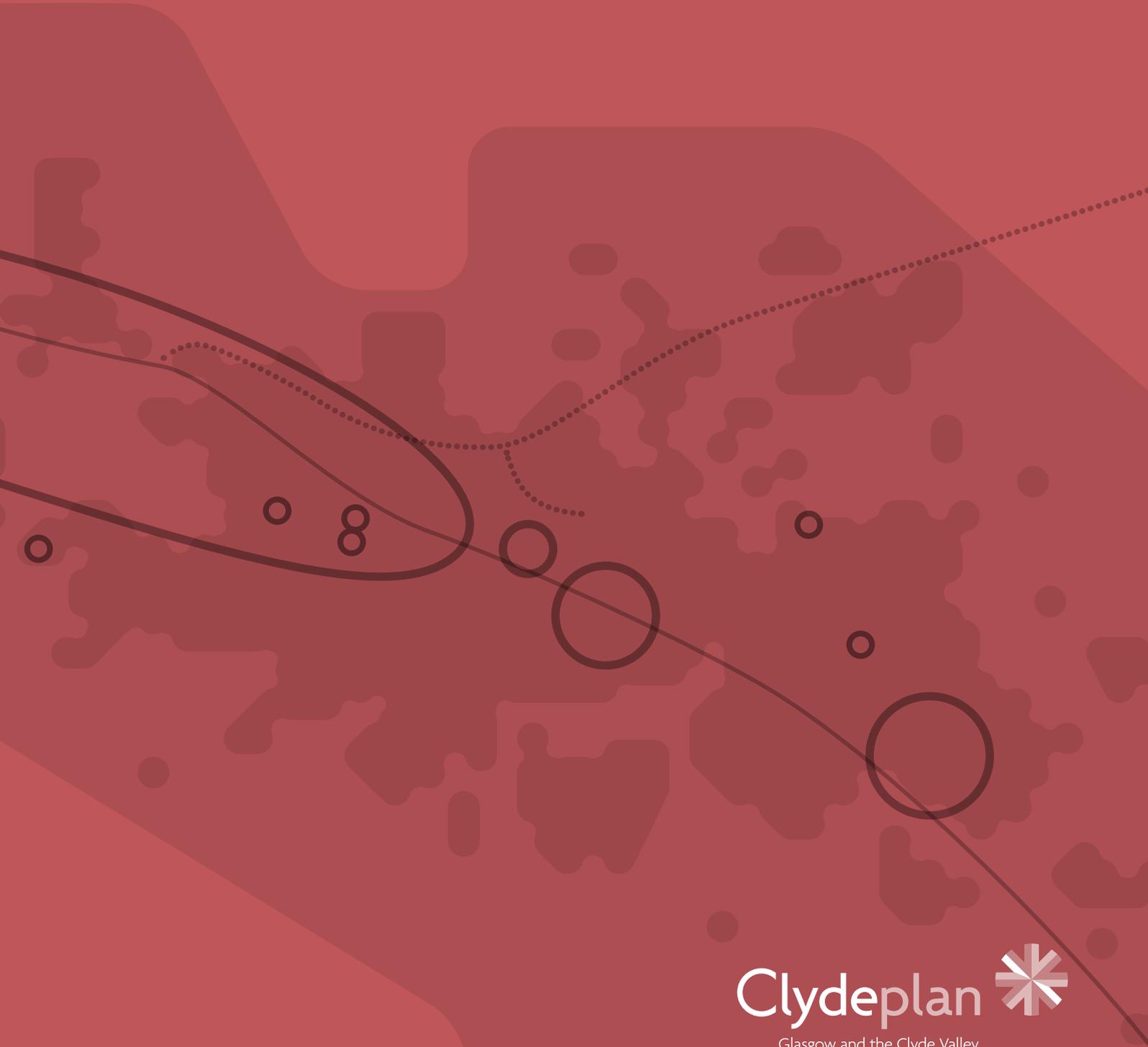
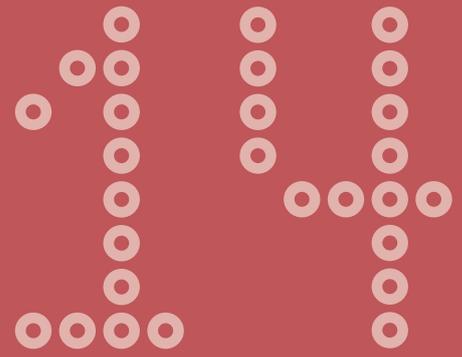


Strategic Development Plan

Proposed Plan - Background Report

January 2015

Active Travel – Strategic Walking and
Cycling Network



STRATEGIC DEVELOPMENT PLAN

BACKGROUND REPORT 14

ACTIVE TRAVEL

STRATEGIC WALKING AND CYCLING NETWORK

January 2016



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Clydeplan Strategic Walking and Cycling Routes

