

Scotland Review

2019




sustrans



“We’re starting to realise that by putting the health of our communities and our natural environment at the heart of all decision making then everybody wins in the long run. Sustrans’ commitment to infrastructure, planning and education that makes it easier and safer for people to walk, cycle or wheel is a key component to ensuring the health and well-being of our population and our planet.”

Lee Craigie, Active Nation Commissioner for Scotland

Photo: John Linton

Welcome

It's been another exciting year for Sustrans Scotland and for place-making, walking, cycling and wheeling in Scotland.

By doubling their budget for active travel and appointing Lee Craigie to the new post of Active Nation Commissioner for Scotland, the Scottish Government and Transport Scotland have demonstrated their commitment to creating a country where walking, wheeling and cycling are safer and easier.

I'd like to highlight two specific projects being delivered in partnership with Transport Scotland that demonstrate this commitment. The South City Way is a 3km segregated cycle and pedestrian route that runs from Queen's Park, connecting Govanhill and the Gorbals, to Glasgow city centre. Led by Glasgow City Council alongside Transport Scotland funding through Sustrans' Places for Everyone fund, the first sections are already complete and the final phases should be finished by early 2020. In Edinburgh, the City Centre Transformation is an ambitious plan for real change. The proposals showcase City of Edinburgh Council as a forward-thinking authority that wants to prioritise people over vehicles, creating a more welcoming environment for everyone.

These developments will have a big impact. And alongside smaller, but equally important, interventions across the country, we like to think we're contributing towards making Scotland a better place for everyone.

We can't do it alone. We work closely with our principal funder Transport Scotland and alongside local authorities, NHS, Scottish Natural Heritage, further and higher education and community groups all over Scotland.

The year hasn't been without its challenges. Our Paths for Everyone report on the condition of the National Cycle Network highlighted that we still have a lot of work to do. We rated over half the Network in Scotland as poor or very poor. Scotland's geography means that a large proportion of our routes are based on rural roads using national speed limits. This is something we're working hard to balance, aiming to move



the Network to be either traffic-free or traffic-lite. The first new traffic-free link (between North Connel and Benderloch in Argyll & Bute) officially launched in April 2019 with another section at Duror set to open by the end of the year.

We don't just build routes and paths for everyone. Our Behaviour Change team have become more integrated within our delivery teams ensuring the infrastructure we put in place meets the needs of local communities who recognise the benefits of active travel.

Online schemes like the Scottish Workplace Journey Challenge saw nearly 5,000 people switching to sustainable transport options for their commute and business trips in March. Engaging with young people is another vital part of our work. Sustrans Scotland's I Bike education programme celebrated its 10th anniversary having worked with 375 schools and over 75,000 pupils since 2009. And these are just two examples of the amazing work carried out by volunteers, teachers and Active Travel Champions throughout Scotland.

The principle of inclusivity is a key concept at Sustrans, improving walking, cycling and accessibility for all. It's why two of our main priorities are Paths for Everyone and Liveable Cities and Towns for Everyone. This is why we have been consulting with organisations like MACS (Mobility and Access Committee for Scotland) to improve our design standards to meet the needs of all users.

After everything we've accomplished last year, we look forward to what we can achieve together in the future. Sustrans is always interested in bold, innovative collaborations and we've streamlined our funding programmes and application processes into one stream – Places for Everyone – making it easier to access support and funding to make your ambitions a reality. Join us on our journey.

John Lauder, Deputy CEO Sustrans and National Director Sustrans Scotland, Northern Ireland and Republic of Ireland.

Creating liveable neighbourhoods for everyone



Case study:

Transforming neighbourhoods through street design

Sustrans Scotland's Street Design programme is an award-winning, design and engagement service, empowering communities to transform their neighbourhoods and urban spaces.

The programme is run over the course of a year, allowing us to engage with residents to collaboratively create a concept design to build stronger communities, encourage more walking and cycling, improve accessibility for people with disabilities and improve local perception of the safety and attractiveness of public spaces.

Tillydrone and Woodside are located between Aberdeen city centre and the River Don. Figures indicate that the area is one of the most deprived in Aberdeen, particularly when focusing on health and income.

Sustrans and Aberdeen City Council have been working in partnership to develop a concept design through a 12-month collaborative process. The project aims to make the areas of Tillydrone and Woodside a more attractive place to live, work and move through.

The focus of the project is to link the two communities by improving the main connections (an underpass and a bridge), reducing the volume and speed of traffic, enhancing public space and making it easier for people of all ages and abilities to walk, cycle and wheel to local facilities.

Over the first nine months, the residents of Tillydrone and Woodside have embraced the need for change. Almost 3,000 people have engaged with the project team so far, and 26 activities have taken place to ensure the concept design meets the needs and aspirations of the local community.

Woodside resident:

"Tillydrone and Woodside have waited so long for positive change and regeneration. With the artist wall spot down by the river, people are now proud of their community and want to look after it. This is a fantastic opportunity."

Photo: Sustrans Scotland





Case study:

E-Cargo Bike Library in Edinburgh

As pressure on our city's transport infrastructure increases, moving goods and products around ever-more congested streets is a problem that is only going to intensify. To help tackle this issue, Sustrans have set up an E-Cargo Bike library to loan electric cargo bikes to organisations across Edinburgh.

E-Bikes are a healthier, greener, cheaper and more efficient solution compared to conventional vehicles, avoiding traffic jams and encouraging active travel among staff. It's a quick and convenient way to move around the city, the electric motor helping to take the strain when negotiating Edinburgh's twisting, narrow, hilly streets.

Sustrans provides advice and support to small businesses, charities and local organisations thinking about using cargo bikes. We have helped to train 35 people across 13 different organisations, including Bross Bagels, Eco Larder, National Galleries, Napier University and Assembly Festival.

This has proved particularly effective during the Edinburgh Festival when the streets and roads are packed with people and vehicles. Assembly Festival used two bikes over August, finding them more effective than a van and able to make multiple trips through the bustling city quickly and efficiently. Eco Larder found the cargo bikes also nicely echoed their ethos of 'zero waste shopping', while National Galleries found they could access

areas closed to motor vehicles such as their Art in the Open events on the Meadows.

It has also changed the way Sustrans work and think about transportation, and we now use the cargo bikes ourselves for events and transporting goods across town.

E-Cargo Bikes are available from one day to two months to fit any business model. It has proved so popular Sustrans have expanded their library over 2019 to meet ever-increasing demands, helping to tackle the vehicle dominance of our urban streets in an economical and environmentally friendly way.

Nik Whybrew, Director of Assembly Festival, Edinburgh:

"Having the cargo bikes this year has made a real difference. Assembly operates over multiple sites including Murrayfield Ice Rink, George Street and George Square Gardens. During the Festival we have last minute deliveries needed at each site, often several times a day, so being able to bike things around the city, avoiding traffic queues and busy pavements, has been a real bonus for us."

Photo: John Linton





Case study:

Connecting Woodside

Despite being close to the city centre, Glasgow's Woodside community is fenced in by the M8 Motorway and the Forth and Clyde Canal.

Two busy arterial roads running through the neighbourhood, the high volume of traffic, and a lack of connections all contribute towards an environment that makes walking, cycling and wheeling difficult.

Connecting Woodside aims to transform the area through a Dutch-inspired design that includes quietways, reduced traffic density and speed, and the creation of more space for people to move, live and play in. Fully segregated cycle lanes will be delivered on St George's Road, Woodlands Road and Garscube Road to link with existing projects and the wider Glasgow Avenues project on Sauchiehall Street.

To link these routes, and create friendlier, safer streets, new traffic calming measures will be put in place on existing roads with improvements to junctions, the creation of mini-plazas and the installation of green infrastructure.

