

Access Audit for the **Galloway Glens**

**Dumfries & Galloway Council
Environment Team**

2016 - 2017

OO 37 Pages



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Access Audit for the Galloway Glens

1. Introduction

Focusing on the catchment of the Ken and Dee in the Stewartry area of Dumfries and Galloway, the Heritage Lottery funded Galloway Glens Landscape Partnership scheme aims to undertake a series of projects that will connect people and communities with the unique natural and cultural heritage of the area. Access to this heritage is key to the success of the scheme. Outdoor access is now recognised as a key driver for delivering a range of outcomes for residents and visitors including improved health and wellbeing, economic growth and increase interest in and appreciation of the value of our rich local heritage.

Outdoor recreation and tourism is worth £302m to the region's economy as it supports 7,000 jobs and plays a vital role in the physical and mental health wellbeing of its residents.¹ This is particularly important to the Ken/Dee Valley with its extensive opportunities for outdoor recreation in a stunning rural environment. The potential for access is however under-utilised and under promoted. This audit will critically assess the existing provision for outdoor access in the area, the demand and potential for increasing this access and how this demand might best be met through the Landscape Partnership Scheme and beyond. Our aim is to work with local residents, partners, and businesses to achieve significant increase in access for all users across the valley.

¹ *Dumfries & Galloway Regional Tourism Strategy 2016-2020*, Dumfries & Galloway Council, (April 2016)

2. Supply Audit

2.1 Core Paths & Rights of Way used by walkers, cyclists & riders

Under the Land Reform (Scotland) Act 2003 all access authorities had a statutory duty to produce a core path plan, 'sufficient for the purpose of giving the public reasonable access throughout their area'. This was adopted in Dumfries and Galloway in 2013. The Council has invested significantly since then in upgrading and signing these core path routes to ensure they are in a 'reasonable condition'. This is the priority for the Council's access department. Often paths deemed in 'reasonable condition' by the Council would benefit from further work to make them more attractive to users especially those with additional needs or to ensure visitors have a higher quality experience on their visit.

It is recognised that the methodology for the identification of the core paths focused heavily on the paths identified by local communities. This has meant that sometimes more strategic routes, minority user groups and often popular local routes were not identified through this process. In addition stopping places, access to public transport and additional facilities such as picnic areas and camping opportunities, were not considered. The Galloway Glens projects gives the opportunity now to consider this from a strategic level considering core paths, rights of way, other non-designated routes. We can also consider the provision for different user groups and whether there is opportunity to encourage certain activities through increased provision. Diagram 1.0 shows the existing core paths and rights of way within the project area

2.2 Promoted routes

Dumfries & Galloway Council's Environment team, in conjunction with the Wild Seasons' (WS) partnership/website www.wildseasons.co.uk, promotes and provides information on specific targeted walks through downloads and leaflets. The routes the Council promote include core paths and local community paths. A number of these promoted routes are within Galloway Glens area.² Please see Appendix A for a list of the core paths within and nearby the Galloway Glens catchment area at present.³ Added investment would link up and fill in any gaps which would make routes more inclusive.

2.2.1 Around Kirkcudbright

There are a number of the promoted community paths surround the town of Kirkcudbright such as Torrs Point, Balcary and Rascarrel Bay. Also, there is a linear riverside walk around the River Dee with a woodland loop to Tongland. Barhill

² For a full detailed list of core paths please see: <http://www.dumgal.gov.uk/article/15304/Core-paths-in-Dumfries-and-Galloway>, [accessed: 11/01/2017]

³ Appendix A.

Woods which abut the town on the eastern side is an important recreational site for the residents and visitors to the town (popular with dog walks and children alike). Barhill Woods is partially owned by the Council and the Forestry Enterprise Scotland but will soon pass into community management (the Council and FES will maintain ownership). St Marys Isle provides an attractive route with good views over the bay.

2.2.2 Around Castle Douglas

There are also promoted community routes around Castle Douglas. The Carlingwark Circular is a local circular route around Carlingwark Loch on the outskirts of the town. There is also a circular woodland walk around Doach Wood. The Castle Douglas Town Trail is an easy circular town route using roadside pavements. The National Trust for Scotland also promotes an



extensive path network around the wider Threave estate. The promoted routes to and around Threave Estate are easily accessible from the town centre and there are also parking facilities on site at Threave house and Kelton Mains. The Threave paths take in woodlands, wetlands, a disused railway line and bird hides.

2.2.3 Loch Ken and surround area

Forestry Enterprise Scotland (FES) maintains three forest routes near Loch Ken including the route around Bennan Viewpoint, the path to Parton Viewpoint and the path at Kenick Burn, which also has a designated viewpoint and picnic facilities.



FES also promotes a number of short trails from its visitor centres or carparks. In our area this includes Bruce's Stone Trail and Loch View Trail from Clatteringshaws Visitor centre and the Buzzard trail from Loch Stroan car park. FES also promotes the Raider's Road, a Forest Drive which includes the popular picnic/parking spot – the Otter Pool by the Black Water of Dee and which provides access to a number of core paths. These routes are all located in the Galloway Forest Park within a short drive from Loch Ken.

The RSPB's Galloway Kite Trail (GKT) is an anti-clockwise route around Loch Ken. During the winter, the trail is twenty four miles around the loch. In the summer, an additional fourteen miles of forest drive is added to the trail. The trail offers an



opportunity to walkers and cyclists to view red kites as they follow the trail. Bike racks are provided at Boat O' Rhone, New Galloway and Mossdale. The west side of Loch Ken in particular is attractive for cyclists because the roads are relatively quiet.

RSPB state that they promote the route as a stimulus in promoting 'nature-based tourism to benefit local communities in the area' and hope that 'the trail helps to strengthen the ownership of the kites by local communities and tourist operators'. The GKT has several viewpoints with interpretation boards.

2.2.4 North of the Valley

Dundeugh Forest is situated north of Galloway Glens between the Water of Ken, Kendoon Loch and Glenhoul Glen – near Dalry and Carsphairn. There is a walking circuit that compromises of mostly forestry terrain. There are limited parking spaces at the start of the track.

2.3 Other significant paths not core or rights of way

Core path 190 leads from Forest estate to the summit of Corserine. However the popular walk along the ridge of the Rhinns of Kells to the summit of Meikle Millyea and back to forest estate is not designated as a core path.

Garrock estate near New Galloway has an extensive network of paths and an access friendly owner, however these paths have become difficult to use due to lack of maintenance.

The extensive areas of forestry plantation in the area result in many miles of forest road often highly suitable for a variety of forms of access.

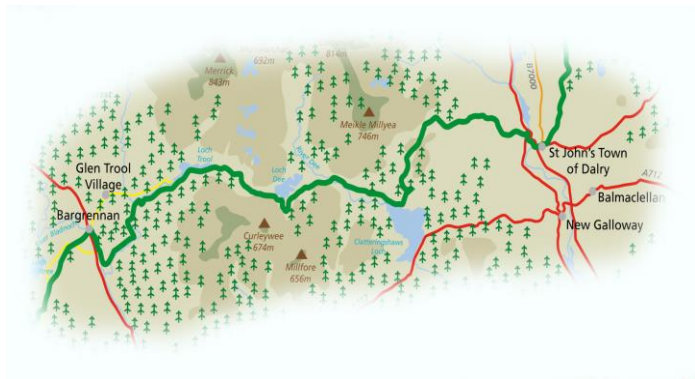
2.4 Long distance routes and cycle networks

2.4.1 The Southern Upland Way

The Southern Upland Way was one the first four of Scotland's Great Trails (formerly known as long distance routes) to be established. The Way is one of four of Scotland's Great Trails within Dumfries and Galloway. It is the first coast to coast long distance route in Scotland, spanning the length of country from the Atlantic Ocean to the North Sea. The Way stretches 341 kilometres in total and is typically broken up into twelve stages. Two sections of the Way pass through the Galloway Glens area. The first being the Bargrennan to Dalry section which goes through Galloway Forest Park, Clatteringshaws Loch and then back up the hills before reaching St John's Town of Dalry. The second, the St John's of Dalry to Sanquhar stretch takes the walker further north.

Way users have given the Environment team a steady flow of feedback over the past couple of years through correspondence with our Rangers and Countryside Officers. Some of the negative feedback has been concerning way-marking, poor signage and ground conditions. Access improvements would bring the

Way up to par with expected standards associated with long distance routes nationally. The same users also commented on positive aspects of the route such as encountering friendly locals and the views offered of the scenery along the way. This feedback could be used to enhance the experience of Way users who encounter this section which has such close proximity with Loch Ken and the River Dee by exploiting the area's beautiful scenery and hub of human interaction.



We recently reached out to providers who have accommodation along the Way's route. From the feedback given, it was found that the amount of people who are walking the Southern Upland Way and staying in their accommodation has been declining for some years. Some of the comments on how usage of the Way could be better promoted included improving the information available to people before they arrive in the area.

2.4.2 Sustrans' National Cycle Network (NCN) Route 7

Sustrans' National Cycle Network (NCN) is a series of routes on safe, traffic-free paths. The NCN is not intended solely for cyclist use but also walkers, joggers, wheelchair users and horse riders. The routes on the NCN are laid out so that they connect towns with major cities. Route 7 of the NCN is 601 miles long and links Sunderland to Inverness. It passes through Castle Douglas, by the bottom of the River Dee, Kirkcudbright and Galloway National Forest Park. The route contains a Sustrans' Greener Greenway which helps protect undeveloped land for environmental conservation and recreational use.

Many cyclists have documented their thoughts on Route 7 through blogs and forums. Their comments reflect the benefits that the Dumfries and Galloway countryside can offer. One user noted that on his cycle there was 'great countryside... the main roads are quiet even at the best of times' and 'few people' are spotted. Other documented experiences mention



the enjoying the coastal scenery and the cycle stretch that passes by Clatteringshaws Loch.

