement expressed an interest around sustainable transport to be developed.⁷

3.24 Historic Environment Scotland has an active Landscape Conservation Management Plan for Doune Castle and its grounds. This includes a high priority action to “provide secure cycle parking for visitors and promote the use of sustainable transport”, and a number of actions that will improve the walking experience for visitors.

6: <https://www.stirling.gov.uk/media/0jhnsaaz/local-transport-strategy-2017-2027.pdf>

7: <https://www.historicenvironment.scot/about-us/news/doune-together-event-to-highlight-local-heritage-assets-and-future-plans/>

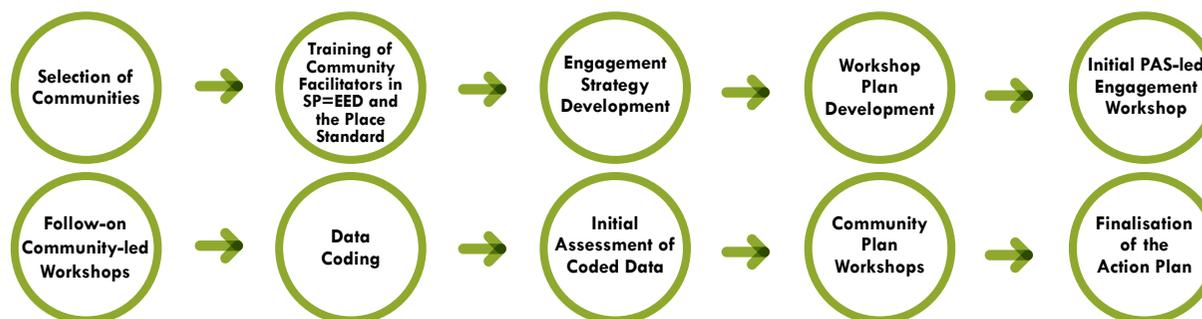


Engagement Process

5. Approach

Overview

The flowchart (right) lays out the stages of the engagement process undertaken, with each stage being explained more fully in the following section.



Project Delivery

- 5.1 The following describes the various stages of the engagement process:
- 5.2 After an initial exercise to **select interested communities**, the project began by training community facilitators to engage their communities in an online environment. Trainees were a mix of local citizens and third-and-public sector co-workers.
- 5.3 **Community facilitators were trained** in engagement principles using an adapted version of PAS's SP=EED® training.⁹ This was focussed on online engagement and encouraged the core teams that had formed to begin **developing engagement strategies** for their communities (marketing, stakeholders, consultation goals). A second session then introduced the Place Standard Tool¹⁰ and how to use it as a structured framework of questions, alongside training

in basic facilitation skills. The goal was to begin a learning journey in which the community facilitators, from whatever baseline understanding they held, gradually grew in confidence to run their own engagement sessions with their communities. The communities developed their own avenues of engagement depending on the resources and opportunities in each place.

- 5.4 The community core team then developed an **engagement plan** with support from PAS. This outlined the purpose of the work, an anchor statement, the project team, the local context, stakeholder mapping and planning for communications and events.
- 5.5 The Anchor Statement created by the core team for Kilmadock was: **“What walking, cycling and public transport facilities do we need?”**

- 5.6 To engage the local community of Kilmadock, the core team settled on **four different types of activities**: an online facilitated workshop; drop-in events in Doune and Deanston; a session with Doune and Deanston Youth Project's Youthie group; and, a survey, conducted online and on paper.
- 5.7 The **Place Standard** was used as the basis for the engagements held during Sustaining Choices. In its full version, 14 high-level questions based on different themes are asked of groups, with follow-up questions deployed to secure more precise data. During Sustaining Choices, in order to focus on themes pertinent to active travel and sustainable transport, and because of the limited time available during online sessions, core teams were encouraged to choose a smaller number

⁹ <https://www.pas.org.uk/what-we-do/speed/>

¹⁰ <https://www.placestandard.scot/>



Engagement Process

of the Place Standard questions to work with, as well as the final prioritisation and implementation questions. The core team in Kilmadock therefore elected to use the Place Standard question 1 (Moving Around) and question 2 (Public Transport).

5.8 As a limited number of questions were being asked, the core team decided to split walking and cycling aspects of 'moving about' into distinct questions. The questions being asked at all engagement activities were therefore:

- i. Can you easily walk around locally using good quality routes?
- ii. Can you easily cycle locally using good quality routes?
- iii. Does local public transport meet your needs?
- iv. What actions would you like to see to improve walking, cycling and public transport in the Doune & Deanston area?