To maximise the benefit of the project for residents in Woodside, Glasgow City Council and Sustrans have adopted a phased series of works and community engagement, including rapid delivery of minor improvements and green infrastructure. This approach is enabling Glasgow

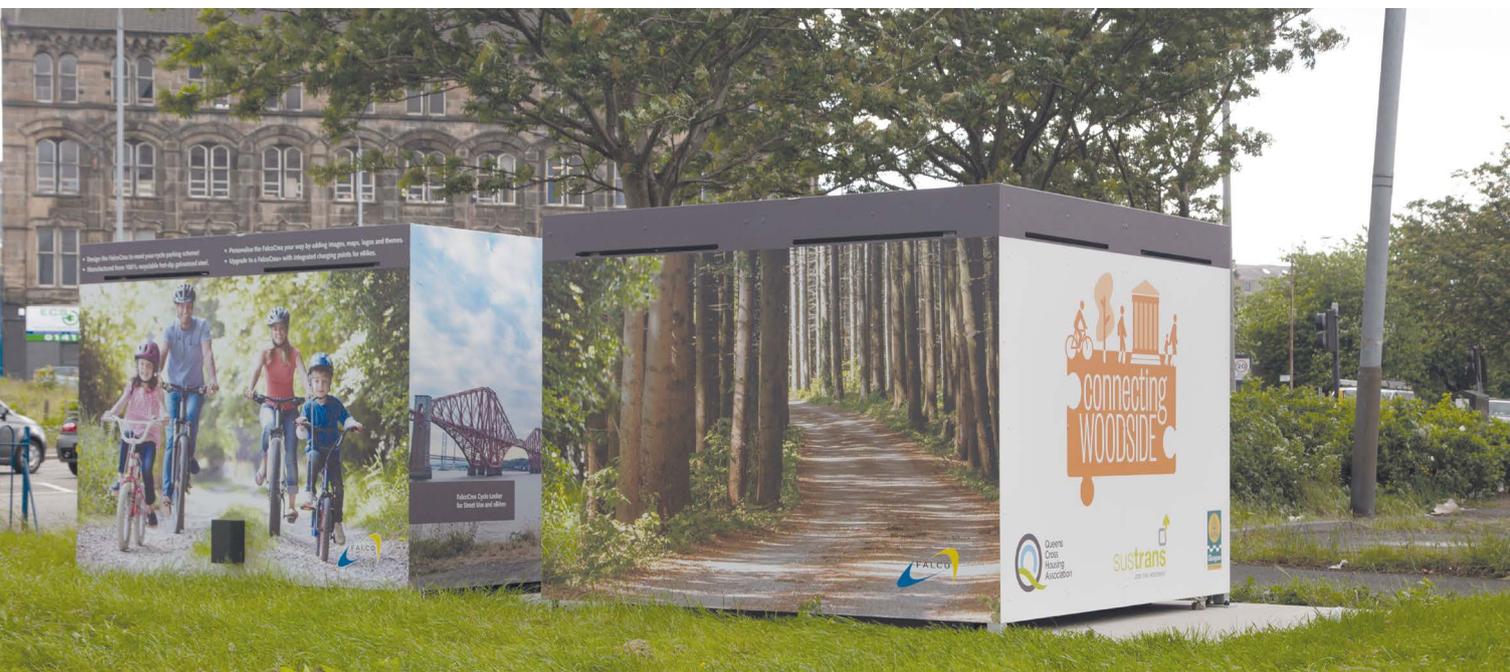
to successfully implement new 20mph zones around schools, enhance accessibility through installation of dropped kerbs at 22 locations and place-making improvements for Hopehill Road, already being used by people on foot or bike.

The nature of housing in Woodside means that many people do not have space to store bikes. Places for Everyone has supported the installation of two new NEXT hire bikes stations and outdoor bike racks. The high-density, high-rise housing in the area has prompted the pilot installation of two cycle lockers, which provide secure storage. If the scheme is successful, Glasgow City Council intend to roll cycle lockers out across the city, addressing one of the major barriers to owning a bike for residents of flats and tenements.

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

“We've received very positive feedback on the Connecting Woodside proposals that will help us ensure this unique initiative makes walking and cycling through Woodside accessible and attractive for all.”

Photo: Max Crawford





Case study:

Connecting communities on the South City Way

Engagement with our communities is key to the success of Sustrans' infrastructure projects. Keeping communities engaged in decisions made during the design process, and involved when projects are launched, can create a sense of ownership and deliver better outcomes for all.

With construction of the South City Way (SCW) underway, grants worth more than £100,000 have been offered for community projects along the route, inspiring people to remain involved in the project's development.

Based on the successful ArtRoots programme, more than 25 groups were awarded funding. These range from the historic Govanhill Baths, who received a contribution towards the restoration of one of the last surviving Victorian swimming pools in Glasgow, to SoulRiders' SoulSisters who give local women an opportunity to try cycling in a safe, single-sex environment.

With a number of charities and social enterprises based on, or close to, the SCW and a lack of cycle storage space in the traditional tenements that make up much of the housing in Govanhill, some of the successful applications have focused on innovative or inventive cycle parking solutions. These include the installation of planters that function as cycle racks and larger covered secure storage.

Continuing the success of the Glasgow mural trail,

which has become a popular feature of the city, a number of projects will be creating new artworks. One of these will be a mural in Queen's Park, which will help revitalise an amphitheatre used for local outdoor performances, while other organisations will receive funding for artistic installations.

One project in particular – Bike for Good – helps ensure that local residents have easy, low-cost access to bikes through a refurbishment programme, alongside training in basic cycle maintenance for people looking for professional experience as mechanics or a career in the cycle industry. It's a perfect example of how funding for local projects ensures that communities have deeper connections and are actively involved with new routes.

Victoria Leiper, Head of Projects, Bike for Good:

“We were delighted to receive support from the South City Way small grant fund. It has allowed us to create an events space and community meeting point on the doorstep of the SCW, ensuring that our services are welcoming, particularly for those who are new or returning to cycling. We are creating an integrated cycling community and this grant is helping us on our way to achieving this.”

Photo: John Limton





Places for everyone

Case study:

Creating accessible active travel routes in the Borders

With population centres separated by hills and valleys, the Scottish Borders presents a unique challenge when it comes to active and sustainable travel. Many towns and villages in the area have limited connectivity despite being close to one another, with residents and visitors reliant on motor transport.

The 2.5km (1.5 mile) extension of the Tweeddale Valley Railway Path provides the first fully accessible, traffic-free route between the communities of Innerleithen and Walkerburn, with an onward link to the historic market town of Peebles. Previously, people walking or cycling between the two villages had to make use of the busy A72 or another on-road route, making the journey particularly difficult for walkers and people with mobility difficulties.

The new path was completed in two sections, with the first phase focusing on Walkerburn. The community was heavily involved from the start, with both Community Councils and Local Development Trusts contributing towards the design development to make sure the shared-use path meets everyone's needs.

Alongside businesses in Peebles and Innerleithen, the Glentress Forest mountain bike centre is an economic driver for the area. The new path provides commuters with a safe and attractive option to walk or cycle to work. The path also provides an off-road route for visitors to access

the popular mountain biking trails. Pupils living in the area and attending Peebles High School now have a safer, healthier route to school.

To encourage cycling between the two villages, Sustrans and the Scottish Borders Council supported regional transport partnership SEStran, to create a local electric bike hire scheme: the GO e-Bike Hub. Initially based in Innerleithen, the project is expected to expand along the route. The public e-bikes also provide an opportunity for local young people to receive training in bike care and maintenance as part of the Bike Punks' initiative, run by Tweeddale Action Youth and funded by SEStran.

Sustrans Scotland is continuing to work with Scottish Borders Council to look at how the route can be further extended, both from Peebles towards Edinburgh and from Walkerburn to the village of Clovenfords.

**Councillor Shona Haslam,
Scottish Borders Council Leader:**

“The Tweed Valley Railway multi-use path is already hugely popular but this extension improves an already excellent facility to allow local people and visitors to get active and enjoy our fantastic area in a safe environment.”

Photo: Ian Linton; Used with permission of Scottish Borders Council





Case study:

West Edinburgh Link

Scotland's capital has historically focused on the Old and New Towns, with growth initially being driven to the north and south. In the post-war period, the city began to expand westwards, with large developments along key arterial routes, eventually linked by the City of Edinburgh Bypass. This pattern of development left the west of the city with poor sustainable transport links between local communities, retail parks and office developments at the Gyle and Edinburgh Park.

