

Stirling

Walking and Cycling Index 2021



Published May 2022



Foreword

Our vision for walking, wheeling and cycling in Stirling



The Walking and Cycling Index enriches 2018's Bike Life study to make the case for walking, cycling and more liveable neighbourhoods. It captures the attitudes and habits of those who call Stirling

home and elevates the views of those who feel excluded from the conversation.

The way we travelled changed during the Covid-19 pandemic as, wherever possible, we stayed local. This had its challenges but also inspired many of us to walk and cycle. A simple act that brought £34 million of economic benefit to our city in 2021 alone.

Reflecting on 2018's foreword, perception of cycling safety has improved but two thirds of residents still feel it is unsafe for children. Using improved guidance such as Cycling by Design will help us create people-friendly streets where everyone can thrive. The collective voice of 1,442 residents supports investment in low-traffic neighbourhoods and building more protected on-road cycle tracks, even when this would mean less room for other traffic.

Almost two thirds of residents feel our streets are dominated by moving or parked motor vehicles and one third feel they must drive to the places they need to go. To increase

the active share of city-wide journeys in line with our Climate and Nature Emergency plan, we must embrace opportunities like the City Region Deal to make positive change. Walk, Cycle, Live Stirling will demonstrate what can be achieved and will act as inspiration for the quarter of residents who do not currently cycle but would like to.

Over half of respondents shared that they would cycle more if there were improvements to a city cycle sharing scheme or they had access to secure cycle storage near home. The 28,113 bike share rentals from July 2020 to June 2021 reflects this demand.

With less need to travel, the level of traffic on our roads reduced. We can continue to harness the many benefits of traffic reduction to address concerns, such as poor air quality, highlighted by almost one third of residents. Together, we have a duty to combat the climate emergency and we can help by resourcing, supporting and collaborating on sustainable transport.

The Scottish Government has committed to 'spend at least £320 million, or 10% of the total transport budget, on active travel by 2024-25'. By acting on the evidence in this report, we can make a difference to enable everyone to walk and cycle.

**Councillor Jim Thomson,
Environment and Housing Committee
Convener (2021/22), Stirling Council**



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The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking and cycling in urban areas in the UK and Ireland. This is the first year walking has been included.

It is delivered by Sustrans in collaboration with 18 cities and urban areas. Each cityⁱ reports on the progress made towards making both walking and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the second report from Stirling, Bridge of Allan and Cambusbarron produced in partnership with Stirling Council. The data in this report comes from 2021 and includes local walking and cycling data, modelling and an independent survey of 1,442 residents aged 16 or above in Stirling. The survey was conducted from June to August 2021 following Covid-19 travel restrictions across the UK being lifted. Social research organisation NatCen conducted the survey which is representative of all residents, not just those who walk or cycle.

We have included comparisons to 2018 data where available.

Our thanks to the people of Stirling who took part in the survey and shared their stories with us.

More details on all Walking and Cycling Index reports can be found at www.sustrans.org.uk/walkingcyclingindex



Defining wheeling

We recognise some people, for example wheelchair or mobility scooter users, identify with the term wheeling instead of walking. Therefore we use the terms walking and wheeling together and consider walking and wheeling to include the use of mobility aids and pushchairs.

All walking survey responses within this report include responses from people who wheel. However, please note for graph labels we use walking as a shorthand for walking and wheeling.

i. City is used as a shorthand for Walking and Cycling Index cities, city regions and boroughs.

Report summary

Stirling

Populationⁱ

47,815

Survey area

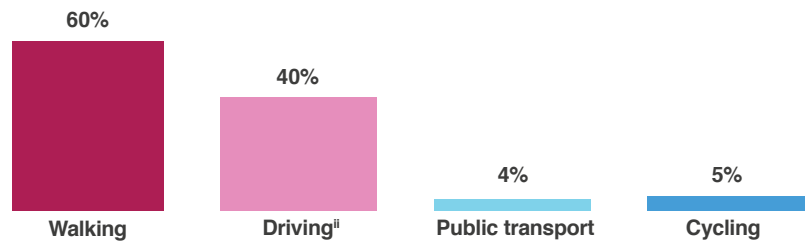


Walking and cycling in Stirling

The Covid-19 pandemic has had a huge impact on how, when and the amount we travel, especially in relation to public transport and driving.

