Callander Landscape Partnership: Path Audit
Stage 1: Network Review

Summary
This audit contains an overview of over 70km of existing and aspirational paths identified by the Callander Countryside Group (CCG) around Callander and has been prepared as part of the Callander Landscape Partnership (CLP) Stage 2 submission.

A number of paths have been selected by the CCG as key projects for taking forward during the implementation stage of the CLP and these are presented in a separate document, “Callander Landscape Partnership: Path Audit: Stage 2: Path Projects”.

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Introduction

Context
1. Craignish Design, chartered landscape architects, was commissioned by Loch Lomond and the Trossachs National Park Authority (LLTNPA) in the autumn of 2016 to undertake this audit of footpaths within the Callander Landscape Partnership (CLP) Scheme Area. The audit is to inform part of the CLP Stage 2 submission to the Heritage Lottery Fund (HLF) in summer 2017.

Brief
2. The brief requires an overview of the path network and, based on the overview, identification of a number of key projects to be taken forward through the CLP Implementation Stage. We have worked closely with the aspirations of the Callander Countryside Group (CCG).
3. At the inception meeting CCG confirmed the paths to be audited. This increased the scope significantly from the tender brief. As a result the detail of the audit has had to be reduced to accommodate the increased extend within an agreed fee budget.

Method
4. The audit has been carried out in two stages:
   - Stage 1: Overview: walkover survey
   - Stage 2: Project outline: details to inform sites to be taken forward in the HLF Implementation Stage.
5. This document covers the Stage 1 Overview.

6. Stage 2 is within a separate document developed in January / February 2017.

7. This review takes the mapped network of paths proposed by CCG and summarises condition following site walkover conducted in autumn 2016. Paths are grouped by area as shown on Figure 01 and subsequent detailed location plans.

8. The report has been through a sequence of drafts submitted to the Callander Landscape Partnership for comment. All paths were visited on site. Some paths were visited in company of Gordon Wilson and Wayne Johnson of the Trossachs Mobility Group1 with their Terrain Hopper, an all-terrain mechanical wheelchair.

Recommendation
9. In discussion with the CLP and CCG, the following paths have been developed in more detail in the Stage 2 Path Audit:
   - Path 1.1: Callander Crag: link from North Church St to the Crags car park
   - Paths 1.6 and 1.7: Callander Crags link to Brackland Glen car park;
   - Paths 1.13A: Callander Crags summit to Bracklinn Road;
   - Path 7.5 and 7.6: Leny Meadows paths;
   - Paths 12.1 and 12.4: Leny Woods to Corriechrombie Bridge;

1 http://www.trossachsmobility.com
- Path 13.1: the Poetry Path on Loch Lubnaig;
- Path 10.4: Ben Gullipen viewpoint.
### Glossary

10. Terms used in this audit for path descriptions include the following:

<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Access for all</strong></td>
<td>An exacting criteria that typically implies: gradients &lt;1:12 (8%); 1:50 (2%) crossfalls; width min 1m; barrier free; smooth, firm surface etc.</td>
</tr>
<tr>
<td><strong>Aggregate</strong></td>
<td>Refers to a path surface of crushed stone (aggregate).</td>
</tr>
<tr>
<td><strong>Barriers</strong></td>
<td>Refers to barriers to access and typically may include: steps, stepped ramps, gates, stiles, bridge (with step up). The aim is always 'barrier free'.</td>
</tr>
<tr>
<td><strong>Bitmac</strong></td>
<td>Bitumen Macadam: a path surface made of small stones 'stuck' together, or 'bound', with bitumen, as used on most pavements. Asphalt is similar, but with a finer aggregate and smoother finish</td>
</tr>
<tr>
<td><strong>Crossfall</strong></td>
<td>Gradient across a path – to shed water to the side.</td>
</tr>
<tr>
<td><strong>Constructed</strong></td>
<td>Structured, built construction, type stated in description; i.e. not a desire line path.</td>
</tr>
<tr>
<td><strong>Desire line</strong></td>
<td>An informal path that has evolved through usage rather than being constructed; typically a trodden earth path. Also referred to as an 'unconstructed path'.</td>
</tr>
<tr>
<td><strong>Eroded</strong></td>
<td>Refers to deterioration of a path surface from use of weathering through water running across the path.</td>
</tr>
<tr>
<td><strong>Forest / farm track</strong></td>
<td>Typically an aggregate surface – 2-2.5m wide; may be steep and rough or high quality and smooth.</td>
</tr>
<tr>
<td><strong>Forest forwarder track</strong></td>
<td>Rough wayleave formed for timber extraction, often built of brashings and a rough surface.</td>
</tr>
<tr>
<td><strong>Forest path</strong></td>
<td>Usually an ‘as-dug’ soil reversal path; usually a rough surface, in a forest / woodland situation.</td>
</tr>
<tr>
<td><strong>Forest road</strong></td>
<td>Road built for timber extraction by HGV. Built to</td>
</tr>
<tr>
<td><strong>Gradients: low</strong></td>
<td>Typically &lt; 1:20 (&lt;5%)</td>
</tr>
<tr>
<td><strong>Gradients: moderate</strong></td>
<td>Typically 1:20-1:12 (5-8%)</td>
</tr>
<tr>
<td><strong>Gradients: steep</strong></td>
<td>Typically 1:12-1:6 (8%-15%)</td>
</tr>
<tr>
<td><strong>Gradients: Very steep</strong></td>
<td>Typically &lt;1:6 (&lt;15%)</td>
</tr>
<tr>
<td><strong>Hill path</strong></td>
<td>Upland path, normally steep and narrow and challenging. Can be constructed or unconstructed.</td>
</tr>
<tr>
<td><strong>Least restrictive access</strong></td>
<td>Minimizing restrictions to access but acknowledging the constraints of setting.</td>
</tr>
<tr>
<td><strong>Lowland</strong></td>
<td>Lowland in character – e.g. usually town or town edge/ enclosed farmland setting.</td>
</tr>
<tr>
<td><strong>Pavement</strong></td>
<td>Roadside path / footway – usually bitmac or asphalt.</td>
</tr>
<tr>
<td><strong>Poorly drained</strong></td>
<td>Standing water, washout, boggy ground.</td>
</tr>
<tr>
<td><strong>Rough (surface)</strong></td>
<td>An un-even surface, usually with loose aggregate. For unconstructed / hill paths may also refer to soft ground and rocky terrain; for a constructed path, usually refers to loose stones/aggregate; often an aggregate path where there is washout of fines to leave a stony surface.</td>
</tr>
<tr>
<td><strong>Sealed</strong></td>
<td>Typically a fine aggregate or dust is applied over an aggregate surface to fill the holes between aggregate and create a sealed surface. Typically a cheap surface, but of relatively short life-span.</td>
</tr>
<tr>
<td><strong>Smooth (surface)</strong></td>
<td>Implies a surface that is free of loose aggregates and is firm.</td>
</tr>
<tr>
<td><strong>Soil reversal path</strong></td>
<td>Site won excavations are placed to form a path without import of aggregate.</td>
</tr>
<tr>
<td><strong>Unbound/bound</strong></td>
<td>Bound refers to typically bitumen used to ‘glue’.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>-----------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>together aggregate – i.e. bit-mac path; Unbound relies has no ‘adhesive’, relies on particle size and shape and compaction to bind a surface together.</td>
<td></td>
</tr>
<tr>
<td>Unconstructed</td>
<td>A desire line or soil / grass path; also referred to as a ‘desire line’ path.</td>
</tr>
<tr>
<td>Upland</td>
<td>Upland in character – i.e. often rough, undulating; sections of bog and rock; an upland / hillside setting.</td>
</tr>
<tr>
<td>Urban path</td>
<td>Urban constructed footpath, not along the road edge.</td>
</tr>
<tr>
<td>Whin dust</td>
<td>Fine aggregate dust used as a surface coat to seal an aggregate path to give a smooth surface. A low-cost path surface, appropriate for rural locations, but often of relatively short life span before needing to be dressed with a new coat of whin dust.</td>
</tr>
</tbody>
</table>
Path Audit