To bring the communities along the route together on the project, Sustrans, AECOM and the City of Edinburgh Council worked to create a strong brand and visual identity for the project. 'West Edinburgh Link – Connecting Communities' draws together the varied design approaches and locations along the route, including an historic folly, university and college campuses, schools and links to existing National Cycle Network paths and Edinburgh QuietRoutes.

With the planned West Edinburgh Link covering a large, diverse area, a variety of methods have been used to engage with the public and inform the final design. In addition to an online consultation, Sustrans staff held all day engagement events at two popular shopping centres and one of the main

business parks. City of Edinburgh Council and AECOM engaged with local communities, exhibiting materials and seeking feedback at meetings along the route. Sustrans have also been working to involve established local groups, including Wester Hailes Art for Leisure and Education (WHALE) and Bikes for Refugees, to make sure that their work and experience are included within the wider project. The team have also engaged directly with children and young people at schools along the route.

This feedback has been invaluable in identifying existing problems and possible solutions, contributing directly to the planned designs to improve access to active travel across the region.

Councillor Karen Doran, Transport and Environment Vice Convener, Edinburgh:

“The West Edinburgh Link project will transform pedestrian and cycling facilities linking several communities and key business parks in the west of Edinburgh, encouraging active travel and creating a more welcoming environment.”

Visualisation: AECOM/The City of Edinburgh Council





Case study:

Edinburgh City Centre Transformation

Edinburgh is commonly ranked as one of the most liveable cities in the world. The centre of the city is home to a resident population of around 32,000 people and it attracts almost 5 million tourists each year, with visitors coming for its World Heritage Status, culture and distinctive cityscape.

However, as with other global cities, Edinburgh faces a number of challenges which need to be addressed to deliver a sustainable future, including population growth, poor air quality, a changing climate and space to accommodate growing numbers of people that choose to walk and cycle.

The Edinburgh City Centre Transformation is one of the most ambitious strategy projects to receive support from the Places for Everyone (formerly Community Links) programme. It sets out a vision for a vibrant and people-focused city centre aiming to improve community, economic and cultural life. The plan outlines a programme to enhance public spaces to better support life in the city, by prioritising movement on foot, by bike and public transport in central streets and improving access and opportunity for all.

The Strategy and Delivery Plan focuses on people, place and movement to create a transformational step change for the city. By setting out how it will reprioritise the use of public spaces, roads and streets, the strategy provides a clear framework

to create a more active, resilient and inclusive city centre.

Most of the physical enhancements in the strategy focus on six catalyst areas; Haymarket, Innovation Mile, Lothian Road, New Town, Old Town and Waverly-Calton Road. Significant changes could achieve the greatest improvements in these areas.

These changes will also help achieve the goals of the Low Emission Zone, and are supported by the City Mobility Plan and City Plan 2030, which collectively contribute to addressing the challenges associated with climate change and poor air quality.

The City Centre Transformation is building on the strengths and qualities that have served Edinburgh well in the past and, at the same time, shaping it for the future. The shared vision for the project is an exceptional capital city centre that works for all, a space for people to live, work, visit and play – a place for the future, enriched by the legacy of the past.

Councillor Karen Doran, Transport and Environment Vice Convener, Edinburgh:

“Through a series of innovative, ambitious interventions we want to protect public health, encourage economic growth and conserve our stunning, historic city for future generations.”

Photo: Greg McVean





Case study:

Creating solutions for communities in Raploch

The Raploch Street Design project is an exciting initiative aiming to get local people involved in improving public space. The project is being delivered by Sustrans Scotland in partnership with Stirling Council as part of their Walk, Cycle, Live Stirling programme which looks to improve access and conditions for active travel and wheelchair use in the city.

A key part of Raploch Street Design involves working directly with the community to develop ideas for the space. Plans include changes to Raploch Road and Drip Road to prioritise people movement, improving accessibility and making it easier for locals to walk, cycle and wheel.

Since launching in September 2018, the project has been supported by the local community, resulting in the team receiving hundreds of comments and suggestions from residents, business owners, schools and community groups on how to better their neighbourhood. This detailed feedback allowed our Street Design team to develop the local residents' ideas into designs showing a possible future for this community.

Raploch Street Design has worked with Sustrans

Scotland's new Pocket Places programme to deliver a series of temporary interventions throughout the summer of 2019. These interventions will remain in place until the full scheme is delivered.

The Street Design proposals for Raploch Road and Drip Road were presented to the community in June 2019. These proposals have now been handed over to the Walk, Cycle, Live Stirling team, who are producing detailed design drawings ready for the construction phase. Consultation for the wider Walk, Cycle, Live Stirling project will take place later this year, with Raploch Street Design being delivered as a part of the larger scheme.

Councillor Jim Thomson, convener of Stirling Council's Environment and Housing Committee:

“Sustrans have done an excellent job of engaging with the community to ensure their voice is heard throughout this process. The whole idea behind this project is to make it easier for people to have healthy transport options that not only change lives, but protect the environment.”

Photo: Jane Meikle Bland of Picture The Possible/Sustrans





Transforming the school run and commute

10 Years of I Bike

Empowering children to walk and cycle safely and confidently is vital in developing healthy active travel habits which last into adulthood.

This is one of the key ideas behind the Sustrans I Bike education programme. Since 2009, I Bike has worked in 375 schools, engaging with over 75,000 pupils.

Working with primary and secondary schools across the country, I Bike equips pupils, teachers and parents with the skills, knowledge and confidence to make it easier to walk, cycle or scoot by running a range of activities tailored to each specific school. These include led rides or scoots, cycle and scooter training, bike maintenance, classroom mapping sessions, fun promotional events and more.

One of the aims of the programme has been to close the gender gap in cycling, to tackle the fall in the number of girls cycling when they move to secondary school. This drop in female activity levels is reflected among adults, with almost three times as many men cycling in the UK as women.

I Bike has been exceptionally successful in addressing this issue, with the number of girls cycling over the past 10 years almost tripling at participating schools – rising from 2.8% before engagement with the I Bike programme in 2008, to 7.9% last year – a 5.1% increase.

Encouraging pupils to travel actively to school is also a simple and time-effective way of incorporating moderate intensity exercise into each day. The journey to and from school can count towards meeting the government's 60 minute daily target, and can have a major impact on children's health and wellbeing.

To mark the 10th anniversary of the programme, we held a celebration event at Pentland Primary School, one of the first schools to register for the I Bike programme in 2009. Sustrans was joined by City of Edinburgh Council's Transport and Environment Convener Lesley Macinnes, for a day of activities, games and that all-important birthday cake.

Lee Craigie, Active Nation Commissioner for Scotland:

“For the past ten years, I Bike has been inspiring young people, and particularly young girls, to get on their bikes and live a more active life. By teaching pupils the skills to cycle safely, and by discovering the sense of freedom that can come from two wheels, it's not surprising that where I Bike is deployed in schools, you see more pupils choosing to walk and cycle.”



Photo: Neil Hanna



Case study:

The benefits of closing streets outside the school gates to traffic

Walking, cycling or scooting to school is a fun way to start the day and research shows that travelling actively makes children more alert and can increase concentration by up to four hours.

The Big Pedal is the UK's biggest cycling, walking and scooting competition for schools and over 300 across Scotland signed up in 2019. It's a fun, interactive challenge that encourages young people to travel actively, in turn helping their class or school to climb the leaderboard.

To mark the start of this year's Big Pedal, a record 40 schools across the UK (including schools in Inverness, Edinburgh and East Dunbartonshire) closed the streets outside their gates to traffic. This created a safer, more welcoming environment for pupils and parents to ride, wheel or walk to school.

At Milngavie Primary, the roads were closed for the entire school day and Sustrans' I Bike officers led activities including cycling and scooting skills, games and art, transforming the surrounding streets into a playground. Murrayburn Primary in Edinburgh marked the event using our pedal-powered cinema to show fun dancing videos which got the whole school moving.

