

Scotland Review

2018





“Streets that are better for walking and cycling are better for cities’ livability, safety and economies. For 40 years, Sustrans has been a leading voice in the urban revolution about how we get around, and today, the world is starting to catch up with them.”

Janette Sadik-Khan, Bloomberg Associates, former New York City Transport Commissioner

Photo: Tony Marsh

Welcome

The doubling of the active travel budget as set out in the Scottish Government’s 2017-18 Programme for Government was an ambitious statement of intent towards encouraging more people to walk and cycle.

Sustrans has been a key delivery partner of Transport Scotland for 15 years. Our role is to deliver programmes that encourage active travel - through behaviour change activities and by distributing funding to partners through a series of challenge funds. In that time we have learned that deeper engagement with communities and setting out best practice in a range of comprehensive programmes is key to ensuring the delivery of high quality projects. Involving local communities in the development of walking and cycling projects means they are more likely to buy into them, adopt and value the infrastructure.

Through our Community Links PLUS 2017 competition, a record-breaking £22,540,360 was split between five projects in Scotland to create bold, innovative and safe walking and cycling routes in cities across the country.

This, alongside the funding and support we provide through our Community Links programme and our National Cycle Network Development Fund, is helping to set the standard for well designed, safe and accessible walking and cycling infrastructure with partners and local authorities. Our funding has supported the creation of bridges and segregated cycle routes, the repurposing of streets and parking spaces into public areas and meeting spaces. It has also enabled us to support local community groups and development trusts to help them realise their vision of new walking and cycling links for their local areas.

We’ve also published ground-breaking research, which is already starting to have resonance and set the policy agenda in areas beyond transport – in health, gender equality and social justice. Through our partnership work with local authorities, regional transport partnerships and transport planners, we have helped to build the economic and social case



for active travel in Scotland’s cities and towns.

2017-18 has also been a year of recognition of our achievements. The neighbourhood group DG1 Neighbours, established as a result of our Dumfries Street Design project, won the Civic Trust’s Civic Champion Award, whilst our Scottish Workplace Journey Challenge won the Best Practice in Travel to School and Work Scheme prize at the 2018 Scottish Transport awards.

However, the path isn’t always smooth. Cycling is far from mainstream, hovering around 3% for journeys to work in Scotland, whilst walking as a way to get to work has been in decline over the past 40 years.

We know from the Scottish Government’s Growing Up in Scotland report that nine out of ten Scottish children are not meeting the recommended daily hour of exercise, whilst more than 2,500 early deaths are caused by air pollution in Scotland alone. Meanwhile, our annual Hands Up Scotland Survey of how children get to school, tells us that whilst almost half of children walk, cycle or scooter to school, a quarter are still driven to school each day.

We know that change will require engaged communities and grassroots support as well as strong political leadership.

My encouragement is therefore for you and your teams to make sure you are taking advantage of all the support and funding Sustrans offers and manages. We are here to work in partnership and we look forward to hearing from you.

John Lauder, National Director, Scotland



Creating liveable neighbourhoods



Case study:

Transforming neighbourhoods through street design

This award-winning four-year project combined community-led design, behaviour change and infrastructure improvements to transform a Dumfries neighbourhood into a safer, more vibrant and attractive place to live.

Working in partnership with Dumfries and Galloway Council, residents and businesses, our Street Design team set out to address a number of challenges to the Queen Street area of Dumfries. These included a car dominated environment, poor social connections and community empowerment and a neglected and isolated neighbourhood.

As well as ensuring our designs complemented regeneration work by the Strategic Housing Department at Dumfries and Galloway Council, we enabled people living and working in the area to closely guide the changes carried out on their streets, from initial design ideas through to the construction process.

This has seen the installation of innovative artwork, traditional Victorian street lights, gateways and an injection of greenery in the form of trees and planters. Most importantly, there has been a change in the road layout of the neighbourhood, including the addition of raised tables, wider pavements and street furniture. This has helped to make the streets safer and more attractive for people to travel on foot and by bike.

The project was completed in June 2017, and our work with the local community and councils has completely changed the neighbourhood into a more sociable and inclusive destination. As well as reducing the volume and speed of traffic, local residents have forged new bonds with their neighbours and even created a constituted local community group, DG1 Neighbours.

DG1 Neighbours also won the Civic Trust 2018 Civic Champion Award for their support to the project.

Leader of Dumfries and Galloway Council, Elaine Murray:

“All those involved in the Neighbourhood Street Design project should be proud of not only the physical work delivered but the legacy that now exists in the shape of DG1 Neighbours. This was an ambitious project which wouldn't have been as successful without the backing of the local community who were involved at every level of the project and actively participated in the look and design of their area.”

Photo: Allan Devlin Photography



Case study:

Supporting Kilmarnock to travel actively

East Ayrshire has one of the lowest level of bike ownership in Scotland, with residents making large numbers of short journeys by car.

Thanks to Scottish Government funding through Smarter Choices Smarter Places, we established the Kilmarnock Active Travel Hub in partnership with East Ayrshire Council and Ayrshire Road Alliance, to address the rising levels of health inequality in the region, and help to encourage local communities to make healthier travel decisions.

Based at Kilmarnock station, the Hub is ideally placed for commuters and passers-by to pop in and find out more about local walking routes, public transport links and hire bikes.

The Hub also offers the chance for local people to learn how to ride bikes, develop on and off-road cycle skills, and take part in regular group activities including bike maintenance workshops, led rides and walks around the local area.