Covid-19 Analysis, Transport for Scotland, 2021

Residents who travel by the following modes five or more days a week in Stirling



While new travel patterns are still establishing, walking is by far the most popular travel mode.

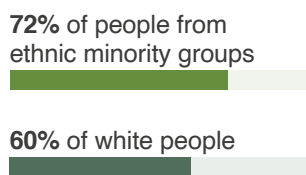
60%
of residents walk at least five days a week

21%
of residents cycle at least once a week

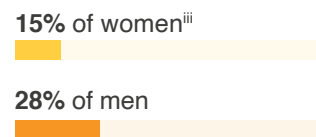
Walking, wheeling and cycling participation is not equal

In Stirling, fewer women cycle than men. **72%** of people from ethnic minority groups and **60%** of white people walk at least five days a week.

Proportion of residents who walk at least five days a week



Proportion of residents who cycle at least once a week

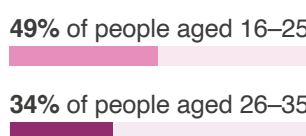


Not all residents feel safe and welcome in their neighbourhood

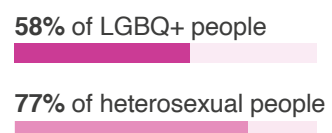
Proportion of residents who think walking safety is good



Proportion of residents who think cycling safety is good



Proportion of residents who feel welcome and comfortable walking or spending time on the streets of their neighbourhood



i. NOMIS mid-year 2019 population estimates. This is the most recent available for Stirling. ii. Travelling as driver or passenger of car, van or motorcycle. iii. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

Everyone benefits when more people walk, wheel and cycle

Every year, walking and cycling in Stirling:

+ Prevents

130

serious long-term health conditions



Creates

£34 million

in economic benefit for individuals and the region



Saves

2,000 tonnes

of greenhouse gas emissions

Walking, wheeling and cycling help to tackle the climate emergency

Every day, walking and cycling in Stirling takes up to

13,000 cars off the road^{iv}

However,

8.6 million

journeys up to three miles are driven in Stirling each year

If **80%** of these journeys were walked or cycled^v it could save approximately

2,900 tonnes

of greenhouse gas emissions

Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents who would like to see more government spending on:

56% on walking



61% on cycling



63% on public transport



28% on driving



This would help support more liveable neighbourhoods

Among Stirling residents:

72% support



13% oppose



more cycle tracks along roads, physically separated from traffic and pedestrians

81% support



4% oppose



the creation of more 20-minute neighbourhoods^{vi}

73% support



10% oppose



the creation of more low-traffic neighbourhoods

68% agree



13% disagree



increasing space for people socialising, walking and cycling on their local high street would improve their local area

76% agree



4% disagree



more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area

49% agree



20% disagree



closing streets outside local schools to cars during school drop-off and pick-up times would improve their local area

iv. Based on walking and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking trips.

v. Based upon each journey being 1.5 miles in length. vi. See definition on page 14.



Walking in Stirling

Walking and wheeling participation, safety and satisfaction

Walking and wheeling participation

Walking and wheeling are good for our health and wellbeing. They have a positive impact on the environment and help protect our climate.

They are also an efficient use of the space in our streets, helping take the pressure off the transport network and enabling more people to access our city and local town centres.

96%
of all residents walk

60%
of residents walk at least five days a week

Proportion of residents who walk or wheel at least five days a week

Genderⁱ

59% of women

61% of men

Ethnicity

72% of people from ethnic minority groups

60% of white people

Sexuality

69% of LGBTQ+ people

59% of heterosexual people

Age

63% of people aged 16–25

69% of people aged 26–35

60% of people aged 36–45

52% of people aged 46–55

67% of people aged 56–65

55% of people aged 66+

Disability

57% of disabled people

61% of non-disabled people

Socio-economic group

64% of AB

58% of C1

41% of C2

63% of DE

Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/ clerical and students. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

i. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

Walking and wheeling safety and satisfaction

Important differences exist in how safe people feel when walking or wheeling. Safety includes both road and personal safety.


