



## Marketplace Topic 1

### Recreation and Touring

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## Cycling Returns to the Home of the Pedal Cycle



## Submitted Abstract

### Cycling Returns to the Home Of The Pedal Cycle

The first pedal bicycle was invented in 1840 by the blacksmith Kirkpatrick Macmillan at Keir Mill some 12 miles north of Dumfries, in rural Scotland. The “velocipede” as it was called, developed into the bicycle of today. Another Scottish inventor, John Dunlop, invented the pneumatic tyre in 1886, thus smoothing the ride.

The Dumfries and Galloway Tourism Strategy identifies cycling as a niche market and visitors are encouraged to explore sites associated with Robert Burns, Robert the Bruce, Thomas Telford, John Paul Jones and the origins of Christianity in Scotland.

There are over 460 miles of signed cycle routes including two National Cycle Routes, off -road surfaced paths, bridges and a trail to commemorate Kirkpatrick Macmillan.

The region boasts world famous mountain biking centres and hosts national competitions and events including the Tour of Britain.

The region’s largest employer (Dumfries and Galloway Council) supports cycling as part of sustainable transport and sport/recreation initiatives. The Council also hosts a Cycle Forum which is a partnership of local cycling groups, cycle users and other private, voluntary and public stakeholders.

Funding partnerships totalling £8 million (11 million Euros) has been spent on cycling facilities and a further £2 million has been allocated over the next year. Ongoing schemes include a link to the National Cycle Network in Northern Ireland.

Outcomes include:

- Sustaining and creating jobs
- Supporting local businesses
- Providing prosperity in rural areas
- Developing visitor markets
- Encouraging repeat visitors
- Improving access to tourist attractions
- Expanding path networks
- Increasing cycling opportunities
- Accessible facilities for all
- Linkages to public transport including rail, bus and ferries
- Safeguarding the environment

The vision of Kirkpatrick Macmillan is now reaping rewards and Dumfries and Galloway is fast becoming one of the most cycle friendly regions in Scotland. The local economy is benefiting from cycling related tourism and businesses.





Figure 1: Example of path in Dumfries and Galloway



Figure 2: Rural Dumfries and Galloway



Figure 3: Replica of "Velocipede" at Drumlanrig Castle Museum

## Dumfries and Galloway

Dumfries and Galloway is situated in the southwest corner of Scotland and is the country's third largest region by landmass, covering 2,380 square miles. The population is some 148,000.

The largest town in the region is Dumfries with a population of just over 32,000. The region is generally a sparsely populated rural area. Agriculture, forestry, fishing and tourism are highly represented in the region's workforce.

There are more than 2,900 miles of roads which are mainly quiet country roads together with a network of paths and lanes. The important Irish Sea ferry ports in the west of the region link Scotland with Ireland and there are regular sailings between Stranraer/Cairnryan and Belfast/Larne. There are seven railway stations in Dumfries and Galloway, including main stations at Dumfries, Stranraer and Lockerbie, with services connecting to all main UK destinations. There is an extensive bus network covering the region and providing access to tourist attractions, the countryside and the coast.

The region offers a quality of life that is difficult to find anywhere else in Scotland and is set within an excellent natural environment combining coastline and countryside. The quality of the landscape has been recognised in three National Scenic Areas and three environmentally sensitive areas. Dumfries and Galloway Council and its partners are committed to a cleaner, greener and safer environment.

## Kirkpatrick Macmillan

The first pedal bicycle was invented in 1840 by blacksmith Kirkpatrick Macmillan at Keir Mill some 12 miles north of Dumfries. The machine was propelled by a horizontal reciprocating movement of the rider's feet on the pedals. This movement was transmitted to cranks on the rear wheel by connecting rods.

The "velocipede" as it was called, developed into the bicycle of today. Another Scottish inventor, John Dunlop, invented the pneumatic tyre in 1886, thus smoothing the ride.

Kirkpatrick Macmillan is buried in the kirkyard at Keir and is remembered by a plaque on the smiddy in which he worked. In unveiling the plaque the Lord Lieutenant of Dumfries commented that *"....the bicycle has made the world a happier place to live."*

## Recognition Of Potential For Touring And Recreation

In 1999/2000, a number of factors convinced the Council and its partners that there was great potential within Dumfries and Galloway for cycling not only as a means of transport but also as a tourist generator and as a form of recreation.