Photo: John Linton

Over the past year, staff at the Hub have engaged with 4,861 people and 181 local businesses, including Ayrshire College and University Hospital, Crosshouse, helping to promote active travel to employees and students through a series of

events and promotions including bespoke walking and cycling challenges, active travel breakfasts and lunchtime walks.

Through experience, we know that engaging with local people and developing an understanding of what motivates and influences them, is key to ensuring long lasting behaviour change. And, in partnership with The Princes Trust, Alzheimer Scotland and Addaction, we have also reached out to all parts of the community, not just those that have made a visit to the Hub, to provide support for vulnerable and minority groups.

By introducing new groups to the often life changing impact of weekly health walks and led cycle rides, we have empowered local residents and communities to lead healthier, more active lives.

Hanane, Learn to Cycle participant:

“One of the most important days of my life was when I learned to ride a bicycle. Travel Hub, I can't thank you enough for offering me this opportunity!”





Case study:

Making a difference through sustainable infrastructure

We are transforming the south side of Glasgow by helping to deliver big, bold and innovative ideas that will make it easier for people to walk and cycle into the centre of the city.

Over the past two years, we have been working closely with Glasgow City Council on the South City Way. This project was the first winner of our Scottish Government funded Community Links PLUS competition, and aims to create a 3km segregated cycle and pedestrian route spanning from the densely populated south side of Glasgow to the heart of the city centre.

Running from Queen's Park to the Merchant City district, it will be the first of its kind in Glasgow. As well as benefiting from the introduction of much celebrated Danish-inspired segregated cycle lanes, the multi-million pound project will help transform the environment along the route by creating accessible community spaces and green areas.

Ground-breaking for the project took place in December 2017, and has since seen Victoria Road on Glasgow's south side gradually becoming a hotspot for sustainable travel. Cluttered street furniture and damaged paving have been replaced, and the introduction of greenery through the planting of trees has breathed new life into streets.

Through our South City Way Small Grants Fund, local residents have been given the chance to apply for funding for small, local projects which will encourage people to walk and cycle, or help make public spaces more attractive and vibrant to spend time in or move through.

To help encourage even more people to walk and cycle on completion of the project, we've also placed a dedicated I Bike Officer to work in a number of local schools, helping to develop and encourage healthy and active travel habits in the neighbourhood's next generation.

Councillor Anna Richardson, City Convener for Sustainability and Carbon Reduction:

“There's been extensive engagement with local communities, groups and business from day one and this will continue throughout the project. We want to see more people cycling and walking, and the right infrastructure is key in ensuring these options are safe, enjoyable and sustainable.”

Photo: Lenny Warren



Case study:

Creating safer school routes with community support

Initially, this project started out as a simple plan to install a crossing for the newly built St Margaret's primary school. However, through discussion with the community, it became clear residents felt Cowie village needed a change. Concerns were raised about the safety of routes around the schools and parents and their children felt unsafe travelling by foot or bike.

The local community wanted something to be done to make children feel safer getting to St Margaret's and Cowie primary schools. Further consultation with the community revealed that in addition to concerns about safety at road crossings, roundabouts and bus lay-bys, residents also wanted to live in a village which fostered a sense of community and wellbeing for those living in and visiting the area.

Thanks to funding from our Community Links programme, we were able to help Stirling Council transform Cowie's main street into a safer, more uplifting area. Funded by the Scottish Government, the programme provides funding for the creation of infrastructure that makes it safer and easier to walk and cycle for everyday journeys.

A total of £605,000 has been awarded to Stirling Council between 2016-2018 to create higher quality

routes around Cowie and create a more connected, vibrant place to spend time in and travel through.

The existing footpaths through the local park were widened, making it easier and safer for children to walk and cycle to the local primary schools and community-built skate park. New shared walking and cycling links, which include a zebra and a cycle zebra crossing, were created at either end of the High Street, and additional links were made to the north of the village as well as to the local church which allows parents to use its car park as a park and stride for one of the schools.

Stirling Council will be applying for further funding in 2018-19 to continue to work with the community to complete the final elements of the project. This will include additional crossings, traffic calming, linking to the wider network, and potentially a cycle ramp at the north end of the village, which would provide a fully accessible alternative to a set of steps.

Lastly, new life will be breathed into Cowie through the creation of stunning public artworks, which will be co-designed with local pupils from both primary schools. Once completed, these artworks will help to encourage community ownership and ensure the legacy of the project long into the future.

Photo: Julie Howden Photography





Connecting people and places

Case study:

Future-proofing healthy travel in Midlothian

Over the past year we have turned our focus towards the improvement of a disused railway line on the outskirts of Edinburgh, linking the communities of Shawfair and Danderhall with Loanhead and Roslin.

The area is a site for continuous development over the next 20 years, with plans for new housing developments on land bordering the railway line. This means that the number of residents living in the area is set to rise significantly over the next few years.

To help future-proof the needs of the local communities, we worked with the City of Edinburgh Council, Midlothian Council and contractors RJ McLeod to deliver the Loanhead Railway Path Extension. This 3km traffic-free route has created a link between residents and local amenities including shops, schools, the train station and park and ride.

The first phase of the route has now been completed and has made it easier for local people to choose to make more active journeys. It has also raised the profile of some of the fantastic commuter routes to Edinburgh City Centre that residents can now take advantage of.