2.5 Sites for water-based recreation and access to them



Loch Ken is a 9 mile long originally natural loch extended in the 1930s by the Galloway Hydro scheme into a reservoir of freshwater. Water flows to the loch from the north by the Water of Ken and from the west from the River Dee. It is an idyllic and suitable location for water based recreation due to its calm flat waters. It is used for a number of activities including sailing, water-skiing, power-boating, canoeing, fishing and swimming. Water-based recreation use is varied on the loch, ranging from those that come to the loch with their own resources, to those that rent equipment from or pay a mooring or launching fee to local businesses on the loch.

2.5.1 Galloway Activity Centre (GAC)



Situated on the eastern side of Loch Ken Galloway Activity Centre offers equipment hire and tuition for a range of water-based sports including kayaking, canoeing, sailing and windsurfing. The centre offers sessions by qualified sports instructors, planned group activities, equipment hire, café facilities and on-site accommodation. The

centre also offers launching and mooring facilities.

2.5.2 Loch Ken Marina

The centre for power boats on the loch the Loch Ken Marina includes a Water Ski School and slarlem course. Water ski lessons are available along with boat launching and mooring facilities



www.lochken.co.uk 01556 502011

2.5.3 Crossmichael Marina

Towards the southern end of the loch, Crossmichael Marina caters for fishing boats and recreational power boats, with launching and hire facilities; this is also the centre for regular organised wild swimming.

2.5.4 Boat O'Rhone layby

Offering the only formal public launch facility around Loch Ken, Boat O'Rhone layby and has car and trailer parking and a slipway which is kept locked. Access to the slip way is through purchase of a key on a short term or seasonal basis. The layby and slip way are run by Dumfries and Galloway Council who operate a power boat registration scheme for the loch. The Council employs a part time seasonal ranger to administer and police the boat registration scheme and loch regulations.

There are many opportunities for informal launching of non-powered craft along loch ken and the nearby river systems however there relatively few formalised locations.

2.6 Equestrian access

Equestrian access within the area is largely confined to the forest roads and tracks. These provide an extensive network of routes although often key linkages are missing. There is currently no specific targeted route for horse riders or carriage drivers in the area and little information on suitable routes and access points.



2.7 Current works / initiatives

The council is currently nearing completion of its upgrade works to core paths across the region. This investment in the network (worth £2.5 million over 5 years) should see every core path signed and barrier free by 2018. This work does not however always address the wider issues on paths such as ground conditions, availability of parking etc or add value to a path with interpretation, resting places and viewpoints.

2.8 Facilities and sites suitable for all abilities (disabled access)

There are a limited number of access route within the area which are suitable for all abilities. These include the Bruce's stone path by Clatteringshaws Visitor centre and the RSPB reserve at Ken Dee marshes, the reserve also offers accessible hides. There are very short sections of path at the Otterpool and some forest roads are suitable.

2.9 Quiet roads / pavements

With the exception of the A75 and the A713 the roads in the area can be considered relatively quiet. Such roads can provide important cycling routes as well as short connecting sections for longer walking routes. Pavements in the area are restricted to the larger towns and villages with the exception of the partially complete section from Castle Douglas to Crossmichael along the eastern side of the A713. However narrow width, blind bends and often large agricultural vehicles, along with excessive

speed of the few vehicles on the road, can still be a barrier to some users of the road network.

2.10 Carparks / stopping places

All core paths and most other route will start at a public road. However the core path planning process and subsequent upgrade work has not addressed how users reach the path itself. Many paths start away from settlements, public transport is infrequent. Most users therefore use their cars to reach the start of a path and in many cases there is no or insufficient parking at path starts.



Viewpoints, picnic areas and start points for recreational activities are also an important feature of the Galloway Glens area. Past road improvements have left a number of isolated sections of road around Loch Ken some of which are used for informal or more formal laybys. Elsewhere stopping places are less frequent, in general most stopping places are in a relatively poor condition. Suitable picnic areas throughout the Glens area are infrequent, particularly around Loch Ken. Laybys and stopping areas with some formal facilities are identified in Appendix D.

2.11 Quality of infrastructure

Infrastructure around the area is a mixture of longer existing facilities/furniture with some more recent additions. Some long standing infrastructure is in need of maintenance, repair or replacement. Some of the better quality elements are standing up well and just require inevitable maintenance. Other more recent lower quality infrastructure performs the function it was designed for but does little to enhance the quality of the area.

2.12 Sensitive areas

There are several designated natural, cultural and built heritage sites around Loch Ken:

- Site of Special Scientific Interest (SSSI): Kenmure Holms and River Dee.
- Special Protected Area (SPA): Loch Ken and River Dee Marshes
- Scheduled Ancient Monument (SAM): spanning Neolithic to medieval periods
- RAMSAR sites
- Sites of Archaeological interest

2.13 Conflict between users

Where multiple activities take place in the same location or use the same facilities some conflict between users can be expected. This is particularly the case when facilities are inadequate and under pressure. The relative opportunities for outdoor recreation and limited current users should mean that there is space for all however in some key locations conflict does arise.

This is particularly the case around and on Loch Ken. The boat registration scheme and zoning of the loch with its associated regulations generally keeps conflict between motorised and non-motorised craft to a minimum. The most significant conflict on the Loch Ken waters is between anglers and canoeists. Limited access to the shore for fishing pitches and for launching canoes mean the two groups are often trying to utilise the same frontage with inevitable conflicts occurring.



There can also be conflicts between powerboats and other users when competing for space on Loch Ken. Canoeists tend to avoid the high speed zone unless traveling through it. There can be potential conflict and dangers with wild swimmers especially if swimmers don't make themselves visible.

The above generally highlight the competition for space and potential dangers that arise when different types of users use Loch Ken at the same time, however the current space and user numbers should allow for safe use by all especially if key pinch points are recognised and addressed.

There can be conflict on paths in the Galloway Glens. Pedestrians, cyclists and horse-riders all potentially clash when they are using the paths at the same time without due respect for other users.

When dealing with conflict between users the Scottish Outdoor Access Code is the leading guidance for responsible access. One of sections three's main points focuses on enjoying the outdoors responsibly by taking account of your own actions and the safety of others. As part of this, it states you share the outdoors with others so you should 'not interfere unreasonably with the rights of other people' while taking 'proper account of the interests of others'.⁴ If it is deemed that you have not adhered to the Code you could be asked to leave the land/water you are using. This could be taken further as a criminal offense.

⁴ Ibid.

3. Demand Audit

A number of organisations and individual have been consulted to try to get a picture of the current and potential demand for access in the Galloway Glens Area. At a recent meeting of the Outdoor Access Forum (OAF) of Dumfries and Galloway specifically organised to gain members perspective on the potential for increasing access through the Galloway Glens projects a range of insights were given to the current and potential demand from different user groups. In addition businesses and special interest groups have given their views and an online survey Monkey survey sort the views of members of the public.

3.1 Current Demand

3.1.1 Walking

The most popular outdoor recreational activity undertaken by people in the UK's is walking. Millions of people across Britain – visitors and residents enjoy walking outdoors for enjoyment every day. Data of this nature was captured by the Ramblers organisation a few years ago in one of their publications. They note that journeys on foot are decreasing but walking for leisure is increasing.⁵ This can be attributed to increases in car ownership and improvements in the public transport infrastructure. Yet, walking still tends to be the preferred method of transport for short distances. This trend shows that walking has instead become an activity of choice for people in their free time and is used for enjoyment and as a way to get fit. The Scottish Recreation Survey indicates walking is easily the most popular outdoor pastime enjoyed by Scottish adults and is the main activity of 75% of visits to the outdoors. In Dumfries and Galloway 88% of those answering the 2010 D&G Outdoor Access Strategy public surveys named walking as their most frequent physical activity.



Walks of different lengths, types of scenery and challenge will always be popular with a wide range of locals and visitors. Existing routes are already popular and the demand for upgrading of quality and new routes is constant.

3.1.2 Wild Swimming

A recent national trend which is evident on Lock Ken and surrounding Lochs is for wild swimming, with the Telegraph stating in 2015 that *'in less than a decade, the*

⁵ The Ramblers, *Participation in Walking*, (2010)

*number of outdoor swimmers (i.e. those who regularly dive into lidos, lakes, rivers and the sea) has exploded from a handful to tens of thousands’.*⁶ This was just one article amongst many that has been written in the interim period between 2015 to late 2016 commenting on the increasingly popular national trend of wild swimming throughout the UK. The sport is attributed countless times in these articles for its health benefits both physical and mental. The Outdoor Swimming Society’s website www.wildswim.com is a useful resource for swimmers all round the world. Their mapping tool, which pinpoints wild swim locations, has three recommended places within the Galloway Glens area. They identified Loch Ken, Loch Whinyeon and Crossmichael Marina as ideal wild swim locations. There is increasing demand for organised events, races and endurance events as well as information on where wild swimmers can enjoy more solitary experiences.

3.1.3 Triathlons and Ultramarathon

A local group organises events in and around the Galloway Glens area. These included more extreme sporting activities like wild swimming at Crossmichael, triathlons which involves running, biking and swimming around the loch. There is potential to see it grow to attract more participants and spectators in the future, if the right infrastructure and marketing was put in place.

Ultramarathons tend to have a smaller number of participants opposed to marathons. This is so that there is a more community feel and also because they take place in more natural environments. This culminates in an altogether uniquely different experience for the runners. Evidence suggests runners are changing the demand for the type of marathons in the UK.⁷

There have been a number of enquiries to the Council from organisers who have identified the region as a destination for one of their upcoming ultramarathons. One such will be 214 miles following the Southern Upland Way route which starts at Portpatrick. This route’s landscape has made it attractive for the ultra-marathons organisers who cater for participants who want a challenging rough terrain with a great way-marked landscape. The organisers have honed in on the heritage of the location by placing emphasis on it being an important location of ‘The Killing Times’ – Scotland and England’s turbulent political period of unrest in the 1600s. The ultramarathon is planned for August 18, 2018 and organisers have the capacity for up to 200 participants.⁸ Village halls and town venues along the route are planned to provide assistance (food and medical) to all participants along the way.

