

# Sustrans Scotland

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Evidence to the I&CI Committee on the draft budget 2012-13  
and spending review 2011

October 2011



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## Introduction

This report provides Sustrans Scotland's evidence to the Infrastructure & Capital Investment Committee of the Scottish Parliament in response to its call for assistance in scrutinising the Scottish Government draft budget 2012-13 and spending review 2011.

The paper reviews the budgetary and policy context of active travel in Scotland, reports on performance 2008-2011, provides analysis of the impacts of potential cuts and makes conclusions and recommendations.

Our comments are restricted to the active modes of transport – walking and cycling, which are the areas we have been funded to deliver.

## Background

Sustrans is the charity that's enabling people to travel by foot, bike or public transport for more of the journeys we make everyday in every part of Scotland. We are the charity behind the National Cycle Network (see appendix 03) and other projects that provide a wide portfolio of infrastructure and motivational projects, which when combined make a highly effective whole intervention programme to bring about travel behaviour change.

Such interventions include I-Bike, which focuses on the transition from primary to secondary school, with particular emphasis on tackling the fall in activity amongst teenage girls. We support school travel professionals and through our Street Design project we are working with residents in two communities to re-design their streets to make them work better for their residents. We are also working closely with two local authorities to increase walking and cycling in a town and we are working with a city council to help deliver their strategy by designing a continuous network of traffic free paths.

Sustrans manages funds on behalf of Transport Scotland, distributing them as grants to a wide variety of local authority and other partners, right across the country, quality checking each project. Our work is assessed by a set of key performance Indicators agreed with Transport Scotland in 2008.

Sustrans has 400 Volunteers who give up their free time to help maintain and promote the Network and we have 2,000 supporters throughout Scotland.

# Executive Summary

## Active Travel in Scotland: overview

The active transport modes, walking and cycling, are stressed in many Government policies, particularly in reducing carbon emissions, improving public health and tackling congestion.

Funding for active travel is controlled by the Sustainable & Active Travel team of Transport Scotland and largely managed by Sustrans Scotland and Cycling Scotland. Additional funding comes from the Cycling, Walking & Safer Streets fund (CWSS) and the trunk roads division of Transport Scotland.

From 2008-2011 Sustrans and Cycling Scotland were funded at a modest level, adopted a strategic approach, levered funds from other budget such as CWSS and delivered great results.

## Draft budget 2012-13

The draft budget proposes the effective ending of Transport Scotland funding for Sustrans and Cycling Scotland. Additionally continued funding for active travel by the trunk roads division of Transport Scotland is under question and CWSS funding is under threat.

## I&CI questions

The ending of funding for active travel:

1. is not strategic and will mean the RPP target of 10% of trips by bike by 2020 will fail,
2. will spell the end of the Cycling Action Plan and not deliver the appropriate national performance indicator.
3. will lose local business access to an annual £12,000,000 of capital spending on the National Cycle Network
4. will lose the Scottish economy £46,842,761 from benefits that investment in the National Cycle Network gives to the wider economy from improved health and increased tourism.

## Conclusions

The period 2008-2011 (spending review 08/09, 09/10 and 10/11) was one of great success with 2010/11 the best ever year for cycle projects in Scotland. The cost to benefit ratio was very high, health and tourism benefited financially as did small civil engineering businesses and DLO's.

## Recommendations

1. To support local business and deliver wider benefits, we recommend maintaining funding for active travel at the 2010/11 £25M budget level, with 50% of this dedicated to active travel, managed by Transport Scotland: with Sustrans, Cycling Scotland and smaller community initiatives able to maintain the momentum of 2008-2011. In addition we recommend the Trunk Roads division maintains its funding for non-motorised users at 10/11 levels.
2. To give local authorities the vital foundation for assembling budgets to support local business and deliver wider benefits we further recommend ensuring that CWSS is funded as an additional budget line to the local government settlement at the 2010/11 budget of £9M.
3. To give a long term, strategic, vision for supporting local business and delivering wider benefits we recommend that the completion of the National Cycle Network should be seen as a strategic initiative and a priority for capital spending.
4. To give long term, strategic delivery of the transport elements within the Climate Change targets, we recommend funding the RPP in full.

# Active travel in Scotland: overview

## Policies

Scotland in 2011 has a policy landscape where active travel is heavily featured. Some 16 policies recommend an increase in walking and cycling for the majority of trips that people make, which are short<sup>i</sup>. Policies include:

### Cycling Action Plan for Scotland

The Cycling Action Plan for Scotland (CAPS)<sup>ii</sup> was launched in 2010 and has as its principal target 10% of trips by bike by 2020. Other targets include the completion of the National Cycle Network, 20mph in residential areas and a review of collision liability.