### The National Cycle Network

The development of the National Cycle Network, by the UK sustainable transport charity Sustrans was probably the main catalyst for the development of touring and recreational cycling in Dumfries and Galloway. The Network was launched in 1995 following the award to Sustrans of lottery funding through the Millenium Commision. The potential for the region as a touring destination was recognised by Sustrans and a partnership was set up with the Council and other partners to develop two routes of the National Cycle Network and other linked routing. Funding available from the Millenium Commission was used to match a significant number of successful funding applications associated with transport, tourism, recreation, sport, health, social inclusion, regeneration, access to the countryside and path development.



Figure 4: National Cycle Network

### Cycling Into the Future

#### The Scottish Office Policy on Cycling

The policy document indicated that:

- Since the 1980's cycling had demonstrated a steady growth pattern as a recreation, leisure and holiday activity
- Cycling was one of the top 5 activities in which visitors participate whilst visiting Scotland
- Tourism in Scotland was heavily concentrated into the peak months of July, August and September
- The future success of cycling depends significantly on the development and promotion of an attractive, varied and safe network of cycle routes

#### Dumfries and Galloway Countryside Access Strategy 1999

The strategy established the guiding principles for developing countryside access and included an action plan for the Council and partner organisations to develop including the establishment of one of the first Access Forums in Scotland.



Figure 5: Countryside Access Strategy

### Towards a Healthier Scotland A White Paper on Health 1999

- The White Paper set out the government's vision for improving health for all in Scotland
- In discussing "*Scotland's record of ill health*" the White Paper concluded that "Our position at or near the top of international league tables of the major diseases of the developed world – coronary heart disease, cancer and stroke – is unacceptable and largely preventable. Good health is more than not being ill, we need to work on a broad front to improve physical, mental and social well – being, fitness and quality of life"
- In considering "physical activity" the White Paper recognised that "Moderate physical activity, in the form of everyday activities such as walking and cycling, also makes a vital contribution to positive health and active ageing"

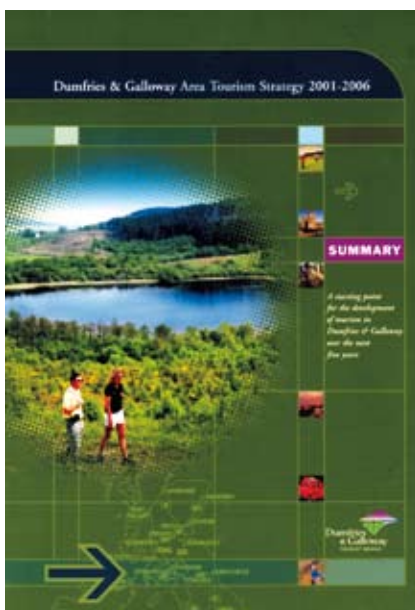


Figure 6: Tourism Strategy

### Dumfries and Galloway Area Tourism Strategy 2001 – 2006

In 2000, Dumfries and Galloway in line with Scotland and the rest of the UK was experiencing significant changes in the market place. These included :

- A reduction in the domestic main holiday market
- Continued growth in tourism world – wide and an anticipated growth to Scotland
- Changes in consumer demand with trends towards special interest and activity holidays
- Profound changes in the marketing of tourism as a result of the Internet, which enables consumers to obtain detailed information instantly

The implications of these changes in the market place meant that:

- Quality and value for money would become increasingly important
- General infrastructure and environment needed to be of the highest standard
- The opportunity to use Forestry Commission Scotland land to develop centres for excellence in mountain biking

### Other Factors

- Dumfries and Galloway leant itself to the development and promotion of cycle tourism, given its rural setting, beautiful scenery and network of quiet country roads and tracks
- Cycling demonstrated a steady growth pattern as a recreation, leisure and holiday activity
- There was a growing environmental awareness and interest
- There was an established network of local bike shops
- There was an established network of local cycling groups including local members of the national Cyclists Touring Club
- There was a low and decreasing level of cycle usage in Scotland compared with the rest of the UK
- In comparison to a decreasing level of cycle usage there was an increasing pattern of cycle ownership
- In 2000, 36% of households in Scotland did not have access to a car
- More people could afford the running costs of a bicycle than any other means of transport
- Cycling was something which could be built into a daily routine
- The potential to utilise public transport hubs as access points for cyclists into the region





