

Appendix 6

Walking and Cycling to a Healthier Stirling

DRAFT for Council 8th December 2016



Introduction

Walking and cycling help support many environmental and social objectives. Accordingly the aspiration of more people walking and cycling in Scotland is set out in a number of Scottish Government documents, not least of these is 'A More Active Scotland' published in February 2014 (Appendix A provides an overview of the relevant policy framework, at a national, regional and local level).

At a more local level walking and cycling as part of an active lifestyle can contribute to Stirling's Single Outcome Agreement (SOA)¹ In particular they are important elements of the SOA's identified prevention and intervention activity, and assist with:

- Improving accessibility of facilities and services
- Maintaining the quality of the environment and adapting to climate change
- Tackling inequalities in health, income and housing

As such, and in order to maximise opportunities (including funding opportunities), this walking and cycling plan was developed in partnership with Community Planning Partners (CPPs), via the Tackling Poverty and Inequalities Group (TPIG).

It was also considered during the Local Transport Strategy (LTS) consultation that took place between 2nd August and 30th September 2016. Where possible we have taken on board comments from key stakeholders, and will

¹ <http://my.stirling.gov.uk/services/community-life-and-leisure/your-community/your-community-community-planning/community-planning-single-outcome-agreement>

continue to develop the detailed Partnership Action Plan (see Appendix B for initial partnership action plan) in conjunction with partners, including:

- Sustrans
- Paths for All
- NHS Forth Valley
- Loch Lomond and Trossachs National Park Authority (LLTNPA)
- Cycle Stirling
- Walkable Stirling
- Stirling Cycle Hub
- University of Stirling

The intended **key outcomes** of this plan are:

- To increase the percentage of people walking and cycling in Stirling
- To increase the percentage of children and students walking and cycling to/from places of education in Stirling

A variety of data sources are used to help determine how we can maximise modal shift from single occupancy car use to more sustainable travel modes, such as walking, cycling and public transport use.

From the latest Census data (2011), it can be seen that 45% of all people aged 16 and over who are studying or aged 16 to 74 in employment travel 10km or less to work/education.

Distance travelled to work/education by people aged 16 and over who are studying or aged 16 to 74 in employment

15% Work or study mainly at or from home	18% 10km to less than 30km
34% Less than 5km	13% 30km and over
11% 5km to less than 10km	9% Other

Traffic modelling suggests that of all car trips within Stirling City, only 38% and 46% have their origin AND destination within the city. In other words, 54% - 62% of trips start or end beyond the built up area of Stirling. Hence it is only the 30% - 46% of car trips we can realistically expect to influence, where possible, away from car use and onto sustainable/active travel.

Therefore, given the importance of encouraging a modal shift from single occupancy car use and the role that active travel has in achieving this, the LTS has adopted a number of targets that relate to active travel:

Subject	Indicator	Baseline	Targets	
			By 38% of LDP Build Out (2022)	By 74% of LDP Build Out (2027)
School travel planning	% schools with 'live' travel plan in line with Council guidance	2015: 18% submitted	By June 2017, all schools to have a 'live' school travel plan in line with Council guidance	
Walking	Proportion of people accessing Stirling City Centre on foot	2015	4%	10% increase compared to 2017 levels
Cycling	% increase of annual average number of cyclists on monitored routes	2016	20%	50% increase compared to 2017 levels
	% of everyday trips made by bike	2011: % of trips made to work or education by bike	National Target: 10% of all trips by 2020 (=488% increase)	

This plan will seek to work towards these outcomes, and subsequently make Stirling a healthier place, through each of the SOA's life stages, by identifying activities and resources under the following **key outputs**:

- walking and cycling infrastructure improvements; and
- behaviour change, training and promotion activities

Whilst many of the activities included in this plan are embedded in other LTS delivery plans, an active travel plan has been produced as a succinct document that the many partners interested in encouraging walking and cycling can work together in delivering.

In this plan walking and cycling have been separated into four main themes, as they cover such a wide range of activities:

- **Walkable Stirling**
- **Cycling in Stirling**
- **School Travel Planning**
- **Travel Plans and Promotions**

Walkable Stirling

Stirling City is a compact and attractive city where many daily trips are within walking distance. The city already offers:

- a good network of existing paths
- routes of historic and cultural interest
- a relatively flat environment
- a pedestrianised City Centre
- relatively low traffic levels compared to many other urban areas

To maximise the potential of walking in Stirling, we developed the Walkable Stirling project with a variety of stakeholders, including:

- NHS Forth Valley
- Tactran
- University of Stirling
- Forth Valley College
- Paths for All
- Living Streets
- Active Stirling
- Sustrans

The main aim of the Walkable Stirling project is to co-ordinate and maximise opportunities to promote and improve Stirling as a walkable city, by:

- Promoting opportunities to residents and visitors (behaviour change, training and promotion activities)
- Improving pedestrian facilities and routes (Infrastructure improvements)
- Ensuring Stirling grows in a manner, which continues to enable and encourage walking

We will also ensure, via an access audit and improvement programme, that pedestrian routes to local centres within and outwith the city are accessible by all, including people with mobility difficulties.

Key Outputs

The initial key outputs of Walkable Stirling, in relation to Stirling Council, are:

Infrastructure improvements

- enhance existing and identify new pedestrian routes into the city centre from neighbouring areas
- continue to improve the city centre environment as a place for people, to encourage pedestrian movement and enhance access to commercial premises
- Undertake an access audit and improvement programme, to ensure that pedestrian routes to local centres within and outwith the city are accessible by all, including people with mobility difficulties.
- provide a network of active travel routes across the urban area

Behaviour change, training and promotion activities

Promote the walkability of Stirling to residents and visitors through:

- the Internet
- route planning apps
- walking clubs and groups
- signage
- promotion of routes
- promotional activities

Cycling in Stirling

Although Stirling has a wide rural hinterland, the Stirling City area, including Bannockburn, Bridge of Allan and Dunblane, is a compact area that is relatively flat with many trips short enough to be easily done by bicycle.

There are many issues, however, that are seen as barriers to cycling which affect people's decision whether to cycle or not. Some of the key issues are detailed below:

- Safety, and perceived safety, especially on busy roads
- Maintenance of existing routes
- Lack of information/ signage on routes
- Distance to travel
- Lack of cycle parking
- Weather

While many of these issues can be addressed through the provision of additional infrastructure and facilities, there are also many elements where the solution lies in addressing the perception of a problem through some form of education or information.

To maximise the potential of cycling in and around Stirling, the Council is working with a number of partners, including:

- Sustrans
- Cycle Stirling
- Stirling Cycle Hub
- Loch Lomond and the Trossachs National Park Authority
- NHS Forth Valley
- Transport Scotland

Key Outputs

The initial key outputs of cycling in Stirling, in relation to Stirling Council, are:

Infrastructure improvements

- Development of a network of routes to serve the key destinations through the Stirling area (the provisional network schedule is shown in Appendix E) together with a complementary strategic cycle routes network map.
- Complete and improve the National Cycle Network (NCN) routes through Stirling, as well as core leisure and tourist routes
- Better integration of walking and cycling with public transport
- In partnership with key stakeholders, to provide cycle parking at key destinations throughout Stirling
- Provision of cycle hire opportunities

Behaviour change, training and promotion activities

- Promotion of routes and facilities, including signing of the network
- Cycle training, skills and maintenance courses
- Promotion, in particular via Stirling Cycle Hub
- Promotional activities

School Travel Planning

Walking and cycling to school is important for a number of reasons, including:

- Improving children's health
- Reducing the number of cars being used to take children to school
- Providing children with the essential road and traffic awareness skills

Stirling Council will therefore be supporting nurseries and schools in the area to ensure that every one has a 'live' travel plan, in line with Council guidance, in place by **June 2017**. As such the Council has developed a guide on how to write travel plans (STP) (see Appendix F). By **January 2017** all schools, including nurseries, must be actively engaged in developing a school travel plan. On an annual basis all schools must submit a report to Stirling Council, to inform the ongoing school travel planning progress.