### Report on Proposals & Policies

Low Carbon Scotland, The Report on Proposals & Policies<sup>iii</sup> sets the achievement of the CAPS 10% target as one of its milestones for 2020.

### Route Map to Healthy Weight

Preventing Overweight & Obesity<sup>iv</sup>, which is the national obesity strategy, sets the 10% CAPS figure as one of its targets in addition to the completion of the Network.

### Let's Make Scotland More Active

The national physical activity strategy<sup>v</sup> sets as a target an increase in short trips made actively.

### Charter for Physical Activity

The Charter<sup>vi</sup> is written by NHS Health Scotland's Physical Activity & Health Alliance (PAHA) and is currently a draft document out for consultation. It lists the 10% CAPS figure, completion of the Network and lowering the urban speed limit to 20mph in residential areas in its targets. The charter is an output of the global Toronto Charter for physical activity.

## Budgets

It is difficult to know exactly how much is spent on active travel in Scotland. However, the respected analysis by Spokes, the cycling campaign group, endorsed by the Scottish Parliament Information Service, SPICe<sup>vii</sup> has estimated the total from all main sources in each of the last 5 years at £20m+/-£4m, equivalent to very roughly 1% of the total transport budget, or £3.50-£4.50 per head of population. Spokes estimate this falling to 0.8% of total transport spending, under £3 per head, if the draft 2012-13 budget goes ahead. This needs to be set in the context of advice from the Association of Directors of Public Health, which recommends 10% of transport spending going to active travel<sup>viii</sup>. In addition, evidence from Northern Europe, particularly the Nordic countries, points to spending of around £10 per head of population for the past thirty years or so, with modal share for cycling growing from low levels to 35% in some cases<sup>ix</sup>.

In Scotland, funding for active travel comes via a number of streams, including:

### Sustrans (£5.5M in 11/12, down from £7.5M in 10/11)

We manage £5.5M for Transport Scotland. Funds are distributed as grants for either capital projects or soft measures in the school setting designed to increase the modal share of trips made actively. Projects are proposed by a wide range of partners: Sustrans manages the grant, sets standards and monitors quality. Each grant is made on condition that the recipient matches the grant by 50%. This therefore doubles spending from £5.5M to £11M.

### **Cycling Scotland (£2.3M in 11/12, up from £1M in 10/11)**

Cycling Scotland has a budget of around £1M (with a one-off additional boost of £1.3M this year) and promotes cycling through a variety of soft measures, such as the Bikeability cycle training scheme.

### **Cycling, Walking & Safer Streets (£7.5M in 11/12 down from £9M in 10/11)**

The CWSS budget is a ring-fenced allocation of funds given to Local Authorities. CWSS always benefits the active travel modes - whether directly by investing in cycle paths or footways or indirectly by funding crossings/traffic calming which help create a better environment for walking and/or cycling. Typically, CWSS money is used to match Sustrans' grants, so for example in 2010/11 Moray Council matched their £154K CWSS funding with £176K from their own budget and £270K from Sustrans; thus creating a £600K capital budget for active travel, 50% funded from outwith the council but representing 11% of the overall capital spend of the transport department. Moray Council is quite clear that CWSS is the foundation for gathering all the other matched funding they accumulate and without it they would not be able to assemble a budget.

### **Transport Scotland: Trunk Roads Division (£2M)**

The Trunk Roads team in Transport Scotland invests around £2M p.a. in projects to provide alternatives to being on the trunk roads for non-motorised users under the conditions controlled by the Trunk Roads Initiative<sup>x</sup>. Previously, this budget created the vital cycle-path alongside the A9 at Drumochter. Recently this budget has matched the grant by Sustrans to develop a traffic free alternative to the A828 trunk road in Argyll by developing National Cycle Network Route 78 'Caledonia Way' between Oban and Ballachulish.

### **Town Centre Regeneration Fund (£60M 2009-10)**

It is not possible to estimate how much of this fund has been spent by local authorities and to what effect, but it is an important funding stream for making the urban realm more accessible for non-motorised users.

### **European Regional Development Fund (ERDF)**

Partners that qualify for ERDF support also use CWSS and Sustrans as match funding for ERDF support. A case in point would be the Sustrans led project to create a traffic free alternative to the A828 trunk road in Argyll. Transport Scotland funding was used to lever £500K from ERDF for this project.