Introduction

1. At present, the Clydeplan area has an irregular network of strategic routes for cycling and walking, comprising some of Scotland's Great Trails, parts of the National Cycle Network and the canals network, and other key regional routes. There are plans and aspirations for other routes and for addressing key gaps and missing links and the realisation of these additional routes will add greater connectivity to the network: improving links to settlements, popular destinations, transport hubs and development areas and encouraging more use of core paths.
2. The existing and planned strategic routes offer excellent potential for a well-connected, accessible, multi-purpose network for local people and visitors of all ages and abilities. Improved opportunities for recreation and active travel, offer supplementary benefits to health, the economy, environment and tourism. It is anticipated that improved strategic routes would help to reduce car use for functional trips, especially in Community Growth Areas, and increase access to the green network and wider countryside. In addition to highlighting useful links with local path networks, the development of the strategic walking and cycling network offers the potential for improved connection between constituent local authorities as well as connecting to local authorities beyond the Clydeplan administrative boundary.

Context

3. An improved Scotland wide network of long distance walking and cycling routes has been recognised as a key project within Scottish Government's National Planning Framework 3 (NPF3). This highlights the importance of well managed and promoted traffic-free paths and tracks for encouraging people to enjoy the outdoors and to travel more sustainably.
4. NPF3 is a key driver for strategic routes in the form of:
 - National Walking and Cycling Network¹ (NWCN) project, national development no.8, and
 - Central Scotland Green Network (CSGN) , national development no.6, which now places greater emphasis on active travel, specifically for the 'construction of new walking and cycling routes exceeding 8 kilometres' (5 miles).
5. This Strategic Development Plan (SDP) presents a major opportunity to realise the NWCN vision at the regional level through embedding strategic routes within it. In addition, an ambition of the CSGN is to develop a strategic network of high-quality routes for active travel and recreation throughout Central Scotland. This work will help create new routes, improve the quality of existing routes, address missing links and make better connections to settlements and local path networks.

¹ <http://www.snh.gov.uk/enjoying-the-outdoors/where-to-go/routes-to-explore/walking-and-cycling-network/>

6. The aim of developing these networks is to increase the number of journeys being made by walking and cycling which, in turn, will contribute to the aims of the National Walking Strategy and the Cycling Action Plan for Scotland. Further information on the NWCN can be found in Appendix 1.

Clydeplan Strategic Walking and Cycling Network

Strategic Development Plan

7. The Strategic Development Plan (SDP) seeks to ensure the delivery of high quality places that provide safe and convenient opportunities for walking and cycling. Linking the city region's open spaces through green and blue network planning will help reduce carbon emissions, deliver improved health and well-being benefits and make walking and cycling a more attractive and practical everyday option.

8. The Vision and Spatial Development Strategy of the SDP supports pedestrian and cyclist friendly environments that are connected by a strategic walking and cycling network for both active travel and recreation purposes.

9. In support of active travel the development of a strategic walking and cycling network will be important. An indicative network is identified in Figure 1 and is supported by SDP Policy 18.