**Figure 7: National Cycle Route 7 in Dumfries and Galloway**

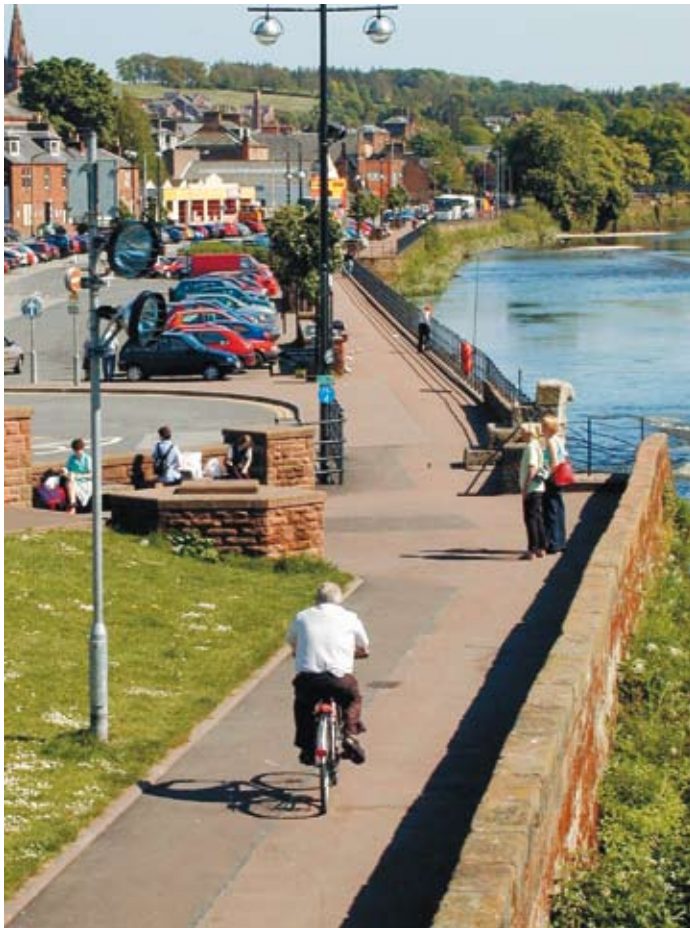
## Outputs

### The Development of Cycling Infrastructure in Dumfries And Galloway Since 2000

The main outputs have been the development of cycling infrastructure throughout Dumfries and Galloway.

Prior to the National Cycle Network, Dumfries and Galloway Council spent some £25,000 annually on cycling infrastructure.

Since the development of the National Cycle Network, Dumfries and Galloway Council has managed some £8 million of partnership funding on cycling infrastructure. A further £2 million has been allocated over the next year.



**Figure 8: Riverside path, Dumfries National Cycle Route 7**

Partner organisations include Sustrans, Dumfries and Galloway Tourist Board, Sportscotland, Scottish Natural Heritage, Solway Heritage, National Health Service Dumfries and Galloway, Scottish Enterprise Dumfries and Galloway, European Regional Development Fund, the Scottish Executive, Forestry Commission Scotland, Paths for All and the National Byway.

There are over 460 miles of signed cycle routes including two National Cycle Routes, off – road surfaced paths, four new bridges, a trail to commemorate Kirkpatrick Macmillan and a network of mountain bike centres.

## The National Cycle Network

The National Cycle Network is a network of safe and attractive places to cycle and walk throughout the UK. There are over 10,000 miles of signed routes putting almost 75 % of the UK population within 2 miles of the Network.