## **Performance 2008-2011**

The 2008-2011 spending review was the first settled, planned and coordinated period of funding ever received by active travel in Scotland. It is a period of significant progress both in policy terms, in improving the coordination of effort amongst all governmental agencies and NGO's and improving conditions for walking and cycling. Some of the policies that were written are listed above; some of the practical results delivered are below:

### **Sustrans Key Performance Indicators**

In 2008, Sustrans and Transport Scotland agreed to use a set of KPI's to monitor the effectiveness of the three year, £16M capital budget managed by Sustrans from 2008-2011.

We met or exceeded all KPI's with the headline results being<sup>xi</sup>:

1. Annual usage of the National Cycle Network rose by 44% from 28.3million trips a year in 2007 to 40.7million in 2010.
2. 2.3million trips were made by people new or returning to cycling, 37% of the overall increase.

3. 46.7% of people interviewed on the Network said they had completed 30 minutes or more of physical activity on five or more days in the past week.
4. 2.7million trips were made on short paths: both school and community links.
5. 35% of users on the Network were commuting.
6. 27% of pedestrians and 33% of cyclists could have made the same journey they were making with their car; the carbon dioxide saving for the Network is therefore estimated at 46,400 tonnes a year; annual petrol savings were estimated at £22million.
7. In 2010 an indicative spend by recreational and touring cyclists is estimated at almost £100million.
8. Using the World Health Organisation's Health Economy Assessment Tool (HEAT) it is estimated that in 2010 the Network contributed £60million in health benefits.
9. Cost to benefit ratios based on STAG appraisal range from 1.4:1 to 12.7:1.
10. In 2010 the I-Bike programme increased the percentage of children cycling to school from 3% to 7%.

### **Economic performance (see Appendices 01 and 02)**

We estimate that in addition to the health, leisure and tourism benefits outlined above, from 2008 to 2011 small civil engineering contractors and DLO's throughout Scotland benefited from a £40M spend via the Sustrans and CWSS funding mechanism. Many of these contractors developed new skills and small farmers benefited from increased spending on maintenance of the Network in remote areas.

The benefit to such small companies should not be overlooked, for example the development of NCN route 78 Oban-Balachulish has been delivered by local firms, one of whom has stated that should funding be cut:

*Because these contracts have underpinned workload for our local employees, there will also be a negative impact on our business and on that of our suppliers<sup>xii</sup>.*

In another example, a small (£150K) contract to maintain bridges on the Network near Lochwinnoch represents two months work to another family-owned building firm. Because the Network is in effect the trunk road system for cycling it touches all areas of Scotland, from the central belt to remote rural areas.

### **Other performances**

From 2008-2011 cycling has seen the beginning of a renaissance in Scotland:

1. Transport Scotland ran the Smarter Choices: Smarter Places<sup>xiii</sup> project to develop greater use of sustainable transport in seven Scottish towns. A report on the result of this scheme is forthcoming.
2. The annual Pedal for Scotland bike ride from Glasgow to Edinburgh, which is organised by Cycling Scotland, has seen a rapid growth in numbers to 10,000 participants in 2010<sup>xiv</sup>.
3. The 7 Stanes mountain biking circuit in Southern Scotland, run by the Forestry Commission, generates £9M for its local economy and mountain biking itself generates an estimated £65M to Scotland as a whole<sup>xv</sup>.
4. The canal system run by British Waterways is now an integral part of the National Cycle Network. British Waterways estimates its work contributes £350M to the areas of Scotland where it is active and it also estimates that the central Scotland canal link, which is National Cycle Network route 754, contributes £6.9M in health benefits<sup>xvi</sup>.

5. The City of Edinburgh Council signed the Brussels Charter in 2010. This commits the City to delivering a 15% share of trips by bike by 2020. The city already has a modal share estimated at 4%, twice the Scottish average, and now has long-term plan for achieving the target<sup>xvii</sup>. Glasgow City Council will launch its own long term strategy in November 2011.
6. Finally, there is strong evidence that all these initiatives have increased confidence in the active travel field. We understand that a forthcoming Spokes report says 2010-11 was the best year ever for cycle projects in Scotland.

## Draft budget 2012-13 and spending review 2011

The draft budget currently proposes a reduction in funding for Transport Scotland's Sustainable & Active Travel team from £25M a year to £16M with new demands made on it, e.g. for the Halbeath park and ride project and the Fastlink scheme. Our understanding is that these two capital schemes will take the major share of the budget leaving the amount available for Sustrans, Cycling Scotland, Energy Savings Trust and other initiatives at £5M a year.

With Sustrans current budget being £5.5M a year (already down from £7.5M in the very successful 2010/11 year) there is a good chance that we will have little or no funding for 2012-2015. Indeed we have been advised by Transport Scotland to prepare for the worst. This appears virtually to herald the end of Sustrans funding from Transport Scotland and the end of support for the National Cycle Network in Scotland.