Street closures are a simple but effective way of addressing congestion and air pollution around the school gates; as many as one in four cars during

the morning peak are on the school run. A YouGov poll, carried out for Sustrans, surveyed teaching professionals across the UK about their attitudes towards air pollution. More than half (59%) of those surveyed want the Government to take urgent action to improve air quality near schools while two thirds (63%) would support a ban on motor vehicles outside the school gates during drop off and pick up.

We hope the event will inspire more schools to address pollution and create a safer more welcoming environment for walking and cycling, by closing the streets and reducing traffic in the local area on a more permanent basis.

Julie Edgcombe, Principal Teacher at Murrayburn Primary School, Edinburgh:

“We are keen to promote an active lifestyle to not only benefit our students' health but also the local environment. We hope that taking part in the Big Pedal shows parents and pupils what's possible when the road by the school is closed and demonstrates that walking, scooting or cycling to school for one or two more journeys a week is not only great fun but an achievable activity.”

Photo: Jamie Forbes Photography





Case study:

Active travel champions for workplaces

In recent years, increasingly sedentary, desk-based lifestyles have become a major concern. Workplaces are ideally placed to help tackle low levels of physical activity and poor health among their employees.

Sustrans' Active Travel Champions project helps individuals to promote sustainable transport within their business or further and higher education institution. The project provides support, training, resources and funding to enable peer-to-peer promotion of walking and cycling for commuting and business travel.

There are currently 80 Active Travel Champions across Scotland. As they are locally based, they are ideally situated to assess and address the needs within their office or organisation. We support the Champions to reach out to their fellow staff with a programme of initiatives and interventions to encourage a switch to active and sustainable forms of transport.

There are many simple measures which can be taken in the workplace to nudge employees into changing their travel behaviour, from running training sessions and information stands, to providing local maps and subsidised cycling kit.

Champions not only provide practical advice and equipment, but create opportunities for colleagues to bond at social events, led walks and group rides.

Extra support can be found via the Small Grant Fund, which helps organisations to provide training, resources and events that they otherwise might not have been able to afford. The Champions team at Heriot-Watt University used their grant to reward staff and students who travelled actively with a bike breakfast, where they gave away essential winter cycling equipment and helped plan alternative safe routes. Edinburgh University's Champions received help from Sustrans to train as walk leaders, including leading people on a ramble to Craigmillar Castle.

Active Travel Champions are also good for business and the environment, helping to reduce levels of absenteeism, car parking demand and carbon emissions for a happier, healthier workplace.

Marie, Edinburgh University Active Travel Champion:

“Sustrans represents sustainable travel. It's great to get people out the office or lab and into the fresh air to benefit their physical health and mental wellbeing.”

Photo: Julie Howden





Case study: NHS bike maintenance stations

We want to make cycling easier for everyone. As we all know, things don't always go according to plan, but it's good to know Sustrans can help in these instances. The installation of a series of bike maintenance stations at destination sites across Scotland ensures cyclists have access to necessary equipment to perform minor adjustments and repairs.

Sustrans Wee Repair Stations create a focal point and physical presence for active travel at colleges, schools, hospitals and community centres.

The high-quality, bespoke design includes a bike repair stand, pump, and tools that can assist with minor adjustments (a screwdriver, socket set, allen keys and a bespoke spanner). The Wee Repair Station also has M-check and puncture repair guidance, and a place where the community can promote their active travel network and activities. They also provide a meeting point for people who cycle to share skills, ideas and advice.

They have been particularly successful at NHS hospitals, promoting active travel to staff and visitors to reduce congestion and highlighting prevention as a vital component in health care. They also help staff set an example to patients, while providing a greater understanding of how

active travel can be part of the person-centred approach to clinical care.

There are currently five bike maintenance stations installed at NHS sites around Scotland (Glasgow Queen Elizabeth, the Royal Infirmary at Little France in Edinburgh, two in Dumfries & Galloway (Royal Infirmary and Mountainhall) and Forth Valley Royal Hospital), with four more being installed in 2019.

Richard Smith, Health and Wellbeing Officer, Dumfries & Galloway Royal Infirmary:

“The repair stations help staff and visitors cycle to NHS locations in Dumfries and mean they don't have to worry about small issues with their bike. They are perfect for making quick adjustments, pumping tyres or even fixing a puncture without having to rely on carrying equipment or tools yourself. They help promote the idea of cycling to work and are a great meeting point for cyclists to chat and swap tips and local routes.”

Photo: Helen Barrington





Paths for everyone

National Cycle Network review

The National Cycle Network is an asset to the country. More than half the UK population live within one mile of their nearest route and the Network covers 16,575 miles (2,371 miles in Scotland) through towns, cities, rural landscapes and country paths. It's such a vast system of routes, roads and pathways that it took two years to conduct our first complete audit. Carried out by a team of independent surveyors, the Network was surveyed and scored against four main criteria: flow (including width and barriers), surface quality, signage and traffic-related safety.

The Paths for Everyone report provides a snapshot of the condition of the network across the UK and details a list of recommendations on how routes can be improved and managed in the future.

In Scotland, 41% of routes were rated as good or very good, including 95% of the traffic-free sections. However more than half, 59%, of Network routes were rated as poor or very poor. This rating was mainly due to the fact that only 29% of the Network in Scotland is traffic-free, which prevented these sections from scoring higher. All of the routes which were classified as very poor in Scotland are on-road, and more than half (56%) of the issues on the Network in Scotland are related to concerns around traffic safety.

The audit data contained within the review was incredibly important in establishing an action plan for Scotland, outlining six activation projects, which are on course to be delivered by 2023, to help improve and develop the National Cycle Network across the country.

The projects include the creation of new, traffic-free paths to allow re-routing of three existing on-road sections of the Network, making accessibility improvements to existing traffic-free routes, resurfacing and improving signage along an existing traffic-free path and the creation of a new section of Network, which will extend National Route 765 to link up with National Route 7.

Michael Matheson, Cabinet Secretary for Transport, Infrastructure and Connectivity:

“Doubling the active travel budget has allowed the Scottish Government to also double our investment in the National Cycle Network to £6.9m. I am confident that this funding, alongside this review, will contribute towards allowing this inclusive network to flourish for future generations, so that people right across Scotland can continue to enjoy walking and cycling at all ages.”

Photo: Julie Howden





The economic impact of the National Cycle Network in Scotland

When you look at the numbers, it's easy to understand why we take our role as custodians of the National Cycle Network so seriously. We estimate 104 million cycling and walking trips are made on the National Cycle Network in Scotland (53 million cycling trips, 52 million walking trips) per year. This is equivalent to 20,200 cycling trips and 64,500 walking trips per traffic-free mile of the Network.

An estimated £324 million was spent by the public through leisure and tourism across the Network in Scotland in a single year, and many businesses have seen direct benefits from having a route on their doorstep. Lesley and William Lindsay, owners of the popular Broch Café in Strathyre, have found that walkers and cyclists using the nearby National Route 7 make up as much as 50% of their overall trade. They have already installed cycle racks and have plans for a service station and wash down facilities to specifically appeal to people on bikes.

Revenue created through tourism on the Network sits alongside the wider economic, public health and environmental impact.

With routes running through towns and cities, many use the Network for their daily commute or regular exercise, and the benefits from estimated walking and cycling levels on the National Cycle Network in Scotland are valued at £214 million, including £198 million from the prevention of nearly 115 early deaths.

The Network has helped remove an estimated 61 million miles of car journeys, saving 22,400 tonnes of greenhouse gases and 3.7 tonnes of particulate matter annually.

William Lindsay, Broch Café, Strathyre:

“The benefits of being located on the cycle path are very obvious, as a high proportion of our trade is derived from those on two-wheels and foot, especially during holiday periods and weekends throughout the year. And it's clear that they appreciate what we are providing because we see the same people several times during the year.”