There are two existing routes of the National Cycle Network in Dumfries and Galloway which have been provided by the Council and its partners :

- National Cycle Route 7 runs from Carlisle to Inverness. In Dumfries and Galloway it covers 114 miles, passing through the main communities of Gretna Green, Annan, Dumfries, Castle Douglas (Scotland's Food Town), Kirkcudbright (Scotland's Artists' Town), Gatehouse of Fleet, Newton Stewart and a variety of visitor attractions.
- National Cycle Route 74 runs for 44 miles and connects Route 7 to South Lanarkshire along quiet roads adjacent to the A74(M) motorway. It links to the Southern Upland Way, Britain's first coast to coast long distance footpath.
- A further National Cycle Route (Route 73) is proposed to link National Cycle Route 7 at Newton Stewart with the National Cycle Network in Northern Ireland via the ferry terminals at Stranraer/Cairnryan. The route will pass through Wigtown (Scotland's Book Town).

[www.sustrans.org.uk](http://www.sustrans.org.uk)



**Figure 9: Off road path near Newton Stewart National Cycle Route 7**



**Figure 10: Stena HSS approaching the Stranraer Ferry Terminal**

## The National Byway

The National Byway is a signed network of rural lanes and roads, reaching into the heart of British Heritage. With sections already established in England, the National Byway is expanding into Scotland. The Byway runs for 194 miles in Dumfries and Galloway





**Figure 11: Cycle/pedestrian bridge over A75 Dumfries Bypass Caledonian Cycleway**



**Figure 12: Cycle/pedestrian bridge over A701 Trunk Road Caledonian Cycleway**

### Other Infrastructure

Other infrastructure provided recently/proposed by the Council and its partners include :

- Community link to National Cycle Route 7
- The Caledonian Cycleway which runs between Dumfries Railway Station and the outskirts of Dumfries. The facility is a 3 metres wide, surfaced and lit and utilises the trackbed of the former Caledonian Railway. Infrastructure along the route includes bridges across A75, Dumfries Bypass and A701 Trunk Road.
- The Caledonian Cycleway also forms a section of Local Cycle Route 10. Local Cycle Route 10 links National Cycle Route 7 at Dumfries with National Cycle Route 74 at Beattock. This links with the south of Scotland Countryside Trails Project and provides a multi-user link for walkers, cyclists and horse riders between Dumfries and Galloway and the Scottish Borders.
- Four signposted cycle trails in the Machars of Galloway area
- Riverside paths on both sides of the River Nith in Dumfries.
- A proposed second dedicated cycle/pedestrian bridge over the River Nith in Dumfries
- Community links, including into the Crichton University Complex



**Figure 13: Caledonian Cycleway**

### The 7stanes Mountain Bike Project

Phase 1 involved the construction of a network of Mountain Bike Centres in seven forests in the South of Scotland.

The 160km of mountain bike trails cost almost £2 million to construct and now bring in an estimated 150,000 visitors a year into the area. The idea behind the project was to capture the growing popularity of mountain biking and produce a network of sites across the Scottish Borders and Dumfries & Galloway which would provide high quality biking trails and loops. There are eight Mountain Bike Centres, five of which are within Dumfries and Galloway.

Forestry Commission Scotland initiated the project in 2001, as a way of helping tourism and the project was co-funded by a large number of partners with Scottish Enterprise Dumfries and Galloway and the South of Scotland European Partnership taking lead roles. Dumfries and Galloway and Scottish Borders Councils, Scottish Natural Heritage, Solway Heritage and the Scottish Association of Mental Health also made significant contributions.

Phase 1 provided a network of world class trails and tracks suitable for a range of users from novices to experts (but primarily for the more skilled biker), and a range of other visitor facilities.

Phase 2 aims to build on the success of Phase 1 by expanding and complementing Phase 1. Between 2005 and the end of 2007 the project partners will invest a further £1.7million in extending existing trails and developing skills areas for novice riders and for family use. Related facilities such as parking, changing facilities, cafes, shops, bike wash facilities, toilets and showers will also be provided.

A key aim of the project is to encourage economic development in sustainable tourism in the South of Scotland and the major marketing objective of 7stanes Phase 2 is to increase the overall number of visitors by 50% within the three year life of the project.