We also understand that the funding previously available for trunk road schemes under the Trunk Roads Initiative will end as the team responsible for non-motorised users moves from the trunk roads division to the network maintenance division within Transport Scotland.

In addition, the Town Centre Regeneration Fund does not appear in the draft budget.

Finally, the future of CWSS remains doubtful, with CoSLA unsure of its future as a ring-fenced budget.

We estimate that the cuts emanating from the budget will take Scotland back to at least 2005/06 levels of investment. The promotion of what has been achieved will stop. Construction of any new elements of the National Cycle Network, particularly short 'community' links in urban Scotland (in towns in all areas of the country) will stop and projects that are three-quarters completed such as the route between Oban and Ballachulish, which was backed by the previous Minister for Transport, Infrastructure & Climate Change or the Devon Way in Clackmannanshire will end. As a result, we estimate that levels of active travelling will drop to 2005/06 figures because the maintenance, promotion and development of paths will stop.

We estimate that if investment returns to 2007 figures and levels of use drop to those recorded in 2005/06, the following will be the outcomes:

1. The annual spend of £12M available to small civil engineering contractors and DLO's will end.
2. In addition there will be tourism, leisure and recreation and health disbenefits as follows:

	2007	2010	Benefit lost
<b>Cyclists</b>			
Annual Usage Estimate	16,161,929	22,639,584	-
Health	£22,603,488	£31,662,698	£9,059,210
Tourism	£71,105,927	£99,604,968	£28,499,040
<b>Pedestrians</b>			
Annual Usage Estimate	12,140,359	18,039,927	-
Health	£19,105,205	£28,389,716	£9,284,511
<b>Total</b>	<b>£112,814,620</b>	<b>£159,657,381</b>	<b>£46,842,761</b>



Table 1: Estimates of benefit lost if use of the Network returned to 2007 levels

We further estimate that if use of the NCN slides to 2000 figures, losses will be:

Cyclists	2000	2010	Benefit lost
Annual Usage Estimate	5,843,305	22,639,584	-
Health	£8,172,850	£31,662,698	£23,489,848
Tourism	£25,708,171	£99,604,968	£73,896,797
Pedestrians			
Annual Usage Estimate	6,446,290	18,039,927	-
Health	£10,144,673	£28,389,716	£18,245,042
<b>Total</b>	<b>£44,025,694</b>	<b>£159,657,381</b>	<b>£115,631,687</b>

Table 2: Estimate of the benefits lost if use of the Network returned to 2000 levels.

## I&CI questions

### Strategic Transport Projects Review

The National Cycle Network is not an element of the STPR; however, we contend that the Network is of strategic importance in a number of ways: it is helping Transport Scotland to reduce emissions, it helps keep small civil engineering companies and DLO's viable while also improving their skills base. The Network contributes to leisure and tourism spend and to health benefits. It also now carries a significant number of commuting trips. From a small budget of £5.5M a larger strategic benefit is felt across Scotland.

### Low Carbon Scotland

The Cycling Action Plan is one of the milestones in RPP. If the cuts go through as heralded, then CAPS will be dead as a viable policy and this element of the RPP milestones will also end.

### Cycling Action Plan for Scotland (CAPS)

If the cuts progress as outlined above, CAPS will be undeliverable. The momentum gained in the 2008-2011 period will be lost as maintenance, development and promotion of the active modes ends. Local authorities may have no funding for active travel if they have no CWSS or Sustrans funding. CAPS can only be delivered with concerted effort, coordinated funding and good targets; funding underpins all these elements and without it the plan will die before its second birthday.

### National Performance Framework Indicators

The principal Indicator that references active travelling is "increase the proportion of journeys to work made by public or active transport". Our KPI report indicates that an increasing number of trips on the Network are commuting, this good progress will, however, be lost if the cuts are made as indicated.

## Conclusions

Some tremendous successes have been achieved in the 2008-2011 period.

From 2008-2011 use of the Network has increased, people have re-discovered cycling and fiscal benefits have been recorded: £12M a year to SME's in the construction sector, over £60M a year in health benefits and almost £100M in the leisure and tourism sectors. In addition, cars have been taken from the road, which helps reduce congestion and carbon emissions.

All of these figures point to the effective delivery of national policy for a modest investment of £5.5M a year to Sustrans (£7.5m in 10-11), £7.5M to CWSS (£9m in 10-11) and £2.3M to Cycling Scotland (£1m in 10-11). We repeat the evidence of Spokes that the 10-11 year was the most successful so far in terms of cycle use, of infrastructure provision and of enthusiasm and innovation by local authority and other partners.