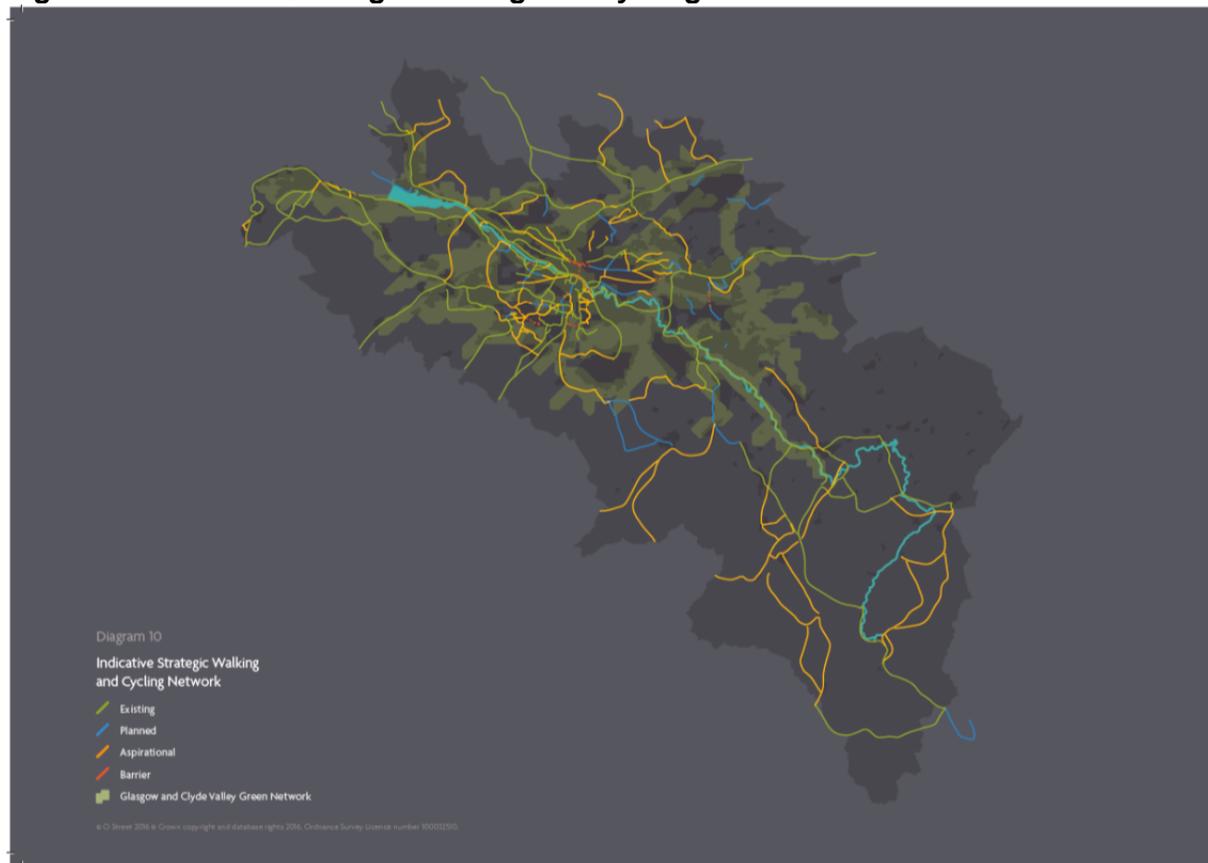
SDP Policy 18

Strategic Walking and Cycling Network

In support of the Vision and Spatial Development Strategy and in recognition of the health and well being benefits of walking and cycling for both active travel and recreation the following is required

- prioritisation of investment to ensure the delivery of the strategic walking and cycling network as set out in Diagram 10;
- Local Development Plans to identify and safeguard existing walking and cycling networks and to promote opportunities for the enhancement of the strategic walking and cycling network; and,
- development proposals to maintain and enhance the strategic walking and cycling network, including where applicable the Glasgow and Clyde Valley City Deal projects.

Figure 1: Indicative Strategic walking and Cycling Network



Strategic routes: active travel

10. The completion of routes, links and the removal of barriers will support the creation of a regional walking and cycling network with direct routes between urban areas, work places and town centres. Such city region cycle and walking networks are being developed in comparable European city regions. Development of these networks will support a significant increase in journeys being undertaken by walking and cycling and will help meet the Scottish Government's Vision for Active Travel ² and the target that 10% of all journeys are made by bicycle.

Strategic routes: recreation

11. The NWCN project seeks to build on the success of Scotland's Great Trails and other long distance recreational routes to help serve as tourism attractions in their own right and to link tourist locations, thus encouraging walking and cycling based tourism contributions to the regional economy. The region already has a number of existing trails, such as the Clyde Walkway, West Highland Way and the recently completed John Muir Way. Further information on the current national network of long distance routes and trails can be found in Appendix 5: Information on the current national network of long distance routes and trails.

CSGN strategic routes plan 2012

12. Work began in planning a strategic routes network for the entire CSGN area in 2011 with a draft proposal map being consulted on in 2012. The focus was on long distance routes for recreation, though recognised the need for shorter routes to respond to the needs

² <http://www.transportscotland.gov.uk/report/scottish-government%E2%80%99s-long-term-vision-active-travel-scotland-6318>

of large centres of population. The draft map was re-appraised following the advent of the NWCN and greater emphasis on active travel within CSGN and, while still broadly useful in some areas, it was judged to be in need of more functional routes. The map, however, provided a useful reference in preparing for the Clydeplan strategic routes workshop.

Clydeplan strategic routes workshop, April 2015

13. Clydeplan and SNH liaised on the opportunity and scope for involving key staff from Clydeplan local authorities to prioritise strategic routes for the Clydeplan area. An approach was developed which mirrored a successful approach for the SESplan area and a workshop was held in April 2015. Attendees included the 8 local authorities (a mixture of planning, transport and access staff), Clydeplan, SNH, Strathclyde Regional Transport Partnership and Transport Scotland staff. Appendix 2 outlines the workshop methodology and the brief sent to all participants.

Workshop findings

14. A full list of the existing routes which were proposed for inclusion within Clydeplan can be found in Appendix 3. Appendix 3 consists of a list of existing, planned and aspirational routes. Key barriers, such as missing bridges and busy roads, have also been identified as these often need a huge amount infrastructure funding to remove the barrier. Figure 1: Indicative Strategic walking and Cycling Network provides a graphic impression of this general network.