Responsibility for developing and implementing school travel plans lies with the head teacher of each school, although it is expected that the wider school community will also be engaged throughout the process.

Schools are also required to take part in the annual Sustrans 'Hands up Survey', which is the largest national dataset to look at travel to school across Scotland.

Only schools engaging in STPs or the Planning (STP) process, will be considered for safer routes to schools measures, which will seek to provide:

- Enhanced safety for pupils travelling to school
- Reduced congestion and improved air quality around schools
- Increased physical activity levels of school children

In order to determine where the limited amount of funding is spent each year a 'school travel prioritisation criteria template' has been developed (see Appendix F).

As well as support from the Council, schools may also wish to:

1. utilise external promotional resources and work towards being recognised as:
 - An eco school, which is an international award scheme, promoting sustainability
 - A cycle friendly school, which is a national accreditation focusing on infrastructure, promotion and incentives to inspire pupils to cycle to school
2. apply for opportunities to improve cycle parking

Key Outputs

Whilst each school will tailor its travel plan round its own needs, the following initial outputs will be relevant to all the school travel plans:

Infrastructure improvements

- Continued development of safer routes to school and network improvements
- Cycle parking

Behaviour change, training and promotion activities

- Every nursery and school in Stirling to have a 'live' travel plan, in line with Stirling Council guidance, from June 2017 onwards
- All primary 5 plus school children to be able to access bikeability training
- Continued development and promotion of routes and facilities, including signage

Travel Plans and Promotions

A travel plan allows a business to encourage employees to travel in a more sustainable manner to/from work, via the implementation of a series of travel measures such as:

<ul style="list-style-type: none"> • promoting walking and cycling; 	<ul style="list-style-type: none"> • salary sacrifice schemes
<ul style="list-style-type: none"> • providing bicycle parking and lockers 	<ul style="list-style-type: none"> • parking controls
<ul style="list-style-type: none"> • introducing a car sharing scheme 	<ul style="list-style-type: none"> • promotion of working at home; compressed hours; flexible working
<ul style="list-style-type: none"> • promoting sustainable travel at work 	<ul style="list-style-type: none"> • promotion of public transport

Employee travel plans also provide a number of benefits to the business, employees, and the wider community, for example:

- helping to improve the health of employees
- helping to reduce the carbon footprint of the business and its employees
- helping to reduce congestion in the local area

Case Study: Stirling Council

Stirling Council introduced its employee travel plan in 2009 and continues to develop this document in response to changing business and employee needs, for example by developing a staff travel to work guide in response to the major relocation of premises in the city.

During the seven years that the Stirling Council employee travel plan has been active, the following key measures have been introduced:

- Promotional items, primarily secured via funding from Tactran, the regional transport partnership, including:
 - An employee travel guide that was published in relation to the relocation of the majority of Council employees
 - A series of promotional events carried out on a regular basis, such as Dr Bike and walking challenges
- Introduction of pool bikes
- Development of facilities such as: showers; lockers; covered bike parking; and open bike parking
- Introduction of a car sharing scheme
- Introduction of a cycle to work scheme, whereby employees can purchase a bicycle via the salary sacrifice scheme, as long as it is used at least half of the time for commuting purposes
- Corporate membership of Next Bike, a bike hire scheme, and onsite bike hire stations at city based Council buildings
- Allocation of carsharing spaces
- Requirement for pool vehicles to be used
- Removal of essential car allowance

Key Outputs

Going forward, Stirling Council will:

1. Continue to develop its employee travel plan and be seen to be leading by example.
2. Support other organisations to develop their travel plans
3. Require major developments to provide travel plans

Developing and delivering the Active Travel Plan Action Plan in Partnership

As stated previously, encouraging and achieving modal shift from single occupancy car use can only be achieved by working in partnership with key stakeholders, including Stirling's people, to minimise problems and provide the most appropriate solutions.

The following actions will also be undertaken to maximise partnership working:

Establishing an Active Travel Steering Group

This steering group will be created to decide on the priorities of the Partnership Action Plan, and will be responsible for the tracking and reporting progress of the Partnership Action Plan. Membership will include elected members / Councillors/ senior representatives from Stirling Council and other partnership organisations. It will feedback to the Community Planning Partnerships on an annual basis.

- **Setting up a coordinating group for Active Travel initiatives**

This working group will be created as a sub group of the Steering Group, to coordinate all Active Travel Initiatives in Stirling, with its primary focus being the delivery of the initiatives in the Partnership Action Plan. The Group will consist of representatives of Stirling Council and relevant other bodies such as Cycle Stirling and Walkable Stirling. It will report project progress into the Steering Group, and identify funding opportunities in the first instance.

Developing the Active Travel Partnership Action Plan

We will work with partners, including neighbouring Local Authorities, Cycle Stirling, Walkable Stirling, and employers to develop a robust partnership

action plan taking into account short-medium- and long-term actions, as well as any potential funding opportunities

Developing the monitoring framework and reporting structure

Whilst we will be collecting relevant data as part of the overall Local Transport Strategy, we will also be working with partners to agree a monitoring framework and reporting structure, via the Active Travel Steering Group. A range of core indicators will be collected consistently from a number of different partners and collated centrally and fed into an annual report to showcase progress towards modal shift.

Training

We will make use of training offered by partners, such as Cycling Scotland, Living Streets, Sustrans, Paths for All, for all key stakeholders including Stirling Council Officers who plan, design, construct and maintain streets, footways and cycleways

Targets, Monitoring and Review

Targets

As stated previously, given the importance of encouraging a modal shift from single occupancy car use and the role that active travel has in achieving this, the LTS has adopted a number of targets that relate to active travel.

Monitoring

It is proposed that we report progress on an annual basis, to the Community Planning Partnership. Our proposals for monitoring are set out below, and will be develop to include core indicators collected by partners.

Monitoring: data to be collected

- Percentage of journeys made by bicycle as main mode of transport
- Percentage of journeys made by walking as main mode of transport
- Percentage mode share of pupils travelling to school
- Percentage of schools with a 'live' school travel plan in line with Stirling Council guidance
- Percentage of children provided with cycle training
- Percentage of cycle instructors and volunteers at each school
- Number of children killed or seriously injured in road traffic accidents
- Number of people car sharing
- Proportion of people accessing Stirling City Centre by car
- Proportion of people accessing Stirling Centre by foot
- Annual average number of cyclists on monitored routes
- Distance travelled to work/education by people aged 16 and over who are studying or aged 16 to 74 in employment
- Percentage of employees covered by an Employee Travel Plan

Please note: A modal share is the percentage of travellers using a particular type of transportation or number of trips using said type.

The current status of the above data can be seen in Appendix C.

Review

In order to achieve the desired outputs and outcomes the Active Travel Partnership Plan will be reviewed annually in line with other Local Transport documents, and then every five years together with the Local Development Plan.