The cuts proposed by Transport Scotland, reducing the budget for the active modes to less than £5M a year, virtually ends the funding by Government of Sustrans and Cycling Scotland.

It is not cost effective to fund and grow an important element of Scotland's transport picture that benefits the country and then unravel all the good work achieved over the past three years by ending what is in terms of capital spend a miniscule budget. Even now, total active travel investment is equivalent to a mere 1% or so of total government transport spending.

The cuts will end the Cycling Action Plan, drastically undershoot the 2020 RPP milestone and decrease the health benefit potential of active travel. Reductions in carbon emissions from the transport sector that have been predicated on an increase in walking and cycling must now be revised downwards.

Finally, removing the funding available to SME's in the construction sector and the knock-on effect on jobs this will have does not fit with preventative spending.

## Recommendations

1. To support local business and deliver wider benefits, we recommend funding for active travel be set at the 2010/11 £25M budget level, with 50% of this dedicated to active travel, managed by Transport Scotland: with Sustrans, Cycling Scotland and smaller community initiatives able to maintain the momentum of 2008-2011. Since this budget line now also covers additional public transport and park-and-ride initiatives, it is vital that at least 50% is assured for active travel. In addition we recommend the Trunk Roads division maintains its funding for non-motorised users at 10/11 levels.
2. To give local authorities the vital foundation for assembling budgets to support local business and deliver wider benefits we further recommend ensuring that CWSS is funded as an additional budget line to the local government settlement at the 2010/11 budget of £9M.
3. To give a long term, strategic, vision for supporting local business and delivering wider benefits we recommend that the completion of the National Cycle Network should be seen as a strategic initiative and a priority for capital spending.
4. To give long term, strategic delivery of the transport elements within the Climate Change targets, we recommend funding the RPP in full.