Fig 01: Overall Path Network covered by the Stage 1 Review (as identified by the Callander Countryside Group)
Area 1: Callander Crags

Description
- Steep wooded hillside immediately north of the town centre with a plethora of paths of a range of grade. The upper hill is owned and managed by FCS, the lower margins by Stirling Council. There are current proposals in hand for community purchase of the lower wood from Stirling Council.

Value/ importance
- Access to the woodland and crags is very highly valued to residents and visitors;
- The area is directly accessible from the town at close proximity.

Network coverage and condition
- There is a comprehensive network of paths. Condition is mixed, but all are adequate for a fit, well prepared walker.
- Linkages to the town are good, but restricted by gradient, barriers and surfaces. Signage is poor.
- Paths from Callander, via the Callander Crags woodland, to Bracklinn Glen, is only available by rough path or by walking on the road;

Access for all:
- Few, if any, paths are currently appropriate for All Abilities Access due to a) steep natural gradients; b) barriers; c) surfaces.

The key attractions:
- Proximity: to the town centre;
- Views: throughout and in particular higher on the hill;
- Diversity: path types have all grades available, easy to strenuous;
- Access: good car park and vehicular access;
- Access to the town: linkages to the town are available.

The key constraints:
- Topography: the hillside is steep to very steep with crags, restricting the scope for all ability access;
- Accessibility: access on foot from the town is restricted to three routes, all of which are steep and hard to find;
- Wind-throw: much of the upper woodland is susceptible to wind throw and on occasion is hazardous;
- Forest management: FCS is carrying out forest management with associated disruption;
- Path management: an adoption agreement with land-owners would be required for any new paths/upgrades.

Signage:
- There is a well-marked FCS red way-marker circuit, included in Callander trails maps in town centre; other signage is out of date or missing;
- No current map at the main car park or any entrances.

Recommendations
- Lower hill path (1.1, 1.4, 1.8, 1.9): upgrade of the lower hill paths are a priority. Proposals should be developed drawn up for removal of steps; up-grading bridges; diversions around steep slopes; drainage improvements; furniture and re-surfacing. This would include up-grade of the linkages up from the town.
Area 1: Callander Crags

- Bracklinn Falls path (1.6 and 1.7): up-grade of the existing desire line paths that link the FCS car park to the Bracklinn Falls car park;
- Selective upgrade of crags circuit and hill-paths above. The extent of potential work is extensive so needs to be prioritised against resources. At present paths are usable and attractive; accessibility will always be restricted by steep topography. The continuation north east from the Scout Memorial on the crags becomes steep and boggy and could be prioritised for early action (1.13A).

**Signage**
- Site map at entrances and car park;
- Directional signage at key junctions and entrances;
- Waymark minor paths;
- Update walking guides.

**Condition summary**

| 1.1: | Lowland constructed; aggregate / bitmac; eroded; steep; poor drainage; barriers (steps; bridges). Local walking access to Crags. |
| 1.2: | Lowland unconstructed; rough; poor drainage. Local walking path. |
| 1.3: | Lowland unconstructed; rough; poor drainage. Local walking path. |
| 1.4: | Lowland constructed; aggregate; eroded; poor drainage; barriers (steps; bridge); steep sections. Priority once community owned. |
| 1.5: | Forest road: aggregate; loose aggregates; moderate gradients; occasional forestry use. |
| 1.6: | Upland unconstructed: rough; poor drainage; ditch crossings. Part of access from town and part of route to Bracklinn Falls. |
| 1.7: | Forest path: soil reversal / aggregate; rough surface; steep. Part of access from town and part of route to Bracklinn Falls. |
| 1.8: | Lowland constructed; aggregate; eroded; poor drainage; barriers (steps; bridge); steep sections. Priority once community owned. |
| 1.9: | Lowland constructed: bitmac and aggregate; rough at northern end: low to mod gradient. Important link to the Meadows. |
| 1.10: | Lowland constructed: aggregate but rough; steep; no signage; barriers (steps; bridge). Important local link to woodland. |
| 1.11: | Forest path: soil reversal / aggregate; rough surface; steep; barriers (steps). Important link to the crags ridge. |
| 1.12: | Upland constructed & unconstructed: lower path is forest path; upper is desire line; steep through-out; some rocky barriers. |
| 1.13: | Upland unconstructed: well established path; poor surface; steep; barriers (steps/rocky sections). |
| 1.14: | Lowland constructed: former quarry track; rough; poor surface; poor drainage; steep; barriers (fences, gates). |
| 1.15: | Public road: single track road; current access to Brackland: steep; traffic hazard on blind corners. |

Refer to following Map 2 for location plan
Callander Craggs: Typical views

Path 1.4: main path traversing the low-hill
Path 1.4: steep slopes on main path
Path 1.5: forest road
Path 1.12: Callander Craggs path – west end
Path 1.13: Callander Craggs, Scout Memorial
Path 1.10: Typical minor desire line paths
## Area 2: Brackland Glen

<table>
<thead>
<tr>
<th>Description</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Steep sided glen of the Keltie Water with iconic waterfall and footbridge. Includes access to the edge of upland landscape beyond, accessible by foot or short car journey from town to a woodland car park.</td>
</tr>
</tbody>
</table>

### Value
- Key local and regional attraction at Bracklinn Falls. Landmark natural feature and bridge;
- Popular circular walk, accessible from car park and from town.

### Network coverage and condition
- Main path from Bracklinn Falls car park is good on a purpose built path to the Falls;
- Access up the glen includes rough hill-path and forest track, with return on the single track public road.

### Access for all
- Final path section down to the bridge which is >8%. Path up glen is rough and steep;
- Good car park access but walk from the town is on the road and is consistently steep.