[www.7stanes.gov.uk](http://www.7stanes.gov.uk)



Figure 14: 7 stanes



Figure 15: 7 stanes

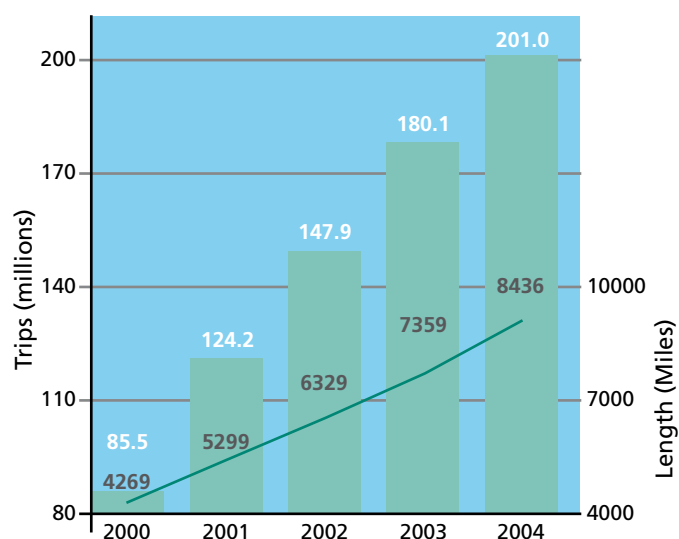


Figure 16: 7 stanes

### Usage – Monitoring of the National Cycle Network

Cycling trips on the Network have grown year on year since 1995. The huge success of the National Cycle Network continues with 2004 seeing increases in both cycling and walking trips. There were over 201 million trips in the year, a growth of 11.6% on 2003 (see Figure 17). Like for like growth in usage of the Network accounts for half of this, and half is due to new routes being opened. (Sustrans 2005)

Dumfries and Galloway Council has installed and maintains automated cycle counting equipment on the Network within the region. Data collected feeds into the national assessment managed by Sustrans.



**Figure 17: National Cycle Network Length and use 2000 to 2004**



### Tourism Benefits of the National Cycle Network to Dumfries and Galloway

- The Network supports the Area Tourism Strategy and Countryside Access Strategy by improving and expanding visitor infrastructure
- The Network improves access to environmental attractions, (inland lochs, coastal areas, scenic areas and the region's built and natural heritage) in a strategic way adding value to and improving the overall visitor experience
- The Network assists in the development of environmental tourist initiatives. Additional visitors will be attracted from outwith Dumfries and Galloway, particularly from Northern Ireland (once the link to the Irish Sea ferry ports has been completed) and also tourists travelling to Northern Ireland
- The Network sustains jobs and adds value to the incomes of small tourism businesses, particularly those involved in countryside access, cycle provision, cycle repair, self catering accommodation and catering and assists the prosperity of rural areas
- Access to the countryside is a major attraction to visitors to the region. Repeat visits are a significant element of the tourism market, and it is vital to improve the experience for people already visiting the region by developing a quality path network to encourage them to return
- It is estimated that the National Cycle Network, additional community links and related tourist activity will contribute some £2.5 million to the local economy annually. This economic impact was calculated using information from the text of a talk to a Tourism Society seminar in London on 10 October 1999. (Sustrans 1999)



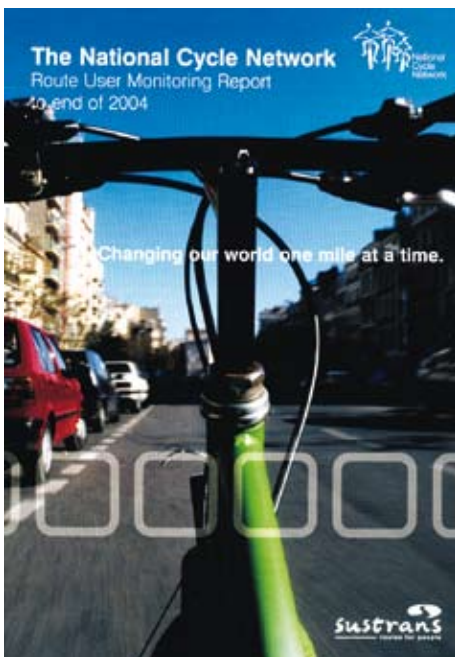
**Figure 18: Cycle/pedestrian bridge over the River Annan  
National Cycle Route 7**