## References & Appendices

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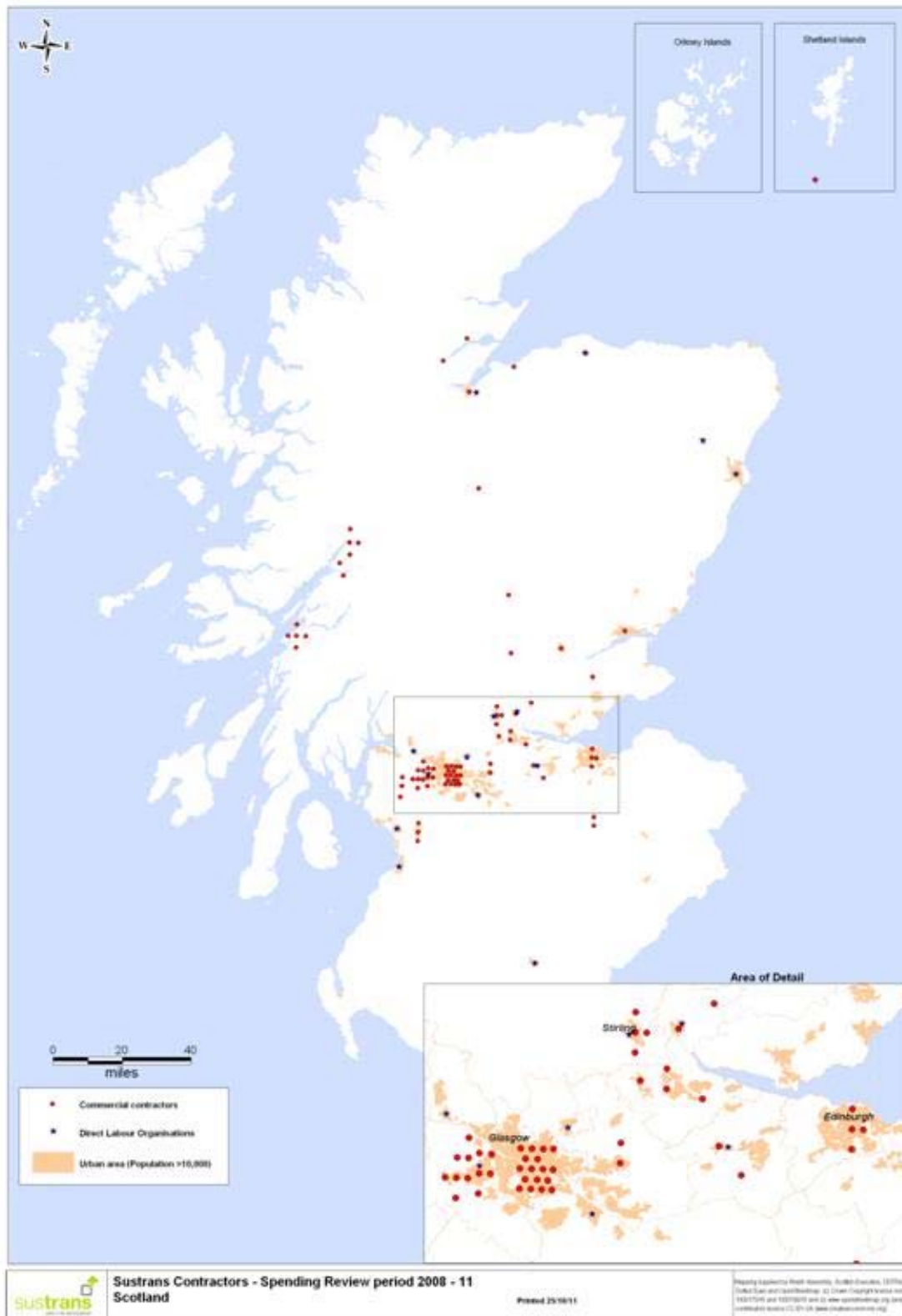
- <sup>i</sup> **Transport Scotland, 2011** Average trip distance is 7.3miles
- <sup>ii</sup> **Transport Scotland, 2010** Cycling Action Plan for Scotland
- <sup>iii</sup> **Scottish Government, 2011** Low Carbon Scotland: Meeting the emissions reduction targets 2010-2022. The Report on Proposals and Policies
- <sup>iv</sup> **Scottish Government, 2010** Preventing Overweight & Obesity in Scotland, A Route Map towards Healthy Weight
- <sup>v</sup> **Scottish Government, 2003** Let's make Scotland more active
- <sup>vi</sup> **Scottish Government, 2011** Scottish Charter for Physical Activity
- <sup>vii</sup> **Scottish Parliament Information Service, 2010** SPICe briefings SB09-48 and SB10-62 Cycling in Scotland
- <sup>viii</sup> **Association of Directors of Public Health, 2010** Take action on active travel
- <sup>ix</sup> **Transform Scotland & Sustrans Scotland, 2010** Civilizing the Streets: How strong leadership can deliver high quality of life and vibrant public spaces
- <sup>x</sup> **Transport Scotland, 1996** Trunk Roads Cycling Initiative (Office Instruction 3/96)
- <sup>xi</sup> **Sustrans Scotland, 2011** Walking & Cycling Outcomes for Sustrans in Scotland: assessment against key performance indicators 2008-2011
- <sup>xii</sup> **Breeden Ltd: letter to Sustrans Scotland, 2011.**
- <sup>xiii</sup> **Transport Scotland, 2009** Smarter Choices: Smarter Places
- <sup>xiv</sup> **Cycling Scotland 2011** Report on Pedal for Scotland
- <sup>xv</sup> **Scottish Government, 2010** Cycling Action Plan for Scotland.
- <sup>xvi</sup> **British Waterways Scotland, 2010** Economic Impacts of Scottish Canals
- <sup>xvii</sup> **City of Edinburgh Council, 2010** Active Travel Action Plan

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# Appendix 01: Map of Contractors and DLO's

Delivering Community Links and other initiatives using CWSS, Sustrans and other funding – 2008/2011.



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## Appendix 02: List of Contractors and DLO's

Delivering Community Links and other initiatives using CWSS, Sustrans and other funding – 2008/2011.

### Civil Engineering Contractors

MW Groundworks  
Fountains  
Crummocks  
Caley Construction  
Kelburne Construction  
Pirrie Contracts Ltd  
Beattie Demolition  
Airport Engineering  
W I & A Gilberts  
C K Contracts  
Simon Ballentine  
Scottish Hydro  
Scottish Power  
Virgin Media  
Pat Munro  
JF Job  
Breedon  
Corries Construction  
May Gurney  
Land Engineering  
Robert Darlings & Sons  
Jimmy Stoa, Fair Isle  
Fion – Fortwilliam  
AM Colthart Landscaping  
Loy Surveys  
Wilde Surveys  
Gartmorn Construction  
McKean Construction  
MacClay Construction  
Newlay  
GB Road Markings  
WB Grieve  
Colas  
May Gurney  
R S McCakk & Son  
Sinclair Plant Hire  
Tracs  
Geo Rope  
Property and Land Surveys  
J M Dewars  
Davie Campbell  
MarkOn  
Contraflow  
Scafftec  
Pest Control Services  
Charles Barclay  
Counters & Accessories  
Russell  
Greenhams  
Precast Products