Next Steps

Funding

15. The inclusion of key strategic routes within the SDP encourages targeted funding to individual routes, and creates opportunities to build effective funding packages.

16. Since the benefits of the strategic routes network will encompass sustainable transport, health, recreation, tourism and employment, amongst others, it is envisaged that funding could come from a variety of existing sources including:

- LEADER funding in remote areas;
- Air Pollution grants in urban context;
- Structural funds;
- City Deal;
- Heritage Lottery Funds;
- Transport Scotland spending - from their Sustainable Transport Team via Sustrans;
- Transport Scotland's Cycling Walking and Safer Streets funding to local authorities;
- Developer gain from trunk roads initiatives and windfarm developments; and
- Funding from development and tourism agencies.
- There is also a potential linkage with the Scottish Stations Fund in seeking to improve connectivity with public transport hubs.

17. Some of the proposals already have funding packages in place to support their development whilst others are at an earlier stage of scoping and have yet to secure any resourcing. The priority for funding from partners will be to support detailed design and other early works for these projects. This will help to kick-start their delivery and help unlock other funds.

18. New funding will also be required for improving the quality of existing routes and links, as well as for maintaining the whole network to the agreed standard.

Quality and standards

19. The strategic routes network as a whole seeks to offer a variety of experiences, encompassing commuting to work and multi-stage recreational journeys over several days which, to some extent, have different needs. Functional journeys are often better on smoother, flatter and cleaner surfaces, while recreational trips are often better on less formal surfacing, eg. unbound aggregate, farm and forestry tracks and beaten earth/grassy trods. There is best practice guidance available³ to encourage these different standards of facilities, though common principles apply in terms of accessibility and least restrictive options.

20. Some strategic routes are multi-purpose, with different sections contributing to the National Cycle Network, Scotland's Great Trails and green network provision, and examples of these already exist within the Clydeplan area, eg. Forth and Clyde Canal, Clyde Walkway and the John Muir Way.

Benefits

21. Expenditure on the CSGN strategic routes should generate a wide range of economic, social and health benefits for Scotland. For example, the £2 million cost of the John Muir Way is estimated to generate £16 million of direct expenditure and create or safeguard 700 jobs in the first 5 years; construction and maintenance of the National Cycle Network contributes £12.5 million to the small – medium sized civil engineering sector in Scotland; and every £1 spent on Scotland's canals delivers £7 health benefits. A spend benefit ratio of up to 1:7 can therefore be expected.

22. Encouraging more people to walk and cycle can provide significant environmental benefits and help achieve the objectives of the 'Cleaner Air for Scotland Plan (2015).' An increase in active travel helps ease congestion on the road network which helps improve emissions, noise and air quality.

23. An uptake in walking and cycling can help provide a number of health benefits for Scotland, including improving mental health, maintaining a healthy weight and reducing the risk of type 2 diabetes and cardiovascular disease. NHS Scotland recommends that adults should be undertaking 30 minutes of moderate activity at least 5 days a week and walking or cycling are a great way to achieve this target. Further benefits associated with increased levels of walking and cycling include:

- social benefits by linking deprived areas with areas of employment
- climate change adaptation measures through achieving emissions reductions, and

³ <http://www.transportscotland.gov.uk/report/j185500-00.htm>

- economic benefits in relation to maximising opportunities for recreation and tourism.

Monitoring

24. The monitoring of the CSGN strategic routes network will be undertaken as part of the monitoring work for the NWCN and the Clydeplan action programme. This work is currently being progressed by SNH, Sustrans and Scottish Canals with an expectation that a monitoring framework will start to be implemented in 2016/17. The overall objective of the monitoring will be to monitor usage of the network and to provide evidence regarding the impacts of walking and cycling on health, active travel, tourism and the economy.

25. A small network of people counters in conjunction with occasional user surveys on key representative routes will provide information on user numbers and profile to allow future funding allocations to be evidence-based.

26. Some automatic and/or digital cycle and pedestrian counters (owned by SNH, Sustrans, Scottish Canals and LAs) are already in place on some sections of the network and they could be used to potentially help establish a baseline estimate of visits.

Appendix 1 - National Walking and Cycling Network

Introduction

1 The National Walking and Cycling Network (NWCN) has been designated as a national development within the NPF3 Framework, published June 2014. Reference to this project is also contained in the recent Scottish Government's plans for "[A more active Scotland – Building a legacy from the Commonwealth Games](#)", "[Tourism Development Framework for Scotland](#)", and the forthcoming Scottish Government's Long-Term Vision for Active Travel in Scotland 2030. Scotland's National Walking Strategy '[Let's Get Scotland Walking](#)' published in 2014, and [Cycling Action Plan for Scotland 2013](#) further reinforce the need for the implementation of all existing actions in National Planning Framework 3 and elsewhere that support walking and cycling

2 Inclusion of the NWCN in NPF3 signals an important step change in the aspirations of the Scottish Government for a network of long distance paths and routes in Scotland for all users, ages and abilities. It also raises the importance of this network in development planning and management across Scotland, as well as other land-use systems which they depend on. Delivery of these aspirations therefore requires support and co-ordinated action across Scottish Government and its agencies, as well as local authorities, communities and other stakeholders.