**Figure 19: Cycle/pedestrian bridge Over the River Nith in Dumfries  
National Cycle Route 7**



**Figure 20: Cycle/pedestrian bridge over the A75 Dumfries Bypass. Community link to National Cycle Route 7**



**Figure 21: Route User Monitoring Report**

### The Health Benefits of Physical Activity

A national strategy document (Scottish Executive, 2003) indicates:

- The recommended daily amount of physical activity for adults is 30 minutes on five or more days of the week, for children it is one hour
- The Government has set a target 50% of adults to achieve the minimum levels by 2022
- In Scotland, 72% of women and 59% of men are not active enough for health, making physical inactivity the most common factor for coronary heart disease, more than obesity and smoking
- 2,447 people in Scotland die prematurely each year due to physical inactivity (Scottish Executive 2003)

The continued success of the National Cycle Network in encouraging more cycling and walking is promoting physical activity and tackling obesity. (Sustrans 2005)

- In face to face interviews conducted by Sustrans in areas of high health need (as identified by the Government's indices of social deprivation) two thirds of respondents said that the presence of the National Cycle Network had helped them to increase their levels of regular physical activity.
- The Network is also encouraging people to start or return to cycling. In 2004, 10.7 million trips were made by those new to or returning to cycling.
- Surveys undertaken by Sustrans reveal that 77% of those who are new to cycling and 82% of returning cyclists say they want to increase their levels of cycling.

### Development of Local Businesses

Cyclists travel slower than car borne travellers, cannot carry the same amount of provisions and have different needs and requirements. They have great potential to add to the prosperity of local rural communities.

There are numerous examples of local cycle related businesses being developed and experiencing increased trade as a result of increased cycling activity. This increased trade assists community prosperity. Three such examples are:

- Biking Heaven is a service being developed by a number of local businesses to provide internet access to biking facilities, locations, holidays, accommodation providers, contacts and local information. Internet access is provided for visitors to the area and for locals on the 7stanes project, touring and club events

Information and contact details are included on the local biking scene and its vitality. Places and facilities are recommended by local cyclists for visiting cyclists to enjoy and experience

**[www.bikingheaven.com](http://www.bikingheaven.com)**

- Galloway Cycling Holidays arrange cycling breaks on the quiet country roads throughout the region. Arrangements include accommodation provision, cycle hire, luggage transfer and back-up service. Arranged tours cover the Mountain Bike Centres, the Galloway Forest Park and various visitor attractions and these have been taken by cyclists from all parts of the world. Feedback is received from visitors many of whom enthuse about the natural beauty of the region and the quality of the cycling facilities provided

**[www.gallowaycycling.co.uk](http://www.gallowaycycling.co.uk)**

- John McLintock of Grierson and Graham bike shop, Dumfries was interviewed recently. He indicated that in recent years, trade had increased by over 20% and that he had recently employed one extra full time member of staff and one extra part time member of staff



**Figure 22: National Cycle Route 7 in Dumfries and Galloway**



**Figure 23: National Cycle Route 7 in Dumfries and Galloway**



### Membership of Cycling Groups

- Sustrans have indicated that nationally they have 40,000 supporters who make donations
- The Chairman of Dumfries Cycling Club, Graham Trickey, was interviewed and indicated that membership in the club had increased by 25% in recent years
- John Taylor of the Cyclists Touring Club, Scotland, was interviewed and indicated that membership of CTC in Scotland had increased by 40% in recent years
- The number of participants at BMX and Cyclo-Cross events in Dumfries and Galloway is increasing. These events are an excellent way to introduce the next generation into cycling



**Figure 24: Tour of Britain, Castle Douglas**



**Figure 25: Tour of Britain passing Drumlanrig Castle**

### Events

- Scotland played host to the Tour of Britain Cycle Race for the first time in August as some of the world's leading cyclists tackled the high profile first leg of this prestigious event. The gruelling first leg saw them pedalling a 115 mile route from Glasgow's George Square to Castle Douglas in Dumfries and Galloway. The event which follows a similar format to the legendary Tour de France was televised by BBC Television. Nostalgically the route passed Keir Mill where Kirkpatrick Macmillan invented the first pedal cycle
- It is hoped that the Tour of Britain passing through the region will encourage local people, particularly younger people to take up cycling as a recreational activity
- In August 2006 the Cyclists Touring Club intend to hold its annual birthday rides in Dumfries. This will involve up to 1,000 cyclists taking a week long holiday in the area and taking part in organised events