A key part of the project was also securing local community engagement, and our Midlothian I Bike Officer joined forces with our Engineering team and Ecologist to deliver a curriculum based STEM (Science, Technology, Engineering and Maths) lesson on the route for P6 pupils from

Danderhall Primary School.

The lesson included a led-ride with pupils along the route, helping to raise local awareness of the link and promoting its benefits as a safe, traffic-free routes to residents and visitors to the area.

The creation of the Loanhead Path Extension was made possible by funding provided through our National Cycle Network Development Programme, which is funded by the Scottish Government to develop and maintain the National Cycle Network across Scotland. All parties are delighted with the Loanhead path extension, and talks to extend it to link to Gilmerton are already underway.

Midlothian I Bike Officer, Roslynn Newman:

“The Loanhead Path Extension is a fantastic new asset to schools and residents in the area. The local, traffic-free route is a safe and attractive place to take children out for led-rides and walks as well as vital link to access key local facilities such as the health centre and station. Led-rides and outdoor learning sessions are a vital part of a pupils everyday learning.”

Photo: Collin Hattersley



Case study:

Inverness City Active Travel Network

Our Community Links PLUS design competition, which is funded by the Scottish Government, provides multi-million pound grants for big, bold and innovative projects which will restore the balance of Scotland's streets in favour of people walking and cycling.

The Inverness City Active Travel Network was one of the winners of the 2017 competition and will find the city transformed into an active travel hub.

Currently, the historic city centre lacks reliable cycling routes and is suffering from major congestion along busy roads, causing tension between cyclists and car drivers. Additionally in some parts of the city there are areas with narrow, or non-existent pavements, street clutter and little or no greenery, creating an environment that is hard for people to navigate by foot or bike.

Awarding Community Links PLUS funding to The Highland Council will change this. We're working with the council and stakeholders to help design and build high-quality Dutch-inspired walking and cycling routes along with new signage and greener spaces across Inverness, ensuring a number of long term benefits for the area.

We are acutely aware that collaborative design guarantees the success of a project and its legacy, and our work in Inverness ties in with other regeneration projects taking place within the city, including the Townscape Heritage Project and Abellio Scotrail's refurbishment to the local station.

Construction for the Inverness City Active Travel Network is expected to start later this year, a crucial step in making a long lasting impact on the local community. Businesses will benefit from enhanced public spaces and increased footfall, whilst improved connections to local tourist attractions and leisure facilities will help to boost the number of visitors travelling actively to key destinations. We hope our support through our Community Links PLUS competition will help make Inverness a city synonymous with healthy journeys.

Provost of Inverness, Councillor Helen Carmichael:

“The Inverness City Active Travel Network is a great step towards creating a connected city fit for the future.”





Case study:

Connecting communities across the River Carron, Falkirk

For years, the Helix Path Network in Falkirk was missing a vital link which would join the communities living in Bainsford, Carronshore, Carron and Langlees. Now, following Scottish Government funding through Sustrans' Community Links programme in 2017, these villages are finally connected.

Thanks to the work of Falkirk Council and other partners, the Abbotshaugh Bridge has created a safe, off-road path for people walking and cycling over the River Carron. Before it was installed, the nearest option for crossing the river was the road bridge on Carron Road, which was a significant detour for many residents. The bridge also connects two previous Community Links funded projects.

Delivering such an ambitious and complex project has taken time, and community support has been vital in ensuring the success of the project and securing a lasting legacy for the area.

From as early as 2009, the community group Communities Along the Carron (CATCA) has worked to engage 16 communities along the River Carron in consultation, identifying the needs and aspirations for these communities. The Abbotshaugh Bridge crossing was one such need, and Falkirk Council immediately began feasibility studies for the crossing following the 2009 consultation.

The Abbotshaugh Bridge is the second project Sustrans has supported from the CATCA consultation process - in 2015, in a partnership between Sustrans, Falkirk Council, CATCA, and the Central Scotland Green Network Trust, the Dorrator Bridge was installed to replace a 121 year old swing bridge further up the river.

Opened to the public in June 2018, the Abbotshaugh Bridge allows cyclists, horses, pedestrians and those with mobility impairments to make the most of the wider path network and the amenities that the local communities have to offer. The scale of the new bridge is matched by the size of the impact it will have on the local area. Not only has it brought the communities of Carron, Carronshore, Bainsford and Langlees closer together by helping them share employment, education and leisure opportunities, but it is also expected to benefit the local economies.

As well as providing a connection to National Cycle Network Route 76, the Kelpies and the Falkirk Wheel, the bridge has created the final link in the Helix Path Network – a key walking and cycling attraction to visitors to the area. It is anticipated that annual visitor figures for the network may now reach 700,000 in 2018-19.

Photo: James Stewart Photography



Case study:

Kirkwall Harbour, Orkney

Kirkwall Harbour Front in Orkney is a key focal point of the town both for residents and the thousands of tourists who visit the North Isles each year.

As a result, the local authority was keen to make changes to the area to help it realise its full potential as a contributor to the local economy.

Over the past year, thanks to Scottish Government funding through our Community Links programme, we have worked in partnership with Orkney Council to breathe new life into the historic harbour front.

A new cycle and walking route was created from the North Isles ferry terminal to the town centre and key tourist destinations such as the historic St Magnus Cathedral.

The old harbour entrance was closed to traffic and redesigned to create a new public meeting point. Car parking areas were reduced and repurposed into open spaces which are used by local businesses.

Photo: Sustrans

Additionally, road space was reallocated to provide more space for people walking, which in turn has helped to reduce traffic speeds and volume, making the waterfront a more pleasant place to cycle.