### The key attractions:
- Views: over Callander and at the Falls;
- Water falls: Bracklinn Falls;
- Proximity: to the town centre;
- Woodland walk: above the Falls;
- Diversity: path types have all grades available, easy to moderate;

### The key constraints are:
- Topography: the hillside to Bridge is steep.
- Path above bridge is rough and steep and eroded;
- Path management: adoption and maintenance above bridge.

### Signage:
- Good signage from car park to bridge and from town; poor signage above bridge.

### Recommendations - Paths:
- Path 2.1: re-dress surface to maintain smooth surface for Access for All;
- Path 2.2: re-align out of river and re-construct as constructed upland path;
- Investigate the options for a path following the river on right bank and including access to the Scout Pool.

### Signage
- Signage at car park to clarify access restrictions in getting to the bridge;
- Additional directional signage above bridge;
- Signage to Callander Crags at end of path 1.13
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Craignish design _ v05_ 9th May 2017

**Area 2: Brackland Glen**

<table>
<thead>
<tr>
<th>Condition summary</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2.1</strong>  Lowland constructed: whin dust path; good condition; low gradients.</td>
</tr>
<tr>
<td><strong>2.2</strong>  Lowland constructed: whin dust path; good condition; moderate gradients.</td>
</tr>
<tr>
<td><strong>2.3</strong>  Upland constructed: aggregate path; rough, hill path character; eroded by flooding; steep to very steep.</td>
</tr>
<tr>
<td><strong>2.4</strong>  Forest track: aggregate surface; some rough surfaces and harvesting access; steep.</td>
</tr>
<tr>
<td><strong>2.5</strong>  Public road: single track.</td>
</tr>
</tbody>
</table>

Refer to preceding Map 02 for paths in Brackland Glen
Brackland Glen: Typical views

Path 2.1: Bracklinn Falls path
Path 2.2: Bracklinn Falls
Path 2.3: path up Brackland Glen

Path 2.4: path climbing out of Brackland Glen
Path 2.4: Forest roads at Brackland Woods
Path 2.5: Brackland Road
### Area 3: Auchenlaich Loops

<table>
<thead>
<tr>
<th>Description</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attractive diverse paths on lower hill, accessible to the town.</td>
<td>Golf Course: link from Crags to cycle path and, via cycle path back to town or other routes.</td>
</tr>
</tbody>
</table>

**Value**
- Local value for residents; useful links between Brackland Falls and Callander Crags to Keltie Caravan Park and NCN 76 on the dismantled railway

**Network**
- Two main routes: one from the Callander Crags car park via the golf course and Drumdhu Wood and the other from near the Bracklinn Falls via Keltie Water and Auchenlaich Long Cairn.

**Access for all**
- Paths are not “accessible” due to gradients and surfaces.

**The key attractions:**
- Views: over Callander;
- Diversity: path types have all grades available, easy to moderate;
- Archaeological sites.

**The key constraints are:**
- Route finding: lacks signage; path through Golf Course can be ambiguous;
- Path condition: rough; locally steep and sustained gradient; water logging;
- Path management: adoption and maintenance – who will maintain?

**Signage:**
- Poor.

### Recommendations

**Paths:**
- Unless required for improved access, the paths are acceptable for informal access as they are. Signage and way-marking is required.
- Liaise with the golf club to agree and promote a ‘best-route’ – to someone not from the area the options are ambiguous.

**Signage**
- Directional signage and way-marking throughout.
### Area 3: Auchenlaich Loops

#### Condition summary

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1</td>
<td>Constructed &amp; unconstructed lowland: mixture of track and grass path through golf course; ambiguous routes; mixed surfaces; mod/low gradients.</td>
</tr>
<tr>
<td>3.2</td>
<td>Unconstructed lowland: rough &amp; muddy path; boggy; mod to low gradients; shared with forestry access; barriers (fence/walls).</td>
</tr>
<tr>
<td>3.3</td>
<td>Unconstructed lowland / forest track: desire line; rough; boggy; barriers (fallen trees); low gradients.</td>
</tr>
<tr>
<td>3.4</td>
<td>Forest track/ unconstructed lowland: rough track and paths; localised steep gradient.</td>
</tr>
<tr>
<td>3.5</td>
<td>Farm track: aggregate track; rough surface; low gradients.</td>
</tr>
<tr>
<td>3.6</td>
<td>Forest road: aggregate track; rough surface; shared with forestry access; low gradients.</td>
</tr>
<tr>
<td>3.7</td>
<td>Farm track: aggregate track; rough surface; low gradients.</td>
</tr>
<tr>
<td>3.8</td>
<td>Forwarder track/unconstructed track: rough surface; shared with forestry access; low gradient.</td>
</tr>
<tr>
<td>3.9</td>
<td>Forest glade: grass/ soft surface; locally boggy; mod/low gradients.</td>
</tr>
</tbody>
</table>

Refer to following Map 03 for location plan
Auchenlaich Loop: Typical views

Path 3.1: Callander Golf Course
Path 3.2: Drumdhu Woods
Path 3.3: Drumdhu Woods
Path 3.4: Drumdhu Woods, between cycle path and A84(T)
Path 3.5: Farm track/ forest road at Auchenlaich
Path 3.6: Forest road at Auchenlaich
## Area 4: Town Centre

### Description
- CCG identified a number of key routes, on roadside pavements and dedicated footpaths.

### Value
- Walking from the town centre outwards to the countryside is a key attraction of Callander.

### Access for all
- In general terms public footpaths should be ‘access for all’. In reality there are high kerbs, obstructions and steep gradients.

### The key attractions:
- Townscape: town is attractive; views glimpsed to the distant hills; crags always present; the river is attractive.

### The key constraints are:
- Route finding: lack of signage;
- Traffic: dominates through Main Street.
- Gradient: path 4.8 is sustained very steep and is main route to High School and Leisure Centre; other paths are occasionally steep;
- Obstructions: barriers to access.

### Signage:
- Poor and inconsistent.

### Recommendations

#### Paths:
- Paths are largely pavements and all adequate at present. Physical improvements as part of wider townscape proposals include:
  - Path 4.1 Main Street: consider simplifying street furniture and street clutter to ease access; audit of drop kerbs; signage;
  - Path 4.7: investigate reduction in dominance of cars in Church Street South;
  - Path 4.7: South Church Street footbridge: condition of existing bridge is poor and replacement is under discussion. Consider a landmark structure;
  - Path 4.8 High School link: investigate re-alignment to reduce gradients (current <1:6/15%). Consider integration into the re-development of Churchfields (housing allocation) and / or compulsory purchase and advance re-alignment;
  - Consider extending the mapped network to include:
    - Cycle path through the Callander Station Car Park – ensuring its preservation in future re-development;
    - South bank riverside path.