⁶ Etherington, J., The Telegraph, *Why Open Water Swimming is the Trend of 2015*, (Jan 5, 2015)

⁷ O’Hagan, S., The Independent, *London Marathon seems almost tame in these days of ultra-running...*, (April 22, 2016)

⁸ Ahotu Marathons, <https://marathons.ahotu.com/event/ultra-great-britain-2018>, [accessed: 12/01/2017]

3.1.4 Equestrian Access

The estimated GB horse population, including both private and professional ownership, is just below one million horses (988,000). Of riders who ride once a week or less, 46 percent cited access safe off-road riding as a factor that would increase their riding opportunities. There is a tradition of horse ownership and traditional equine based festivals such as the Riding of the Marches in the area yet no specific provision for riders or carriage drivers.

In addition an estimated 3 million people have taken a riding holiday in the past 12 months. Older riders, of 55 and over, are more likely to do this and this is an increasing trend. Often simple measures such as addressing locked gates and providing sufficient space for parking a horse box or trailer can open up miles of new trails for this group. The tracks within the forest estate can be ideal opportunities but varied experiences are also necessary. If this resource is provided in the area more local people will be encouraged out into the natural environment and more local businesses could take visitors out of offer 'bring your horse on holiday' offers. Information about parking and where to go is also crucial.

3.1.5 Water sports

Loch ken and associated rivers systems are ideal for watersports of all kinds. In recent years there has been a move away from power boats to lower cost paddle sports. While registrations of power boats have declined sharply there have been a noticeable increase in use of the loch and rivers by canoeist.

This increase has highlighted the need for increase launch points and information available to visitors either before they arrive or on the day.

This increase in demand has highlighted that lack of facilities can cause conflict with other users (i.e. fishermen on the banks where canoeist want to launch) and safety concerns at obstacles such as the Glen Lochar Barrage where there is currently no formal portage route and safe access and egress points.

With good facilities the opportunity to promote a route down loch ken and the lower Dee would be a valuable addition to the attraction of the area.

There is an existing demand to improve disabled access in the Galloway Glens area especially around communities and at key visitor 'hot spots'. Making access more inclusive would benefit a wide section of the communities including families with young children, older residents and visitors with an existing impairment.



3.1.6 Angling

Loch Ken caters for a variety of types of angling from specimen perch and pike to match fishing with bag weights of up to 70lb in 3-4 hours with high levels of prize money. Recreation anglers fish from both the banks and boats both in summer and winter catching a wide range of species.

Loch Ken has long been famous for its course fishery however in recent years negative publicity the presence of American signal crayfish in the loch has led to a drop in numbers visiting. It is clear from recent research that the fish population is however still very healthy and represents an attractive course fishery. Match angling is still popular with matches being regularly oversubscribed and healthy bag weights achieved. In addition there has been a rise in the size and weight of 'specimen' fish of some species caught in the loch.



With positive publicity and the increase in facilities for anglers in the loch numbers fishing could rise significantly. Issues which need to be addressed are;

- Negative publicity around crayfish and fish stocks in the loch
- Restrictive number of fishing pegs for matches
- Facilities to improve easy access to the loch shore i.e. parking, paths
- Reduction in conflict with other users i.e. canoeist by ensuring sufficient facilities for all and education of both sides about respecting others rights.
- Ease of obtaining fishing permits and information on the law in Scotland
- Information about the above readily available both before a visit and while on site.

3.1.7 Cycling

After walking cycling in all its forms is the most popular form of physical activity enjoyed in the outdoors. The 7 Stanes mountain bike network alone has generated £9 million and attracts 400,000 visitors a year making it one of the top 20 visitor attractions in Scotland (2007). None of the 7 stanes are located in the area however Kirroughtree and Dalbeattie are sufficiently close to cater for visitors to the area. There are many more opportunities for mountain biking on the forest roads and tracks within the area. The relatively quiet roads are also attractive to road cyclists with facilities such as bike shops available locally. One area which is lacking is easy, family friendly off road cycling. Some of our forest track may be suitable but a dedicated low gradient surfaced path aimed at easy cycling for families would



complement the more challenging cycling available in the region. There are currently no easy off road cycleways outside the region's main towns and cities.

As with many other users access to information both before and after arrival is a key requirement.

3.1.8 Missing Links

A number of 'missing links' have been highlighted in consultations, some of these may be achievable relatively easily other may take considerable amount of time, negotiation and finance to achieve:

- A connection between Castle Douglas to Kirkcudbright by making a walking route, connecting the two towns
- An off road cycle route from Castle Douglas to Crossmichael
- An off road cycle route from Kirkcudbright to the Doon (Nun Mill Bay)
- A circular walk around Loch Ken (27 miles)
- Mossdale Village to Galloway Forest/Cairnsmore of Fleet Nature Reserve on the old railway line.
- Route from Loch Ken Holiday Park to Crossmichael pub.
- All ability access from Castle Douglas to Kelton Mains
- A walking route down the valley 'from source to sea'
- A route from New Galloway to the Raiders road

3.1.9 Viewpoints and stopping places

The Galloway Glens area is rich in many spectacular and attractive views. Many of them are at their best from off road walks and tracks but there are also a significant number readily enjoyed from beside the public road. These viewpoints and stopping places are available to all regardless of their ability.

However many of the existing stopping places and viewpoints are in need to improvement. Many have developed organically over time and are little more than dirt laybys, other used to have views which have been obscured over the years by unchecked tree growth. This has led to a feeling amongst many that Loch Ken in particular appears 'private'. Other laybys are suffering from their popularity and lack of maintenance.

Around the shores of Loch Ken in particular there are various opportunities to pull off the road, admire the view and maybe go down to the shore. Here facilities vary but common problems occur;

- Views obscured by sapling trees and undergrowth
- Lack of suitable surface
- Lack of facilities i.e. seats or picnic benches
- Lack of signage, interpretation or general information.

- Lack of easy access to the Loch shore
- Lack of shore side walking routes.

In other areas clear interesting views exist, often with features of interest (i.e. parts of the Hydro Scheme, but there is no opportunity to safely stop and admire the view or learn more about the landscape and the heritage elements within it.

3.1.10 Conclusion

This mesh of national trends can be seen on a more local level with the changing demand for more extreme sporting activities and events amongst various ages along with increasing access for leisure and health and wellbeing. As these trends spread and become more inclusive to those of all ages and backgrounds the use of the countryside also changes. Scotland's progressive access rights make it a perfectly suited destination for individuals and larger event organiser alike. However the facilities to attract and provide a rewarding experience need to be in place to safeguard reputation and ensure repeat visits.

3.2 Potential Demand

3.2.1 Tourism Trends

Tourism trends. Visit Scotland's 2017 Tourism trends report highlights the increasing importance to visitor of authentic experiences, health and wellbeing, quiet areas, dark skies and fluid itineraries.

We need to therefore consider how we help our visitor experience our landscape and wildlife in a way that meetings these needs.

3.2.2 Active sports and event

Active /adventure holidays are increasing in popularity and the Galloway Glens is an ideal place to promote this type of holiday. Events on Loch ken are already proving popular and could easily grow with investment in facilities and promotion. Linking in with other attraction and facilities nearby in the region will also add to the offer.

3.2.3 All ability access

By making the Galloway Glens region accessible to all, we can make it a destination attractive for those with a disability or a young family. Cornering this market would benefit many who live and travel here, but have difficulty accessing rugged countryside.

Dumfries and Galloway has an increasingly aging population. By increasing the accessibility of our natural environment we encourage active participation amongst the local population. Being active for longer helps stave off mental and physical decline and helps combat social isolation. Dementia friendly walks a new concept,

beneficial for those living with dementia and their carers. Nature based activities and time spent outdoors can potentially offer a reprieve for both parties.

3.2.4 Cycle / Equestrian access

Both cycling and horse riding are under provided for in the area and to some extent within the region. Both have potential to connect to special interest holidays as well as providing facilities for local users. The benefits include that facilities created for both these groups are mutually compactable and benefit all users.

Greater off road riding opportunities are needed for both groups as roads become increasing busy and dangerous.

3.2.5 Access to the shore at Loch Ken

Access to and walking beside water is always popular with a wide range of users. There are currently limited opportunities to access the shore of Loch Ken any increase will be a draw for both locals and visitors.

3.2.6 Water sports access

In 2016, canoeing remained the most popular boating activity with 1.5 million UK participants. Similar activities including small sailboat activities, yacht cruising and small sailboat racing also saw an increase in participation in 2016 (500,000, 362,000 and 166,000 participants respectively). Across water sports activities, the biggest growth in the percentage of UK adults taking part in a boating or water sports activity was in the ever-growing trends of kitesurfing, stand up paddle boarding, bodyboarding and surfing (+0.4% points across these activities or an increase of 275,000 participants). Stand up paddle boarding enjoyed the greatest increase within this segment (with growth of +0.3% points or 176,000 participants).

For our area sailing, paddle boarding and canoeing are the water sports most applicable. There have been reported increases in canoe use of Loch Ken, including Kayak fishing. As an accessible, family friendly sport which can also be taken to higher levels the potential exists to create better facilities and to promote increased use of the River Dee and Loch Ken. Better information and access and egress points are the main areas of improvement needed along with widespread promotion.

3.2.7 Long distance routes

Long distance route are increasingly popular as more people look to recreational walking for holiday ideas. The number of new long distance trails being developed in Scotland is testament to this. These route appeal as they give purpose and challenge to a walking holiday.