These changes have helped to transform the harbour from a car-dominated area into a safer, more pleasant destination where people want to spend time and enjoy. The increased number of people visiting the harbour on foot and by bike has also boosted footfall for local shops and cafes, and created a new 'gateway' into Kirkwall and the rest of the island.

Councillor John Ross Scott, Kirkwall:

“The improvements have transformed the harbour front from a dull, drab and tired looking area of town, choked with cars, to a thriving, people oriented place, modern and at one with the world around it.

The changes have made many locals and tourists think of the importance of time and space in their day to day lives.”





Transforming the school run and commute

Case study:

Transforming the school run in Glasgow

Our I Bike project works with schools across Scotland, delivering practical solutions to address the drop in cycling levels when children move from primary to secondary school, and the gender gap that sees far fewer girls than boys cycling to school. We do this through a tailored and structured programme of cycling-related activities for the whole school.

However, I Bike goes further than just promoting cycling - it brings pupils, staff, parents and the wider school community together.

Working in partnership with our Infrastructure team, our Glasgow I Bike officer has been supporting nine primary schools in the south side of the city. These schools serve communities which sit alongside the South City Way, a 3km segregated cycleway which is being funded through our Community Links PLUS design competition.

Through this project we have not only been able to raise awareness of the benefits of cycling with pupils, school staff and the wider school community, but also increase engagement with the South City Way within the local community.

Many of the I Bike schools in Glasgow have low bike ownership, and many pupils have never

learned to cycle. As well as providing additional support to teach children how to ride a bike, our officer has also supported the schools by supplying helmets and helping them purchase fleets of bikes and scooters, alongside providing Dr Bike sessions to help repair and maintain existing cycles.

Since the project started in Glasgow in 2017, more than 350 activities have been logged by our officer. From taking part in active travel breakfasts to engaging classroom discussions on how to reduce their carbon emissions, the curriculum-led activities have seen more than 10,000 participant attendances.

Kelly Johnson, Depute Head Teacher at St Francis Primary School, Glasgow:

“Our children had the opportunity to develop their cycling skills; leading to increased confidence on their bikes, raising awareness of safety and has made a positive impact on the health and wellbeing all the children involved.”

Photo: John Linton



Case study:

I Bike volunteering in Dundee

Sustrans volunteers are the key to our success. The time and support they provide across Scotland makes a huge difference to local communities and their work is vital in contributing to the improved health and wellbeing of others in their local area.

Our five active I Bike volunteers in Dundee support a huge range of activities delivered by the programme, including led rides, Bikeability cycle training and active travel breakfasts.

They also help run Dr Bike sessions, where safety checks and fixes are made to bikes to ensure that children are able to travel to and from school safely each day.

To help them deliver these sessions, we offer a wide range of training to our volunteers so they have the right skills, knowledge and experience to be able to confidently assess and maintain bikes. In addition to providing one-day bike maintenance training schemes and Velotech qualifications, we also offer Dr Bike 'Mentor' days where volunteers are able to apply their learning to real-life situations.

Photo: Paul Reid Photography

Volunteer support for these Dr Bike sessions is crucial. It ensures that pupils are able to participate in our I Bike programme and that they are able to experience local led rides, cycle skills sessions and bike-related activities during and after the school day.

The numbers speak for themselves - our volunteers in Dundee alone have clocked up an incredible

500 hours of support, helping to facilitate a total of 66 activities in the past year. Additionally, they have helped around 250 children access safe bikes, more than 1,000 pupils participate in cycle skills sessions and 630 children take part in Bikeability events.

We plan to develop our model throughout Scotland so that volunteers can independently deliver Dr Bike sessions and other activities, helping to increase the level of support and engagement we can carry out in schools.

Jeremy, I Bike Volunteer, Dundee:

“Tackling the range of faults and neglect many of the bikes we are presented with at Dr Bike is rewarding. When children take their bikes home, they’re so excited to see that our basic maintenance has transformed their bike that they have a renewed enthusiasm for cycling. I’ve really enjoyed the range of training and support offered by Sustrans, which has made the volunteer team feel integral to delivery of I Bike.”





Case study:

Changing the way workplaces travel in Scotland

Everyone loves a challenge - especially at work, if it's fun and for a good cause. So when we ran the 2018 Scottish Workplace Journey Challenge, we weren't surprised that nearly 4,000 employees from over 300 Scottish organisations signed-up.

The Challenge is all about getting people to re-think the way they travel, whilst encouraging more sustainable travel choices and reducing the number of car journeys they take. Whichever individual or workplace clocks the most walking, cycling, public transport and car-sharing journeys is crowned the winner.

Things got competitive in March when participants started logging their journeys. This year's teams logged over 55,000 journeys, saving workplaces across Scotland nearly £70,000 and preventing close to 60,000 kg in damaging CO2 emissions being released into the environment.

The challenge even inspired teams to become creative in the way they travelled. Alongside cycling, walking and car sharing, competitors e-cycled and even kayaked to their places of work!

Now in its third year, we've found that by the time the Scottish Workplace Journey Challenge is completed, people start to form positive travel habits.

Not only do many continue to leave the car at home for shorter, unnecessary journeys, but participants carry on commuting to work by foot, bike or even running. Past competitors have often gone on to champion active and sustainable travel in their workspace, promoting it to their friends and colleagues.