#### Signage
- Waymark ‘arrows’ and directional throughout town with nodes for directional map.
### Area 4: Town Centre

#### Condition summary

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>4.1</strong></td>
<td>Pavement: asphalt; low-gradients in most cases; barriers (steps; barriers; street furniture; kerbs; parked cars; traffic)</td>
</tr>
<tr>
<td><strong>4.2</strong></td>
<td>Pavement: asphalt; low-gradients in most cases; barriers (steps; barriers; street furniture; kerbs; parked cars; traffic)</td>
</tr>
<tr>
<td><strong>4.3</strong></td>
<td>Constructed lowland: NCN 76 on dismantled railway; local restrictions at road crossings and beneath bridge.</td>
</tr>
<tr>
<td><strong>4.4</strong></td>
<td>Constructed lowland: rough aggregate track; vegetated; low gradient.</td>
</tr>
<tr>
<td><strong>4.5</strong></td>
<td>Pavement: asphalt; low-gradients in most cases; barriers (steps; barriers; street furniture; kerbs; parked cars; traffic)</td>
</tr>
<tr>
<td><strong>4.6</strong></td>
<td>Urban path: bitmac; very steep gradient; barriers (gradient, narrow gateway). No scope on current line for re-alignment. Requires land acquisition to east.</td>
</tr>
<tr>
<td><strong>4.7</strong></td>
<td>Pavement: asphalt; low-gradients in most cases; barriers (steps; barriers; street furniture; kerbs; parked cars; traffic). Access to path 6.1 is easy to miss.</td>
</tr>
</tbody>
</table>

Refer to preceding Map 03 for location plan.
Town Centre: Typical views

Path 4.1: Main Street - west
Path 4.3: NCN 76 within Callander
Path 4.4: minor path from NCN 76 to A84(T)
Path 4.5: South Church Street
Path 4.6: Path to Callander High School
Path 4.7: Main Street - east
### Area 5: The Meadows

<table>
<thead>
<tr>
<th>Description</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Accessible constructed paths around the meander in the River Teith; all surfaced and generally All-Abilities and popular.</td>
</tr>
<tr>
<td></td>
<td>The area is the subject of community purchase from Stirling Council.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Value</th>
<th>Key open space for the town.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Access</th>
<th>Access for all is good, but even here there are constraints.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All Abilities play lacking.</td>
</tr>
</tbody>
</table>

**The key attractions of walking here are:**

- Accessibility: close to town and car parking; largely access for all;
- Gradients: largely level;
- Views to the river and distant hills;
- Historical context;
- Existing innovative play park.

**The key constraints are:**

- Localised obstructions to All Abilities Access:
  - Localised cross falls;
  - Picnic tables within grass and not All Abilities;
  - No access to water’s edge;
  - Tree roots in paths.
- Route-finding: lack of signage;
- Floods.

**Signage:**

- Adequate but could be enhanced by appropriate additional and interpretation.

**Recommend Paths:**

- Negotiate with SC for removal of unnecessary obstructions and up-grade of benches tables etc. to improve accessibility;
- Improve links to A84 and cycle path;
- Investigate potential bridge to Leny Meadows over Garbh Uisge.

**Signage**

- Waymark ‘arrows’ and directional throughout with nodes for directional map.
Area 5: The Meadows

Condition summary

5.1 Urban path: waterfront park; asphalt; low gradients; no barriers.
5.2 Constructed lowland: asphalt path; low gradients; barriers (tree roots; width; cross falls; picnic table on grass)
5.3 Constructed lowland: aggregate; low gradient; barriers (car deterrent rails)
5.4 Constructed lowland: asphalt path; low gradients; barriers (tree roots; width; cross falls; picnic table on grass)

Refer to preceding Map 03 for location plan

Town Centre: Typical views

Path 5.1: The Meadows      Path 5.2: the Meadows      Path 5.2: the Meadows
Area 6: Esker Path & Riverside

Description
- An interesting, discrete loop close to the town centre on a range of path grades. A local resource for residential areas;
- Includes the Esker – a feature of local geomorphological interest;
- Affected by a proposed road bridge to Claish Farm on Geisher Road from the A84(T).

Value
- Useful local circular walks on the river banks; valued by local people but little known to others.
- Esker of regional geological interest;
- Road bridge may offer opportunity for improved access to the river.

Access
- Esker path is of very restricted access
- Downstream from Geisher Road access is good, with obvious design intention for all-abilities access, including fishing platform, but deteriorates to the east and becomes unconstructed.

The key attractions:
- Accessibility: close to town and residential areas;
- Access: sections of constructed and All Abilities path;
- Views to the river and distant hills;
- Esker walk – glacial moraine feature within woodland.

The key constraints are:
- Continuity: large sections of restricted accessibility due to steep ground, ground conditions, trees and undergrowth
- Route-finding: lack of signage and access to esker path is easy to miss; Geisher Road is uninviting;
- Industrial estate and poor road surface; hostile environment;
- Short section of all-abilities path but restricted at east end by steps; slope; wet ground and poor linkage to A84 (desire line through field).
- Proposed bridge to Claish Farm development: carries risk of obstructing access and degrading landscape quality of riverside walks.

Signage:
- Poorly signed.

Recommend Paths:
- Minor works could improve accessibility to Esker. To up-grade and form a constructed path loop would involve considerable work and sensitivities but would be a useful local asset, highly accessible to the eastern end of Callander.
  - Path 6.1 & 6.2: Esker Path: will be sensitive to the work required to up-grade; including steep slopes; geomorphological feature; mature trees. A sensitive approach is required and may limit access for all;
Path 6.3: Geisher Road: industrial edge character; consider area improvements as part of Geisher Road bridge scheme;
Path 6.4: Riverside walk: good path upstream but doesn’t form a loop and deteriorates downstream;
Path 6.5: path across field and access to river restricted.
Geisher Road Bridge: ensure access and landscape quality is integral to the road bridge design and associated road works to retain local access to the river.

**Signage**
- Waymark ‘arrows’ and directional throughout with nodes for directional map.
- Directional signage on path 6.1 at A84(T).
- Directional signage at Geisher Road

**Condition summary**

| 6.1  | Constructed lowland: aggregate; rough; vegetated; narrow; barriers (kerbs, width, surface, fence/ gates). Hard to find off A84(T). |
| 6.2  | Unconstructed lowland: soil path; steep; slippery; barriers (fences, slope, trees, tree roots, surface). Interesting land form. |
| 6.3  | Road & roadside pavements: asphalt/bitmac; rough in places; low-gradients. Industrial / urban edge character. |
| 6.4A | Upstream end: constructed lowland: whin dust and aggregate; eroded; low-gradients; all-abilities. |
| 6.4B | Downstream end: unconstructed lowland: soil; waterlogging; steep gradient. Barriers (bridges, slope, steps, surface). |
| 6.5  | Unconstructed lowland: grass. Barriers (surface, fence). |

Refer to preceding Map 03 for location plan Map
Esker Path & Riverside: Typical views

Path 6.1: access off A84(T)
Path 6.2: path along esker
Path 6.3: industrial edge at Geisher Road

Path 6.4: all-abilities path
Path 6.4: downstream path deteriorates
Path 6.5: over field with difficult access to river
Area 7: Kilmahog Loop

Description
- An interesting loop linking the town to Kilmahog and potentially to the NCN 7, Ben Ledi, Forest Trail, Leny Falls etc. Excellent access on the Cycle Route; access along the A84 is poor; access at Lade Inn is poor. Potential new path(s) to Graveyard.