Photo: Julie Howden





Case study:

Delivering a new traffic-free section of the Caledonia Way

In our National Cycle Network review, 2018's Paths for Everyone report, we were honest in highlighting where the Network doesn't meet the high standards we've set ourselves. The report identified 50 'activation projects' across the UK that are key to improving the entire Network.

We're incredibly proud to see the very first of these reach completion, with a new traffic-free link at Ledaig, created between the villages of North Connel and Benderloch on the iconic Caledonia Way. Forming part of a £2 million investment by the Scottish Government in National Cycle Network Route 78 throughout Argyll and Bute and the Highlands, the path is the first protected pathway for walking, cycling and wheeling between the two villages, and signifies the first milestone in the programme of UK-wide improvements to the National Cycle Network.

A project of this scale requires time and commitment, with over a decade of work, research, planning, community and landowner engagement ensuring the new link best serves the needs of the local population. In particular, Sustrans' Principal Engineer Paul Cronin was instrumental in finding a negotiated solution with landowners and managing the multi-million pound contracts. Consultants Jacobs and Contractor McGowan were excellent partners and have delivered on the ground alongside Sustrans engineer Claire Frost.

The 1.5km off-road section also provides young people from North Connel attending Lochnell Primary School in Benderloch with a safe route to

school. Dependent beforehand on cars and buses to make the journey, the traffic-free section of the National Cycle Network now creates the first dedicated walking and cycling route for pupils and their parents.

The new path was officially opened in April 2019, with Active Nation Commissioner for Scotland Lee Craigie, Sustrans CEO Xavier Brice, Sustrans Scotland National Director John Lauder, local councillors, residents and school pupils in attendance. The link at Ledaig represents the first step towards Sustrans' goal of doubling the amount of traffic-free sections of the Network by 2040.

The second Paths for Everyone activation project set for completion is also located in Scotland, delivering a new traffic-free section of the Caledonia Way at Duror due to be finished by the end of 2019.

Local resident Dr Andrew Henderson, a founding member of the petition group calling for the extension of Route 78 in Ledaig:

"The project will make it much easier for children, particularly from the North Connel area, to cycle to school through a much safer and friendlier environment. The local community were able to add their voice, and Sustrans were very supportive in listening to what we had to say. We are very encouraged that this is now an excellent outcome."

Photo: Donald McLeod





Case study:

Art on the National Cycle Network

Sustrans Scotland's ArtRoots programme works with communities to enable and empower them to make artistic improvements across the National Cycle Network, reflecting local history and heritage through everything from unique benches and information boards to murals and modernist sculptures. ArtRoots aims to create a more welcoming space for everyone, encouraging more people to engage with the Network paths on their doorstep.

Photo: Colin Hattersley

The Circus of Lights Parade in Craigmillar, Edinburgh, was something completely different. More than 60 local residents of all ages took part in a spectacular luminous procession, which wound its way past Craigmillar Castle and the Little France area, before culminating in a visually stunning live interactive performance alongside the Innocent Railway cycle path on National Cycle Network Route 1.

Children and parents were accompanied on the route by giant unicorn and mermaid lanterns, with the parade ending in glowing circus performances by the young people themselves.

Run by Think Circus, the event followed a six-week programme of engagement throughout the area, with local young people attending circus skills workshops, designing and decorating their own circus props helping to build the striking glowing sculptures which formed the focal point of the Glow Parade. The project helped bring the community together and inspired them to engage with the art-making process and the possibilities of their local National Cycle Network routes.

Craigmillar resident, Sarah Baker, whose children attended the workshops and parade:

“All the girls have talked about over the last five weeks has been the workshops and the parade, and I have definitely noticed their confidence increasing week on week. It's been great in keeping them active in a fun way and really encouraged them to explore the safe, open spaces on our doorstep.”





Volunteers help keep the Network running

Volunteers are crucial in our role as custodian of the National Cycle Network. Last year alone, Sustrans' volunteers gave 5,500 hours of time to help improve the National Cycle Network.

Our Network Volunteering programme encourages and empowers people and communities across Scotland to get hands-on to help improve the National Cycle Network.

From 'microvolunteering' – such as reporting a problem on the Network or filling a Sustrans #2minutecleanup bag – to a few hours taking part in one of Sustrans' litterpicks or wildflower meadow and orchard management workdays, our volunteers are instrumental in helping us make journeys on the National Cycle Network more attractive and enjoyable for all.

Anyone looking for a longer term commitment and to develop more skills can undertake Citizen Science surveys, and learn how to record bumblebees, birds or butterflies through the season. Those keen to coordinate events themselves can take on an Organiser role and be supported to lead events.

Corporate volunteers are always welcome, and it's a fun team-building exercise that gets staff

and colleagues out in the fresh air while helping to enhance the local environment.

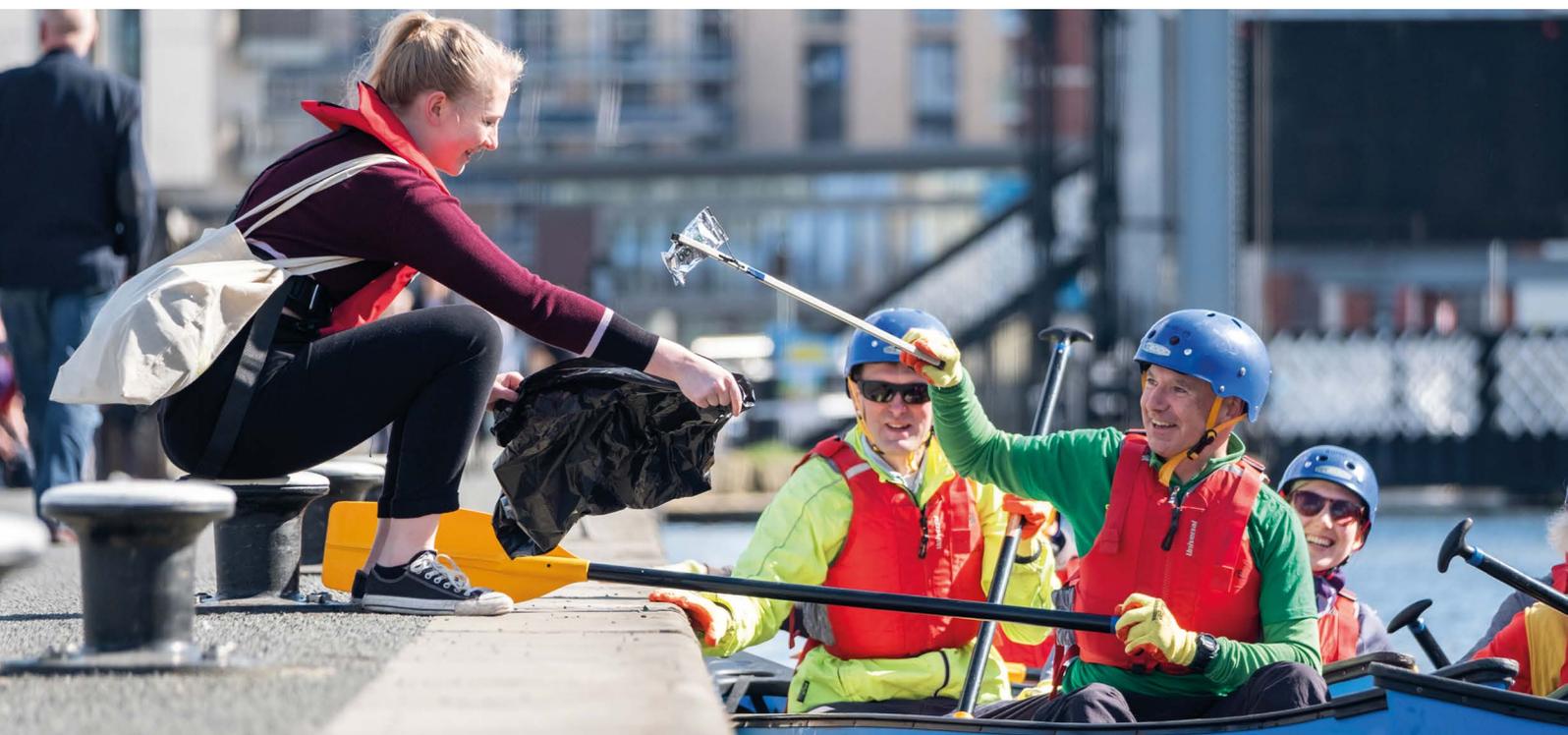
We also support community groups or schools who want to get involved in volunteering across the Network. We can help groups to organise litterpicks or submit a design for one of the many Millennium Mileposts located across the Network. Shortlisted designs are posted on our social media channels, and the public help to pick a winner who we support to paint the milepost itself.