Cross-cutting Themes

The following actions apply to both walking and cycling:

Marketing and promotion

Marketing and promotion are key factors in increasing the number of people travelling by walking and cycling. As such the Council will brand all Council schemes and promotions as part of Stirling's Local Transport Strategy. We will also work with partners to:

- promote walking and cycling as desirable means of transport; as well as for leisure and health, for all abilities
- keep updated, and promote, walking and cycling websites and apps, eg, Walkable Stirling, Walkit.com, GoToo,
- develop the current cycling map for Stirling City to include walking and public transport routes and relevant information
- expand and promote the Comfort Partnership
- explore the variety of funding opportunities to promote active travel, such as Smarter Choices Smarter Places
- work together to support local initiatives to promote walking and cycling

Maintenance

The Council will continue to implement:

- vegetation management and winter maintenance of the footways, paths and carriageways, for the benefit of pedestrian and cyclists
- a programme of low cost improvements as part of maintenance schemes such as installation of dropped kerbs and addition of advanced stop lines for cyclists at traffic signals, where funding and circumstances allow.

Public transport interchange facilities

Lockers for cyclists to use have been provided at Stirling Rail Station and the Springkerse Park and Ride site, and are proving to be very popular. The Council will therefore continue to:

- maintain and improve, where necessary, public transport interchange facilities to increase walking and cycling, as well as public transport use.

Accessibility

We will work with partners, including communities, to:

- undertake access audits and implement an improvement programme to ensure the street environment and routes to facilities are accessible for all, including people with mobility difficulties
- ensure opportunities for addressing known access barriers are addressed when undertaking works

Development Planning

Stirling Council and LLTNPA development planning processes seek to ensure that:

- developments are realistically accessible
- new developments are designed to enhance the quality of place and specifically create environments that are attractive for walking and cycling in line with policy contained within the Scottish Government's 'Designing Streets'
- travel plans are required for significant developments

Improving the quality of roads and the street environment

- The Council will continue to identify opportunities to enhance the quality of Stirling's public realm
- when undertaking works the Council will identify opportunities to reduce street clutter

Maximising the attractiveness of Stirling City Centre

By supporting the City Development Framework projects and major road schemes, such as:

- City Park – active travel routes
- The Harbour and Grow on Space, Forthside – reviewing hierarchy of Forthside Way with associated traffic calming, cycle, pedestrian and bus priority improvements
- The River – new pedestrian and cycle river crossings, Riverside active travel route
- City Centre pedestrian and public realm enhancements – Stirling Station Gateway and City South public realm improvements

Appendix A: Policy Framework

National
<ul style="list-style-type: none">• A More Active Scotland• Let's Get Scotland Walking - National Walking Strategy• A Long Term Vision for Active Travel in Scotland 2030• Cycling Action Plan for Scotland• Climate Change Act (Scotland)• Community Empowerment (Scotland) Act 2015• Tourism Development Framework for Scotland• National Planning Framework 3 (NPF3)• The Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012
Regional
<ul style="list-style-type: none">• Regional Transport Strategy (inc Health and Transport Framework)• Regional Walking and Cycling Strategy and Action Plan
Local
<ul style="list-style-type: none">• Stirling Single Outcome Agreement• Stirling City Development Framework• Stirling Local Development Plan• Stirling Local Transport Strategy (City and Towns, Villages and Rural Area Transport Plans; Road Maintenance Plan, Road Safety Plan)• Stirling Sports, Physically Activity, and Wellbeing Strategy• Stirling Council Education Service, Strategic Plan 2016-2017• Loch Lomond and Trossachs National Park Local Plan 2010-2015• Loch Lomond and the Trossachs National Park Authority (LLTNPA) Outdoor Recreation Plan, 2013 - 2017

Appendix B: Relevant Actions in the Loch Lomond and the Trossachs National Park Authority (LLTNPA) Outdoor Recreation Plan, 2013 - 2017

Active Travel

Aim: A fully connected strategic path network across the Park which provides credible active alternatives to road travel.

Actions

- ORP Action 46: Croftamie to Drymen shared use footway
- ORP Action 49: Callander safe cycling project
- ORP Action 64: Port of Menteith roadside link

Cycling

Aim: The completion of a sustainable Park-wide path network and creation of new multi-day cycling routes and itinerary packages (linear and circular) which will enhance recreational and economic development activity in the Park.

Actions

- ORP Action 40: Crianlarich shared use cycle link
- ORP Action 51: Sustainable upgrade of Menteith Hills path

Aim: Safe cycle routes to school, to facilities within the community and links to the wider route network to be available in villages throughout the Park.

Actions

- ORP Action 3: Signed core path network
- ORP Action 45: Balloch to Gartocharn shared use footway
- ORP Action 49: Callander Safe Cycling Project
- ORP Action 46: Croftamie to Drymen shared use footway
- ORP Action 53: Wee Wood east link (Gartmore)
- ORP Action 42: Lochearnhead to St Fillans old railway project, phase 2: surface upgrade

Walking

Aim: Maximise the benefits available from multiple day walking by raising the profile of existing routes, creating new multi day route options(linear and circular) within the Park and wherever possible link to local , national and international path networks.

Aim: All visitors and residents enjoy a quality, well promoted walking network which provides functional links within settlements but also links into the wider recreational network.

Actions

- ORP Action 3: Signed core path network
- ORP Action 21: National Park Health Walks Project
- ORP Action 66: Piggery path (Aberfoyle)
- ORP Action 21: National Park Health Walks Project
- ORP Action 46: Croftamie to Drymen shared use footway
- ORP Action 53: Wee Wood east link (Gartmore)
- ORP Action 38: Investigate potential core path improvements (Lochearnhead)

Appendix C: Status of data to be collected

Objective	Indicator	Status
Increase in percentage of pupils walking and cycling to school	Mode share of pupils travelling to school (primary and secondary)	Main mode of travel for pupils travelling to school (primary & secondary), 2014 <ul style="list-style-type: none"> Walking 44.7% Bicycle 5.4%
All schools to have a 'live' school travel plan, in line with Stirling Council guidance, by June 2017 and each year thereafter.	Schools with a 'live' school travel plan / last review and whether activities are being implemented by the school community	<ul style="list-style-type: none"> 2015, 18% of schools had submitted school travel plans
Increase in children provided with cycle training	Percentage change in the number of children provided with cycle training on a year on year basis	Number of children provided with cycle training, 2013 <ul style="list-style-type: none"> 679 pupils completed Bikeability Scotland level 1 training 448 pupils completed Bikeability Scotland Level 2 training
Increase in the percentage of adults who walk as a means of transport more than 3 days a weeks	Travel data derived from the Scottish Household Survey (SHS), Travel Diary	2014 baseline <ul style="list-style-type: none"> 3-5 days: 27.7% 6-7 days: 38.2%
Increase in cycling as the main mode of travel (biennial)	Modal share derived from Scottish Household Survey (SHS), Travel Diary	Main mode of travel, 2014 <ul style="list-style-type: none"> Bicycle 0.9%
Reduction in percentage of children killed or seriously injured in road traffic accidents	Percentage of children killed or seriously injured in road traffic accidents Source: Police Scotland	Percentage change between 2004-8 average and 2010-14 average: <ul style="list-style-type: none"> Children killed: 0 children killed, therefore 0% change Children seriously injured: 47% decrease