79%
of residents think the level of safety for walking is good

61%
of residents think the level of safety for children walking is good

Proportion of residents who think walking or wheeling safety in their local area is good

Gender

79% of women




81% of men



Ethnicity

85% of people from ethnic minority groups



80% of white people



Sexuality

77% of LGBTQ+ people



80% of heterosexual people



Age

76% of people aged 16–25



80% of people aged 26–35



80% of people aged 36–45



80% of people aged 46–55



85% of people aged 56–65



80% of people aged 66+



Disability

72% of disabled people



83% of non-disabled people



Socio-economic group

86% of AB



75% of C1



73% of C2



76% of DE



85%
of residents think their local area overall is a good place to walk



Bill Reid, Walk Leader



The NHS Forth Valley's Cardiac Unit helped me to recover from my heart condition. I was welcomed into a group of previous cardiac patients and partners who enjoy walking together. It was daunting to get out on foot again but being in the company of others helps everyone feel stronger and safer.

I now lead 'Stretch and Stroll' walks in Stirling as well as longer walks throughout the central belt. The oldest person who joins us is in his 80s and he can get up hills even quicker than many much younger!

It's been fulfilling to help people make the same journey as I have. Walking gives us the opportunity to be sociable, free and stay in good health.



Cycling in Stirling

Cycling participation, safety and satisfaction

Cycling participation

Recent developments in cycling infrastructure provision in Stirling have seen participation and mode share rates increase, but participation is still relatively low with only **21%** of people cycling regularly.ⁱ

Barriers to cycling remain very real for large sectors of Stirling’s residents and can be far more pronounced for some people.

45%
of all residents cycle

21%
of all residents cycle at least once a week

Proportion of residents who cycle at least once a week

Gender

15% of women

28% of men

Ethnicity

17% of people from ethnic minority groups

21% of white people

Sexuality

14% of LGBTQ+ people

22% of heterosexual people

Age

20% of people aged 16–25

21% of people aged 26–35

25% of people aged 36–45

25% of people aged 46–55

21% of people aged 56–65

15% of people aged 66+

Disability

11% of disabled people

25% of non-disabled people

Socio-economic group

29% of AB

16% of C1

25% of C2

10% of DE

i. Based on people who cycle at least once a week.

Cycling safety and satisfaction

41%

of all residents think the level of safety for cycling in their local area is good

33%

of all residents think the level of safety for children cycling is good

47%

of all residents think their local area overall is a good place to cycle

Proportion of residents who think cycling safety in their local area is good

Gender

39% of women



45% of men



Ethnicity

63% of people from ethnic minority groups



41% of white people



Sexuality

37% of LGBTQ+ people



42% of heterosexual people



Age

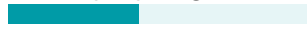
49% of people aged 16–25



34% of people aged 26–35



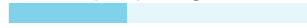
43% of people aged 36–45



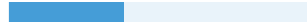
45% of people aged 46–55



39% of people aged 56–65

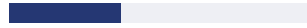


38% of people aged 66+



Disability

37% of disabled people

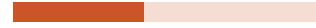


44% of non-disabled people



Socio-economic group

43% of AB



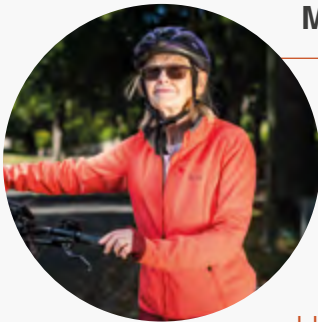
39% of C1



34% of C2



45% of DE



Margaret Strang, Cambusbarron Resident



We've always had bikes in our house and my e-bike has kept me cycling now that I'm retired. My friends and I enjoy getting out on our bikes and the electric motor makes it a lot more pleasurable. Our bikes mean we can have fun, stay fit and access the nature on the edge of the city.

Hearing stories about people falling off their bikes is a worry to me. We prefer to use quieter routes and make use of the city's shared-use paths. We ring our bells and chat with those walking as some folk can find walking and cycling together annoying.



Benefits of walking

Why everyone gains when more people walk or wheel

The large numbers of walking and wheeling trips in Stirling produce important health, economic and environmental benefits for everyone.