3 This project plan has been developed by Scottish Natural Heritage, Sustrans and Scottish Canals to provide the leadership and clear direction needed to deliver this national project. It builds on engagement over the past year with a range of partners involved in the planning, delivery and management of longer distance routes across Scotland. It also draws on the responses to the consultation on the Main Issues Report for the National Planning Framework.

Project objectives, vision and outcomes

4 The four key objectives within the scope of this project plan are as follows:

- Oversee and facilitate the delivery of the new walking and cycling routes and links that contribute to the NWCN;
- Promote improvements to the quality of the existing walking and cycling routes and links in the NWCN, and identify and agree with key partners funding mechanisms to maintain these assets properly;
- Develop information and promotional material to encourage greater awareness and use of the NWCN both by the Scottish population and visitors to Scotland;
- Monitor and report on the i) use of the NWCN by the public and evaluate its impact on public health, active travel, tourism and the economy and ii) the quality of the NWCN in terms of the condition and maintenance of the routes and user experience of them.

5. The **vision** is for a strategic network of well used and properly maintained long distance paths and trails that:

- connects, and facilitates seamless passage through, the country's seven cities;
- links key natural and cultural heritage visitor destinations and public transport hubs;
- provides recreation and active travel opportunities for people of all ages and abilities;
- will appeal to Scottish residents and visitors from the UK and beyond; and
- provides comparable quality and facilities to our neighbours in Northern Europe.

6. The **key outcomes** sought from this network are better health and well-being, enhanced tourism and recreation experiences, economic development and more sustainable patterns of travel. In particular, the development of the network will:

- Encourage more people to enjoy Scotland
- Strengthen local economies
- Support physical activity and sustainable travel choices

7. In order **to achieve these vision and outcomes**, the network will need to:

- Provide a quality experience for users
- Cater for different modes of use
- Maximise links to other initiatives

8. The existing national network extends some 4000 miles and includes:

- National Cycle Network, 2150 miles
- Canals Network, 137 miles
- Scotland's Great Trails – 26 routes, totalling 1720 miles

9. This project aims to progress 30 new long distance routes and cycleways with a combined length of 500 miles, which will extend the network to over 4500miles (7,000km) by 2019. In the longer term, the network is estimated to grow to 5,000 miles (8,000km) by 2035.

References

Scottish Government Action Programme

<http://npfactionprogramme.com/national-developments/08-national-long-distance-cycling-and-walking-network/>

SNH webpages

<http://www.snh.gov.uk/enjoying-the-outdoors/where-to-go/routes-to-explore/walking-and-cycling-network/>

Appendix 2: CSGN Strategic Routes Workshop

Clydeplan strategic routes workshop, April 2015

1. Clydeplan and SNH liaised on the opportunity and scope for involving key staff from Clydeplan local authorities to prioritise strategic routes for the Clydeplan area. An approach was developed which mirrored a successful approach for the SESplan area and a workshop was held in April 2015. Attendees included the 8 local authorities (a mixture of planning, transport and access staff), Clydeplan, SNH, Strathclyde Regional Transport Partnership and Transport Scotland staff.
2. Prior to the workshop a briefing was circulated, alongside a list of existing strategic routes as extracted from the draft CSGN plan. A copy of the brief is provided at the end of this Appendix.
3. Key to the workshop was the map-based discussion. The attendees were divided into 2 groups: 1) to focus on West Dunbartonshire; East Dunbartonshire; North Lanarkshire and Glasgow; and 2) North Lanarkshire and Glasgow; Renfrewshire, East Renfrewshire and Inverclyde. SNH staff led discussions on populating blank A1 base maps with route information:
 - existing routes
 - planned routes
 - aspirational routes
 - barriers
4. Discussions highlighted the need to focus on the major routes which should be embedded in the SDP, including those that were recreational long distance routes and those that were more functional routes, eg. parts of the National Cycle Network, whilst recognising that some routes served both purposes. Physical gaps and barriers in the route network were also highlighted, such as rivers, busy roads, developments. The network of local paths and core paths was recognised as important context for the strategic routes: providing the physical resource for strategic route development and vital connections to where people live, work and visit.
5. Strategic routes were marked on the maps using highlighter pens and numbered and cross-referenced to lists of route names which were also prepared on the day. Glasgow city routes were not marked up on the day due to the high number of possible route options but can be found in the Glasgow Strategic Plan for Cycling 2010-2020.