5.9 PAS staff and volunteers then used these preparations to **deliver an initial facilitated online zoom workshop**. Promotion and registration was handled by the core team. Community facilitators took the role of note-taker in each break-out room, alongside a PAS volunteer facilitator. In this capacity they

were able to observe how an engagement was delivered first-hand, as the next stage of their learning journey. PAS facilitators also made sure to secure the numeric data required by the Place Standard to gain the level of improvement in a given topic area that participants felt was required.

5.10 The core team then went on to deliver the other engagement activities on their own.

Drop-in sessions were held which allowed people to come along to respond to the questions on a more informal basis. People either spoke with members of the core team, who recorded their responses, or added their responses directly to boards for each question. One session was held in Doune, outside the local bike shop, and another in Deanston, at their community centre.

The core team joined an **evening session of the local youth club** (at Doune & Deanston Youth Project). Three stations were setup with a dedicated volunteer facilitator, one each for walking, cycling and public transport. The young people could then move between the stations and give the scores for each along with their reasoning.

To tie in with initial engagement for the Kilmadock Community Plan, a **survey of**

the questions was also conducted. This was hosted online on the Community Plan website, and paper copies were distributed to all residential and business addresses.

5.11 When engagement activities were completed, the data gathered was then collated. Survey responses, and notes from events were formatted into statements for processing by PAS. PAS staff took the data received from notetakers and **coded (thematised) the data**, before synthesising this information into an initial draft document of actions, along with an indicative assessment of the level of importance of each, based on response rate.

5.12 The draft list of actions was passed for **initial assessment** back to the core team, who were then given time to absorb the information and begin to discuss the outputs. The core team appraised the collated responses, selected actions that could be taken forward, and general themes that were present.

5.13 Some of the actions identified were also added to the agenda of **public workshops for the Kilmadock Community Plan** that is running concurrently to Sustaining Choices. At these workshops, the context of three challenges were outlined with specific feedback activities for each. These activities were designed to help inform the first stages



Engagement Process

of delivery, by adding detail to some of the most important actions the community would like to see.

5.14 The core team then went through a prioritisation exercise of the actions. Following the results of the initial engagement, the actions that were identified the most number of times were prioritised. Work was then done to identify the first steps, potential delivery partners and indicative timelines for the prioritised actions. This work was then integrated into the initial draft before the **finalisation of the Action Plan.**

Marketing and Publicity

5.13 Engagement events were publicised by the core team using the Community Plan website (www.DouneAndDeanston.com/plan), local Facebook channels, *The Bridge* community newspaper, posters and leaflet deliveries to homes and businesses in the community.

Attendance and Response Information

5.14 Participant and/or survey response information is given below.

Location	Event type	Date	No.
Engagement 1	Youth Group	11 August	17
Engagement 2	Online session	23 August	6
Engagement 3	Doune Drop-In	24 August	16
Engagement 4	Deanston Drop-In	25 August	8
Engagement 5	Paper & online survey	n/a	116
Total attendance/responses during information gathering phase			163
Engagement 6	Doune Community Plan Workshop	10 November	29
Engagement 7	Deanston Community Plan Workshop	15 November	40
Engagement 8	Drop-In Community Plan Workshop	19 November	51



Understanding The Issues

6. Community Engagement

Response Data

- 6.1 Two types of evidence were gathered from the engagement activities. Quantitative data, through the Place Standard ratings; and qualitative data from the reasons for people's ratings and their priorities for action.
- 6.2 The Place Standard uses a scale for rating between 1–7. Where one indicates there is a lot of room for improvement, and seven that it is already great.
- 6.3 At drop-in sessions, the youth club session and on the survey, people gave individual ratings for each question. During the facilitated online workshop, each breakout group agreed to a collective rating.

- 6.4 Below are the averaged ratings for each question, and a graph that shows the proportional share of each rating per question.
- 6.5 The scoring indicates some degree of satisfaction, but with significant room for improvement in each topic. Reasons for the given Place Standard scores included:
Walking: Poor quality pavements and being unable to cross the River Teith safely. There was appreciation expressed for existing recreational routes generally in the area and the volunteer input on the paths around the ponds.

Cycling: Lack of suitable routes, volume of traffic and poor quality of road surfaces.

Public transport: Comments noted the infrequency and unreliability of bus services.