[www.CTCScotland.org.uk/br2006](http://www.CTCScotland.org.uk/br2006)

### Dumfries and Galloway Cycling Forum

Dumfries and Galloway Council supports cycling as part of sustainable transport, regeneration and sport/recreation initiatives. The Council co-ordinates a Cycling Forum which is a partnership of cycling groups, cycle users, and other private, voluntary and public sector stakeholders.

### Access to Tourist Attractions

Dumfries and Galloway offers the place and pace to suit the cyclist, with unspoilt scenery, contrasting landscapes, a mild climate and a wealth of history and heritage to explore. The Dumfries and Galloway Tourism Strategy identifies cycling as a niche market and visitors are encouraged to explore sites associated with Robert Burns, Robert the Bruce, Thomas Telford, John Paul Jones and the origins of Christianity in Scotland.

[www.visitscotland.com](http://www.visitscotland.com)

### Marketing

- The facilities have been the subject of extensive marketing both at a local and a national level through brochures and the Internet
- Maps have been produced of cycle routes throughout the region
- Opening ceremonies are well publicised and are used as an opportunity to raise public awareness



Figure 26: Robert Burns statue in Dumfries

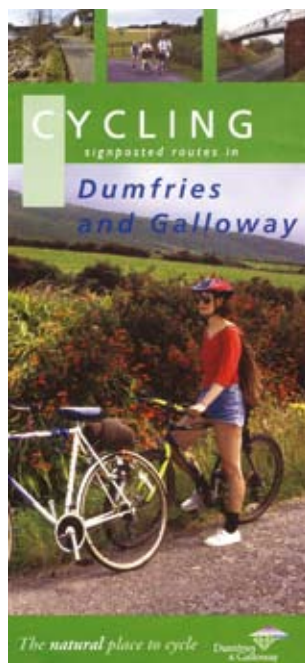


Figure 27: Cycling brochures



Figure 28: Paths for All

### Inclusive Communities

The National Cycle Network now passes within 1 mile of half of the population of the UK and 2 miles of three quarters.

The Network is helping people for whom a car is not an option. In 2004, 38 million trips were made by people who didn't have access to a car.

The number of women using the National Cycle Network continues to grow. Since 2000 there has been an increase in cycling trips by women of 145% to 24.7 million. As more people use a route, the proportion of women cyclists increases, and a high proportion of women say that improvements to both the security and the safety of routes encourages them to use the route more frequently.

20% of all trips on the Network are made by young people under the age of 16.

A fifth of all trips on the Network are made by people over the age of 60, with this group accounting for a quarter of all walking trips. (Sustrans 2005)

The facilities cater for all users irrespective of age, ability or social background. Paths have been created to a standard suitable for wheelchairs, prams, the elderly and adults cycling with young children.

Part 1 of the Land Reform (Scotland) Act 2003 was enacted and the Scottish Outdoor Access Code launched in February 2005, heralding a new era for path network development.

People want assured routes to cycle and walk. The new access legislation will allow Dumfries and Galloway Council and its partners to deliver a Core Path Network catering for all in the countryside.



### Linkages to Public Transport

The following enhancements have been/are being made to assist cyclists :

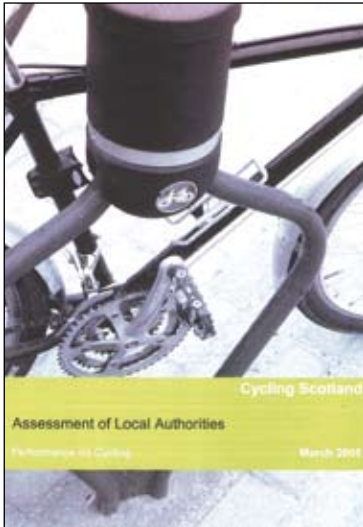
- National Cycle Route interchange signs at railway stations
- Maps proposed at stations to show adjacent cycle routes
- Free cycle rescue scheme for railway travellers
- Provision of secure cycle facilities at all stations
- Bikes go free on trains
- Guaranteed space on trains if reservation made
- Increased cycle capacity available on most train routes
- Facilities to carry bikes on buses being developed
- Dumfries and Galloway Council has converted one of its bus fleet to carry up to 12 bikes