Stirling residents walk and wheel the length of Great Britain 54 times every day

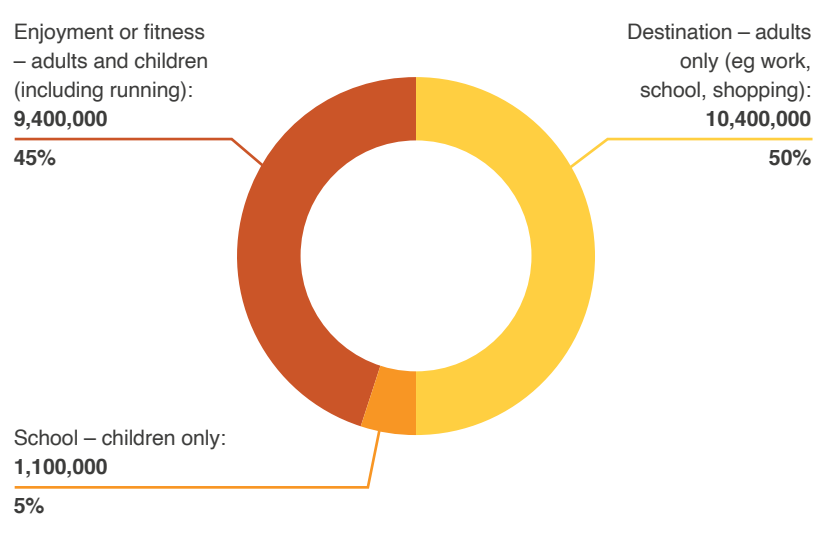
20.9 million walking and wheeling trips were made in Stirling in the past year, which adds up to

23.4 million miles
= 64,000 miles a day.

This equates to each resident spending

6 days walking or wheeling continuously in the past year

Annual walking and wheeling trips by purposeⁱ



Walking and wheeling benefit residents and the local economy in the region

In Stirling, the net annual economic benefit for individuals and society from all walking and wheeling trips is

£28.5 million

Of this total,

£22,000

is from people with a car choosing to walk or wheel for transport in the past year.

0.4p

net benefit from each mile walked or wheeled instead of driven

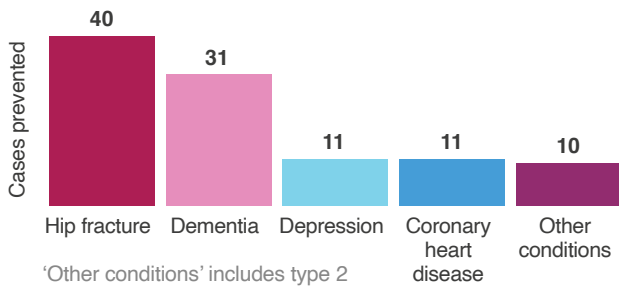


These figures are based upon monetising the costs and benefits of driving and walking. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

ⁱ Trips for enjoyment or fitness include adults and children (with and without adult accompaniment). School trips are shown separately for children only.

Walking and wheeling unlock health benefits for everyone

Walking in Stirling prevents 103 serious long-term health conditions each year



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the NHS in Stirling
£670,000 per year

 equivalent to the cost of
22,000 GP appointments

Based on applying Stirling data to the Sport England MOVES tool which calculates the return on investment for health of sport and physical activity.

In Stirling the physical activity benefits of walking
prevent 28 early deaths annually

which is valued at
£93.3 millionⁱⁱ

Please note wheelchair and mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

People walking and wheeling more instead of driving improves air quality, saving annually:

4,200 kg of NO_x

and

584 kg of particulates
(PM₁₀ and PM_{2.5})

68% of residents agree the air is clean in their local area



Walking and wheeling in Stirling help mitigate our climate crisis

1,400 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving, equivalent to the carbon footprint of

1,800 people
taking flights
from Edinburgh to New York



Transport within Scotland now accounts for **25%** of Scotland's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by **11.3%**, while overall emissions went down by **52%**.

Calculated using the Greenhouse Gas Account, which has replaced the previous method in Scotland. Scottish Government: Scottish Greenhouse Gas Statistics 1990 to 2019.

Walking and wheeling keep Stirling moving

Studies show walking or cycling frees up road space in comparison to driving.ⁱⁱⁱ This helps to keep Stirling moving for all road users.

11,000 return walking trips

are made daily in Stirling by people that could have used a car.