The Scottish Workplace Journey Challenge won the Best Practice in Travel to School and Work Scheme prize at the 2018 Scottish Transport Awards.

Joy M, West College Scotland competitor:

“It's been fun taking part in the challenge. I've enjoyed logging my journeys and it has inspired me to keep walking more.”

Photo: Colin Hattersley



Case study:

Creating safer routes to school in Fife

Capshard Primary School in Kirkcaldy was struggling with increasing congestion at its school gates.

This had caused a growing concern amongst staff and parents about the effects on pupils. The school was looking for ways to address issues with congestion, improve pupil and staff health and wellbeing, and improve road safety whilst reducing harmful emissions at the school gates.

As part of a whole school community approach to addressing these issues, the school applied in partnership with Fife Council for our Safer Routes to School Fund, which is funded by the Scottish Government. They received £25,000 which they used to build a path for active travel that linked the school to a new housing estate in the area.

Through our School Cycle and Scooter Parking Grant, funding was also provided to help increase the numbers of bike parking spaces at the school, with the creation of 40 more cycle parking spaces to meet the growing demand from pupils.

Our support has had a huge impact on the school and the local area, and the improvements have made it easier and safer for pupils to cycle and scooter to school each day.

A travel survey, carried out by the school one year after the work had completed, revealed that the

number of pupils travelling actively to and from the school had significantly increased since the new route was built. Only 1% of pupils were now driven each day.

The improvements have also inspired the primary to take part in more walking and cycling initiatives. The school took part in The Big Pedal 2017 - Sustrans' UK wide cycling and walking competition for schools - and logged 1,238 journeys by bike or scooter during the two week challenge.

Ashley Hunter, Depute Head Teacher at Capshard Primary School:

“We have an ambitious school travel plan and have enjoyed participating in a range of activities such as Walk Once a Week and The Big Pedal, as well as accessing funding for cycle parking and local infrastructure. It's created a real buzz in the school and we have seen a significant increase in active travel and a reduction in congestion at the school gates.”

Photo: Colin Hattersley





The National Cycle Network



Case study:

Increasing cycle tourism along the Caledonia Way

Across Europe, cycle tourism is booming and we want Scotland to lead the charge. Routes, such as the Lake Constance Cycle Path and the Rhone Valley Cycle Path, are being developed across the continent that attract large visitor numbers and yield big economic benefits.

We want to put Scotland on the world map for cycle tourism. That's why we're working with local businesses and community groups along National Cycle Network routes such as the Caledonia Way (National Cycle Network route 78) to make them world famous for cycle tourists.

Our research has shown that recreational cycling on a 40-mile section of the Caledonia Way between Oban and Fort William contributed £361,000 to the local economy in 2014. We know that if we can make it easier for people to enjoy routes like the Caledonia Way, we will not only help Scotland fulfil its potential as a world-renowned, leisure cycling destination, but make a real impact on local economies along the route.

To help local businesses attract cycling visitors, we worked closely with the Scottish Enterprise and a range of stakeholders to create the Leisure Cycling Tourism Guide. The free 'toolkit' offers practical advice and best practise case studies, providing an accessible introduction to leisure cycling and how they could get involved.

The guide now forms the basis of our Business Engagement Programme and has been accessed by more than 2,300 businesses across Scotland.

To raise awareness and further encourage locals to use the Caledonia Way we created a short film, following adventure cyclist Lee Craigie as she cycled a section of the iconic route. The film has been hugely successful, featuring at both UK and international film festivals and has been viewed more than 100,000 times online.

By working with local businesses and community groups to improve cycle tourism along the Caledonia Way, the route is becoming as well-known as popular walking routes such as the West Highland Way and Pennine Way – helping to place Scotland on the global cycle tourism map.

Lee Craigie, adventure cyclist:

"I'm reminded daily of the positive, emotion-regulating effects that cycling can have on the mind. It's so easy to forget that the simple act of riding a bike in the fresh air can make you feel better about almost anything – at least temporarily – and that's something I want for everyone."

Case study:

Bringing life to traffic-free greenways of the National Cycle Network

Across Scotland, our Greener Greenways programme works with local communities to protect biodiversity and encourage wildlife to flourish on traffic-free sections of the National Cycle Network.

With support from Scottish Natural Heritage, Greener Greenways provides volunteers and members of the public with the skills and experience to manage wildlife habitats and enhance biodiversity in local areas, encouraging greater use of the National Cycle Network.

Additionally, through its Citizen Science programme it has also trained people to identify and record wildlife and plants on National Cycle Network routes across the country, to feed into national biological records databases.

Over the past few years the team has been working along National Cycle Network route 7 between Paisley and Kilbirnie in Renfrewshire and North Ayrshire to test a new approach to habitat management. The team placed a greater focus on attracting a wider range of wildlife to the area, whilst also ensuring the path was safe and accessible for people to use.

With the help of our volunteers, local residents and nursery school pupils, we have transformed two previously undeveloped areas into mixed fruit orchards of apple, pear and plum trees.

A local expert taught the participants new skills such as tree planting and pruning, and provided insight into the biodiversity benefits associated with orchards.

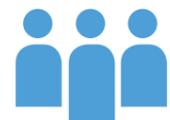
Not only has the project created a new learning resource for our volunteers and local schools along with new sources of fruit for route users and local residents, but the orchards will provide new habitat for pollinating insects and local wildlife.

As well as providing a safe, attractive and convenient cycle path for users, our work has brought together local residents and helped to enhance biodiversity and create a diverse habitat for wildlife that call the National Cycle Network home.