### Town

West Calder  
Uphall  
Glasgow  
Glasgow  
Kilmarnock  
Brookwood  
Kilsyth  
Inverness  
Dalry  
Lochwinnoch  
Kingsbridge  
Perth  
Glasgow  
Glasgow  
Alness  
Nairn  
Oban  
Fort William  
Glasgow  
Fenwick  
Dalkeith  
Fair Isle  
Fort William  
Oban  
Renfrew  
Paisley  
Alloa  
Glasgow  
Airdrie  
Airdrie  
Glasgow  
Aberfeldy  
East Kilbride  
Glasgow  
Stirling  
Oban  
Aberdeen  
Ballachulish  
Dingwall  
Crieff  
Newtonmore  
Aberdeen  
Hillington  
Johnstone  
Glasgow  
Johnstone  
Milton Keynes  
Edinburgh  
Edinburgh  
Kilmarnock

### Local Authority

West Lothian  
West Lothian  
Glasgow  
North Ayrshire  
North Ayrshire  
Renfrewshire  
Glasgow  
Highland  
Renfrewshire  
Renfrewshire  
Devon  
Perth and Kinross  
Glasgow  
Glasgow  
Highland  
Moray  
Argyll and Bute  
Highland  
Glasgow  
East Ayrshire  
Midlothian  
Shetland  
Highland  
Argyll and Bute  
Renfrewshire  
Renfrewshire  
Clackmannanshire  
Glasgow  
North Lanarkshire  
North Lanarkshire  
Glasgow  
Perth and Kinross  
Glasgow  
Glasgow  
Stirling  
Argyll and Bute  
Aberdeen City  
Argyll and Bute  
Highland  
Perth and Kinross  
Highland  
Aberdeen City  
Glasgow  
Renfrewshire  
Glasgow  
Renfrewshire  
Milton Keynes  
Edinburgh  
Edinburgh  
North Ayrshire

### Stewardship/Maintenance Contractors

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H. Imrie  
Forthvale Contractors  
Complete Weed Control  
William Cannon  
Ian Shaw Plant  
Hamish Gilbert  
Speedy Hire  
Scottish Woodlands Ltd  
Neil MacFadyen  
Hamilton Brothers  
Erskine Tree Surgeons  
Forsyth of Denny  
Action Lawn & Leisure  
Invasive Weeds Agency  
JP Rentals Ltd  
Tillicoultry Quarries Ltd  
Alter Landscapes Ltd  
Echoes Ecology Ltd  
Geo-Rope Ltd  
Gordon Williamson  
Jim Whitson  
George Swan  
Robert Millar Blacksmith  
Tayside Contracts  
Dee Organ  
TRL Signs  
Siemens  
Davie Campbell  
Piers Voysey  
The Sign Factory  
Mossley  
Thrifty

Glasgow  
Stirling  
Bonnyrig  
Glasgow  
Johnstone  
Stirling  
Paisley  
Fort William  
Oban  
Bishopton  
Erskine  
Denny  
Millhall  
Glasgow  
Paisley  
Tillicoultry  
Lochwinnoch  
Polmont  
Ballachulish  
Beith  
Peebles  
Peebles  
Dunchelt  
Dundee  
Paisley  
Glasgow  
Glasgow  
Oban  
Loch Oich  
Falkirk  
Falkirk  
Edinburgh

Glasgow  
Stirling  
Midlothian  
Glasgow  
Renfrewshire  
Stirling  
Renfrewshire  
Highland  
Argyll and Bute  
Renfrewshire  
West Dunbartonshire  
Clackmannanshire  
Stirling  
Glasgow  
Renfrewshire  
Stirling  
Renfrewshire  
Falkirk  
Argyll and Bute  
Renfrewshire  
Scottish Borders  
Scottish Borders  
Fife  
Dundee  
Renfrewshire  
Glasgow  
Glasgow  
Argyll and Bute  
Argyll and Bute  
Falkirk  
Falkirk  
Edinburgh

**Direct Labour Organisations**

Midlothian  
North Ayrshire  
South Ayrshire  
West Dunbartonshire  
Highland Council  
East Dunbartonshire  
Clackmannanshire  
South Lanarkshire  
Stirling  
Moray  
Aberdeen  
Aberdeenshire  
Dumfries and Galloway  
Renfrewshire

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## Other Types of Organisations Employed by Sustrans