Appendix D: Partnership Action Plan

Action No.	Action	Timescale ²
Developing and delivering the Active Travel Plan Action Plan in Partnership		
1	<ul style="list-style-type: none"> Establish an Active Travel Steering Group 	S
2	<ul style="list-style-type: none"> Set up a sub group of Steering Group to coordinating group for Active Travel initiatives 	S
3	<ul style="list-style-type: none"> Develop Partnership Action Plan 	S
4	<ul style="list-style-type: none"> Develop monitoring framework and reporting structure 	S
5	<ul style="list-style-type: none"> Make use of training offered by partners for all key stakeholders, including Stirling Council Officers who plan, design, construct and maintain streets, footways and cycleways 	S-M-L
Cross cutting themes		
6	<ul style="list-style-type: none"> All Council schemes and promotions to be branded as part of Stirling's Local Transport Strategy 	S-M-L
7	<ul style="list-style-type: none"> Promotion of walking and cycling as desirable means of transport; as well as for leisure and health, for all abilities 	S-M-L
8	<ul style="list-style-type: none"> Expansion and promotion of the Comfort Partnership 	S-M-L
9	<ul style="list-style-type: none"> Explore the variety of funding opportunities to promote active travel, such as Smarter Choices Smarter Places 	S-M-L
10	<ul style="list-style-type: none"> Support local initiatives to promote walking and cycling 	S-M-L
11	<ul style="list-style-type: none"> Keep updated, and promote, walking and cycling websites and apps, eg, Walkable Stirling, Walkit.com, GoToo, 	S-M-L
12	<ul style="list-style-type: none"> Develop current cycling map for Stirling City to include walking and public transport routes and relevant information 	S
13	<ul style="list-style-type: none"> Continuation of vegetation management and winter maintenance of the footways, paths and carriageways, for the benefit of pedestrian and cyclists. 	S-M-L
14	<ul style="list-style-type: none"> Continued implementation of programme of low cost improvements as part of maintenance schemes such as installation of dropped kerbs and addition of advanced stop lines for cyclists at traffic signals, where funding and circumstances allow. 	S-M-L
15	<ul style="list-style-type: none"> Maintaining and improving, where necessary, public transport interchange facilities to increase walking and cycling, as well as public transport use 	S-M-L

² Timescales: S = short term (approximately 1 year or under); M = medium term (approximately 1 – 5 years); L = long term (approximately 5+years). As the Active Travel Plan contributes to achieving the objectives set out in the Local Transport Strategy (LTS), the timescales are based on the 10 year duration of the LTS.

16	<ul style="list-style-type: none"> Undertake access audits and implement an improvement programme to ensure the street environment and routes to facilities are accessible for all, including people with mobility difficulties 	S-M-L
17	<ul style="list-style-type: none"> Enhance existing, and identify new pedestrian and cycle routes into the City Centre from neighbouring areas and enhance the quality of the physical environment and experience, making it safer and more pleasant for users. 	S-M-L
18	<ul style="list-style-type: none"> Continue to develop, maintain and promote long distance national walking and cycling networks to support both local access and tourism 	S-M-L
19	<ul style="list-style-type: none"> Continued identification of opportunities to enhance the quality of Stirling's public realm 	S-M-L
20	<ul style="list-style-type: none"> Supporting the City Development Framework projects and major road schemes 	M-L
21	<ul style="list-style-type: none"> Continue to utilise funding opportunities such as Sustrans Community Links Fund and SCSP, where possible 	S-M-L
22	<ul style="list-style-type: none"> Work towards achieving better integration of walking and cycling with public transport 	S-M-L
23	<ul style="list-style-type: none"> Stirling Council and LLTNPA development planning processes continue to seek to ensure that: <ul style="list-style-type: none"> developments are realistically accessible; new developments are designed to enhance the quality of place and specifically create environments that are attractive for walking and cycling in line with policy contained within the Scottish Government's 'Designing Streets' travel plans are required for significant developments 	S-M-L
Walkable Stirling		
24	<ul style="list-style-type: none"> Continuation of programme of works, funding dependent, to ensure that the pedestrian signage in the city centre is consistent and of high quality 	S-M
25	<ul style="list-style-type: none"> Improve the linkage between Stirling Castle and the retail/ commercial core and integrate the Central Scotland Green Network concept throughout the City Centre area and adjacent streets and open spaces 	S-M-L
26	<ul style="list-style-type: none"> In towns, villages and rural areas investigate and provide where appropriate pedestrian crossing opportunities for settlements divided by a main road 	S-M-L
27	<ul style="list-style-type: none"> Support the development, maintenance and promotion of local path networks to provide access to local facilities 	S-M-L
28	<ul style="list-style-type: none"> Continue to undertake footway improvements in the city centre, where necessary, to encourage pedestrian movement and enhance access to commercial premises 	S-M-L
Cycling in Stirling		
29	<ul style="list-style-type: none"> Complete a suitable network of routes to serve the key destinations through the Stirling area 	S-M-L
30	<ul style="list-style-type: none"> Complete Strategic Cycle Network Map 	S

31	<ul style="list-style-type: none"> Complete and improve the National Cycle Network (NCN) routes through Stirling, as well as core leisure and tourist routes 	S-M-L
32	<ul style="list-style-type: none"> Where funding is available continue, in partnership with key stakeholders, to provide cycle parking at key destinations throughout Stirling 	S-M-L
33	<ul style="list-style-type: none"> Continuation of signing of all cycle routes in the city 	S-M
34	<ul style="list-style-type: none"> Continue to work with neighbouring Local Authorities to develop the CSGN strategic routes map 	S-M-L
School Travel Planning		
35	<ul style="list-style-type: none"> Continue to support schools in developing their School Travel Plans, in line with Council Guidance: <ul style="list-style-type: none"> Every school in Stirling to have an active travel plan by June 2017 All primary 5 plus school children to be able to access bikeability training 	S-M
36	<ul style="list-style-type: none"> Continue implementation of the Safer Routes to School programme, where funding is available 	S-M-L
Travel Plans and promotion		
37	<ul style="list-style-type: none"> Support organisations to develop their own employee travel plans 	S-M-L
38	<ul style="list-style-type: none"> Stirling Council to continue to develop and promote its travel plan to employees via a series of regular promotions 	S-M-L
39	<ul style="list-style-type: none"> Undertake staff travel to work surveys on a regular basis 	S-M-L
Monitoring Partnership Action Plan		
40	<ul style="list-style-type: none"> Develop monitoring framework and reporting structure 	S
41	<ul style="list-style-type: none"> Collection and collation of a range of core indicators from a number of different partners 	S-M-L
42	<ul style="list-style-type: none"> Annual report produced to showcase progress towards modal shift and presented to Community Planning Partnership 	S-M-L

Appendix E: Cycle Network Schedule

(Please note: Strategic Cycle Network Map is currently being developed)

Schedule of existing and desired cycle infrastructure projects (Phase 1 – 2017-2022; Phase 2 – 2022-2027; Phase 3 – 2027-2037)