Value
- Highly valued to locals and tourists.

Access
- In theory paths should be access for all. In reality there are a number of local restrictions, including eroding surfaces, narrow width; gates, kerbs, traffic hazard.

The key attractions of walking here are:
- Accessibility: close to town and car parking
- Sections of constructed and All Abilities path
- Views to the river and distant hills;
- Historical context; Roman Camp; Leny Meadows graveyard; links to Dunmore Fort and other sites;

The key constraints are:
- Localised access restrictions on cycle path;
- Lack of path on A821 at the Lade Inn;
- Poor path on the A84: narrow; discontinuous; busy traffic; poor surfaces;
- Flooding at Graveyard;
- Diverse adoption, constrained by potential private ground

Signage:
- Generally well-signed;
- Range of branding styles at present.

Recommend Paths:
- Path 7.1 & 7.2: A84(T): requires a detailed review. Options include:
  - Path in field adjacent to A821 junction (south side at lade);
  - Path in field at Kilmahog (north side);
  - Use of semi-private lane, west of Shieldaig;
  - Widening of existing path; plus drop kerbs and re-surfacing;
  - Retention and protection of existing trees;
  - Repairs and improvement to existing roadside walls.
- Path 7.3: A821 path from Kilmahog to NCN 7: requires a detailed review.
Area 7: Kilmahog Loop

- Preferred option is a path in the field edge on east side of A821, retaining roadside hedge and trees;
- Narrowing of carriageway on bridge and traffic lights to allow safe pedestrian / cycle path use;
- Future path to graveyard.
  - Path 7.4: existing NCN 7 cycle way: to improve Access for All on this low-gradient and accessible route:
    - Review minor obstructions to accessibility: gates at Bochastle farm track crossing; at A821 access; at access from the Meadows (minor works);
    - Will require re-surfacing in near future. Consider re-surfacing with Bitmac;
    - Consider re-decking bridge to conform with DDA recommendations;
  - Path 7.5: Leny Meadows: consider All-Abilities Access path to graveyard;
  - Path 7.6: Leny Meadows loop: option of a boardwalk loop (floods);
  - Path 7.6A: Leny Meadows bridge: consider option for pedestrian bridge over the Garbh Uisge (major project);
  - Path 7.6B: Eas Gobhain bridge: consider option for a bridge over the Eas Gobahn to link to Coilhallan Wood (major project).

Signage
  - Coordinate signage (LLTNPA, Sustrans)
  - Interpretive signage at Leny Meadows, Roman Fort, Kilmahog Lade (milling);

Condition Summary

7.1 & 7.2 Constructed pavement: asphalt; poor condition; narrow; overall gradients low; local barriers (width; gradient; kerbs; traffic). Mature trees are a key feature in this approach to Callander.

7.3 No path at present, pedestrians walk on road; narrow pavement at bridge.

7.4 Constructed lowland: good quality construction; whin sealed aggregate; now eroding and needing re-surface/ up-grade; local barriers (gates, cattle grid, loose surface)

7.5 Unconstructed lowland: grass path in wet field; subject to flooding; diverse meadow species; mature trees; historic interest and scheduled site.

7.6 No path: option for path loop; wet ground; floods; requires boardwalk; issue of re-gaining access at NCN 7.

Refer to Map 04 for location map
Kilmahog Loop: Typical views

Path 7.1: entrance to Callander
Path 7.1: Callander to Kilmahog
Path 7.4: NCN7 at Leny Meadows

Path 7.4: NCN 7 at Bochastle farm access track
Path 7.5: Leny Meadows
Path 7.6 Leny Meadows
### Area 8: Coihallan Link

<table>
<thead>
<tr>
<th>Description</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A woodland forest track and constructed path providing access to Ben Gullipen, the Great Trossachs Trail, CN7 and a loops back to town via Roman Camp. Also links to Loch Venachar and caravan site. Path 8.1A is a constructed path; 8.2 forest road; 8.3 public road;</td>
</tr>
<tr>
<td></td>
<td>Potential future integration into a mountain bike trail proposed within the woodland and by FABB’s development at the former youth hostel. FCS ownership</td>
</tr>
</tbody>
</table>

**Value:**
- Highly valued and accessible to residents of Callander; Links caravan site to Callander for tourists; Links to Ben Gullipen path.

**Access:**
- Not all-abilities due to gradients and rough surface.

**The key attractions:**
- Accessibility: close to town and car parking
- Views to the distant hills;
- Woodland environment.

**The key constraints are:**
- Slopes and distance restrict All-Abilities access.
- Some erosion of path surfaces to expose sub-base.

**Signage:**
- Well signposted at town end.

**Development**
- Proposed mountain bike routes may affect general public access.

<table>
<thead>
<tr>
<th>Recommend</th>
<th>Paths:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Path 8.1: Localised up-grade of surfaces where eroded on slopes;</td>
</tr>
<tr>
<td></td>
<td>Investigate all-abilities option from car park.</td>
</tr>
</tbody>
</table>

**Signage**
- Waymark ‘arrows’ and directional throughout with replaced directional signs in coordinated style where existing are weathered. |
- Existing signage is old and could be re-located in places.

### Condition summary

| 8.1       | Constructed lowland: aggregate path; loose surface and eroding in places; moderate gradients, locally steep. |
| 8.2       | Public road: single track road. |

Refer to preceding Map 04 for location map
Cohallan Link: Typical views

Path 8.1: eastern entrance above Bridgend  Path 8.1  Path 8.1: at Gartchonzie car park
Area 9: Bochastle Loop

Description
- Paths around the base of and onto Dunmore and to Samson’s Stone, including a section of the Great Trossachs Trail, within open ground that is being developed to broadleaf woodland as part of the Great Trossachs Forest.
- Path 9.1 – part of the Great Trossachs Trail - is a constructed aggregate path 1.2-2m width in a well-drained corridor; sections are sustained steep; gates are not all-abilities.
- Paths 9.2 – Samson Stone – has been re-aligned and locally up-graded but essentially remains a hill path and wet and steep.
- Path 9.3 – Dunmore Fort – unconstructed ‘hill-path’, steep and poorly drained.

Value
- Locally popular and accessible mini-hill with views over Callander, easily accessible from car park or walk from town;
- Links to regional path network;
- Important historic sites and Samson Stone.

Access
- Paths are not access for all due to gradients, surfaces, gates and other barriers.

The key attractions:
- Accessibility: close to town and car parking
- Views to the Callander;
- Historic interest;
- Part of a long-distance trail, managed by Woodland Trust;
- Developing woodland environment.