### **Bike Shops/Maintenance**

Grease Monkey Cycles	Edinburgh	Edinburgh
Edinburgh Bike Co-op	Edinburgh	Edinburgh
Leith Cycle Co	Edinburgh	Edinburgh
The Bike Station	Edinburgh	Edinburgh
Dave's Bike Shed	Aberdour	Fife

### **Office**

Capital Solutions	Edinburgh	Edinburgh
BT	Edinburgh	Edinburgh
Budd Communications	Manchester	Merseyside
Office Depot	Edinburgh	Edinburgh
Neopost	Edinburgh	Edinburgh
Eco Clean Solutions	Edinburgh	Edinburgh
Daisy Hygiene	Edinburgh	Edinburgh
Changeworks Recycling	Edinburgh	Edinburgh
Premcrest	York	Yorkshire
Robert Wiseman Dairies	East Kilbride	Lanarkshire
PMP	Edinburgh	Edinburgh
Eric Young and Co	Edinburgh	Edinburgh
Forth Movers	Edinburgh	Edinburgh
McCartney Stewart	Renfrew	Renfrewshire
Anchorpoint	Kirkcaldy	Fife

### **Web/Software/Mapping**

Cycle City Guides	Frome	Somerset
Intrafusion	Kirkcaldy	Fife
Buchanan Computing	London	London
Positioning Resources	Aberdeen	Aberdeen City
Isomaly	Edinburgh	Edinburgh
Inigo	Edinburgh	Edinburgh

### **Advertising/Printers/Events/Merchandise**

Pennine Events	Preston	Lancashire
MB7 The Clan	Westruther	Scottish Borders
Get Cycling	York	Yorkshire
Peachy Keen	Kirkcaldy	Fife
Strathallan	Kirkcaldy	Fife
Big!Huge!Massive!	Dalgety Bay	Fife
Webrandit	White Waltham	Berkshire
Colan	Warwick	Warwickshire
Do Good Advertising	Glasgow	Glasgow
JC Decaux	London	London
Primesight	Glasgow	Glasgow
Clear Channel	Manchester	Manchester
JMP prints	Edinburgh	Edinburgh
TRM	Bristol	Bristol
Megan Rule	Yprk	Yorkshire
Melting Pot	Edinburgh	Edinburgh
Herbie	Edinburgh	Edinburgh
Security solutions	Godalming	Surrey
Cameron Presentations	Edinburgh	Edinburgh
Bike Track People	Innerleithen	Scottish Borders
The Bike Station	Edinburgh	Edinburgh
Bangholm Outdoor Centre	Edinburgh	Edinburgh
Boston Promotional Gifts	Derby	Derbyshire
Hopetech Lancashire	Barnoldswick	Lancashire

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Moore Large  
Stirling Surveys  
Tony Van Breugel  
Kenny Munro  
Meriel Young  
Normal Bissel  
Harveys Maps  
Edmonds  
Edinburgh Copy Shop  
Scottish Viewpoint  
Allander

**Artists**

Jeremy Cunningham  
Chris Brammell  
Norman Bissell

**Design**

Gleeds  
Farrer Ironside  
TP&E  
PHI Group  
Alpha Ecology  
Mark Hamilton Landscape Services  
Nigel Duchan Associates  
The Natural Resource Consultancy  
Meriel Young Associates

**Cycle Parking**

Broxrap  
Falco  
Glasdon  
Marshalls  
Lock It Safe  
Cycle Hoops  
Cycle Pods  
R F Brown Containers  
Bike Away Lockers  
External Solutions

Derby  
Stirling  
Glasgow  
Kinghorn  
South Queensferry  
Isle of Luing  
Doune  
Leith  
Edinburgh  
Edinburgh  
Edinburgh

Peebles  
Ulverston  
Oban

Falkirk  
Edinburgh  
Glasgow  
Dunfermline  
Biggar  
Bathgate  
Haddington  
Auchincruive  
South Queensferry

Chesterton  
Leekbrook  
Blackpool  
Birkby  
Grimsby  
London  
London  
Hamilton  
Plymouth  
Brigg

Derbyshire  
Stirlingshire  
Glasgow  
Fife  
Edinburgh  
Argyll and Bute  
Stirlingshire  
Edinburgh  
Edinburgh  
Edinburgh  
Edinburgh

Scottish Borders  
Cumbria  
Argyll and Bute

Falkirk  
Edinburgh  
Glasgow  
Fife  
Scottish Borders  
West Lothian  
East Lothian  
South Ayrshire  
Edinburgh

Staffordshire  
Staffordshire  
Lancashire  
Huddersfield  
South Humberside  
London  
London  
Lanarkshire  
Devon  
North Linconshire



# Appendix 03: Map of the National Cycle Network

Scotland 2011