Two very long distance routes already pass through the area. However there is the opportunity to make a medium distance route achievable in a long weekend which would take in the variety of landscapes of the Galloway Glens.

4. Policy Audit

4.1 Legislation

The Access Audit is undertaken within the context of the Land Reform (Scotland) Act 2003, The Scottish Outdoor Access Code and the Countryside (Scotland) Act 1967. Dumfries & Galloway Council have a legal duty to protect and assert access rights.

4.2 Government policies

4.2.1 Physical Activity Implementation Plan

The *Physical Activity Implementation Plan: A More Active Scotland - Building a Legacy from the Commonwealth Games 2014* makes the case for action in tackling physical inactivity in Scotland. This national programme is a ten year plan that has adapted key elements used in Canada's *Toronto Charter for Physical Activity*. The charter was focused on creating opportunities for physical active lifestyles for all. This includes local authority cross-departmental cooperation in providing sustainable ways for people to enjoy the outdoors and carry on being physically active. This national policy is the Scottish Government's attempt at proving a positive legacy for the Commonwealth Games for years to come.

4.2.2 Let's Get Scotland Walking

Scotland's *Let's Get Scotland Walking: National Walking Strategy (2014)* is a key element in delivering the *Physical Activity Implementation Plan*. It outlines the Scottish Government's vision of a Scotland where everyone benefits from walking. Scotland has outstanding opportunities for walking both in urban and rural areas. This is down to spectacular scenery, landscapes, walkable urban centres, community routes, long distance routes and the country's world-class access rights. Walking is highly cost-effective when looking at how to improve policy concerning recreation, local community routes, tackling elderly loneliness, connecting communities, improving the workforce's attitudes and healthier lifestyles. The health risks of inactivity are staggering '7 Scots die every day due to inactivity, often long before they have to'. This demonstrates that prevention really is better than cure.

4.2.3 Cycling Action Plan for Scotland

The vision set by the national Scottish Government in the *Cycling Action Plan for Scotland 2013 (CAPS)* was for 10% of everyday journeys taken in Scotland to be done by bike by 2020. To reach this ambitious goal set out in CAPS, local governments need to deliver infrastructure improvements and change behaviours amongst communities. To encourage cycling access must be made suitable. By allow better access for cycling the Council will support the sustainable economic growth that Scotland pursues as a nation.

A Long Term Vision for Active Travel in Scotland 2030 recognises that walking and cycling are the most popular choices for shorter everyday journeys for people. By improving access this allows individuals to feel more confident to travel by foot or cycle. A combination of increased investment in pedestrian and cycle infrastructure along with a shift in outlook has culminated in a generational change to travel habits. Walking and cycling as mainstream travel options support equality in opportunity and improvements to the environment.

4.3 Local authority statutory plans

4.3.1 Dumfries and Galloway: Active Travel Strategy

Dumfries and Galloway: Active Travel Strategy (2015-2017) was developed with the aim of increasing walking and cycling throughout Dumfries and Galloway. The region is largely rural, with long distances between towns, so it is not always easy to incorporate active travel strategies. The local authority invested in the existing core path system so that the network of paths can be expanded upon to make enjoying the outdoors more accessible and to connect communities. Improving access in the Galloway Glens area would do exactly that – improve the existing surrounding network, make the outdoors more accessible and link communities. The Strategy identified that existing networks should provide ‘more direct, user friendly, accessible, signed, safe and sustainable links for residents and visitors’.

The Strategy’s main focus was to promote and increase ‘the opportunities for easy, safe and accessible day to day functional walking and cycling, particularly for short journeys (walking – under 2 miles; cycling – under 5 miles)’ for both residents and visitors. Short walks were focused on because when compiling the Strategy, VisitScotland’s survey found that 1 in 3 visitors to Dumfries and Galloway cited short walks as their most popular activity during their stay in the region.

Furthermore, the Strategy details the economic goals it hopes sustainable transport will bring to the region. It sets out the benefits brought to communities that offer good and accessible walking and cycling links. One benefit was increased leisure and tourist activity. This type of focus allows more social inclusion as it was found that more than 1 in 5 household in Dumfries and Galloway has no access to a car (SHS 2012/2013). Therefore linking up towns and areas of woods and lochs with path infrastructure allows for more mobility.

The Strategy also had an emphasis on assisting in enhancing health and wellbeing to keep people active throughout life. In support of this, the Strategy noted that active travel is one of the most sustainable ways people can build physical activity into their daily lives and that walking and cycling are practical way in which people can reach the 150 minutes of physical activity a week recommended by doctors.

The Strategy gives further thought to the environmental benefits that sustainable transport and improved access can bring by reducing traffic, pollution and reaching CO2 reduction targets set by the Climate Change (Scotland) Act 2009. Therefore, improving access in the Galloway Glens area can help improve and increase walking and cycling routes and in turn help reach the tourism, economic, socially inclusive, health and environmental benefits set out in the *Dumfries and Galloway: Active Travel Strategy*.

4.3.2 Open Outdoors: The Dumfries & Galloway Outdoor Access Strategy

Open Outdoors: The Dumfries & Galloway Outdoor Access Strategy 2012-2017 has five overarching objectives. They are:

1. To promote Scottish Outdoor Access Code to all residents;
2. for residents to lead more active lifestyles with increased opportunities for outdoor recreation and sustainable travel;
3. to increase tourist numbers and spend and increase the economic benefits of access;
4. to ensure Countryside facilities are maintained and communities develop a sense of responsibility for local paths, and;
5. to assert and protect access rights and ensure land and water is managed responsibly for access.

Building on and improving the access around the Loch Ken area will contribute to all five of the Strategy's objectives.

4.3.3 The Dumfries & Galloway Core Path Plan

The *Dumfries & Galloway Core Path Plan 2013* was a direct requirement of the Land Reform (Scotland) Act 2003. The Act establishes a right of responsible access to most land and inland water in Scotland. People have the right to use land for recreational purposes as long as they are behaving responsibly. This right extends to walks, cyclists, canoeists and horse riders. The overall network of core paths has to provide for all abilities and all types of users. Further access in the Galloway Glens area would build on and compliment the current core path infrastructure.

4.3.4 Dumfries & Galloway Council Local Development Plan

Dumfries & Galloway Council Local Development Plan 2014 (LDP) sets out how and where land and property will be used in Dumfries and Galloway. Within this falls the protection of conservation areas and national and international importance of biodiversity and geodiversity. The issues mentioned all concern the area of Loch Ken and the River Dee due to its' wetland RAMSAR sites, the protected marshes and local nature reserves. Investment in the area would yield benefits for these specially protected sites.

4.3.5 Dumfries and Galloway Open Space Strategy

The *Dumfries and Galloway Open Space Strategy* 2014 acknowledges the important part of open spaces on local communities. This can be seen with enhanced public health and the type of recreational opportunities provided. Open spaces not only bring health benefits to locals but they also play a part in attracting visitors. This can be seen in an excerpt from the Strategy: *‘Tourism is the single most important rural industry in the region and is the only sector that is growing annually, although the tourism economy of the region is considered to be fragile and underdeveloped. Good quality open spaces, incorporating recreational opportunities, have an important role to play in enhancing tourism.’* Loch Ken currently serves as an open space but access to its shores is limited. Opening up the shores more would complement the Strategy.

The Strategy also touches upon the relationship open spaces have with *The Flood Risk Management (Scotland) Act 2009*. The Act required all those involved in flood management to make better use of natural flood management options. By upholding flood management measures this ensures that current access routes are kept undamaged.

4.3.6 Dumfries & Galloway Regional Tourism Strategy

The *Dumfries & Galloway Regional Tourism Strategy 2016-2020* places an emphasis on the importance of nature-based tourism and access to natural resources. The Strategy agrees that the region’s most valuable tourism asset is the natural environment. Therefore increasing access would increase the Strategy’s effectiveness. It attributes the region’s marine, coastal and inland based tourism assets with providing visitors with an authentic experience. It says that these assist in supporting a broad range of nature, environment and activity providers. For example, this can be seen looking at the businesses specifically surround Loch Ken that provide fishing licenses, water sport equipment and caravans for overnight stays. The Strategy also embraces how having natural lochs, coastline, woodland and forestry can be a lure to those visiting due to suitable places for outdoor activities such as walking, cycling and mountain-biking. All in all, the Galloway Glens’ natural environment and landscape is a real asset in this Strategy that is working to assess and improve the strategic economic benefits of tourism.

The Strategy has aligned its objectives with Visit Scotland. By 2020, they have set out to:

- Increase the value of tourism from £300m to £330m by 2020;
- increase the volume, length of stay and extend the season - growing visits from 2.43m to 2.6m;
- increase direct and indirect jobs created by tourism to increase from 6,969 to 7,300, and;

- to build Dumfries & Galloway's reputation as a place to return to and be recommended by satisfied visitors.

All the objectives are based on investment, innovation, internationalisation and inclusive growth. From this, has come a focus on quality, sustainability and inclusive tourism. By investing in access in the Galloway Glens area, all four objectives would be touched upon.

5. Resource Audit

5.1 Existing Resources

- DG Council – Core path capital budget this budget is nearing the end as the Environment team are hopeful that all core paths will be signed and barrier free by 2018. However subject to financial pressures and other demands this may free up capital budget to look at enhancing routes. If new routes are to be created and the Council approached to adopt them for long term maintenance then they will need to be designated as core paths
- FES – budget remain very limited and are directs to core route in areas of high demand. In recent years due to financial pressures FES has reduced the number of path it promotes on its land.