John Hancox, Director of Scottish Fruit Trees:

"Planting the orchard will create fruit trees which will blossom and fruit for years to come, and bring enjoyment to many people, for many years to come.

It's hard to think of a more satisfying day's work for both staff and volunteers, and I think that was reflected in how much people enjoyed the day."



6,136

Volunteer hours spent on the National Cycle Network in Scotland in 2017



1,559

Bags of litter collected by volunteers in Scotland in 2017



862

Number of National Cycle Network wildlife records created in Scotland in 2017





Case study:

Empowering community creativity with ArtRoots

Attractive and engaging public art such as sculptures and murals can help bring communities together and breathe new life into overlooked and forgotten spaces.

Our ArtRoots fund is funded by the Scottish Government and helps communities across Scotland create artistic improvements to enhance their local National Cycle Network routes, to encourage more people to travel by foot and by bike in their area.

One such community-led project marked the 300th anniversary of Carrbridge's old packhorse bridge, the oldest surviving stone bridge in the Highlands. We awarded the Carrbridge Tourism and Business Association with ArtRoots funding to help them create a stunning two meter high sculpture that merged the anniversary of the bridge with the area's annual chainsaw carving competition.

The group received dozens of design entries, all created for free by local artists. The winning design re-imagined the bridge as seating, with intricate carvings depicting the local village and wildlife.

It was truly a labour of love by the community, for the community, and saw two local chainsaw carvers work tirelessly over two months to create the inspiring and unique artwork.

The unveiling of the bench on National Cycle Network route 7, by local Olympic hero Craig

MacLean, drew the whole community to the village centre, along with local councillors and members of Sustrans and Loch Lomond and the Trossachs National Park.

Carrbridge is just one example of the 16 successful art projects funded by ArtRoots in the past 16 months including seven sculptures, eleven benches, three interpretation panels, three landscaped gardens and two murals.

These striking and individual artworks help to create a sense of ownership for sections of the National Cycle Network and contribute to a welcoming and attractive environment for residents and visitors to an area. They can also help to create a strong identity for a local community and mark significant historical events or capture local landmarks, encouraging even more people to visit the area by foot and bike.

Kim Proven, Loch Earn Tourism initiative (LETi):

“The ArtRoots Fund is a fantastic idea. It helps to get the community behind the art, aware of it and to take some pride in looking after it. Our locals helped to dig, build the dyke and plant heathers. We even got Strathyre Primary School involved.”



Case study:

Loch Earn Railway Path, Perth and Kinross

Over the past year we been working hard to deliver a large part of the multi-phase development of the Loch Earn Railway Path (LERP) in Perth and Kinross. Sitting on the disused Caledonian Railway, the line links the villages of Comrie, St Fillans and Lochearnhead and forms part of our long-term goal of creating a link to Perth via Comrie and Crieff.

Our support for the project has brought together local communities and provided both residents and visitors to the area with an alternative active travel path to the busy nearby A85 trunk road.

In partnership with Loch Lomond and the Trossachs National Park and the St Fillans Community Trust, and thanks to £240,000 Scottish Government funding through our Network Development fund, we provided support to help create a safe, traffic-free walking and cycling route for local residents and visitors.

The Loch Earn Railway Path will also connect to National Cycle Network route 7, a 250 mile route connecting Dumfries and Galloway with Inverness. It will help to unlock the economic benefits of long distance cycling and cycle tourism more generally for the local communities.

The new 3.6km link will also form part of the Scotland Pilgrims Way on the National Walking and Cycling Network, providing walkers and cyclists with unrivalled views over Loch Tay and takes in a number of fantastic waterfalls on its way.

We're proud that we're opening up Scotland to long distance cycling, with all the benefits that brings to local economies.

Photo: John Linton





Research is key to building the case for active travel and shaping policy that will lead to a healthier, happier Scotland.

Through our Research and Monitoring Unit (RMU), we evidence the quality of our work. We also seek to examine the challenges facing people travelling on foot or by bike, research the underlying issues, and work with our policy and communications team to publicise our findings in a way that makes a constructive contribution to policy.

In 2017/18, Sustrans Scotland had considerable success, publicising key research findings from our research programmes, pushing key issues further up the policy agenda. Some examples of research include:

Cycling Collision Hotspots

Safety is often cited as the main reason why people don't walk or cycle for more journeys. Our Cycling Collision Hotspots research highlighted the need for having high quality infrastructure in place at junctions. It found that, out of the top 20 ranked locations for cycle collisions in Scotland, 19 of them involved a junction or are located within 20 meters of one.

Transport Poverty in Scotland

More than 1 million Scots live in areas of high risk of transport poverty. This is when a lack of affordable transport options make it difficult to access vital services such as the GP, shops, schools or traps people into running an unaffordable car.

When we analysed the high risk areas of transport poverty, we found that 61% were places where vital services could be reached within a 10-minute bike ride. More needs to be done to make cycling a safe and accessible choice for everyone.

Gender and cycling

Our active travel and gender report "Are we nearly there yet?" showed that there are a number of women-specific barriers such as lack of time, complex schedules and fears of personal safety, which stop them from travelling actively more often. The report also found that there is a lack of evidence to show how women participate in creating transport policy and planning in the UK.

These examples, along with the rest of our research, are available to support ongoing discussions on the

benefits of everyday walking and cycling, and outline the challenges faced by those who walk and cycle in Scotland.