The key constraints are:
- Gradients, gates and distance restrict All-Abilities access;
- Some erosion of constructed path surfaces to expose sub-base;
- Unconstructed paths are muddy, steep.
- Periodic grazing by cattle.

Signage:
- Well signposted.

Recommend
Paths:
- Existing paths are all adequate for robust users and to up-grade would risk local sensitivities. Suggested local works:
  - Path 9.1:
    - Localised up-grade of surfaces where eroded on slopes. Deep steep slopes would require significant re-alignment to resolve and is unrealistic. Minor re-alignment at east end could improve access.
    - Replace gates to ease access for All Mobility cycles/ terrain hopper.
  - Path 9.2: could be up-graded on existing alignment to improve walking surface and drainage. Will remain steep. Historic constraints.
Paths 9.3: to moderate slopes would require complete re-alignment to moderate gradients. Feasible but an extensive project.

Historic constraints.

- Consider car parking off A821 above Gartchonzie Bridge.
- Management of developing woodland may be required to retain access and views and to protect the presence of the fort and Samson Stone.

**Signage**

- Existing signage is good but suffers from multiple agencies with individual branding and excess of signs (LLTNPA, Sustans, Woodland Trust, GTF).

### Condition summary

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>9.1</strong></td>
<td>Constructed lowland: whin sealed aggregate; 2m wide; well-constructed rural path; gradients locally steep to very steep. Barriers (deer fence gates, gradients, loose and rough surface)</td>
</tr>
<tr>
<td><strong>9.2</strong></td>
<td>Unconstructed hill-path: waymarked desire line and strimed path; steep; muddy.</td>
</tr>
<tr>
<td><strong>9.3</strong></td>
<td>Unconstructed hill-path: waymarked desire line and strimed path; steep; muddy.</td>
</tr>
</tbody>
</table>

Refer to preceding Map 04 for location map
Bochastle Loop: Typical views

Path 9.1: part of the Great Trossachs Trail

Path 9.1

Path 9.2: hill path onto Bochastle Hill

Path 9.3: hill-path onto Dunmore Fort
### Area 10: Ben Gullipen

<table>
<thead>
<tr>
<th>Description</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Callander’s ‘local hill’ with well-established tracks providing an experience of a hill, superb views, all easily accessible from the road or town. Walking access uses forest tracks; the lower hill is forested; the top open moorland. Tracks offer a range of walk length and gradients. The hill is in two private estates.</td>
<td></td>
</tr>
</tbody>
</table>

**Value**
- A locally valued walking/ mountain bike route and viewpoint;
- Used for organised bike and running events; used by ‘nordic/power walkers’; joggers etc.

**Access**
- Paths are constructed and well established and access for all-terrain mobility is good. The natural gradients, surfaces and distance makes the paths non-access for all. Gate at top of forestry could be altered to improve access.

**The key attractions:**
- Established tracks, well drained;
- Accessibility: close to town and car parking; relatively easy walk to allow the experience of a hill; one step up from the crags, but manageable and safe;
- Views to the uplands to the north and over Callander; a strong sense of identity with Callander;

**The key constraints are:**
- Plethora of tracks can be confusing and easy to take a wrong turn;
- Steep hill on path 10.5 (option to bye-pass on 10.6)
- Length of walks and lack of short loops, plus steep ground;
- Cattle on hill above gate;
- Some erosion of constructed track surfaces and localised waterlogging (path 10.1);
- Final path to best viewpoint (path 10.4) is eroded peat, restricted by fences;
- On-going harvesting will sequentially disrupt access;
- Parking on A81 is poor and could be improved or rationalised;
- Access is all subject to agreements with private land-owner.

**Signage:**
- Well signposted, but signs becoming weathered; lack of clarity at junctions.

**Recommend Paths:**
- Path 10.1: Localised up-grade of surfaces and drainage;
- Path 10.2: enhance setting of car park and entrance to woodland;
- Path 10.4: new path to viewpoint; aggregate path with drainage; floated over bog; new gate/ access through fence;
- Path 10.5: rationalise parking and access at A81;
- Path 10.6: consider signposted longer route, avoiding steep hill.
Consider controlled vehicular access for ability impaired to allow vehicular access to top of hill;
Consider forming a path down to Loch Venachar.

**Signage**
- Existing signage is adequate but could be up-graded and integrated into a Callander branding and network.
- Way-marking needed at junctions and at A81 entrances.

### Condition summary

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.1</td>
<td>Forest track: aggregate; currently used for harvesting; moderate gradients</td>
</tr>
<tr>
<td>10.2</td>
<td>Forest track: aggregate; moderate to steep gradients</td>
</tr>
<tr>
<td>10.3</td>
<td>Forest track: aggregate; moderate to steep gradients</td>
</tr>
<tr>
<td>10.4</td>
<td>Unconstructed hill path: peat bog/ heather; low gradients. Barriers (fence, surface)</td>
</tr>
<tr>
<td>10.5</td>
<td>Forest track: aggregate; very steep gradients</td>
</tr>
<tr>
<td>10.6</td>
<td>Forest track: aggregate; moderate gradients</td>
</tr>
</tbody>
</table>

Refer to following map 5 for location plan
Ben Gullipen: Typical views

Path 10.1

Path 10.2

Path 10.3

Path 10.4

Path 10.5
Area 11: Falls of Leny

Description
- The Falls of Leny Bridge is a major project for reinstating a key pedestrian crossing of the Garbh Uisge in the Leny Pass. A bridge here will link the existing woodland car park at Leny Wood with the NCN 7 and Rob Roy Way, providing spectacular access over the waterfalls in the Falls of Leny. The bridge will also allow alternative parking for Ben Ledi walk, freeing up existing congestion.
- The project is being taken forward within the CLP but is out-with the Path Audit remit.

Condition summary
- **11.1** Forest road: car park access; steep; shared surface; traffic hazard – recommend new dedicated path route.
- **11.2** Constructed path: former path to Falls; dilapidated and requires re-construction.
- **11.3** No existing path: river crossing and steep woodland climb to the NCN 7.

Area 12: Leny Woods

Description
- Beautiful, diverse woodland above the Pass of Leny and Leny Falls. Slopes are steep and boulder with areas of crags. Paths are informal and ‘hill-path’ in nature, some constructed, some using forest forwarder track, some desire line. Exceptional views toward Callander above the Falls and toward the uplands from ridge. The network map includes an aspirational path to the Corriechrombie Bridge, providing the potential of a circuit and access to Ben Ledi, or future path to Loch Lubnaig. Access restricted by Phytophthora ramorum in larch. Existing car park. FCS owned.

Value
- As existing is of local value to residents for well-loved walk in the woods. Once the Falls of Leny Bridge is developed, accessibility and user pressure will increase.
- The woodland includes Ancient Woodland and historic interest for previous commercial use.