5.2 Potential Resources

- Galloway Glens Landscape Partnership
- Dumfries and Galloway Council – competing with other access improvement projects across the region after 2018
- SRDP Improving Public Access Fund – this very useful fund will pay set rates for a limited number of operations. The fund will be open for application in May 2018 although its future after that is uncertain and depends on how long the allocated funding lasts.
- Other Lottery Funds
- Paths for all – Community grants
- Wind farm Community Benefits Fund
- other funders

6. Proposed Projects areas

6.1 Strategic / long distance routes

6.1.1 Castle Douglas to Cairnsmore of Fleet via Loch Ken Viaduct

As it stands, Loch Ken Viaduct is currently under private ownership. The reopening of the viaduct would allow for an important access point to be opened to the public. There is currently no existing route to cross the loch's middle section. The viaduct could offer a connected route from Loch Ken to walk Galloway Forest Park and Cairnsmore of Fleet National Nature Reserve – connecting east and west. Many tourist businesses on the east side of the loch have expressed an interest in the viaduct opening to the public.

The project would aim to renew physical and cultural links between communities on the East and West banks of Loch Ken by opening foot and bicycle access across the middle of the Loch using the former railway viaduct. This will renew an historic physical link between Parton and Mosssdale and facilitate extended pedestrian and bicycle access between Castle Douglas and the Galloway forest Park, using sections of the former railway where practical, via Crossmichael, Parton, Mosssdale and Loch Stroan.

6.1.2 Source to Sea - Carsphairn to the Coast

A route has already been identified from Carsphairn to New Galloway. There exists a small missing link from New Galloway to core path 177 if the route is to travel down the western side of the Loch. If it goes down the eastern side a new route will need to be agreed from Ken Bridge to Boat o Rhone.

On the western side core path 177 leads to 141,205 & 485 to Mosssdale then over the Loch Ken Viaduct to Boat O Rhone. The route will ideally follow the old railway line through Parton down to Crossmichael. From Crossmichael to Castle Douglas the route follows the road on a largely complete tarmac path.

Past Castle Douglas a route to Kirkcudbright is yet to be identified, but once in Kirkcudbright the route could end at the harbour or continue on existing core paths to the mouth of the bay.

6.1.3 Loch Ken – Boat O Rhone to Ken Bridge

This route will form part of a round Loch Ken route and will form an important link. This route lends itself more to informal access mainly focused on walkers. It is important to keep as close to the shore of the Loch as possible to take advantage of the Loch side views.

6.1.4 Kirkcudbright to Doon Bay

The residents of Kirkcudbright view Doon bay on the western cost of the bay as their place to recreate and swim. Consequently large numbers of children regularly walk or cycle the 1.5 miles along the road to the bay, the road is narrow and fast and not safe for this use at present. A cycleway to the bay would for a number of functions.

- Give safe access to the bay for locals and visitor
- Encourage non-motorised transport and recreational cycling and walking
- Plug a missing link in the wider coastal path currently under development.
- Connect the town to core path 220 out to Ross bay

6.1.5 Circular walk around Loch Ken

Unlike many other similar sites (i.e. in the Lake District) Loch Ken has no path around its shore, most access (still limited) is point access at laybys or commercial businesses. The attractiveness of the loch and the connection people can make with the loch would be greatly increased by formal path access around the shore. This would increase active travel and health and wellbeing amongst the local community and the visiting public by encouraging exercise in a natural environment. In addition the route around the loch would be approximately 26 miles which is ideal for the running of events such as marathons and triathlons which is a growing business for the loch. The addition of such an attractive route would make the marketing of the loch to visitor easier. By sensitive design people will be able to interact with and observe the various natural habitats and wildlife of the loch shore as well as the cultural heritage.

6.1.6 Canoe trail – Lock Ken and the River Dee

A long distance canoe trail has been identified from Dalry in the north down through Loch Ken and down the Dee to Tongland. A number of access and egress points are being considered along with information for paddlers and portage routes around obstacles. The route also includes a spur off along the Carlingwaulk Lane to Castle Douglas.

6.2 Localised access

6.2.1 Access to Loch Ken's shores

There is very limited public access to the shore of Loch Ken, including limited viewpoints and picnic areas. Existing access is limited to commercial businesses and a few laybys. This gives an impression that Loch ken is 'private' or is not easy to access. These existing points of access are point access with no linear access along the shore. There also limited public facilities i.e. picnic areas information.

We would like to create new access point(s) of high quality which will be attractive to visitors and locals. This would involve potential purchase or lease of land, creation of

physical facilities (car parking, picnic area and information). It will create greater access for people to enjoy the natural heritage of the loch. Also, it could create opportunities to provide information on the cultural heritage of the loch. The increase in tourist and local use will support local businesses.

6.2.2 Angling Sites around Loch Ken

There is a demand for access to an increased number of sites for match fishing in particular. New sites have been identified as part of the Loch Ken Fisheries Study. Elsewhere parking and access to the shore is the main restriction for bank anglers.

6.2.3 All ability access in the Galloway Glens

There is a general lack of planned all ability access within the Galloway Glens area. Areas for possible improvements include existing visitor centres and honey pots where some facilities already exist. And popular routes near to centres of population where the greatest benefit can be obtained. Possible locations are;

- Castle Douglas to Threave estate path
- The Otter Pool – Raiders Road
- Bruce's Stone Path – Clatteringshaws visitor centre
- Others to be investigated

6.2.4 Increased Equestrian Access in the Galloway Glens

Tackling parking issues and obstructions is the greatest need. A dedicated route for horse riders would also be welcome. Better information on where to ride or carriage drive and potential obstacles and route terrain would help attract users to the area.

6.3 Laybys and Stopping Points around Loch Ken

There are a number of laybys on the roads along the edge of Loch Ken and elsewhere in the Galloway Glens area. Some of those next to Loch Ken contain interpretation and access to the edge of the loch but most do not. They are all in need of improvement and none, even those with access to the edge of the loch, provide good views of Loch Ken.

Upgrading these laybys, improving the views of the loch, adding interpretation would improve public access to, and understanding of, the natural and cultural heritage of Loch Ken. Improving these laybys together would allow them to be done in a consistent way. This would ensure that facilities such as bins, picnic facilities and interpretation were available to a consistent standard and without duplication or conflicting information. Negotiations would be done with local landowners to remove trees in order to improve views over the loch.

Horse riders and canoeists would benefit from more an increase in more suitable stopping places e.g. parking at the bottom end of the loch.

6.4 Improving access to the core path network

- Missing links
 - New Galloway to Core path 177/142
 - Kirkcudbright to Doon Bay
 - Corcerine (core path 190) to Miekle Millyea (core path 15)
 - Link from core 155 over road bridge to meet adopted road at Lodge Cottage
 - Link from core path 155 to the road next to the river Dee at Bridge of Dee
 - Off road link from Castle Douglas to Kirkcudbright
- Improved access to paths See table in Appendix A
- Improvements to paths – various to be explored
- Improved signage and interpretation – various to be explored

7. Projects priorities

7.1 High priority projects

Priority Project		
Project	Development required	Cost estimate
Mossdale to Cairnsmore of fleet	Landowners agreed funding applied for decision in autumn. Standalone project from existing car park at Mossdale	£96,000
Mossdale to Crossmichael including Loch Ken Viaduct – surfaced cycle route	Landowner negotiations started, some issues. Agreement not reach as yet. Given its size likely to be pursued outside of the Galloway Glens Scheme (8KM)	£1.3 million
Glenkens Way	Landowner agreements secured. Costings agreed with DGC	£40,000
Boat O Rhone to Ken Bridge – informal walking path unsurfaced	Landowner discussions underway – informal path predominantly for walking (10KM)	£50,000
Loch Ken Canoe Trail	Negotiation taking place with landowners, Scottish Power on board	£150,000
All ability access	Otter Pool, Castle Douglas to Threave path and 2 other sites. In discussions with FES	£100,000
New Angling sites around Loch Ken	Survey undertaken, discussions underway with landowners	£53,000
Improvements to core paths	7 out of 14 paths identified. In discussions with DGC Countryside Services	£35,000

Laybys and stopping places	Improve 10 out of 21 existing identified. Create 2 out of 4 new ones identified. Negotiations with landowners underway, survey undertaken.	£140,000
Garroch Estate & New Galloway Golf Club paths	Volunteers to undertake the majority of the work costings for materials and training	£21,000
Castle Douglas/Bridge of Dee paths	New or upgraded path connections to Threave estate, including one all ability access	£57,591
Improvements to Southern Upland Way	Upgrades to the route in the Galloway glens including where necessary	£50,000

7.2 Reserve projects

Reserve Projects		
Project	Development required	Cost estimate
Improvements to core paths	Additional 7 core paths	£35,000
Laybys and stopping places	Improve a further 11 existing. Create 2 further new ones.	£150,000
Castle Douglas to Kirkcudbright path	Route needs to be identified and negotiated –would complete the Source to Sea route	£150,000
Kirkcudbright to Doon Bay Cycle route	Route needs to be identified and negotiated	£400,000
Complete round Loch Ken path	Complete more difficult sections subject to landowner negotiations	£100,000