Route	Primary / Secondary	Existing	To do	Phase 1 – 2017-2022 Phase 2 – 2022-2027 Phase 3 – 2027-2037	Indicative cost (£)	Phase justification
National Cycle Network						
NCN7 (Balloch to Kenmore)						
Balloch to Drymen	P	Old railway and quiet road between Croftamie and Drymen	New: Investigate quiet lanes, Croftamie to Drymen	2017-2022	10,000	Route forms part of West Highland Way.
Drymen to Aberfoyle	P	On and off road route	New: Investigate quiet Lanes Dalmary/Gartmore	2022-2027	10,000	On Rob Roy Way. Desirable, and potential easy win, but no significant problem to resolve
Aberfoyle to Callander	P	Off road route (to south of Loch Venachar)	Not aware of any required improvements	n/a	n/a	n/a
Callander to Lochearnhead	P	Off road route	New: Investigate Strathyre caravan park to village centre. Potential link to NCN	2017-2022	200,000	Road safety issue
	P	Off road route	Maintenance: Callander to Kilmahog resurfacing	2017-2022	110,000	Poor condition and overgrown
	P	Off road route	Maintenance: Culvert collapse near Lagan Farm	2017-2022	50,000	Path safety
Lochearnhead to Killin	P	Off road route	Maintenance: replace culvert and surfacing	2017-2022	20,000	Path resilience
Killin to Kenmore	P	Route along South Loch Tay Road	New: Investigate quiet Lanes	2017-2022	10,000	User safety and convenience
NCN7 (Balloch to Kenmore)	P	Signage complete	Check: to ensure signage all in place and accurate	Ongoing	1,000	
NCN765 (Stirling to Callander)						

Route	Primary / Secondary	Existing	To do	Phase 1 – 2017-2022 Phase 2 – 2022-2027 Phase 3 – 2027-2037	Indicative cost (£)	Phase justification
University to City Centre	P	NCN765 <ul style="list-style-type: none"> Cycle lanes on Causewayhead Rd Traffic calmed route on Dumyat Rd 	Toucan at Causewayhead / Cornton junction and revised signage.	2022-2027	30,000	
	P		Investigate route improvement (to reflect route's usage)	2017-2022	8,000	Assists Council's modal shift requirements for City
	P	<ul style="list-style-type: none"> Aithrey Rd: Off road cycle path on south side, on road cycle lane on north side 	Convert cycle only section on south side to shared use	2022-2027	1,000	Assists Council's modal shift requirements for City
Bridge of Allan to Dunblane (A9)	P	<ul style="list-style-type: none"> Glen Rd opened as temporary measure Fourways Roundabout off road bypass route 	<ul style="list-style-type: none"> Investigate off road route along A9 for long term 	2022-2027	150,000	Glen Rd will cease to be usable as NCN at some, unknown time, due to landslips
	P		<ul style="list-style-type: none"> Kier Roundabout to Dunblane (B8033) off road 	2022-2027	50,000	Glen Rd will cease to be usable as NCN at some, unknown time, due to landslips
	P		<ul style="list-style-type: none"> Links to Dunblane Station 	2017-2022	1,000,000	NCN should be linked to access points such as rail stations
Dunblane to Doune		Off road route between Dunblane High Street and Doune	<ul style="list-style-type: none"> Resurface and improve drainage between Dunblane High School and Argaty. 	2017-2022	200,000	Poor route condition
Doune to Callander (A84 / Drumloist Rd)	P	Bridge of Kelty to Callander converted railway and residential streets	Doune to Burn of Cambus including road and river crossings.	2017-2022	3,000,000	

Route	Primary / Secondary	Existing	To do	Phase 1 – 2017-2022 Phase 2 – 2022-2027 Phase 3 – 2027-2037	Indicative cost (£)	Phase justification
	P		Burn of Cambus to Bridge of Kelty (i) Temporary measure: sign via Drumloist Road	2017-2022	3,000	<ul style="list-style-type: none"> Completes NCN765. Highlighted requirement within National Planning Framework
	P		(ii) Permanent measure: form route along former old railway	2022-2027	1,000,000	
NCN765 (Stirling to Callander)	P	Signage complete	Check to ensure signage all in place and accurate	Ongoing	3,000	
NCN76 (Round the Forth)						
City Centre to Alloa	P	Quiet residential and country roads between City Centre and A907 via Cambuskenneth	Bypass around Manor Powis Roundabout and new section to avoid busy A907 Alloa Road	2017-2022	2,000,000	<ul style="list-style-type: none"> Addresses significant safety issue on NCN76. Highlighted requirement within National Planning Framework
Fallin to City Centre: Via Forthside	P	On and off road route NCN 76 between Fallin and City Centre via Forthside: Former rail line between Fallin and Millhall Rd / Millhall Rd / Muirton Rd / Forthside Way	Signage of Kerse Road to Railway Station via Springkerse Industrial Estate.	Ongoing	10,000	
			Investigate Kerse Rd to Forthside route improvements	2017-2022	10,000	<ul style="list-style-type: none"> User attractiveness (passes through industrial area)
Fallin to Falkirk	P	Mainly quiet on/off road route,	Fallin to Cowie avoiding Tibbys Brae	2017-2022	25,000	<ul style="list-style-type: none"> User attractiveness. Desirability to improve all linkages between Eastern Villages and Stirling City
			East of Cowie to improve surface conditions.	2017-2022	40,000	<ul style="list-style-type: none"> User attractiveness

Route	Primary / Secondary	Existing	To do	Phase 1 – 2017-2022 Phase 2 – 2022-2027 Phase 3 – 2027-2037	Indicative cost (£)	Phase justification
NCN76 (Round the Forth)		Signage complete	Check to ensure signage all in place and accurate	Ongoing	5,000	
NCN755						
Strathblane to Drymen	P	N/A	Investigate route creation	2022-2027	3,000,000	<ul style="list-style-type: none"> This is a big long term project revolving around the creation of a complete new route. More resources than are currently available will be needed to move this forward.
Other national routes contained in NPF3						
Kings Highway (Stirling to Balfron)						
Buchlyvie to Aberfoyle	S	Off road old railway route	Improve surfacing.	2022-2027	1,000,000	<ul style="list-style-type: none"> Current surface is usable by the normal users, but further improvements would open it up to others.
Cambusbarron to Gargunnoch	S	Minor road from Cambusbarron to A811 and from A811 to Gargunnoch	Create suitable off road/minor road cycle link	2017-2022	300,000	<ul style="list-style-type: none"> Commuting distance
Gargunnoch to Kippen	S	Off road track	Improve existing off road cycle link	2017-2022	300,000	<ul style="list-style-type: none"> Commuting distance
Kippen to Fintry	S	Minor road and B road	Improve existing roads through creation of Quiet Roads and investigate off road options as necessary	2017-2022	10,000	<ul style="list-style-type: none"> Fintry is an isolated community in terms of active travel, but is a major sustainable village in the area.
Kippen to Arnprior	S	Minor road	Create Quiet Roads and signpost	2017-2022	10,000	<ul style="list-style-type: none"> Minor road network has low car usage, but potential to improve for active travel.
Kippen to Killearn	S		Create suitable cycle link	2022-2027	10,000	<ul style="list-style-type: none"> No existing route, with limited options, so detailed options appraisal will be needed.