**Figure 29: Interchange sign at Gretna Railway Station**



**Figure 30: Virgin Pendolino on the West Coast Main Line**



**Figure 31: Cycling Scotland  
Assessment of Local Authorities**

### Cycling Scotland National Cycling Assessments

In October 2003, Cycling Scotland was established to support the development of cycling in Scotland. In order to establish a baseline and to collect better information on cycling for policy and planning purposes Cycling Scotland undertook an assessment of cycling in Scotland (Cycling Scotland 2005) focussing on the performance of each of the 32 Local Authorities, against the following criteria :

- Cycling strategy
- Guidance, audit and review
- Targets and monitoring
- Stakeholder engagement
- Council/Local Authority commitment
- Infrastructure
- Cycle training
- Promotion of cycling

Dumfries and Galloway Council scored well within the assessment.

[www.cyclingscotland.org](http://www.cyclingscotland.org)



**Figure 32: National Cycle Network  
Award for Signing**

### Biennial National Cycle Network Awards

The first 10,000 miles of the National Cycle Network was completed in September 2005. To mark this special occasion Sustrans have created what will become the biennial National Cycle Network awards, celebrating the huge contribution made by many in making the Network the award winning resource it is. Dumfries and Galloway Council won the award for the best signed cycle routes in the UK. In making the award it was commented that National Route 7 in the south west of Scotland holds the crown for its comprehensive signing.

## To Conclude

There is an invisible link which connects all cyclists whether they be racing cyclists, touring cyclists, club cyclists or mountain bikers. Cyclists care for the environment and have a civic pride which is missing from a lot of society.

Dumfries and Galloway is in a unique position as the only place able to welcome cyclists from all over the world back to the Home of the Pedal Cycle.

The vision of Kirkpatrick Macmillan is now reaping rewards and Dumfries and Galloway is fast becoming one of the most cycle friendly regions in Scotland.

The bike of today is still basically the same as the bike invented by Kirkpatrick Macmillan at his smiddy 12 miles north of Dumfries in 1840. Although at the time Kirkpatrick Macmillan didn't realise the importance of the "Velocipede", I am sure that he would have been proud that his invention is now shared by friends worldwide.

When the Lord Lieutenant of Dumfries unveiled a plaque to Kirkpatrick Macmillan at Keir Mill he was correct when he commented that *"....the bicycle has made the world a happier place to live."*





## For more information :

**Biking Heaven** – [www.bikingheaven.com](http://www.bikingheaven.com)

**CTC Scotland** – [www.CTCScotland.org.uk](http://www.CTCScotland.org.uk)

**Cycling Scotland** – [www.cyclingscotland.org](http://www.cyclingscotland.org)

**Drumlanrig Castle** – [www.buccleugh.com](http://www.buccleugh.com)

**Dumfries and Galloway Council** – [www.dumgal.gov.uk](http://www.dumgal.gov.uk)

**Forestry Commission Scotland** – [www.forestry.gov.uk](http://www.forestry.gov.uk)

**Galloway Cycling Holidays** – [www.gallowaycycling.co.uk](http://www.gallowaycycling.co.uk)

**National Byway** - [www.thenationalbyway.org](http://www.thenationalbyway.org)

**Paths for All** – [www.pathsforall.org.uk](http://www.pathsforall.org.uk)

**Scottish Executive** – [www.scottishexecutive.gov.uk](http://www.scottishexecutive.gov.uk)

**Scottish Natural Heritage** – [www.snh.org.uk](http://www.snh.org.uk)

**7stanes** – [www.7stanes.gov.uk](http://www.7stanes.gov.uk)

**Solway Heritage** – [www.solwayheritage.co.uk](http://www.solwayheritage.co.uk)

**Sustrans** – [www.sustrans.org.uk](http://www.sustrans.org.uk)

**VisitScotland** – [www.visitscotland.com](http://www.visitscotland.com)



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