APPENDIX A

Core paths in the Galloway Glens area

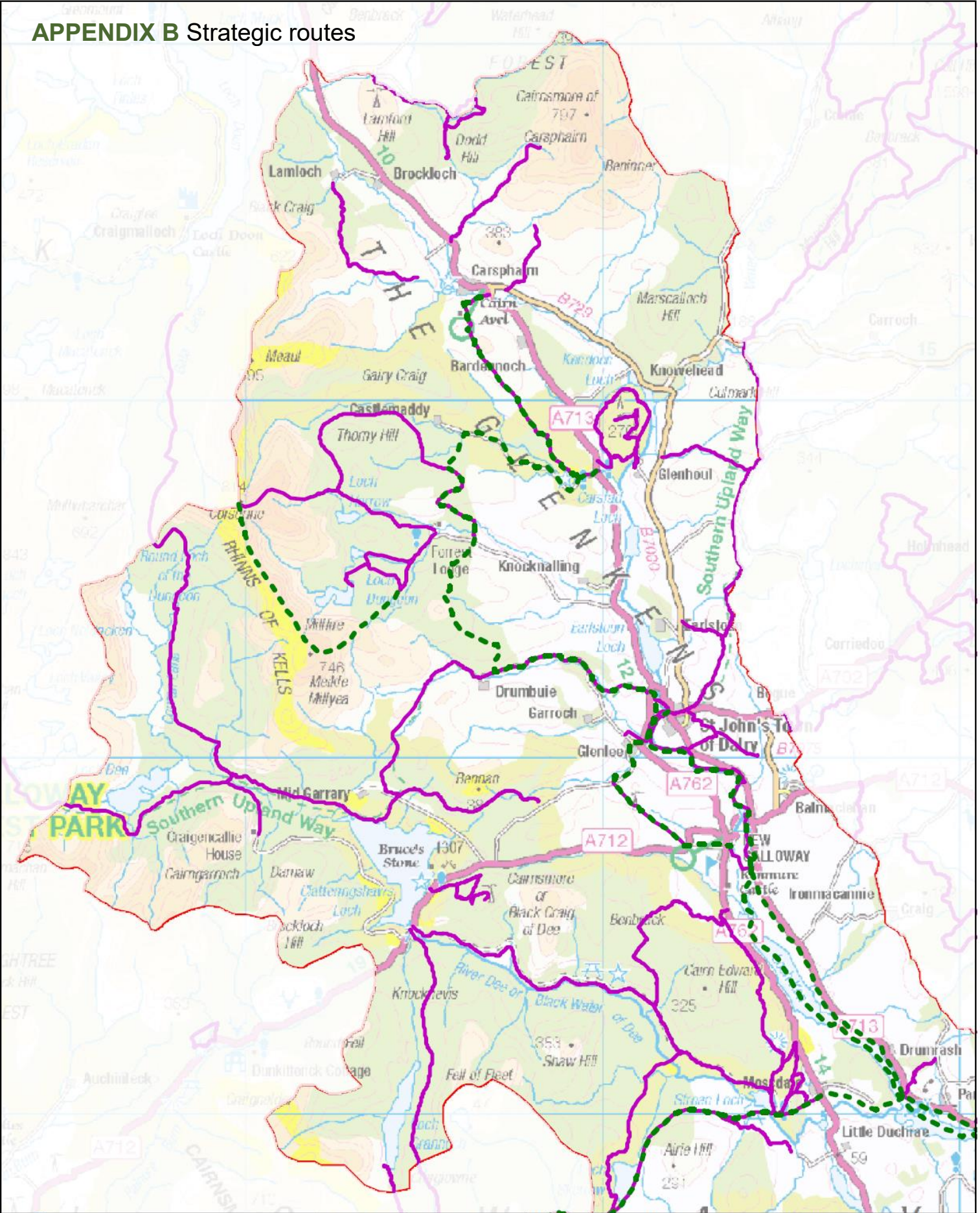
**Please note, shaded ones have opportunities for improvements

Core path #	Route name	Comments
13	Dee Walk to Tongland (near Tongland Power Station)	Accessible from Kirkcudbright and Tongland
15	Forest Lodge to Loch Dungeon	Parking available?
16	Garryhorn Rig	Parking needed to avoid conflict with Farms/houses? At end of public roads.
21	Dalry to New Galloway/Dalry to New Galloway Riverside Path	River bank route with parking available in both Dalry and New Galloway
23	Dundeugh Hill	Parking in nearby layby short walk on verse and need to cross road. Entrance could be widened to provide room for a couple of cars
24	Ardoch Hill	Makes a circular route from Dalry using the road and Southern Upland Way, no parking on road access but available in Dalry
28	Glengap and Laurieston Forest (stops at the Laurieston Forest boundary)	No parking available would be a great long all user route potential to make good parking area just off the road.
29	The Gunney, Parton	Good parking at the layby (old Road)
30	Glenlee	Limited parking available at power station. Accessible from Dalry
135	Nethertown near Crossmichael	Local route? Accessible from Crossmichael with some road walking. Possible limited verge parking at eastern end.
141	Raiders Road East	Minor link off Raiders road
142	Raiders Road to Kenmuir Link	Parking at the Otter Pool on Raiders Road
143	Raiders Road	Parking at Otter Pool but alternative option would be of benefit. Access from this route to others in the area (forest tracks)
144	Retreat Wood, Laurieston	Links to Kennick burn walk carpark at northern end could do with small layby at southern.
151	St Mary's Isle	Accessible from Kirkcudbright
153	Arie, near Mossdale	Links to old railway line unsure of parking at far end

154	Forest Lodge	Parking available at Forest Lodge
155	Threave Estate	Network of paths. Parking on road by wooden gate? Ends in river? All ability access needed by Kelton mains for route to CD and in centre of Castle Douglas. Parking at Kelton Mains
156	Tongland	Accessible from Kirkcudbright and Tongland
157	Torrs Point	Parking area short way down road
164	Bardennoch Trail Pack Road	Parking at site of Pollmaddy village
165	Barhill Woods	Accessible from town but also FCS carpark just out of town. Possible management takeover by local community
168	Barney Water to Loch Skerrow	Makes a circular route from Mossdale via Raiders Road and Old railway line. Parking available at Otterpool and Mossdale
172	Benniguniea	Parking at the visitor centre
177	Cain Edward Hill	Could do with parking at northern end but residents would probably object
179	Carlingwark Loch, Castle Douglas	Accessible from town, car parking at park
182	Cairnsmore of Carsphairn by Craig of Knockgrey	Parking needed off public road.
185	Castle Douglas Town Walk	Local path accessible from town
187	Clatteringshaws to Gatehouse Station	Informal parking at entrance. From Clatteringshaws side
190	Corserine	Ties into 154 Forest Estate – parking available
191	Craigshinnie Bridge to SUW	Opportunities for informal parking as no gated access? Should formal parking be created? Opportunities for bike and horse access
192	Cruichie	Good parking at the Boat O Rhone layby
193	Culgruff	Local route from Crossmichael accessible from centre of village
199	Kendoon Youth Hostel to Butterhole Bridge	No parking except verge – opportunity to formalise parking for 2 -3 cars.
200	Kenick Burn Walk	Has its own carpark
205	Mossdale Walk, Red Kite Trail	Accessible from carpark at Mossdale
208	Livingston Hill	Opportunity to formalise parking at one end or other. Informal one or two cars can be accommodated at

		northern end
209	Loch Dee to Loch Doon	Possible parking needed at end of minor road to Craigencallie which would service other route as well.
210	Loch Roan	Could benefit from small parking provision along with 221 as some distance from Parton and Crossmichael
219	Mary of the Mosses and Floors Loch	Accessible from Castle Douglas with short road walk
220	Millhall to Ross Bay	Parking at formal carpark at the Doon
222	Balmangan, Borgue	Ties into 220 potential for small verge parking at southern end.
224	Mulloch Hill, Dalry	Part of local network around Dalry accessible from Dalry
344	Craigencallie	Opportunities for parking at end of public road – bike and horse access
485	Mossdale to Gatehouse Station Railway Walk	Has carpark at Mossdale. No link east on railway path and viaduct over to Parton and down to Castle Douglas as yet
487	Cairnsmore of Carsphairn by the Green Well	Car parking definitely needed private track entrance. Parking happening on verge
504	Southern Upland way	Small layby for limited parking at Earlstoun Power station
516	New Galloway West	Opportunities already exist for parking at both ends
572	High Boreland farm road (near Tongland Power Station)	Accessible from Kirkcudbright and Tongland – local route
573	Bridge of Dee to Rhonehouse	Accessible from both settlements local route
594	Carsphairn Forest and Knockengoroch	Layby for parking where minor road turns off A713

APPENDIX B Strategic routes



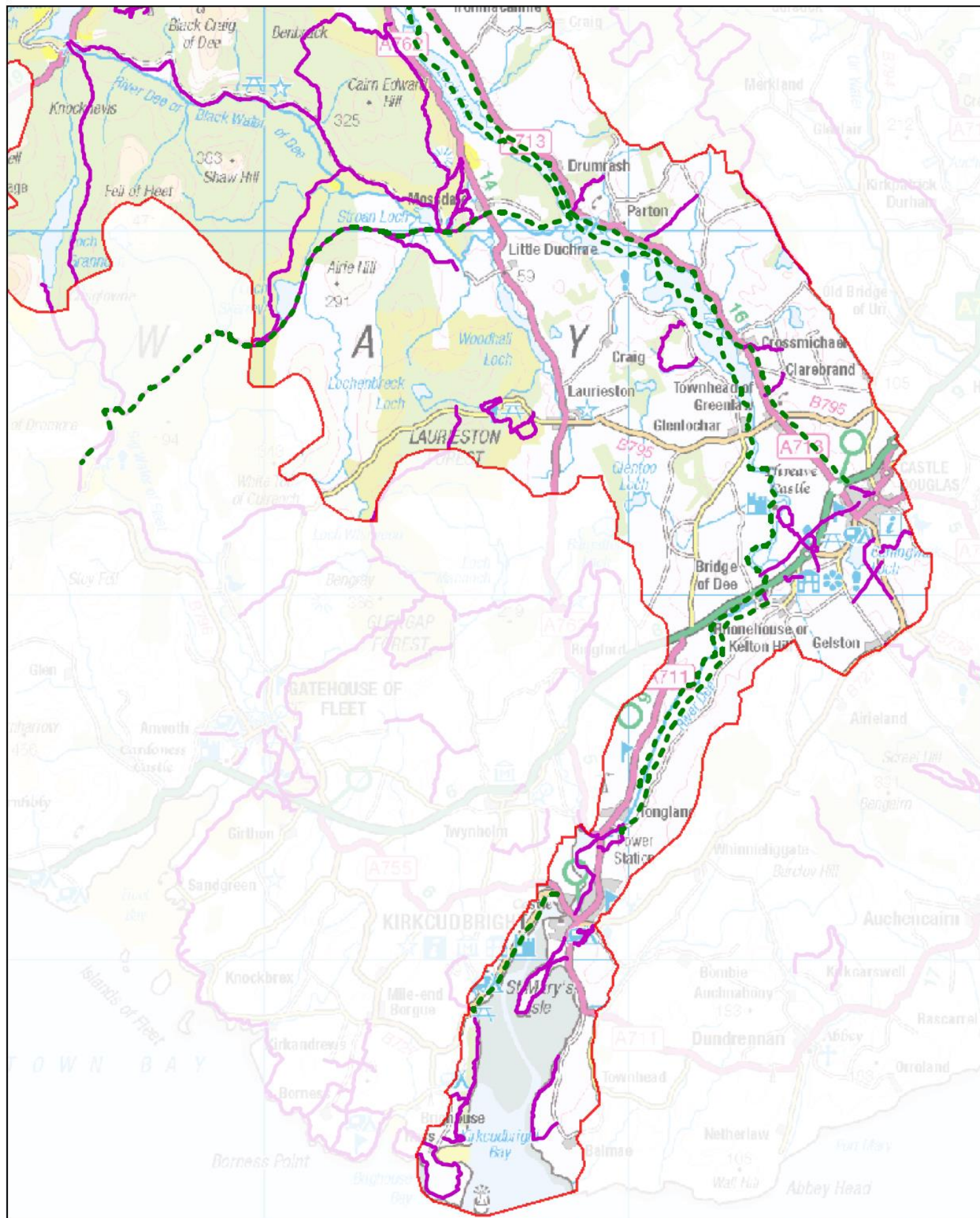
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Title: Galloway Glens Landscape Partnership Scheme
Project: Galloway Glens
Plan No.: 1 of 6
Legend:
[Red outline] Landscape Partnership Boundary
[Green line] Core Paths
[Dashed green line] Aspirational Routes (New / Improved)