Bike Life Edinburgh

In November 2017, we published our second Bike Life Edinburgh report. Still the biggest survey on attitudes to cycling in the UK, Bike Life is a collaboration with seven local authorities to report and share progress towards making cycling and attractive everyday means of travel. It's an important part of our evidence-based approach.

Inspired by the Copenhagen Bicycle Account, Bike Life is an assessment of city cycling development including infrastructure, travel behaviour, attitudes, the impact of cycling and reviews new initiatives.

Bike Life is designed to encourage the long-term development of cycling and "more liveable" UK cities by encouraging the long-term planning of provision for people on bikes and the benefits this brings to cities.

In 2017 Transport Scotland committed funding to offer Bike Life to all Scottish cities. Since then Perth, Glasgow and Stirling have all committed and are well underway with the initial stages of the project. They are aiming to report the initial findings in autumn 2018. Aberdeen, Dundee and Inverness will be invited to take part again this year with the aim of reporting in 2019.



15.3m trips made by bike in Edinburgh in the past year



Saving the NHS £739,000 annually, equivalent to the average salary of 31 nurses



Bicycles take up to 11,762 cars off Edinburgh's roads each day, equal to a 35-mile tailback



£24m total annual benefit to Edinburgh from people riding bikes for transport and leisure

The year ahead promises to be incredibly exciting for delivering high quality cycling and walking infrastructure in Scotland.

In light of the Scottish Government doubling the budget for active travel, we have never had a better opportunity to raise the standards and ambition of walking and cycling in Scotland. This increase in funding is an opportunity to demonstrate what we can do for our communities when we design places and spaces that work for people, not just vehicles.

How do we help?

By working together with partners, we help fund and deliver solutions that transform Scotland for the better.

Our experienced, professional and committed team provide support, services and funding to help make Scotland an active nation. From delivering Scottish Government funding, along with our expert guidance, support and best practice to partners through our Community Links, Community Links PLUS, National Cycle Network, Street Design, School Cycle and Scooter Parking Grant and Safer Routes to Schools funds, to delivering behaviour changes in schools, workplaces and communities we make it easier and safer for people to walk and cycle.

We:



Create liveable neighbourhoods

Our Street Design team collaborate with communities and local authorities to redesign their streets and help them create liveable spaces outside their front doors.

Our Active Travel Hubs in Ayr and Kilmarnock engage with residents and visitors to make it easier to walk and cycle for short, daily trips.



Connect People and Places

We help people of all ages and abilities make more journeys by foot or bike. Through our Community Links programme, we fund the design and construction of walking and cycling infrastructure improvements.

Our Community Links PLUS design competition encourages the creation of bold, innovative projects which aim to restore the balance of Scotland's streets in favour of people walking and cycling.



Transform the school run and commute

From our curriculum based I Bike programme to resources, travel plans and funding, we support schools to make it easier for pupils to walk, cycle or scoot to school.

We also closely work with workplaces, universities and colleges to promote active travel and enable more people to travel by foot or bike for everyday journeys.



The National Cycle Network

There are more than 2,000 miles of National Cycle Network in Scotland and the routes are a key attraction to tourists and vital to local economic growth.

In Scotland, the network is promoted and developed by us, in partnership with other bodies.



Moving forward

Our recent 'Transport Poverty in Scotland' report highlighted that more than one million people in this country are at risk of transport poverty – where a lack of affordable and accessible transport is a barrier to accessing essential services and work.

We can't take our eye off the ball, and we must focus on delivering high quality projects that will lead to Scotland becoming an Active Nation.

And, working together with partners and the Scottish Government, we will continue to deliver ambitious, high quality projects to time and budget which will achieve greater impact by combining infrastructure improvements with community engagement and behavior change, whilst providing excellent value for money.

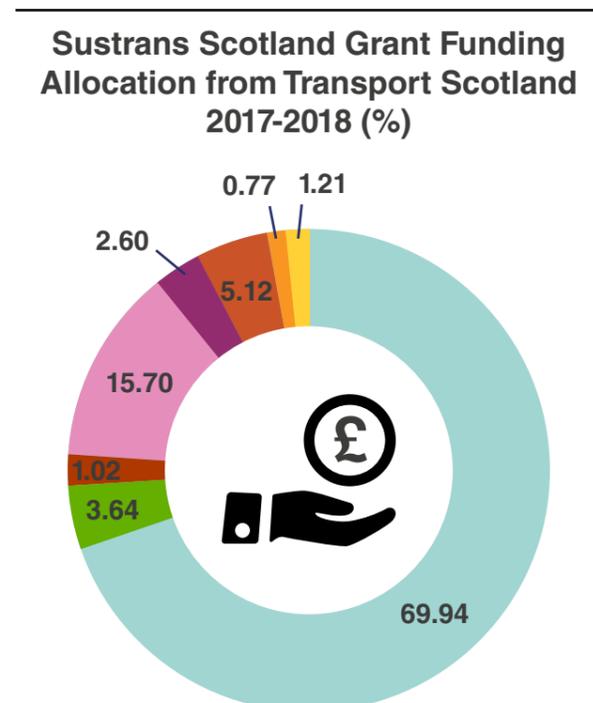
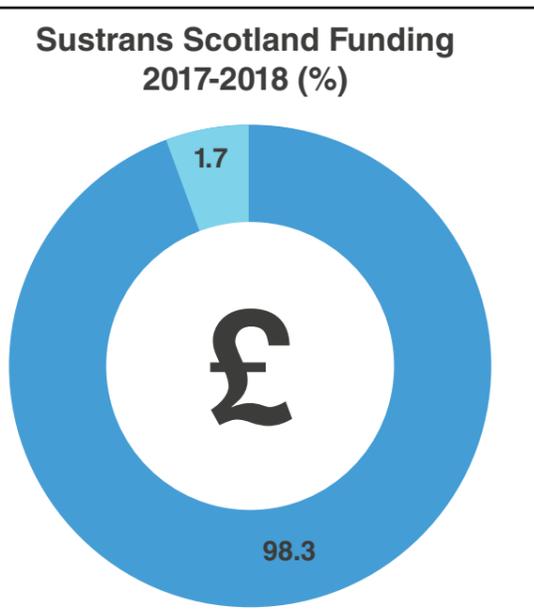
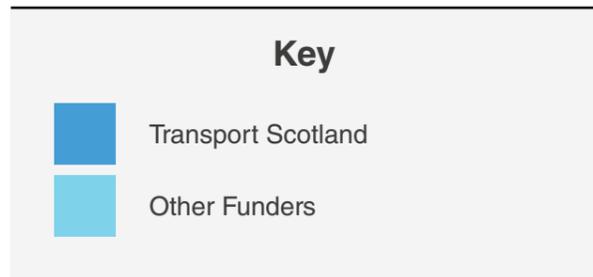
Financial Information