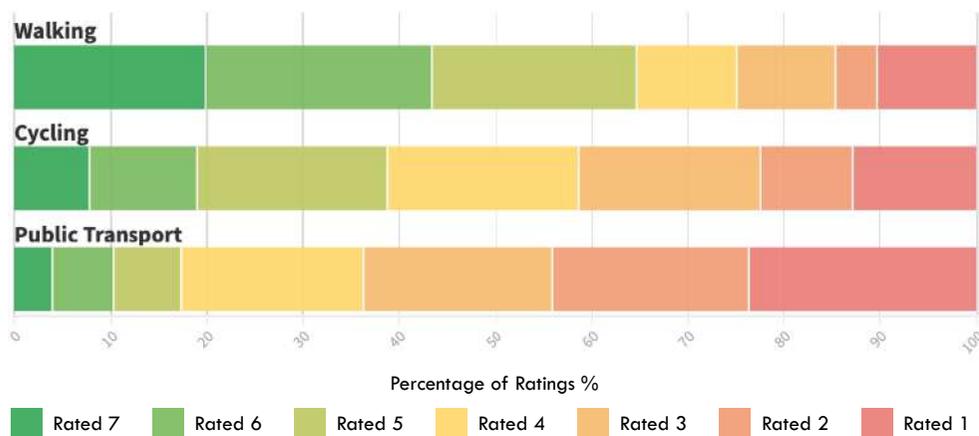
- 6.6 The prioritised actions and wider Action Plan point to specific opportunities of how these issues can be addressed.

The responses made by participants were aggregated and coded, following this they were categorised into themes and actions that can be taken forward.

Question	Rating/7
Can you easily walk around locally using good quality routes?	4
Can you easily cycle locally using good quality routes?	3.7
Does local public transport meet your needs?	3.1

Ratings for local walking, cycling and public transport facilities

August 2022
Based on 163 participants



Understanding The Issues

Traffic, pedestrians and cyclists mixing in the same space crossing the Bridge of Teith was most mentioned specific issue raised.

“It’s difficult to walk across this bridge either just as a walk, or with children, a pram or dog. The road is super busy and the pavement super small. Living in Deanston it is the only access to Doune so it is a stressful part of getting there.”

Survey Response



Making it Happen

7. Actions

Themes

- 7.1 The full list of (31) actions identified for Kilmadock can be found in Appendix 1.
- 7.2 The actions fall under one of five themes.
- Community Connections:** making it easier for people to walk, wheel and cycle locally; whether for everyday journeys or leisure.
 - District Connections:** creating paths for safe walking, wheeling or cycling that allow people to reach neighbouring places by active travel.
 - Buses:** making the bus a reliable alternative to driving, for locals and visitors alike.
 - Safety:** improving the feeling of safety for people walking, wheeling and cycling.
 - Shared Transport:** developing the local case for alternative transport models that are successful elsewhere.
- 7.3 The Kilmadock Core Team appraised and decided whether a given action could be delivered as a quick win, or else could be implemented in the short, medium or long term.

- 7.4 They also investigated which community organisations or outside organisations should first be approached or take ownership of the action.

Workshops

- 7.5 To aid with future delivery, three of the Key Actions were taken to the agenda of public workshops, held in November 2022. The workshops, part of the wider engagement programme to create a new Kilmadock Community Plan, addressed some of the key challenges the community will face in the next decade.
- 7.6 The challenges relating to the Sustaining Choices Anchor Statement were; is there a preferred location for a River Teith footbridge?; what's the overall picture of path developments people want to see?; and, what type of bus connection to Dunblane would be best?
- 7.7 Workshop attendees were asked to respond to specific questions and tasks relating to these challenges. The results will be collated into the final Kilmadock Community Plan and inform the delivery of key actions.