The key attractions:
- Attractive woodland paths and sequential views;
- Accessibility: from car parking;
- Transitional to upland hill landscape;
- Historic and bio-diversity interest.

The key constraints are:
- Topography is steep and landform rough; areas of dense conifer and wind-throw;
- Length of walks and lack of short loops, plus steep ground, restricts All-Abilities access. Routes are not currently suitable for All Mobility Bikes and terrain hopper;
- Some paths are built on forwarder tracks made of brush wood;
- FCS policy is to avoid taking on new burdens in terms of maintenance and management.

**Signage:**

**Recommend Paths:**
- The path network is adequate as exists for robust walking access with minimal up-grade work required to improve some surfaces. To up-grade the network will require, primarily, drainage, vegetation management and aggregate surfacing, but will remain steep with access restrictions. There are existing sensitivities to up-grade work, including: extreme slopes; mature trees and historic sites.
- Recommend remaining as informal woodland paths with minimal physical works with some all-ability path loop development at the car park;
- Extension to the Coireachrombie bridge would be feasible and would provide a useful link but there are constraints of: steep ground; dense trees; proximity to the A84(T). Scale of project is dependent upon the degree of intervention desired.

**Signage**
- Signage strategy should be tied in with the Falls of Leny Falls bridge project;
- Waymarked hierarchy of routes should be established within the woodland starting from the car park.

**Condition summary**

**12.1** Soil reversal path: as-dug; rough; very steep; vegetated; well-drained. Upper path reverts to (possibly ancient) unconstructed upland /hill path crossing very steep wooded hillside; very steep; rocky.

**12.2** Unconstructed upland & soil reversal: west end is desire line through steep rough ground; reverts to soil reversal built off brashings; very steep; some drainage issues; vegetated

**12.3** Soil reversal path: as-dug; rough; very steep; vegetated; well-drained

**12.4** No existing path: an aspirational route; crosses very steep ground; densely wooded; sections of bog and wind throw.

**12.5** No existing path other than faintest impression; very steep; rocky; wooded.

Refer to following Map 6 for location plan
Leny Woods: Typical views

Path 12.1: lower path
Path 12.1 upper path
Path 12.2 desire line
Path 12.4: aspirational path
### Area 13: Leny Flushes Loop

<table>
<thead>
<tr>
<th>Description</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A potential ‘loop’ identified by CCG, using the existing cycle route and existing high level track above the woodland. Provides links to Loch Lubnaig and Ben Ledi with spectacular views from the higher track. Includes lower section of path onto Ben Ledi – a constructed hill path from Corriechrombie;</td>
</tr>
<tr>
<td></td>
<td>Access on upper hill currently affected by harvesting. Assume re-planting to conifer. Owned FCS. Cycle path is operated by Sustrans and recently surfaced to Bitmac.</td>
</tr>
</tbody>
</table>

**Value**
- Ben Ledi is a very popular Corbett peak; cycle route is part of the national network; provides public access through Leny Flushes SSSI, of local importance for natural heritage interest and Ancient Woodland.

**Access**
- NCN 7 is a good surfaced route with moderate gradients and easy walking. Access constraints at entrances. Other routes in the area are restricted by gradient and surfaces.

**The key attractions:**
- Attractive woodland paths and sequential views;
- Views to Falls of Leny;
- Views from upper path over Callander, Pass of Leny, Ben Ledi;
- Accessibility: close to town and car parking; good for All Mobility and Terrain Hopper – with local constraint at cycle track entrance;

**The key constraints are:**
- Forest harvesting;
- Gradients, apart from 13.1

**Signage:**
- Well signposted, but mixed branding.

**Recommend**

**Paths:**
- Path 13.1: no work except at A821 – where walls need to be adjusted or all abilities gate/bye-pass provided.
- Path 13.2: no work required;
- Path 13.2: no work required, retained as forest track. Ensure up-grade following harvesting.
  - Integrate into Leny Bridge project.

**Signage**
- Determine a coordinated signage to tie into Callander network.
- Improve signage and way-marking on 13.3
Area 13: Leny Flushes Loop

<table>
<thead>
<tr>
<th>Condition summary</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>13.1</strong> Constructed upland: bitmac surfaced and sealed aggregate; low gradients (old railway); barriers (gates and walls at A821 access, some loose surfaces)</td>
</tr>
<tr>
<td><strong>13.2</strong> Constructed hill path: newly up-graded hill path; very steep</td>
</tr>
<tr>
<td><strong>13.3</strong> Forest track: aggregate, currently downgraded by forestry access; moderate to steep gradients; barriers (gates, surface, gradient)</td>
</tr>
</tbody>
</table>

Refer to preceding Map 06 for location plan

Leny Flushes: Typical Views

Path 13.1  Path 13.3  Path 13.2
Area 14: Faerie Path / Poetry Path

Description
- CCG have identified an aspirational path linking the two Loch Lubnaig car parks by a constructed path along the loch shore.
- Overall gradients should be slight and there is potential for a very attractive loch side walk with superb views and easy access for all.
- The route is feasible but has constraints, which include (working from north to south):
  - Waterlogging for 80m; option to re-route inland closer to the A84 or board walk or causeway;
  - Rocky knoll, c 150m south of car park- can be bye-passed by cut path around loch edge through scrub (recommended); or bypass inland; or over knoll with steep gradients.
  - Area of rock fill as part of A84 construction extending to loch edge, with options for negotiating depending on project budget and standard of path envisaged;
  - Burn crossings: 1nr x 8m span; 1nr x 4m span; 3nr x 3m span.
  - Steep section climbing to southern car park – but achievable.
- Most of the rest of the route is feasible at loch edge with some tree removal and some rip-rap to prevent erosion at HW levels. A number of burns require bridge crossings.
- At low loch levels the beach can be used for people with good mobility.
- Sections would flood but wave action likely to be low.
- Other constraints will include:
  - Loch Lubnaig SAC;
  - Tree loss;
  - Otters and other habitat constraints;
  - Landscape and visual impacts;
  - Construction access and protection of car parks.
- Wild camping is also an issue here and improved access could encourage campers (now regulated).
- In the long-term the path could be linked into walking routes from Leny Wood and on-wards on the east side of L. Lubnaig.

Value
- The car parks are a valued local viewpoints;
- Views over the loch are magnificent;

Access
- The aspiration should be for access-for-all given good vehicular access and low-gradients at loch edge. This will increase construction costs and impacts.

The key attractions:
- Attractive loch-side location;
- Accessibility: from car parking;
- Improve sustainability of existing café.
The key constraints are:
- Local topographic constraints;
- Risk of wave damage and erosion;
- Woodland and tree-loss;
- Habitat sensitivity;
- A84(T) traffic noise and restrictions on access;
- Liability on private ground.