Workshop findings

6. A full list of the routes which were proposed for inclusion within Clydeplan can be found in Annexe 3. The routes are made up of existing, planned and aspirational routes. Key barriers, such as missing bridges and busy roads, have also been identified as these often need a huge amount infrastructure funding to remove the barrier. Figure 1: Indicative Strategic walking and Cycling Network provides a graphic impression of the overall network.

SDP2 Clydeplan Active Travel Workshop

Held 10am, Thursday 16th April 2015 at 125 West Regent Street, Glasgow, G2 2SA

Pre-workshop Preparation Required

Please note that we would like the attendee for each member authority to provide a *5 minute summary* of their *active travel proposals and aspirations* for the coming years. This will lead into the map-based discussion.

Please bring along any printed map or diagrammatic material showing future active travel proposals to aid understanding and discussion on the day. Please note there will be no IT facilities offered due to time constraints involved.

Briefing Note

This briefing note sets out the proposed purpose of the forthcoming Clydeplan active travel workshop, summarises the background, and pre-workshop preparation requested. A draft agenda is set out below.

We are keen to ensure that the workshop addresses member authorities' needs and requirements, alongside Clydeplan requirements as far as possible. We have set out below a statement summarising the purpose of the workshop and are seeking buy-in to that purpose from participants ahead of the event. Please respond with thoughts or changes by 10th April 2014 so that we can ensure the workshop is appropriately targeted to meet Clydeplan and member authority requirements.

Purpose:

To begin to identify the existing strategic active travel (walking and cycling) routes across the Clydeplan area, and start to identify priorities and opportunities for route improvement and network development.

Within the SDP context, we need to consider the most significant strategic routes, e.g. Long Distance Routes for recreation, National Cycle Routes, Canal Towpaths and other significant promoted paths, including those prioritised within the National Walking and Cycling Network project within NPF3.

Background

In response to key drivers in Scottish Planning Policy, and objectives to improve levels of walking and cycling, SNH and Clydeplan want to work with member authorities to help develop a joined up approach to the strategic-level active travel network across the Strategic Development Plan area. The workshop is planned to be a map-based discussion involving local authority active travel officers, SPT, Sustrans, Transport Scotland, and SNH. It is intended to focus on:

- Mapping the extent of the existing strategic network
- Capturing views on the key network priorities and opportunities, including:
 - Physical gaps and barriers in the strategic network;
 - Any upgrades needed to existing routes;

- Opportunities relating to planned development or land use change (including city deal investments).
- New strategic route requirements/ambitions;

Appendix 3: Route lists

Existing Routes

Route No.	Status	Route	Local Authority
E1	Existing	Clyde Coastal Path NCN753	Inverclyde
E2	Existing	R21 part of Clyde Coastal path	Renfrewshire
E3	Existing	Greenock cut	Inverclyde
E4	Existing	South Bank Route	Glasgow City
E5	Existing	A77	East Renfrewshire
E6	Existing	Neilston	East Renfrewshire & South Lanarkshire
E6	Existing	NCR 74 Neilston	South Lanarkshire
E7	Existing	Gourock to Gryfe water - exists but needs upgraded to cycle route	Inverclyde
E8	Existing	Nethan Walkway	South Lanarkshire
E9	Existing	Southern Upland Way	South Lanarkshire
E10	Existing	Clyde Walkway	North Lanarkshire & South Lanarkshire
E11	Existing	Greenlink Strathclyde CP	North Lanarkshire
E12	Existing	Plains Bridge widening	North Lanarkshire
E13	Existing	Clydebank North circular	West Dunbartonshire
E14	Existing	Clyde Coastal Path	East Dunbartonshire
E15	Existing	West Highland Way	East Dunbartonshire
E16	Existing	Forth & Clyde Canal	East Dunbartonshire & North Lanarkshire
E17	Existing	River Kelvin Way	South Lanarkshire & Glasgow
E19	Existing	3 Lochs Way	West Dunbartonshire
E20	Existing	West Lomond Cycleway	West Dunbartonshire
E21	Existing	Strathkelvin Raiway	East Dunbartonshire
E22	Existing	Extension to Moodiesburn	East Dunbartonshire