Route	Primary / Secondary	Existing	To do	Phase 1 – 2017-2022 Phase 2 – 2022-2027 Phase 3 – 2027-2037	Indicative cost (£)	Phase justification
Arnprior to Buchlyvie	S		Create suitable cycle link including the installation of a new bridge	2017-2022	700,000	<ul style="list-style-type: none"> Route is along an old railway line, but will require detailed work in install a new bridge.
Balfron to Killearn	S		Create suitable cycle link	2022-2027	50,000	<ul style="list-style-type: none"> Whilst routes exist, then can be improved form a cycling point of view.
Balfron/Killearn to Fintry	S		Create suitable cycle link	2022-2027	50,000	<ul style="list-style-type: none"> limited road connections, but possibilities
Killearn to Drymen	S		Create suitable cycle link	2022-2027	500,000	<ul style="list-style-type: none"> This would likely be part of the NCN 755 extension noted above.
Killearn to Strathblane	S		Create suitable cycle link	2022-2027	3,500,000	<ul style="list-style-type: none"> This would likely be part of the NCN 755 extension noted above.
Other Stirling City Core Routes						
City Centre	P	Port St pedestrianised, Murray Place and Station road being improved for active travel including contraflow cycleway.	City Centre to Station – identify and sign best route through the centre Port St/Dumbarton Rd junction – Review traffic signals to allow cyclist to re-join carriageway when heading towards St. Ninian’s Barnton St/Murray Place	2017-2022	50,000	<ul style="list-style-type: none"> City Centre works ongoing to improve access to Stirling Station and improve the welcome provided by the area outside Stirling Train Station.
	P	No route	Albert Place / Dumbarton Rd to City Park	2017-2022	800,000	<ul style="list-style-type: none"> Assists Council’s modal shift requirements for City CDF: Links City Centre to City Park / Castleview P&R
City Centre	P	Signed route into City Centre	Port St and Port St/Kings Park Rd/Melville Terrace Junction	2017-2022	500,000	<ul style="list-style-type: none"> Assists Council’s modal shift requirements for City Enables route into and through south of City Centre

Route	Primary / Secondary	Existing	To do	Phase 1 – 2017-2022 Phase 2 – 2022-2027 Phase 3 – 2027-2037	Indicative cost (£)	Phase justification
	P	No route	Wellgreen	2017-2022	800,000	<ul style="list-style-type: none"> Assists Council's modal shift requirements for City Enables route into and through south of City Centre
	S	Unmarked on road route	Upper Craigs	2017-2022	400,000	<ul style="list-style-type: none"> Assists Council's modal shift requirements for City Enables route into and through south of City Centre
Bridge of Allan to City Centre (Cornton Rd)	S	Minor road and off road shared/segregated cycle route between Bridge of Allan (Henderson Street) and Stirling (Wallace Street). Work underway on Goosecroft work as part of Stirling Gateway proposals	Clock Round about to City Centre signage. Cornton Rd: drops to access side roads	2017-2022	5,000 20,000	<ul style="list-style-type: none"> Assists Council's modal shift requirements for City
Clock to Riverside	P	On/off road route	Review and improve signage	2017-2022	5,000	<ul style="list-style-type: none"> Assists Council's modal shift requirements for City
Clock to Kildean / Craigforth	S	Off road route to ice cream factory	Improve route and remove steps ice cream factory to Craigforth	2022-2027	20,000	<ul style="list-style-type: none"> The riverside route near the ice cream factory floods and this cannot be realistically prevented. This route will be more leisure than commuter. The drip road route will remain the key commuter route here.

Route	Primary / Secondary	Existing	To do	Phase 1 – 2017-2022 Phase 2 – 2022-2027 Phase 3 – 2027-2037	Indicative cost (£)	Phase justification
	P	On road route along Drip Rd	Create improved link between Drip Rd to River Forth by ice cream factory		30,000	
Bannockburn to City Centre via St Ninians	P	on and off road signed route.				<ul style="list-style-type: none"> Assists Council's modal shift requirements for City
Bannockburn to City Centre via Wallace Glen	P	On and off road route between Bannockburn Primary School and Burghmuir Retail Park and Broom Rd/Pike Road.	Improve Craigs roundabout.	2027-2037	1,500,000	<ul style="list-style-type: none"> Assists Council's modal shift requirements for City
Bannockburn Heritage Centre to Ladywell Park	S	Signed minor road route.				<ul style="list-style-type: none"> Assists Council's modal shift requirements for City
Braehead to Millhall	S	Minor road.	Install new accessible bridge over the railway, improve signage, drainage and surfacing.	2017-2022/ 2022-2027	3,500,000	<ul style="list-style-type: none"> Assists Council's modal shift requirements for City
Fallin to City Centre Via Kerse Rd	S	No facilities	Create route along Kerse Rd Route signage Link from Kerse Rd into Forthside	2022-2027	2,500,000	<ul style="list-style-type: none"> Assists Council's modal shift requirements for City
Durieshill to City Centre	P	No facilities	Create a route as part of the Durieshill/SSG developments	2027-2037	800,000	<ul style="list-style-type: none"> Will provide an active travel route out of Durieshill
Durieshill to St. Ninians Roundabout	P	No facilities	Create a route as part of the Durieshill/SSG development	2027-2037	40,000	<ul style="list-style-type: none"> Will provide an active travel route out of Durieshill
South Stirling Gateway to Bannockburn	P	No facilities	Create a route as part of the SSG development	2027-2037	300,000	<ul style="list-style-type: none"> Will provide an active travel route out of Durieshill

Route	Primary / Secondary	Existing	To do	Phase 1 – 2017-2022 Phase 2 – 2022-2027 Phase 3 – 2027-2037	Indicative cost (£)	Phase justification
Ladywell Park to Thunderbridge direct link crossing Pike Road	S	Off road route	Improve paths at back of Targe Wynd, improve paths on approach to Pike Road, repair boardwalk north of Thunderbridge	2027-2037	100,000	<ul style="list-style-type: none"> Assists Council's modal shift requirements for City and provides access to an historic battlefield
Cambusbarron to City Centre via Kings Park	P	Contraflow cycling provided on Kings Park Terrace	Warning signage for road users required.	2017-2022	5,000	<ul style="list-style-type: none"> To clarify what different user groups can do.
Cambusbarron to City Centre via Torbrex lane	P	Cycle lanes on St. Ninian's Road, off road and minor roads between Torbrex and St. Ninian's Road	Improve the following junctions: <ul style="list-style-type: none"> Black Boy Fountain Junction Albert Place / St. Ninian's Rd junction Port St/Dumbarton Rd junction Create a route from Torbrex Lane onto Newhouse.	2022-2027	50,000 50,000 20,000	<ul style="list-style-type: none"> To improve these junctions for non-motorised users.
Kildean to Kings Park	P	Off road route along A84	Widen section from Raploch Fire Station to Castle View Park and Ride to make shared use as currently only for cyclists.	2022-2027	200,000	<ul style="list-style-type: none"> Assists Council's modal shift requirements for City
Kildean to Bridge of Allan via the Carse roads	S		Bridge crossing across the Forth, with associated approaches and signage	2027-2037	3,000,000	<ul style="list-style-type: none"> Will improve links to the west of the city.
Mayfield Street to Pike Road	S	Off-road surfaced tacks	Improve route(s) over Broomridge	2022-2027	80,000	<ul style="list-style-type: none"> Assists Council's modal shift requirements for City

Route	Primary / Secondary	Existing	To do	Phase 1 – 2017-2022 Phase 2 – 2022-2027 Phase 3 – 2027-2037	Indicative cost (£)	Phase justification
Viewforth Link Road (St. Ninians to Linden Avenue)	S	Nothing	Create linked cycle route along new road.	2027-2037	400,000	•
Streets traffic calmed / 20mph	S	Mix of 20 and 30mph speed limits	City Transport Plan - 'Residential Streets for All' objective for all residential streets	2022-2027	100,000	• Assists Council's modal shift requirements for City
Links to Local Facilities / Core Routes	S	Mix of different types of on road and off road facilities, with and without specific cycle markings	Bannockburn centre / St.Ninians centre / Hospital / All schools / BoA centre / Cambusbarron centre / Raploch Centre / Cornton shops etc	2022-2027	20,000	• Assists Council's modal shift requirements for City
Stirling Station	P	On road and off road facilities	Complete City Centre Signage	2017-2022	10,000	• Assists Council's modal shift requirements for City
Goosecroft road (west side) between Burghmuir Retail Park and stations	P	No facilities	Make use of the wide pavement area to create an active travel link.	2027-2037	50,000	• Assists Council's modal shift requirements for City
Prudential to Cambusbarron via North Kersebonny Road	S	No facilities	Feasibility study underway. Create a suitable linkage	2022-2027	8,000 8,000	• Assists Council's modal shift requirements for City and provide a west of the city link road.