Drafted By:	EM	Checked By:	KM
Date:	28/07/17	Client:	KM
OS Sheet:	NX6760	Scale:	1:100,000 @ A3
Dwg. No.:	I00030	Revision:	B
Rev.	Date	Revision	Ints.
B	28/07/2017	Serv. Call 343029	MB



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Dumfries and Galloway Council
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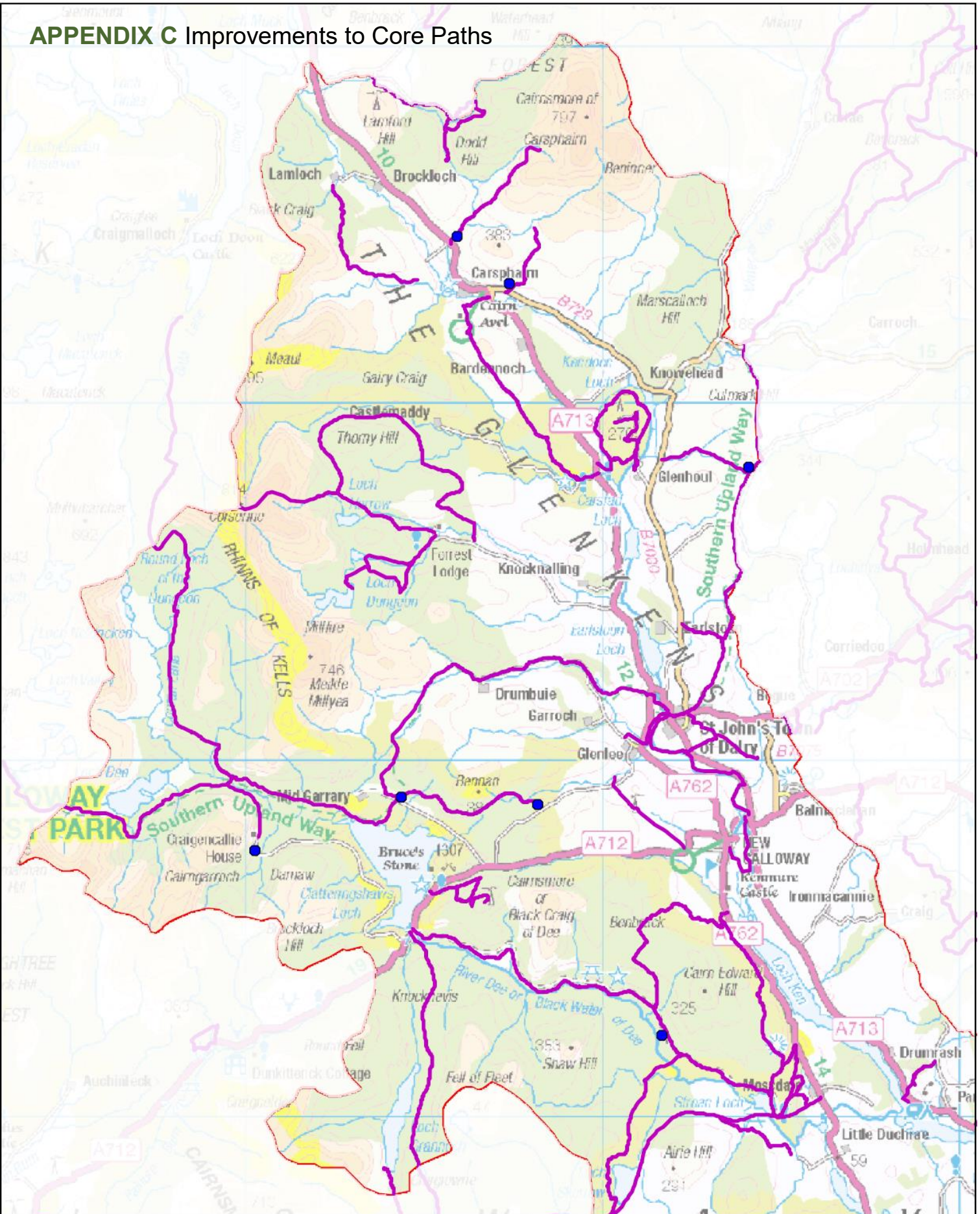
Project: Galloway Glens

Plan No.: 2 of 6

- Landscape Partnership Boundary
- Core Paths
- Aspirational Routes (New / Improved)

Drafted By: EM		Checked By: KM	
Date: 28/07/17		Client: KM	
OS Sheet: NX6760		Scale: 1:100,000 @ A3	
Dwg. No.: 100030		Revision: B	
Rev. B	Date 28/07/2017	Revision Serv. Call 343029	Init. MB

APPENDIX C Improvements to Core Paths



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Dumfries and Galloway Council
English Street, Dumfries DG1 2HR

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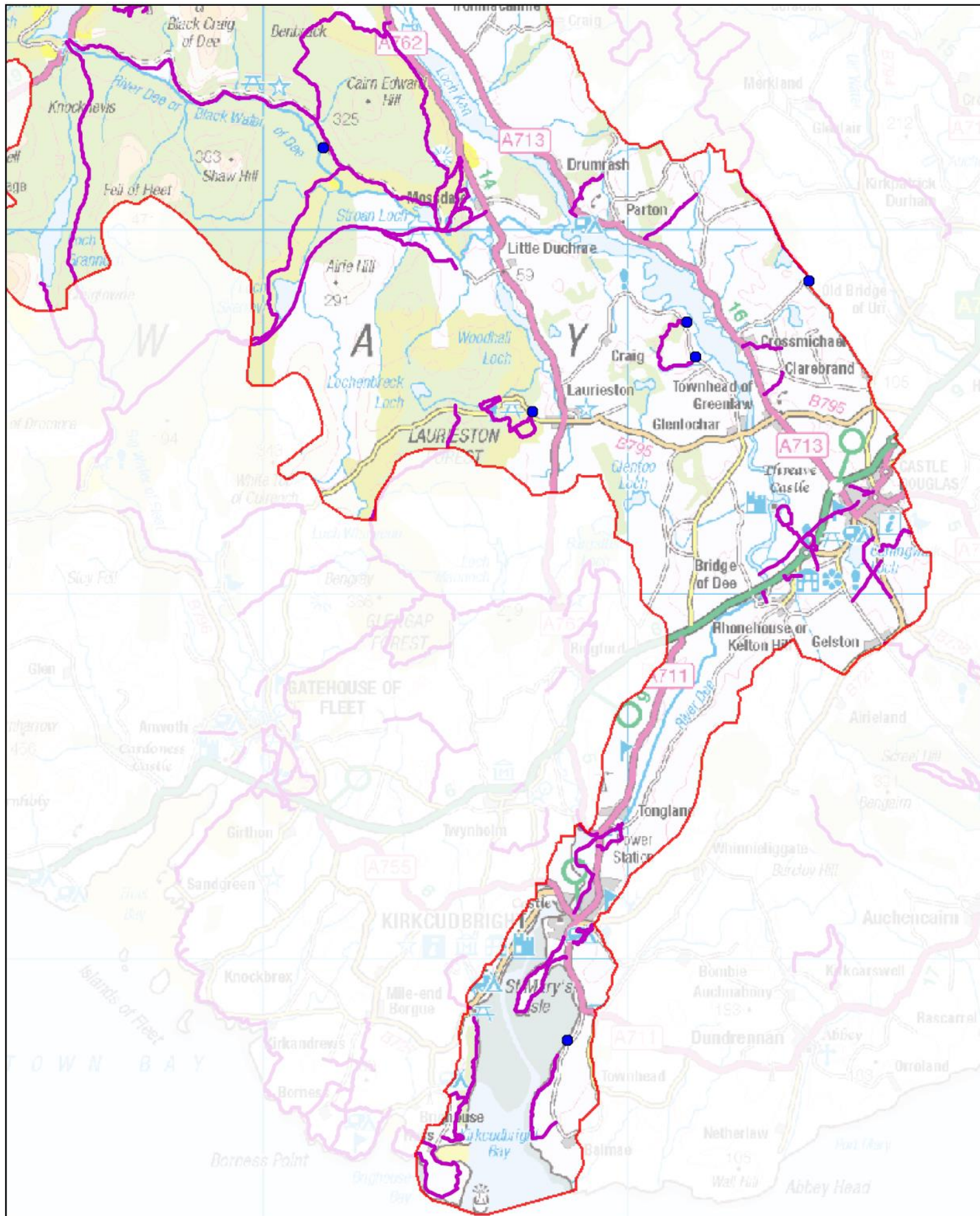
Title: Galloway Glens Landscape Partnership Scheme

Project: Galloway Glens

Plan No.: 3 of 6

- Landscape Partnership Boundary
- Core Paths
- Car Parking (New / Improved)

Drafted By:		Checked By:	
EM		KM	
Date:		Client:	
28/07/17		KM	
OS Sheet:		Scale:	
NX6760		1:100,000 @ A3	
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100030		B	
Rev.	Date	Revision	Init.
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Title: **Galloway Glens Landscape Partnership Scheme**

Project: **Galloway Glens**

Plan No.: 4 of 6

Landscape Partnership Boundary

Core Paths

● Car Parking (New / Improved)

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EM

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100030

Rev.