Route No.	Status	Route	Local Authority
E23	Existing	Allander Way	East Dunbartonshire
E24	Existing	Thomas Muir Way	East Dunbartonshire
E45	Existing	Routes to Cathkin	Glasgow
E50	Existing	Eaglesham to Glasgow	South Lanarkshire & Glasgow
E27	Existing	Happenden to Douglasmouth Bridge	South Lanarkshire
E31	Existing	Connection between Paisley & Glasgow - potential for off road	Glasgow, Renfrewshire & East Renfrewshire
E28	Existing	Tweed Cyleway Extension	South Lanarkshire
E30	Existing	NCR75	Renfrewshire
E33	Existing	Johnston to Paisley via Gleniffer Braes	Renfrewshire
E34	Existing	Seven Lochs Wetland Park Trail (FC)	Glasgow & North Lanarkshire
E35	Existing	NCR 74	South Lanarkshire
E41	Existing	NCR 75	North Lanarkshire, South Lanarkshire, Glasgow, Inverclyde, West Dunbartonshire and Renfrewshire
E38	Existing	NCR 7	Renfrewshire, West Dunbartonshire & Glasgow
E28	Existing	Lanark to Carstairs Junction	South Lanarkshire
E43	Existing	NCR 753	Glasgow
	Existing	John Muir Way	West Dunbartonshire, East Dunbartonshire & Glasgow

Planned Routes

Route No.	Status	Route	Local Authority
P3	Planned	City Deal bridge - Yoker to Renfrew	Glasgow
P4	Planned	Strathaven Circuit	South Lanarkshire
P5	Planned	Stonehouse to Darvel via Strathaven	South Lanarkshire
P6	Planned	Avon Walkway	North Lanarkshire

Route No.	Status	Route	Local Authority
P7	Planned	Link to Scottish Borders & Tweed cycleway Upper tweed cycle path link (John Buchan way Link)	Borders
P9	Planned	Ravenscroft sports facility to New College Lanarkshire	North Lanarkshire
P10	Planned	Bellshill station to Strathclyde business park	North Lanarkshire
P11	Planned	Holytown to Eurocentral	North Lanarkshire
P12	Planned	Airdrie to Calderbank	North Lanarkshire
P13	Planned	Clarkston to Plains	North Lanarkshire
P14	Planned	Croy to Dullatur	North Lanarkshire
P15	Planned	Bishopbriggs Relief Road phase 2+3+4	East Dunbartonshire
P16	Planned	A81 Route corridor	East Dunbartonshire
P17	Planned	Dumbarton to Cardross	West Dunbartonshire
P19	Planned	NCN 74 extension Larkhall to Douglas	South Lanarkshire
P20	Planned	Monklands / Seven lochs/ Green Bridge / NCN 75 Link	North Lanarkshire
P21	Planned	Carlibar Primary School North Link	East Renfrewshire
P26	Planned	Queen's Park - Muirend	Glasgow
	Planned	Potential off-road route to New bridge	Renfrewshire

Aspirational routes

Route No.	Status	Route	Local Authority
A1	Aspirational	Connection between Paisley/Glasgow - potential for off road	Glasgow, Renfrewshire & East Renfrewshire
A2	Aspirational	New bridge - development opportunity to create new network link	West Dunbartonshire
A3	Aspirational	Paisley to Erskine Bridge via Bishopton	Renfrewshire
A4	Aspirational	Linking Barrhead to Newton Mearns through Dams to Darnleigh	East Renfrewshire
A5	Aspirational	Gap - Castlemilk to Clyde	Glasgow

A6	Aspirational	Lakrhall to Hamilton Link	South Lanarkshire
A7	Aspirational	Biggar to Crawford via Camps Reservoir	
A8	Aspirational	River Ayr Way link	South Lanarkshire
A8	Aspirational	Nethan Walkway Ext to Coalburn (Cockburn Loop)	South Lanarkshire
A10	Aspirational	Strathaven - Glengarvel - Muirkirk	South Lanarkshire
A11	Aspirational	Sustrans Route 82 extension to Lanark Glasgow	South Lanarkshire
A12	Aspirational	Allander to Kelvin Way Link	East Dunbartonshire
A13	Aspirational	John Muir Way Spur	East Dunbartonshire
A14	Aspirational	Bishopbriggs to Lenzie Link	East Dunbartonshire
A15	Aspirational	A803 Corridor	Glasgow
A16	Aspirational	Phase 5 Bishopbriggs Relief Road	East Dunbartonshire
A17	Aspirational	Balloch to Gartocharn cycle Route	West Dunbartonshire
A18	Aspirational	Campsie Route	East Dunbartonshire
A19	Aspirational	Banton to Carron	North Lanarkshire
A21	Aspirational	Blantyre - Whitelees - Eaglesham	South Lanarkshire
A22	Aspirational	Douglas to Crawfordjohn CW Ext A7	South Lanarkshire
A23	Aspirational	Crawfordjohn to Leadhills CW Ext A7	South Lanarkshire
A24	Aspirational	East Kilbride to Busby	South Lanarkshire
A25	Aspirational	Former Inverkip Power Station	Inverclyde
A26	Aspirational	Lynedoch St (Greenock) to Greenock Cut	Inverclyde
A27	Aspirational	James Watt Dock, Greenock	Inverclyde
A28	Aspirational	Birkmyre Park, Port Glasgow	Inverclyde
A14	Aspirational	Bishopbriggs to Lenzie Link	East Dunbartonshire
A38	Aspirational	Kilsyth - Carron Valley Link	North Lanarkshire