Sustrans Scotland made £20.6m available to partners during the 2017-18 financial year to invest in active travel infrastructure. In addition, we delivered £2.1m of behaviour change projects across Scotland (such as our I Bike project in schools) and invested £3.1m in improving and promoting the National Cycle Network.

The Scottish Government's 2017-18 Programme for Government doubled the funding being invested by central government in Active Travel from 2018-19

to 2021. This will enable Sustrans to increase the funding allocated to partners to around £42m. It will also enable investment in upgrading the National Cycle Network to increase to £6.9m with a focus on completing the two key missing links on the iconic Caledonia Way (National Cycle Network route 78).

Match-funding from partners is expected to bring the total investment in active travel infrastructure in 2018-19 to around £87m, a record level. We intend to build on this figure in subsequent years.



A big thank you from all of us

We're pleased to have worked with a huge number of people and partners again in 2017/18. Together, we are making it easier for people to walk and cycle. We're connecting people and places, creating liveable neighbourhoods and transforming the school run and commute.

- Aberdeen City Council
- Aberdeenshire Council
- Angus Council
- Argyll & Bute Council
- Argyll and the Isles Tourism Cooperative
- Ayrshire Roads Alliance
- Borgue Community Council
- Cairngorms National Park Authority
- Capshard Primary School
- Causey Development Trust
- Central Scotland Green Network Trust
- Changeworks
- City of Edinburgh Council
- Clackmannanshire Council
- Comhairle nan Eilean Siar (Western Isles Council)
- Cycling Scotland
- Cycling UK
- Developing Mountain Biking in Scotland
- DG1 Neighbours
- Dumfries and Galloway Council
- Dunblane Development Trust
- Dundee City Council
- East Ayrshire Council
- East Dunbartonshire Council
- East Haven Together
- East Lothian Council
- East Renfrewshire Council
- Edinburgh Leisure
- Edinburgh Napier University
- Edinburgh University
- Edinburgh and Lothians Greenspace Trust
- Falkirk Council
- Fife Council
- Forward Coupar Angus
- Forth Environment Link
- Forestry Commission Scotland
- Friends Of Dock Park
- Garden And Ecological Trail Sandwich
- Glasgow City Council
- Glasgow High School
- Herriot Watt University
- Highland Cycle Campaign
- Highlands and Islands Enterprise
- Hillhead Housing Association
- Hitrans
- Jacobs
- Lairg And District Community Initiatives
- Lambhill Stables
- Lennoxton Project Group
- Leuchars Community Council
- Living Streets

- Loch Earn Tourism Information
- Lomond And Trossachs National Park
- Mark Beaumont
- Markus Stitz
- Midlothian Council
- Moray Council
- Muthill Village Trust
- NHS Dumfries and Galloway Council
- NHS Highland
- NHS Meridan Court
- National Libraries Scotland
- Nestrans
- North Ayrshire Council
- North Lanarkshire Council
- Orkney Islands Council
- Paths for All
- Penicuik Cycling Group
- Perth and Kinross Council
- Perth and Kinross Countryside Trust
- Pittenweem Community Trust
- Renfrewshire Council
- RJ Mcleod
- Royal Bank of Scotland
- RSPB Scotland
- Rural Dimensions
- Scotland's Rural College
- Scotstoun Community Council
- Scott Avenue Community Garden
- Scottish Borders Council
- Scottish Canals
- Scottish Natural Heritage
- SEStran
- Shetland Islands Council
- South Ayrshire Council
- South Lanarkshire Council
- St Vincent's Hospice
- Stirling Council
- Strathclyde Partnership for Transport
- Sustainable Cupar
- Tactran
- TRACKS
- The Adventure Syndicate
- The Highland Council
- The Mull & Iona Community Trust
- The Scottish Government
- Transport Scotland
- University Of Glasgow
- Visit Scotland
- Visit Inverness Loch Ness
- West Dunbartonshire Council
- West Lothian Council

Get in touch

Sustrans is the charity making it easier for people to walk and cycle. If you'd like to know more about our work, we'd love to hear from you.

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