**Signage:**
- Directional signage each car park;
- Interpretation of views and natural heritage.

**Recommend** Develop design and cost.

Refer to the following Map 7 for location plan
Callander Landscape Partnership: Path Audit: Stage 1 Overview
Craignish design _ v05_ 9th May 2017
Faerie / Poetry Path: Typical views

Path 14.1: northern car park

Path 14.1: wetland loch edge

Path 14.1: beach foreshore

Path 14.1: rock fill

Path 14.1: access to southern car park
## Area 15: Stank Glen and Meall Dubh paths

### Description
- Steep, mostly forested hill side above Loch Lubnaig and lower slopes of Ben Ledi.
- A plethora of access routes, using a combination of forest road and constructed aggregate paths. Well used for mountain bikes and passed through by hill-walkers. Fine views over Loch Lubnaig and Pass of Leny. Interesting low-key historic sites in Stank Glen. Accessible to the Forest Holidays chalets. Owned FCS.
- The extent of network meant that the Path Audit is a brief overview.

### Value
- Valued for more active recreation and walking from the adjacent chalet park, including access onto Ben Ledi;
- Includes NCN 7 and Rob Roy Way.

### Access
- NCN 7 has good access; the rest of the area, although accessible to All Terrain wheelchair/ mountain bikes, is not access for all due to terrain.

### The key attractions:
- Attractive woodland paths and sequential views;
- Views from upper path over Callander, Pass of Leny, Ben Ledi;
- Accessibility: for those able to sustain steep slopes and some remoteness;
- Transitional to upland hill landscape.

### The key constraints are:
- Steep gradients;
- Forest harvesting;
- Multitude of routes;
- Pockets of erosion and poor drainage; some mountain bike damage.

### Signage:
- Way-marker and network signage is lacking and multitude of routes would make provision beneficial.

### Recommend
#### Paths:
- Localised up-grade and repair.

#### Signage
- Determine a coordinated signage to tie into Callander network.
- Improve signage and way-marking – currently lacking.
### Area 15: Stank Glen and Meall Dubh paths

<table>
<thead>
<tr>
<th>Condition summary</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>15.1</strong>  Constructed road &amp; lowland path: southern half is shared vehicular road; northern becomes aggregate path; all on dismantled railway; some rough surfaces; gradients low; barriers to access are few/none.</td>
</tr>
<tr>
<td><strong>15.2</strong>  Constructed hill path: soil reversal/as dug path; some erosion; very steep</td>
</tr>
<tr>
<td><strong>15.3</strong>  Forest road: aggregate track; moderate gradients.</td>
</tr>
<tr>
<td><strong>15.4</strong>  Constructed hill path: soil reversal/as dug path; some bad erosion and reconstruction required; steep. Short section of forest track.</td>
</tr>
<tr>
<td><strong>15.5</strong>  Constructed hill path: mixed condition, but generally good; re-joins forest track on north side of glen.</td>
</tr>
<tr>
<td><strong>15.6</strong>  Forest road: aggregate; good condition.</td>
</tr>
<tr>
<td><strong>15.7</strong>  Forest road (served hydro scheme): aggregate; good condition; local drainage issue.</td>
</tr>
<tr>
<td><strong>15.8</strong>  Forest road: aggregate; good condition.</td>
</tr>
</tbody>
</table>

Refer to preceding Map 07 for location plan
Stank Glen and Meall Dubh paths: Typical views

Path 15.1: NCN 7, beyond chalets

Path 15.2: hill path

Path 15.3: forest road

Path 15.4: hill path

Path 15.8: forest track to hydro scheme
**Area 16: Drumbane**

**Description**
- Discrete from Callander to the east, suggested network here includes: the former railway line; a minor single track road; and forest / agricultural access. The railway line provides the basis for continuation of the NCN 76 from Doune to Callander and links to the NCN 7. As the cyclepath is developed and the CLP could become a contributing partner. The paths suggested by the CCG above Drumbane would give access to moorland above and key archaeological sites. The link down from Drumbane through woodland to the former railway line provides a circuit. There is a small distillery at Drumbane which might benefit from some passing footfall.
- It was agreed that the audit does not need to cover this peripheral area in detail and we understand there is some land-owner reluctance to encouraging public access.

**The key attractions:**
- Tranquillity; a setting of working farms remote from the uplands and tourism in Callander;
- Access to historic sites;
- Continuation of the railway line path as part of a national network, as well as a local circuit;
- Views from over Callander, Pass of Leny, Ben Ledi.

**The key constraints are:**
- Working farmland;
- Land owner reluctance.

**Signage:**
- There are no sign posted existing routes.

**Recommend**
- Cycle path: a Sustrans/ Stirling Council / Park partnership project, with opportunity for CLP to become a partner;
- Tracks onto the moorland above Drumbane exist and require little work, but are not a priority.
- Tracks down from Drumbane exist but are used for agricultural access, and are not a priority.

**Signage**
- Localised signage on the cycle route at Keltie Bridge.

**Condition summary**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>16.1</td>
<td>Constructed lowland: existing bitmac path on dismantled railway; low gradients; good path</td>
</tr>
<tr>
<td>16.2</td>
<td>Farm track: soil and aggregate track on dismantled railway. Continues to the SE but broken by Cambusbeg Quarry. Low gradients.</td>
</tr>
<tr>
<td>16.3</td>
<td>Single track public road.</td>
</tr>
<tr>
<td>16.4</td>
<td>Forest track.</td>
</tr>
<tr>
<td>16.5</td>
<td>Forest / farm track.</td>
</tr>
</tbody>
</table>

Refer to following Map 08 for location plan
### Additional paths not shown on the briefing map

<table>
<thead>
<tr>
<th>Area</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Area 17: Cambusmore Quarry</strong></td>
<td>Integrate public access into the restoration of the sand and gravel workings, including capitalising on the existing access along the river bank which is very attractive, despite the quarry. Uncertainty over quarry development and short term extraction impacts precludes from CLP.</td>
</tr>
<tr>
<td><strong>Area 18: Riverside paths</strong></td>
<td>Develop riverside paths where possible, including integration into the Claish Farm development masterplan. Utilise the potential Claish Farm proposed bridge. Uncertainty over development and short term adverse impacts of extraction and development precludes from the CLP.</td>
</tr>
<tr>
<td><strong>Area 19: Leny Wood to the Faerie/Poetry Path</strong></td>
<td>Using the old military road and existing tracks passing St Brides Chapel to provide a link to the east shore of Loch Lubnaig. Private landowner consent is required.</td>
</tr>
<tr>
<td><strong>Area 20: Callander and Callander Crags to Leny Wood</strong></td>
<td>Potential for connected paths through Leny Park or over the hill-land above to join the town with Leny Wood and so to the Falls of Leny and Loch Lubnaig, Ben Ledi etc.</td>
</tr>
<tr>
<td><strong>Area 21: Claish Farm</strong></td>
<td>Ensure opportunities for connected public access are integrated into the development of Claish Farm – including the proposed mixed development and sand and gravel workings.</td>
</tr>
</tbody>
</table>