Funding is also available, via the Network Action Grant Fund, for projects which benefit people or wildlife on National Cycle Network routes in Scotland. Community groups can apply for grants of between £100 and £750 to help with things like litter-picking equipment, tools, seeds, bird and bat boxes, habitat management training or wildlife surveying equipment.

Phil, corporate volunteer from Aegon, Edinburgh:

“It was a fantastic team-building exercise and clearly not something we usually do. The energy has been brought back into the office.”

Photo: Tony Marsh





Strategic partnerships

Working in partnership across Scotland

Our Partnerships Team provide a dedicated resource to local authorities to develop a strategic approach to active travel infrastructure development. We do this through strategy development, project delivery and the roll out of Bike Life Scotland, a survey of attitudes towards cycling in each major town or city. We are currently working with six local authorities across the country and are always seeking new ways to support our partners.

Photo: John Linton

Our partnership with Perth & Kinross council started in spring 2018, with Sustrans officer Neil Quinney embedded within the Road Safety and Design team. Neil quickly began work to provide the community engagement support the team needed to deliver successful infrastructure projects.

In one example, Neil led engagement with Tulloch Primary School, who were seeking help to improve access to their site by foot and by bike. Tapping into Sustrans' network of expertise and working closely with the local I Bike officer, Neil used his unique position to gather the views of the parent council, pupils, elected members, the local community

and other stakeholders and find solutions to road safety issues in the vicinity of the school.

As an embedded officer, Neil understands the needs of both organisations and is astutely aware of the challenges and opportunities in the local area but also has access to a network of colleagues in active travel.

Sharing knowledge and building better strategic partnerships means better results for everyone, helping to join projects across the region together ensuring they dovetail and complement one another for a more unified, effective and efficient approach.

Lesley Stewart, Depute Head Teacher, Tulloch Primary School, Perth:

“It has been great to have Neil on board to support and begin to develop our new travel routes to school after the opening of our new school building. He has been on hand to work alongside our pupil road safety officers and has been actively involved in gathering views from our community which will support and develop our next steps in our school travel plan.”



Evidencing our work

We're incredibly proud of what we do but also realise Sustrans needs to provide evidence to qualify our work. Research is key in building the case for active travel and shaping policy that will lead to a healthier, happier Scotland.

Sustrans' Research and Monitoring Unit (RMU) examines the impact of our work, studies the challenges facing people who walk and cycle, and explores the underlying issues involved in active travel, working with our policy and communications team to publicise our findings in a way that makes a constructive contribution to policy.

In 2018/19, Sustrans Scotland had considerable success in publicising key findings from our research programmes and pushing important issues further up the policy agenda. Some examples include:

Hands Up Scotland Survey

2018/19 saw the 10 year anniversary of the Hands Up Scotland Survey, the largest national data set on school travel, providing insight on how over half a million pupils across Scotland travel to school and nursery.

As an Official Statistic, this joint survey between Sustrans and all 32 Scottish Local Authorities informs policy areas, monitors trends in school travel over time and provides information relevant to a variety of health, transport and education initiatives.

The most recent HUSS report found that active travel remains the most frequently reported mode of travel to school in Scotland with 48.7% of school pupils travelling to school in an active way.

I Bike

The 2018/19 school year also marked the 10th anniversary of Sustrans' I Bike education programme, promoting walking, cycling and scootering to school. One of the project's aims was to reduce the gender gap, which currently sees more boys cycling to school than girls.

The number of girls cycling to school over the past 10 years has increased in participating schools, thanks to Sustrans' I Bike programme. 7.9% of girls at I Bike schools reported cycling to school in 2018 compared to 2.8% in 2008 – a 5.1% point difference*.

It has also contributed towards an average 8% increase in active travel to schools, over the past 10 years, when compared to schools who haven't signed up to the I Bike programme.

Women and Cycling Roundtable

Building on RMU research on Gender and Cycling and the Bike Life Women study, we brought together academics, NGOs, Scottish policy makers and planners to explore the gender gap in cycling, identify solutions to the issue and create a network of individuals to help facilitate change.

RMU will also be submitting a paper for the Women, Employment and Transportation themed edition of the *Research in Transportation Business Management* journal. The paper will summarise the research Sustrans has done in investigating the disparity between levels of cycling among men and women, and will explore the barriers, needs and motivations of women cycling in cities.

Places for Everyone

For the first time since the programme's creation in 2010, enough data had been gathered from 75 surveys and counts of users on Places for Everyone (previously Community Links) projects to create aggregated data showing changes in usage from before and after the project.

We estimate that the average annual increase in usage of an affected route by those cycling, walking and all users following a Places for Everyone project is 116%, 62% and 74% respectively.

We estimate an increase in the proportion of women cycling over time, as women represented 17.6% of all cyclists before Places for Everyone implementation. This increased to 25.1% after the project has been in place for a number of years.

Cyclists and pedestrians feel safer on routes improved by the Places for Everyone programme. For cyclists, perceptions of safety rose from 79% to 90%. Among pedestrians, perceptions of safety rose from 78% to 88%.

*please note: the wording of the question in the yearly I Bike survey has changed. In 2008/09, pupils were asked, "How did you travel to school today?" In 2017/18 pupils were asked, "How do you usually (most often) travel to school?"

Bike Life Scotland

In autumn 2018, we expanded our Scottish coverage of Bike Life and published reports on three Scottish cities – Glasgow, Perth and Stirling.

Bike Life is an important part of our evidence-based approach. Inspired by the Copenhagen Bicycle Account, it's the biggest survey on attitudes to cycling in the UK and provides an assessment of city

cycling development including infrastructure, travel behaviour, attitudes, the impact of cycling and new initiatives. Bike Life is designed to encourage the long-term development of cycling and help create more liveable UK cities by improving the long-term planning of provision for cycling and highlighting the benefits this brings to cities.

Key findings from Bike Life 2018:

Estimated annual deaths prevented due to the physical activity associated with cycling:



32 in Glasgow
2 in Perth
1 in Stirling

Bicycles help lower congestion by taking cars off the road every day:



13,087 in Glasgow
392 in Perth
813 in Stirling

Majority of residents support building more protected roadside cycle lanes even when this could mean less space for other road users:



Glasgow 82%
Perth 69%
Stirling 83%

People think more money should be spent on cycling:



Glasgow 78%
Perth 69%
Stirling 83%

Estimated annual cycle trips:



Glasgow 18.6 million
Perth 824,000
Stirling 1.6 million

Estimated annual savings to the NHS:



Glasgow £1.2 million
Perth £68,000
Stirling £42,000

Cycling has environmental benefits cutting annual greenhouse gas emissions by:



7,551 tonnes in Glasgow
902 tonnes in Perth
365 tonnes in Stirling

Most people agree their city would be a better place to live if more people cycled:



Glasgow 67%
Perth 66%
Stirling 71%

Total annual benefit from people riding bikes for transport and leisure is:



£62 million in Glasgow
£3.9 million in Perth
£2.5 million in Stirling

Sustrans year in policy

The past year has seen Sustrans Scotland capitalise on the increasing profile of walking and cycling to challenge current policies and promote active travel's central place in Scottish transport policy and planning.

Since the active travel budget was doubled to £80 million last year, Sustrans Scotland has been focused on delivering high-quality infrastructure for walking and cycling across Scotland and making sure we measure the impact we are having. But that doesn't mean we aren't looking to the future and identifying what policies and legislation can deliver better, greener places and healthier, happier people.