Route	Primary / Secondary	Existing	To do	Phase 1 – 2017-2022 Phase 2 – 2022-2027 Phase 3 – 2027-2037	Indicative cost (£)	Phase justification
Signage: Signing the routes identified on the cycle map	S	Majority of cross city routes done	City Centre and review of signage to the north of Dumbarton Road and Kerse Road underway	2017-2022	10,000	<ul style="list-style-type: none"> Assists Council's modal shift requirements for City
Cycle parking	S	Increasing number of racks across the city	Monitor usage of current facilities and consider adding more in areas of demand	On-going	20,000	<ul style="list-style-type: none"> Assists Council's modal shift requirements for City
Fallin to Throsk (A905)	P	Roadside pavement with on road cycling.	Create suitable off road link by investigating potential to widen the existing pavement.	2022-2027	80,000	<ul style="list-style-type: none"> Will provide an active travel route out of Throsk that links to NCN76
Fallin Main Street (A905)		Road with parallel residential streets and off road cycleway	No action.	N/A	N/A	N/A
Cowie to Plean to Durieshill	S	No facilities	Create a route as part of the Durieshill development	2027-2037	500,000	<ul style="list-style-type: none"> Will provide an active travel route out of Durieshill
Durieshill Denny	S	No facilities	Create a route as part of the Durieshill development	2027-2037	900,000	<ul style="list-style-type: none"> Will provide an active travel route out of Durieshill
Bannockburn to Cowie	P	Off road, A91 crossing and busy minor road.	Create suitable crossings of A91 at Greenyards roundabout, investigate options to improve busy minor road	2022-2027	50,000 10,000	<ul style="list-style-type: none"> Assists Council's modal shift requirements for City and improves options for active travel community between Cowie and Bannockburn.
Bannockburn to Plean	P	XXX	Create suitable cycle link	2022-2027	1,000,000	<ul style="list-style-type: none"> Consider when constructing the Durieshill new village scheme
Other Rural Core Routes						

Route	Primary / Secondary	Existing	To do	Phase 1 – 2017-2022 Phase 2 – 2022-2027 Phase 3 – 2027-2037	Indicative cost (£)	Phase justification
Hillfoots to University / Causewayhead	S	Blairlogie to University off road and minor road route through the University ground. On and off facilities on Airthrey Road	Improve Blairlogie to Clackmannanshire Boundary Improve routes through University of Stirling campus.	2017-2022	30,000	<ul style="list-style-type: none"> Assists Council's modal shift requirements for City by making existing routers more user friendly.
Prudential to Drip bridge south side of A84	S		Create suitable off road link	2017-2022	8,000 (report) 40,000 (works)	<ul style="list-style-type: none"> Stirling Cycle Hub and Prudential are investigating route options in this area to improve access to Prudential by active travel means.
Hayfords Mill footbridge beside M9 to Polmaise Road/Wordie Road to Bannockburn Heritage Centre	S	Residential roads	Sign the route	2022-2027	5,000	<ul style="list-style-type: none"> Assists Council's modal shift requirements for City
Springkerse/Forthbank to Manor Powis roundabout	S	Busy, wide road	Investigate options to provide safer cycling links and necessary A91 crossings.	2022-2027	50,000	<ul style="list-style-type: none"> Will allow improved community route for people moving between Clackmannanshire and Stirling Council areas.
Cowie to Airth	S	Minor roads and off road tracks.	Investigate options to improve this link and level of demand.	2022-2027	8,000	<ul style="list-style-type: none"> May provide more of a recreational benefit rather than a commuting one.
Cowie to Plean to Durieshill	S	No facilities	Create a route as part of the Durieshill development	2027-2037	500,000	<ul style="list-style-type: none"> Will provide an active travel route out of Durieshill
Durieshill Denny	S	No facilities	Create a route as part of the Durieshill development	2027-2037	900,000	<ul style="list-style-type: none"> Will provide an active travel route out of Durieshill
Locharnhead to St Fillans	S	Busy main road and designated quiet road.	Improve links to quiet road.	2022-2027	30,000	

Route	Primary / Secondary	Existing	To do	Phase 1 – 2017-2022 Phase 2 – 2022-2027 Phase 3 – 2027-2037	Indicative cost (£)	Phase justification
Inversnaid to NCN7	S	Off road route via Loch Katrine	No action	N/A	N/A	N/A
Croftamie to Drymen A809/A811 off road route	P	Main road	Under consideration by LLTNP	2022-2027	150,000	<ul style="list-style-type: none"> Would provide an improved connecting route suitable for active travel usage.
Killin to Tyndrum	P	Busy trunk road	Tyndrum to Crianlarich under construction by the Loch Lomond & the Trossachs National Park. Killin to Tyndrum needs a suitable cycle link created.	2017-2022 2022-2027	2,000,000	<ul style="list-style-type: none"> Provides a suitable and pleasant active travel link
Dunblane to Ashfield/Kinbuck	S		Investigate creation of suitable cycle link	2022-2027	15,000	Provides a suitable and pleasant active travel link
Doune to Thornhill	P	Busy road	Investigate creation of suitable cycle link	2022-2027	15,000	No suitable active travel links provide access to Thornhill
Thornhill to Kippen	P	Busy road	Investigate creation of suitable cycle link	2022-2027	15,000	No suitable active travel links provide access to Thornhill
Thornhill to Port of Mentieth	P	Busy road	Investigate creation of suitable cycle link	2022-2027	15,000	No suitable active travel links provide access to Thornhill
Port of Mentieth to Arnprior	P	Rural road	Investigate creation of suitable cycle link	2022-2027	15,000	Provide a link to Arnprior that will then connect to routes to Kippen and beyond.
Callander to Thornhill	P	Busy road	Investigate creation of suitable cycle link	2022-2027	15,000	No suitable active travel links provide access to Thornhill
Doune via Chalmerston Road, Blair Drummond (school/hall/bus stop/campsite/Cam phill), Cuthill Brae	S	Busy road	Investigate creation of suitable cycle link	2027-2037	15,000	Provides a suitable and pleasant active travel link

Route	Primary / Secondary	Existing	To do	Phase 1 – 2017-2022 Phase 2 – 2022-2027 Phase 3 – 2027-2037	Indicative cost (£)	Phase justification
A91 crossing points	S		near interchange to A872 and Durieshill, Cowie Road, Station Road.	2027-2037	160,000	To tie into Durieshill development
Auchinbowie House beside A872/M80 to Dunipace/Denny old road	P		Investigate creation of suitable cycle link	2027-2037	15,000	Provides a suitable and pleasant active travel link
Crossing A907 from NCN 76 to Blairlogie via Blairmains	S		Consider best ways to create safer crossing points	2022-2027	50,000	Provides connection between Hillfoots Road and NCN76
Drymen to Balmaha	S		Loch Lomond and the Trossachs National Park are investigating the creation of suitable cycle link	2017-2022	20,000	Provides a better and more pleasant active travel link.
Drymen to Milton of Buchanan	S	Off road link created				

Appendix F: School Travel Planning Guidelines for Stirling

Developing a School Travel Plan (STP): process

The content of your STP will vary according to the specific needs of your school. Your STP must be a living document, which will change over time. The development of your STP should follow this pattern:

<p>Step One: Contact the School Travel Plan Officer (STPO) for specific guidance on how to develop your STP, in particular Stirling Council's STP Template</p> <p>Name: Sarah Bird Email: birds@stirling.gov.uk Tel: tbd</p>
<p>Step Two: Set up a STP Working Group This small group should consist of the headteacher, parents, local community, local police officer, local authority officers and pupils. The whole school will still need to be involved in many stages, especially in initial consultations; the most successful STPs are those that engage the whole school and the wider community.</p>
<p>Step Three: Collect all required information, set out in Stirling Council's STP Template</p>
<p>Step Four: Draft a STP based on Stirling Council's STP Template</p>
<p>Step Five: Have STP signed off by relevant people within the school The STP should be agreed and signed off by the Head of Establishment and the STP Working Group co-ordinator</p>
<p>Step Six: Send the STP to the School Travel Plan Officer (STPO) for approval, and sign off A STP Checklist will be used to verify all the essential information has been included in your STP. The STPO will then return the assessment to you, either signed off, or with comments for changes and / or additions needed before sign off</p>
<p>Step Seven: Monitor and review</p> <ul style="list-style-type: none">• Your STP should be monitored on a termly basis, or more regularly for particular actions, or if your school has particular school travel issues.• An annual report should be submitted to the STPO for assessment and will then be returned to you either signed off / with comments for changes.• Please note that the travel survey should be repeated at regular intervals, at least once every year, to reveal if travel habits are changing.
<p>Step Eight: Assessment of any infrastructure concerns will be undertaken by a Traffic Management Officer and the School Travel Plan Officer If relevant it will then be put into a school travel prioritisation criteria framework, along with all other relevant STP infrastructure concerns, in order to determine where the limited amount of funding is spent each year</p>
<p>Step Nine: Post assessment if infrastructure works are not deemed necessary The School Travel Plan Working Group should address the concerns via promotional or educational measure, with support from the STPO.</p>
<p>Step Ten: Promotion of sustainable and active travel This should be undertaken by the STP Working Group on a continuous basis, and where possible should take into account of funding opportunities and local/regional/national promotional campaigns</p>

School Travel Plan: Prioritisation Framework process

Step One: School Travel Plan Officer approves STP and provides relevant data to Road Safety Officer / Traffic Management Team and Transport Development Team

Step Two: Stirling Council Officers undertake site inspection, together with representatives from the School Travel Plan Working Group and agree that the issue raised could be resolved via infrastructure improvements

Step Three: Stirling Council Officers develop and score initial mitigation measure

Step Four: mitigation measure is inputted into prioritisation database and ranked by score (highest score = measure that will be implemented first)

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School Travel Plan Template

- Please ensure that your STP contains the following sections, as a minimum requirement.
- More information about each section can be found in the rest of the document.

STP Sections
Front Cover
Introduction/background to STP
School Details
Location & Description of School
Details of local transport links, current travel patterns and transport facilities at the school site
Existing school policies and practice to promote safer, active and more sustainable travel to school.
Travel Issues – description on the travel/transport problems/issues faced by the school/cluster of schools /school sites broken down into: <ul style="list-style-type: none">• speeding vehicles• volume of vehicles• composition of vehiclesOther Evidence of Issues provided
Changes in circumstances (if applicable)
Progress on original objectives, targets, and actions (if applicable)
Surveys and consultation
Survey results and analysis
Working Group
Objectives and targets
Action Plan
STP monitoring and review proposals
Sign off
Appendices

STP Section	Classroom Activity
<p>Local transport links and transport facilities at site (cont)</p> <p>Pedestrian facilities – details of:</p> <ul style="list-style-type: none"> • Shelters • Use/positions of all entrances/exits • Opening/closing times of all entrances • Locker details staff & pupil & allocation <p>Public transport information</p> <ul style="list-style-type: none"> • Bus routes – details of • School bus – details of • Trains – details of • Bus & train timetables in appendix <p>Bike/scooter facilities/route details</p> <ul style="list-style-type: none"> • Routes - location/distance from school/where they go from/to • Storage facilities – number. & description • Demand on storage – adequate? • Security of storage – details • Lockers/showers – details staff & pupil <p>Car parking spaces</p> <ul style="list-style-type: none"> • Number of spaces available – to different users • Adequate number? How are spaces allocated? 	<p>Collation of data related to local transport links and site transport facilities</p>
<p>Existing school travel related policies and practice – details of (where applicable):</p> <ul style="list-style-type: none"> • Policies – eg cycling to school, behaviour on buses, Travel to School Agreement etc • Copies of Policies in Appendix • Campaigns/activities eg Walk to School • Curriculum – current Road Safety & Active/sustainable Travel elements • Training – eg scooter, pedestrian, cycle • Park & Stride site – details & promotion of • School Crossing Patrol times, location etc 	<p>Collation of school activities</p>
<p>Travel Issues – description on the travel/transport problems/issues</p> <ul style="list-style-type: none"> • Description on the travel/transport problems/issues faced by the school/cluster of schools /school sites broken down into: <ul style="list-style-type: none"> ○ speeding vehicles; ○ volume of vehicles; ○ composition of vehicles; ○ other • Evidence of how above were identified 	
<p>Changes in circumstances since last STP (where applicable)</p> <ul style="list-style-type: none"> • Details of changes, with dates/numbers where relevant, to: <ul style="list-style-type: none"> ○ School buildings/grounds – include plans/maps ○ No. of children on roll – details of • Admissions policy • Catchment • Infrastructure/transport facilities nearby • Any improvements 	

STP Section	Classroom Activity
Progress on original STP (where applicable) <ul style="list-style-type: none"> Review Action Plan Table and Issues Raised 	
Surveys and consultation <ul style="list-style-type: none"> Evidence of consultation/surveys – table: <ul style="list-style-type: none"> Who, what, when, how Survey dates less than 18 months old Numbers surveyed and numbers of respondents Copies of surveys/questionnaires/etc in Appendix 	Development of a short survey to collect relevant data
Survey results and analysis <ul style="list-style-type: none"> Data table - pupils, staff, parents numbers and percentage Mode of Travel to School data – current % children within walking distance of school (up to 1 mile) % children within cycling distance of school (up to 2 miles) Historical data 	Analysis and presentation of information
STP Working Group <ul style="list-style-type: none"> Details of members of STP Working Group Dates of STP Working Group meetings 	
STP objectives and targets <ul style="list-style-type: none"> Table listing objectives (linked to identified issues) and targets Baseline data – to measure success 	
Action Plan <ul style="list-style-type: none"> Action table for each STP objective setting out the proposed measures/activities (do not include proposed infrastructure solutions to identified issues), target, baseline figure, timescale for deliver, lead person for the action and success criteria 	
STP Monitoring & review proposals <ul style="list-style-type: none"> Date of next hands-up survey Date of next school mode of travel survey Annual review date. Include in Action Plan Full STP review date. Include in Action Plan Commitment to review/revise the STP with changes which effect travel to school 	Development of follow up survey
Sign off <ul style="list-style-type: none"> School sign off sheet – signed off by Head/ STP Working Group coordinator Full Plan/Summary on website – web link 	
Appendices <ul style="list-style-type: none"> Public Transport Information – eg bus and trains timetables Copies of existing school travel related policies eg cycling to school, behaviour on buses, Travel to School Agreement etc Copies of the surveys/questionnaires, etc 	Collation of bus, rail information