28/07/2017

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KM

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KM

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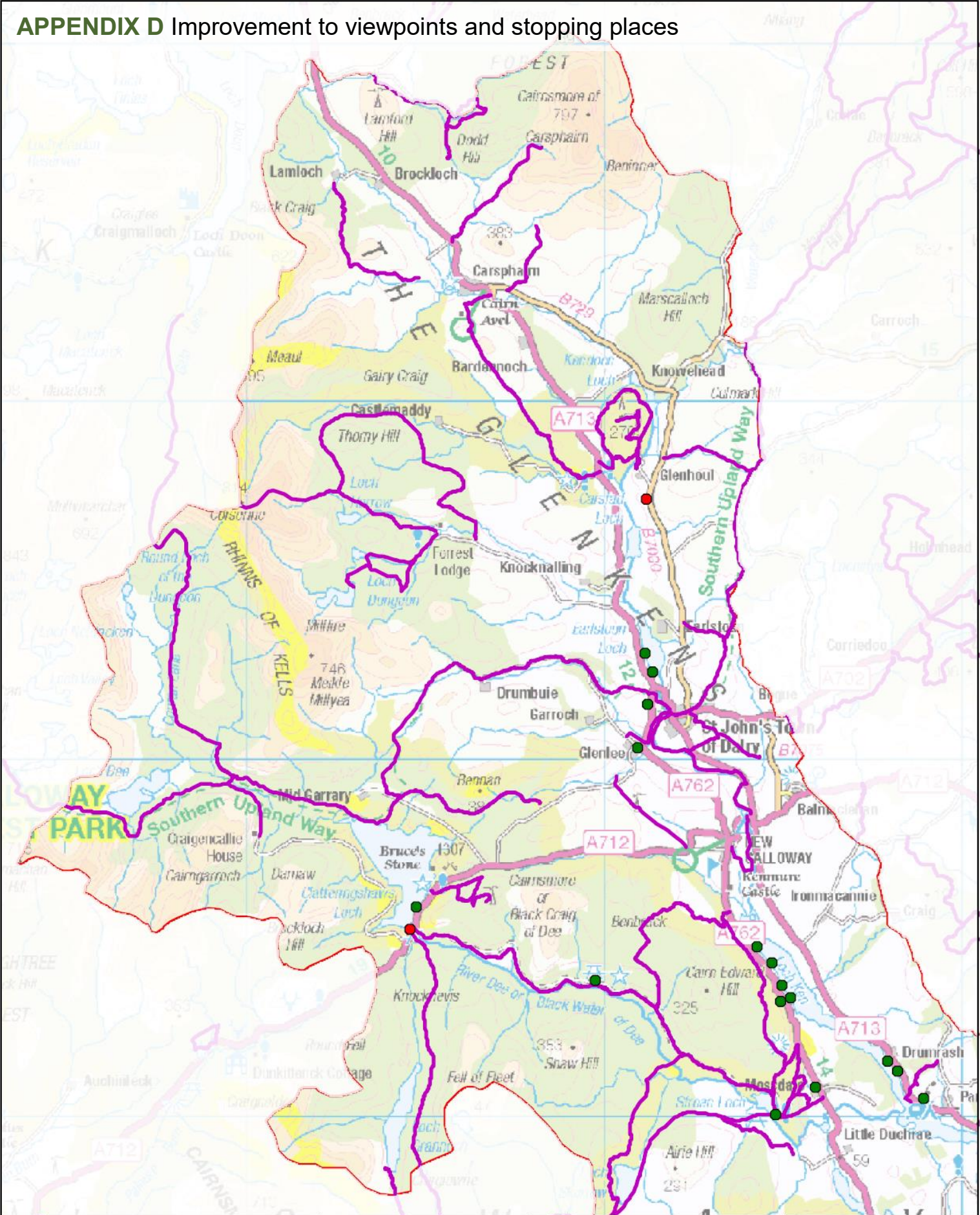
Revision:

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Rev. Date Revision Inits.

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APPENDIX D Improvement to viewpoints and stopping places



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Title: Galloway Glens Landscape Partnership Scheme

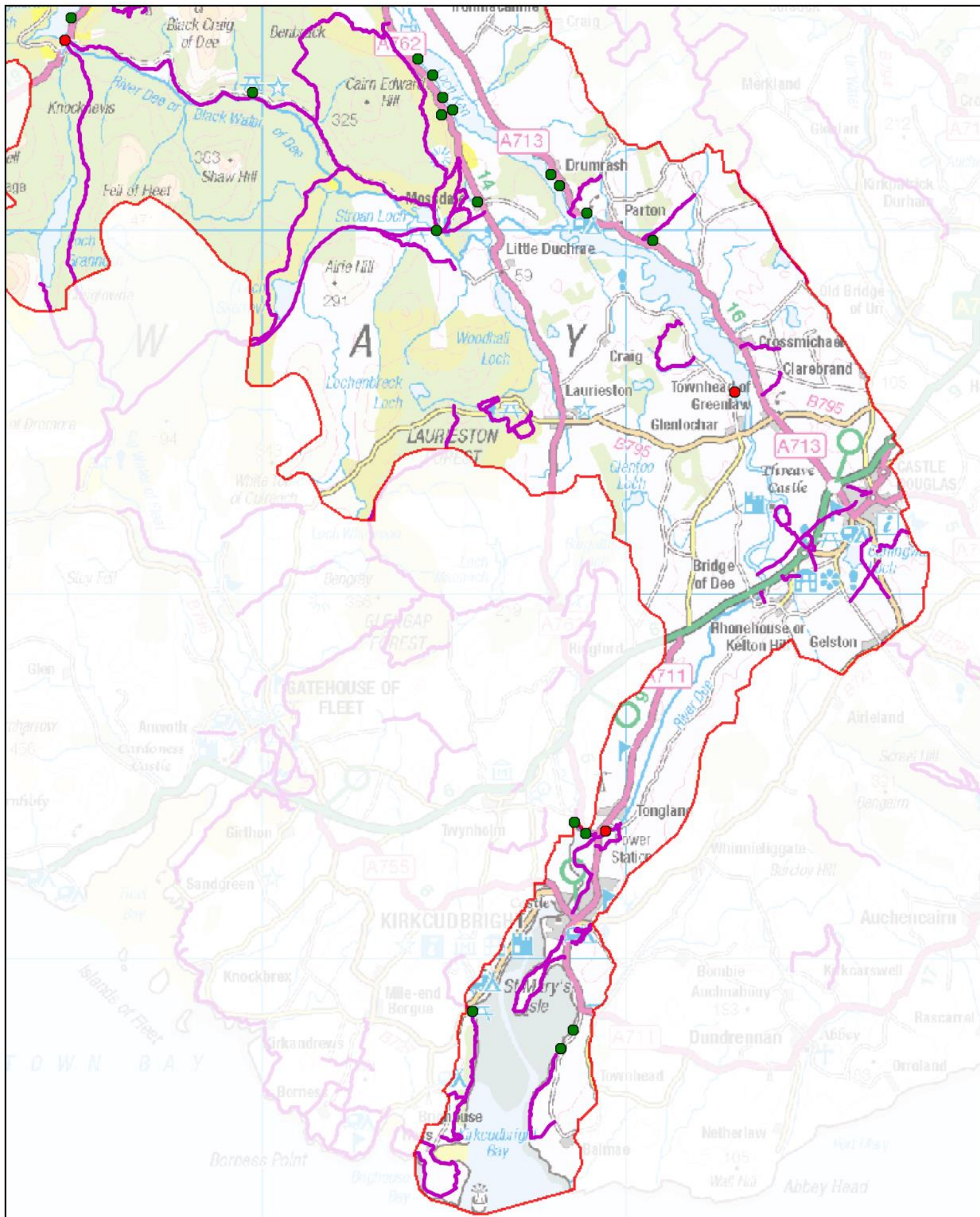
Project: Galloway Glens

Plan No.: 5 of 6

Legend:

- Red outline: Landscape Partnership Boundary
- Green line: Core Paths
- Green dot: View Points / Parking - Improved
- Red dot: View Points / Parking - New

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OS Sheet:	NX6760	Scale:	1:100,000 @ A3
Dwg. No.:	100030	Revision:	B
Rev.	Date	Revision	Ints.
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Director of Economy, Environment & Infrastructure
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Title: **Galloway Glens Landscape Partnership Scheme**

Project: **Galloway Glens**

Plan No.: 6 of 6

- Landscape Partnership Boundary
- Core Paths
- View Points / Parking - Improved
- View Points / Parking - New

Drafted By:

EM

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28/07/17

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Dwg. No.:

100030

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Client:

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