Scotland is currently drawing up a new National Transport Strategy for the next decade, and Sustrans Scotland has been at the heart of that. We are represented on policy working groups to consider how we make a safer transport system and even how transport is administered and arranged geographically. As a key delivery partner of the Scottish Government, our National Director John Lauder sits on a panel to make recommendations to government on how best we can deliver a sustainable, healthy and inclusive transport system.

We've also been working with national government, political parties and local authorities to make sure that the Transport Bill delivers better provision for walking and cycling. We strongly support the plan to ban parking on the footway – this is a major deterrent to people getting around on foot in their local area and can be particularly problematic and

dangerous for people with pushchairs or wheelchair users. We are also making our voice heard in the planning of new Low Emission Zones – we want to make sure that they deliver cleaner air for everyone, and the best way to do this is not just cleaner vehicles, but making sure fewer vehicles travel into our cities, and making more space available to people on foot, on bikes and for public transport. We will continue our work to make sure the Transport Bill delivers for walking and cycling and we look forward to the bill's passage towards the end of 2019.

Our work is not just confined to the world of transport. We have been working with a broad range of partners to ensure that the benefits of walking, cycling and placemaking are understood in areas of public health, housing, local regeneration and environment. That's why we are working with coalitions like Cleaner Air for Scotland, Scottish Obesity Alliance, the Scottish Alliance for People and Places, Scotland's Towns partnership, Poverty Alliance and Stop Climate Chaos Scotland to build the evidence base for the benefits active travel can bring in a whole range of policy areas.

The approach to walking and cycling has changed in Scotland in the past few years, and we're starting to see real improvements on the ground as a result. There's always a need for continued change and improvement, and Sustrans Scotland is central in delivering this through infrastructure, behavioural change and better policy and legislation.

Photo: Emma Moseley (Corporate Photographers Dublin)



Sustrans Scotland's plans for 2019-20

Sustrans Scotland is helping more and more people to travel actively by delivering infrastructure that makes walking and cycling an easier choice. In the coming year we'll keep doing that, but we will also shape ongoing conversations about what Scotland needs to deliver to give everyone the choice to walk, cycle or wheel.

As ambition grows from local authorities and we increasingly see bold infrastructure funding applications, we are also working with local authorities to improve and develop design practices. We're improving how we monitor the impact of local schemes to help us make the case for more.

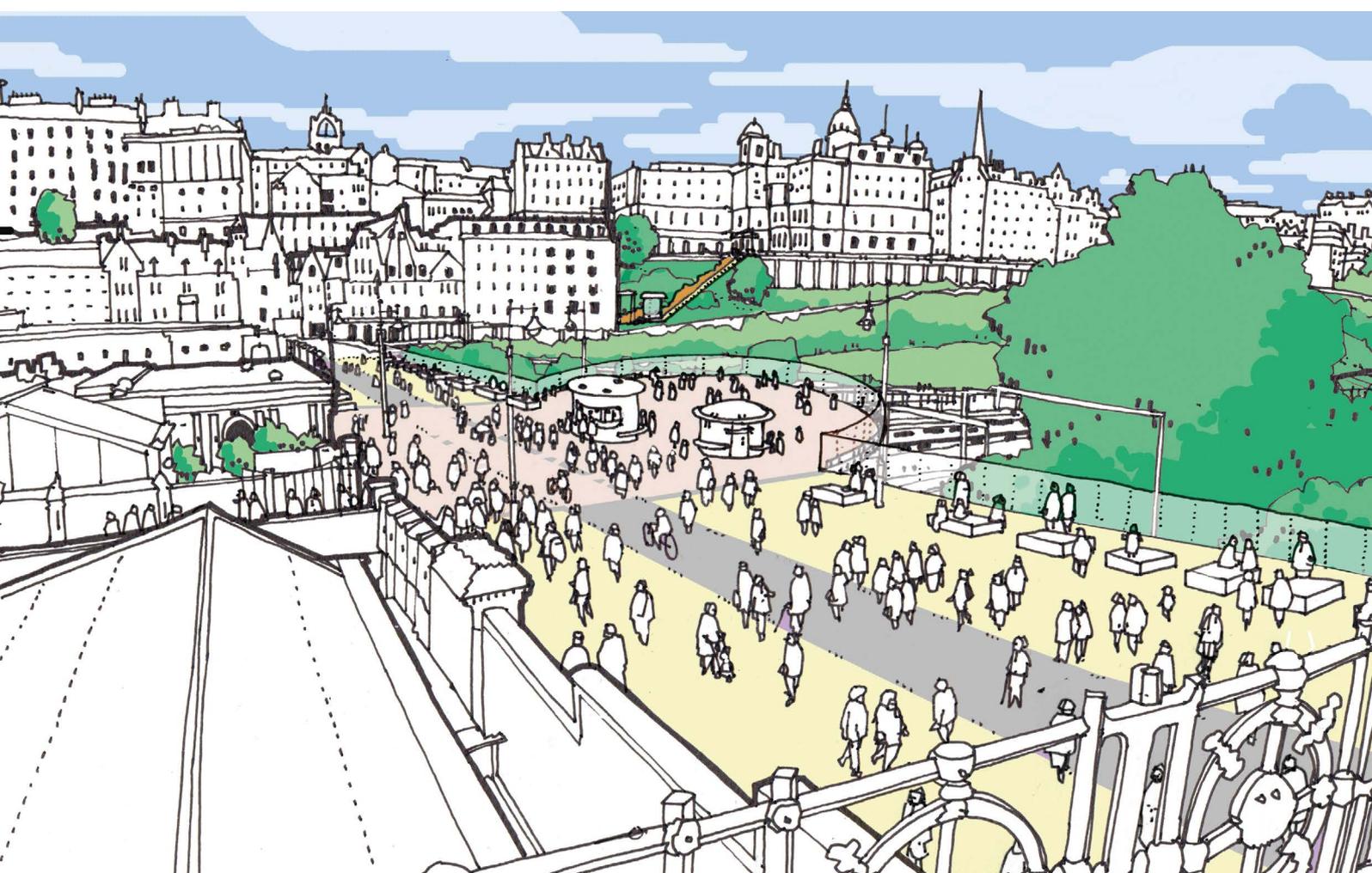
But we're also working to make sure that government knows the need for, and impact of, delivering better infrastructure for walking and cycling on a national scale. In the next year, the Scottish Government will research and plan the second Strategic Transport Projects Review (STPR). This is Scotland's shopping list for infrastructure; the first STPR in 2008 led to the

construction of the Queensferry Crossing and railway improvements.

For the next decade, we think Scotland needs to see infrastructure as a series of widespread, national interventions rather than fewer, bigger projects. We see a need for a national approach to deliver infrastructure to develop walking and cycle-friendly neighbourhoods, to make journeys on foot or bike to our town centres the attractive choice and building segregated cycle routes on arterial roads into towns and cities. Let's spread the benefit of infrastructure investment to as many people as possible.

Our flagship projects, like the South City Way in Glasgow, the City Centre Transformation in Edinburgh and others across Scotland, are creating examples of the type of change we need, and the improvements to public space that our research shows people want. Our challenge now is to demonstrate their success in improving public health and the local economy, and creating better places for everyone.