Making it Happen

Delivery Strategy

Priority	Theme	Action	Action Code	First Steps	Notes	Potential Delivery Partners
1	Community Connections	Resolve safe crossing over River Teith with a new bridge for walking, wheeling and cycling.	CC1	<ul style="list-style-type: none"> - Document known constraints and opportunities of potential sites - Prepare brief for new design team - Identify funding to appoint team for feasibility, design and costing - Work with stakeholders to seek capital funding for bridge construction 	<ul style="list-style-type: none"> - Previous feasibility study conducted in 2003/4 will have some information still relevant - Community have been asked to comment on potential bridge locations at Community Plan events - Stirling Council have agreed to contact Transport Scotland regarding the possibility of a feasibility study for a new crossing 	<ul style="list-style-type: none"> - Kilmadock Development Trust - Kilmadock Community Council - Community Action for Deanston - Moray Estates - Stirling Council - Transport Scotland - Historic Environment Scotland - SEPA - Scottish Water - Sustrans
2	Community Connections	Join up the local paths to create a network of connected routes.	CC2	<ul style="list-style-type: none"> - Create masterplan of paths (existing and proposed) - Determine which path improvements need detailed design work - Meet with stakeholders to see who has capacity to bring forward initial works - Decide on project teams to seek funding for any community-led improvements 	<ul style="list-style-type: none"> - There have been a number of volunteer-led path improvements in recent years, as well as forestry road improvements that have opened up access - Community have been asked to appraise specific proposals for path improvements at Community Plan workshops 	<ul style="list-style-type: none"> - Kilmadock Development Trust - Moray Estates (forestry) - Landowners - Funders
3	Buses	Improve frequency of current 59 service, particularly in evenings and weekends.	BU1	<ul style="list-style-type: none"> - Create alternative timetable options - Convene stakeholder meeting to consider options for improvement - Promote any changes made locally to encourage use 	<ul style="list-style-type: none"> - Ownership of the 59 service changed during the course of Sustaining Choices from First Group to McGill's, no service changes have been made so far 	<ul style="list-style-type: none"> - Kilmadock Community Council - Stirling Council - Midland Bluebird - TACTRAN
4	Buses	Create a bus connection to Dunblane.	BU6	<ul style="list-style-type: none"> - Identify optimum frequency for initial service - Explore different models for providing service - Seek support from Stirling Council for a trial service 	<ul style="list-style-type: none"> - The last regular bus service between the community and Dunblane ended around 2017 	<ul style="list-style-type: none"> - Kilmadock Development Trust - Kilmadock Community Council - Stirling Council - TACTRAN - Businesses / tourist attractions - Potential Operators



Making it Happen

Delivery Strategy

Priority	Theme	Action	Action Code	First Steps	Notes	Potential Delivery Partners
5	Community Connections	Improve maintenance of some paths and pavements; keeping in good condition and (dependent on route) clearing of vegetation or seasonal gritting.	CC7	<ul style="list-style-type: none"> - Produce list of maintenance needing addressed, and which are statutory responsibilities - Present list to community council and agree approach to statutory works - Investigate local appetite for maintenance volunteering (e.g. vegetation clearing) 		<ul style="list-style-type: none"> - Kilmadock Community Council - Stirling Council - Sustrans - Landowners - Local volunteers
6	District Connections	Complete connection of National Cycle Network between Doune and Callander.	DC1	<ul style="list-style-type: none"> - Scrutinise designs from Sustrans and suggest any practical changes - Support planning application - Work with Sustrans to publicise new route and maximise benefits from to the community 	- Design work is currently being undertaken by Sustrans for the first phase of this route between Doune and Burn of Cambus	<ul style="list-style-type: none"> - Kilmadock Community Council - Sustrans - Transport Scotland - Stirling Council
7	Safety	Enforcement of traffic laws including speed limits and pavement parking.	SA4	<ul style="list-style-type: none"> - Understand what current enforcement is, and any data sources on level of problem - Work with police and local authority to identify specific actions that can be taken in a given period - Use data to show effects of any actions 		<ul style="list-style-type: none"> - Kilmadock Community Council - Stirling Council - Police Scotland
8	Shared Transport	Explore potential of car-share initiatives.	SH1	<ul style="list-style-type: none"> - Determine any non-proprietary services that already exist that can be promoted - Look at holding a promotional activity (e.g. webinar) to explain what is possible now - Track progress/support for potential of a local car club 		<ul style="list-style-type: none"> - Kilmadock Development Trust - CoMoUK



Making it Happen

Next Steps

7.8 The immediate next steps for the community is to complete the Kilmadock Community Plan, which include this action plan. Taking actions forward will then be coordinated by local organisations (Kilmadock Development Trust, Kilmadock Community Council or Community Action for Deanston) in partnership with delivery partners.

7.9 Correspondence regarding the implementation of this Action Plan should be directed to Kilmadock Development Trust (neil@douneanddeanston.com)



Appendices

Appendix 1

The Action Plan

Community Connections (CC)				
Primary Theme	Sub-theme	Action Code	Timeframe to deliver	
Community Connections (CC)	Investment	CC1	Resolve safe crossing over River Teith with a new bridge for walking, wheeling and cycling.	Short
		CC2	Join up the local paths to create a network of connected routes.	Long
	Experience	CC3	Install bike parking at key local destinations.	Quick Win
		CC4	Make existing paths and pavements accessible for wheelchair users.	Medium
		CC5	Ensure there is wayfinding across local path network.	Short
		CC6	Place more benches on paths; for example along River Teith and Ardoch Burn.	Quick Win
	Maintenance	CC7	Improve maintenance of some paths and pavements; keeping in good condition and (dependent on route) clearing of vegetation or seasonal gritting.	Quick Win
	Leisure	CC8	Create mountain bike routes for off-road cycling.	Short

District Connections (DC)				
Primary Theme	Sub-theme	Action Code	Timeframe to deliver	
District Connections (DC)	Investment	DC1	Complete connection of National Cycle Network between Doune and Callander.	Medium
		DC2	Create a traffic-free path to The Smiddy at Blairdrummond.	Short
		DC3	Explore more direct 'quiet routes' to Stirling via Blairdrummond and Bridge of Allan.	Medium
		DC4	Develop a path linking Thornhill to Doune and Deanston.	Medium
		DC5	Improve pavement on A820 as a direct route to Dunblane.	Short

Notes: Prioritised actions are highlighted in yellow.