Appendix 4: Information on the current national network of long distance routes and trails

1. National Cycle Network (NCN):

- 2150 miles (3440 km)
- 75% of the NCN is within 1 mile of Scottish population.
- There are over 40 million journeys made annually on the NCN in Scotland.
- The NCN contributes a total economic benefit of £212.5m to the Scottish economy.
- Construction and maintenance of the NCN contributes £12.5m to the small – medium sized civil engineering sector in Scotland.
- The World Health Organisations HEAT analysis shows that the NCN contributes over £100m of health benefits to Scotland.
- The NCN and cycle tourism in general contributes between £117 and £239m to the Scottish economy (Transform Scotland 2013).
- There are nearly 400 volunteers across Scotland who help to maintain and promote the NCN.

2. Scottish Canals:

- 137 miles (219 km)
- canal towpaths receive 22 million visits a year – a 300% increase in the last 8 years
- about 20% of the Scotland's most deprived communities live on the banks of the lowland canals
- £1 spent on canals delivers £7 health benefits
- at least 1700 all-way and multi-day users on the Great Glen Canoe Trail in 2012

3. Scotland's Great Trails (SGTs):

- nationally-promoted by Scottish Natural Heritage and VisitScotland since 2011
- comprises 26 trails from the Borders to the Highlands, totalling 1720 miles (2750 km)
- Each trail is at least 25 miles in length, distinctively waymarked, largely off-road, has a range of visitor services and is suitable for multi-day outings as well as day trips.
- 91% of the Scottish population within 10 miles (as the crow flies) of a SGT.
- The trails cater predominantly for walkers, several are popular for cycling, a couple are suitable for horse-riding and one is a canoe trail.
- Use varies from several thousand people a year on some of the newer and less well-known trails to tens of thousands a year on the most established and popular trails.
- In 2012 more than half of SGTs had at least one charity, challenge or sporting event, with a few trails having events on most months over the summer. Such events attract people from far and wide, raise the profile of the trail and raise significant sums for national and local charitable causes.
- SGTs are an important source of tourism revenue, especially for the more remote rural communities they pass through e.g. the West Highland Way is estimated to generate £5.5 million a year.
- In 2012 more than 2600 volunteer days were spent managing SGTs.

- The Fife Coastal Path supports an estimated 800 to 900 FTE jobs in Fife, with annual net expenditure estimated between £24 and £29m annually.
- The John Muir coast to coast trail, to be opened in 2014, is estimated to generate £25.1m additional direct expenditure from combined day visitor and whole-route users, and to support 1091 additional FTE jobs, in the first 5 years.
- Other long distance routes:
- these routes do not meet the minimum criteria for inclusion in Scotland's Great Trails network, though some may do in the future once path, waymarking or other improvements have been made

4. Other key facts & figures of relevance:

- Research commissioned by the Countryside Council for Wales highlighted that National Trails are important to the tourism product of the country, providing a marketable attraction. Accommodation providers attributed, on average, 36% of their turnover to the Trails, each business employing on average 3 FTE people. They offer opportunities for economic development in rural areas where alternatives are limited, often acting as a catalyst for value added development. (Benefits to business of the National Trails in Wales. The Tourism Company, 2005.)
- Research for Natural England found that 23% of those surveyed rated strategic recreational routes as very important places to visit and that 38% of adults had walked, cycled or ridden a horse on such routes in the last 12 months. (The Market for Strategic Recreational Routes. TNS, 2007.)
- The Value of Cycle Tourism – Transform Scotland 2013

5. Network benefits

- *Health*: to encourage more regular trips and more active recreation, with consequent benefits for the nation's health, wellbeing and sustainable living.
- *Transport*: to improve mode choice, enhance user safety and increase accessibility.
- *Inclusion*: to facilitate use by as wide a range of people as possible, finding ways of overcoming physical, logistical or behavioural barriers.
- *Economic*: to increase the economic benefit to the country from the development and management of a national network of long distance trails and through developing the tourism potential of these trails.
- *Employment*: to create and sustain employment, especially in rural areas, with jobs directly connected with management of the trails and indirectly supported through tourist facilities and services.
- *Skills and training*: to create and sustain opportunities for involvement of youth training schemes, community services and volunteers in the management and maintenance of the network.
- *Environment*: to reduce greenhouse gas emissions, and thus help mitigate the effects of climate change, by facilitating greater use of walking and cycling for everyday journeys, with consequent decrease in car usage.
- *Education*: to enhance opportunities for people to access and experience the nature, landscapes and cultural heritage of Scotland.



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