Photo: Alastair Hudson (www.AH-Illustration.com)

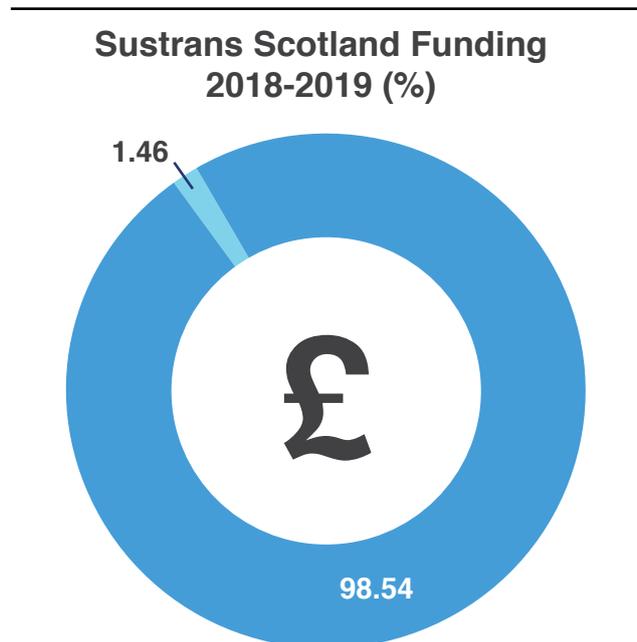
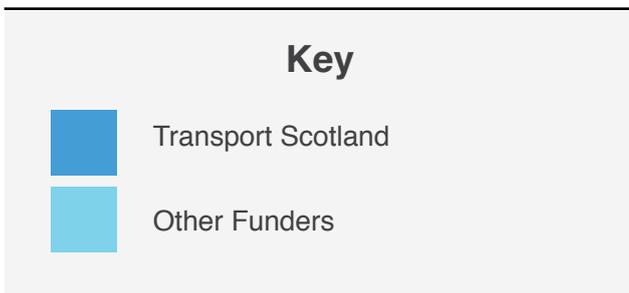
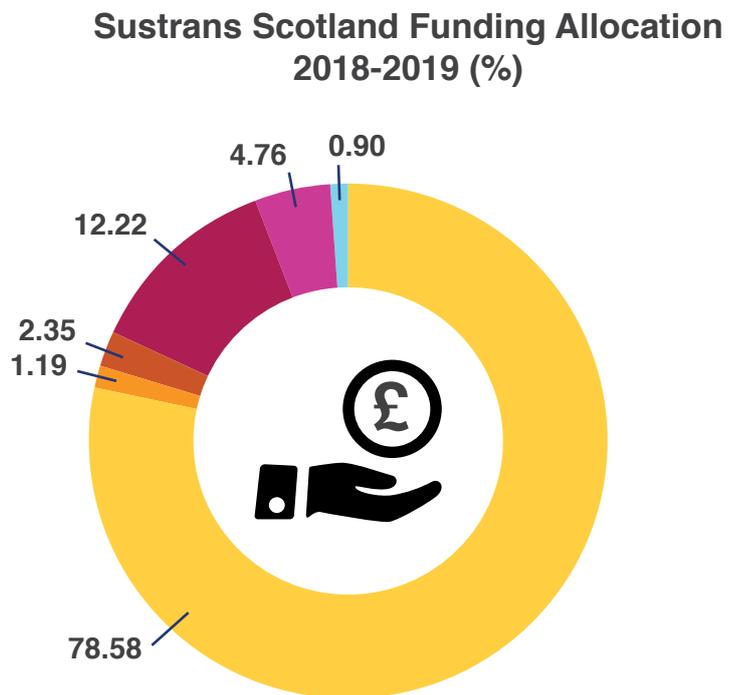
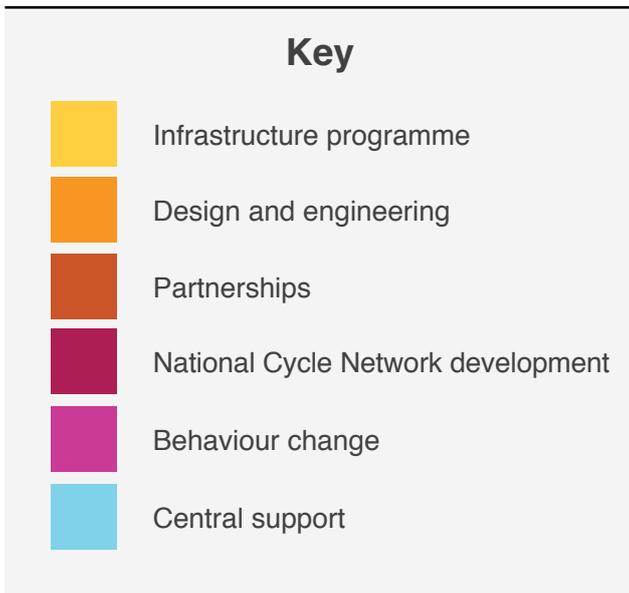


Financial Information

The Scottish Government's 2018-19 Programme for Government doubled the funding for Active Travel in Scotland. This enabled Sustrans to increase the funding allocated to partners to a record £56.8m.

Sustrans Scotland made £42m available to partners during the 2018-19 financial year to invest in active travel infrastructure. In addition we delivered £2.7m of behaviour change projects (such as the I Bike education programme) across Scotland and invested £7m in improving and promoting the National Cycle Network.

This has allowed Sustrans to commit to large scale projects such as the South City Way in Glasgow and Edinburgh's City Centre Transformation, and meant that we were able to complete the first activation project on the National Cycle Network in the UK, providing a vital traffic free link on the Caledonia Way between North Connel and Benderloch (with another, at Duror, due to be completed by the end of 2019).



A big thank you from all of us

We're pleased to have worked with a large number of people and partners in 2018/19. 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.

2050 Climate Group
Aberdeen City Council
Aberdeenshire Council
Adrian Davis
Adventure Syndicate
Angus Council
Ardchattan Community Council
Argyll & Bute Council
Bike for Good
Border Buses
Broadford And Strath Community Company
Cairngorms National Park
Carse Of Gowrie Group
Central Scotland Green Network Trust
City of Edinburgh Council
Clackmannanshire Council
Clydebank Housing Association
The Coalfields Regeneration Trust
Coimhearsnachd Bharraidh Agus Bhatarsaidh (Barra & Watersay Community) Ltd
Comhairle nan Eilean Siar (Western Isles Council)
Confederation of Passenger Transport
Culture, Tourism & Major Events Directorate
Cycling Scotland
Cycling UK
Dulnain Bridge Community Council
Dumfries and Galloway Council
Dundee City Council
Duror and Kentallan Community Council
East Ayrshire Council
East Dunbartonshire Council
East Lothian Council
East Renfrewshire Council
Eco-schools Scotland
Edinbane Community Company
The Energy Saving Trust
FABB Scotland
Falkirk Council
Falkland And Newton Of Falkland Community Council
Fife Council
Forth Environment Link
Forth Valley LEADER
Gargunnoch Community Trust
Glasgow City Council
Glasgow Eco-Trust
Glasgow High School
Glasgow Science Centre
Herriot-Watt University
Highland Cycle Campaign
Highlands and Islands Enterprise
Highland Council
HITRANS
Inverclyde Council
Islay Distilleries
Jacobs Consulting
Killlearn Community Futures Company

Kingussie Community Development Company
KPT Development Trust
Living Streets
Loch Lomond And Trossachs National Park
Marini Urbanismo
McGowan
Midlothian Council
Milngavie Primary
Moffat And District Community Council
Moray Council
Mount Florida Community Council
Murrayburn Primary
Nestrans
Network Rail
NHS Dumfries and Galloway
NHS Highland
NHS Health Scotland
NHS National Health Services Scotland
NHS Lanarkshire
NHS Lothian
North Ayrshire Council
North Lanarkshire Council
North Ledaig Caravan Park
One Dalkeith
Orkney Islands Council
Paths for All
Parsons Green Parent Council
Penicuik Community Council
Pentland Primary
Perth and Kinross Council
Perth and Kinross Countryside Trust
Pollokshields Trust
Port Of Inverness
Renfrewshire Council
Rothes Community Council
Scottish Borders Council
Scottish Canals
Scottish Environment Protection Agency
Scottish Natural Heritage
Scottish Obesity Alliance
SEStran
ScotRail
Snook
South Ayrshire Council
South Lanarkshire Council
Spokes
Stagecoach Buses
Stirling Council
Strathblane Community Development Trust
Tactran
TRACKS
Transport Scotland
VisitScotland
West Dunbartonshire Council
West Lothian Council
Wester Hailes Education Centre

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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