Timeframes relate to the anticipated length of time to deliver an action fully:

Quick Win, up to three months; Short, up to two years; Medium, two to five years; Long, five to ten years



Appendices

Buses (BU)				
Primary Theme	Sub-theme	Action Code	Timeframe to deliver	
Buses (BU)	Improvements	BU1	Improve frequency of current 59 service, particularly in evenings and weekends.	Short
		BU2	Make bus tickets cheaper to encourage more people to use it.	Quick Win
		BU3	Create a formal bus stop at James Smith Road.	Quick Win
		BU4	Install a bus shelter in Deanston.	Quick Win
		BU5	Introduce live bus time displays at key stops.	Short
	New services	BU6	Create a bus connection to Dunblane.	Short
		BU7	Create a bus connection to Argaty.	Short
		BU8	Push for expansion of services to other areas; for example Bridge of Allan or Thornhill.	Short
	Tourism	BU9	Coach parking for visiting tours.	Medium

Safety (SA)				
Primary Theme	Sub-theme	Action Code	Timeframe to deliver	
Safety (SA)	Traffic	SA1	Introduce safer road crossings.	Short
	Traffic	SA2	Reduce volume of traffic on roads, particularly through Doune village.	Long
	Traffic	SA3	Urge restriction of large vehicles coming through Doune.	Long
	Enforcement	SA4	Enforcement of traffic laws including speed limits and pavement parking.	Short
	Investment	SA5	Install lighting on key paths currently unlit.	Short
	Speed	SA6	Introduce lower speed limit on A84 from Thornhill junction to Bridge of Teith.	Short
	Speed	SA7	Establish 'Walking & Cycling friendly roads' measures on rural roads.	Medium

Shared Transport (SH)				
Primary Theme	Sub-theme	Action Code	Timeframe to deliver	
Shared Transport (SH)	Car Club	SH1	Explore potential of car-share initiatives.	Short
	Bike Hire	SH2	Offer hire of bikes and e-bikes locally.	Short

Notes: Prioritised actions are highlighted in yellow.

Timeframes relate to the anticipated length of time to deliver an action fully:

Quick Win, up to three months; Short, up to two years; Medium, two to five years; Long, five to ten years



Appendices

Appendix 2

Key National Policy Documents

Scotland's Fourth National Planning Framework – revised draft (2022) –

<https://www.gov.scot/publications/national-planning-framework-4-revised-draft/documents/>

National Transport Strategy 2 (Transport Scotland, Feb. 2020) –

<https://www.transport.gov.scot/publication/national-transport-strategy-2/>

National Walking Strategy (2014) – <https://www.gov.scot/publications/lets-scotland-walking-national-walking-strategy/>

Active Travel Task Force Delivery Plan (Transport Scotland, 2019) – <https://www.transport.gov.scot/publication/active-travel-taskforce-delivery-plan/>

Active Travel Framework (Transport Scotland, 2019) – <https://www.transport.gov.scot/active-travel/active-travel-framework/>

Transport and Poverty in Scotland, Report of the Poverty and Inequality Commission (June 2019) – <https://bit.ly/3i5Lwir>

Cycling Action Plan for Scotland 2017-2020 (Transport Scotland, 2017) –

<https://www.transport.gov.scot/publication/cycling-action-plan-for-scotland-2017-2020/>

Scotland's Accessible Travel Framework Our Delivery Plan for 2019-2020 (Transport Scotland, 2019) –

<https://www.transport.gov.scot/publication/scotland-s-accessible-travel-framework-delivery-plan-for-2019-2020/>

Key Local Policy Documents

Tayside and Central Scotland Transport Partnership (Tactran) Regional Transport Strategy 2015-2036 –

<https://tactran.gov.uk/projects/regional-transport-strategy/>

Stirling Council's Local Development Plan –

<https://www.stirling.gov.uk/media/0jhnsaaz/local-transport-strategy-2017-2027.pdf>







**KILMADOCK
COMMUNITY
PLAN**

Doone
Deanston
Buchany
Argaty