ⁱⁱⁱ Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

34 miles

equivalent to the distance from Stirling to the outskirts of Edinburgh



ⁱⁱ Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of walking by estimating the value of reduced mortality resulting from specified amounts of walking.



Benefits of cycling

Why everyone gains when more people cycle

Stirling residents cycle the length of Great Britain 16 times every day

Cycling is a hugely efficient way to travel, and can often be quicker than travelling by car.

1.7 million cycling trips

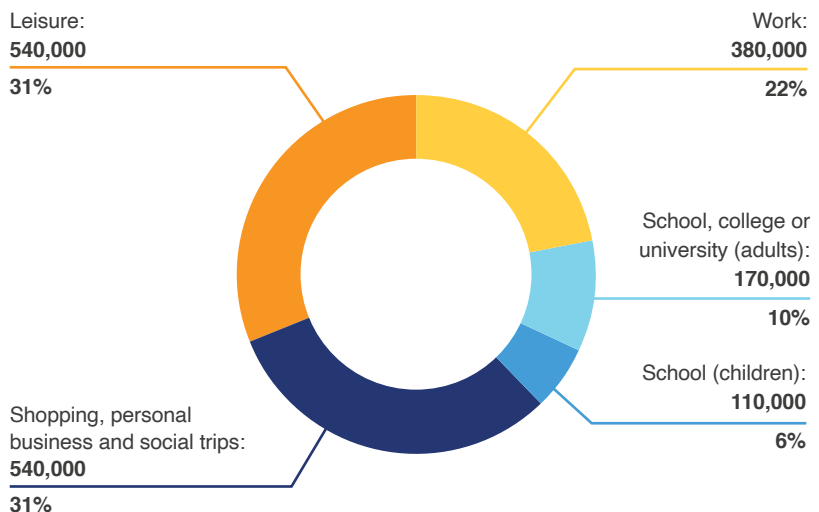
were made in Stirling in the past year.

This adds up to

6.8 million miles

= 19,000 miles a day

Annual cycling trips by purpose in Stirlingⁱ



Cycling benefits residents and the local economy in the region

In Stirling, the net annual economic benefit for individuals and society from all cycling trips is

£5.5 million

Of this total,

£1.9 million

is from people with a car choosing to cycle for transport in the past year.

90p

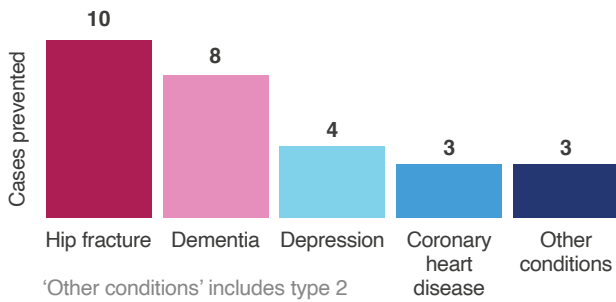
net benefit from each mile cycled instead of driven



These figures are based upon monetising the costs and benefits of driving and cycling. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

Cycling unlocks health benefits for everyone

Cycling in Stirling prevents 27 serious long-term health conditions each year



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the NHS in Stirling
£170,000 per year

3 equivalent to the cost of
5,700 GP appointments

Based on applying Stirling data to the Sport England MOVES tool which calculates the return on investment for health of sport and physical activity.

In Stirling the physical activity benefits of cycling

prevent 3 early deaths annually

which is valued at
£8.6 millionⁱⁱ

People cycling more instead of driving improves air quality, saving annually:

1,200 kg of NO_x

and

175 kg of particulates
(PM₁₀ and PM_{2.5})

68% of residents agree the air is clean in their local area



Cycling in Stirling helps mitigate our climate crisis

596 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of



774 people
taking flights

from Edinburgh to New York

Transport within Scotland now accounts for **25%** of Scotland's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by only **11.3%**, while overall emissions went down by **52%**.

Calculated using the Greenhouse Gas Account, which has replaced the previous method in Scotland. Scottish Government: Scottish Greenhouse Gas Statistics 1990 to 2019.

Cycling keeps Stirling moving

Studies show walking or cycling frees up road space in comparison to driving.ⁱⁱⁱ This helps to keep Stirling moving for all road users.

1,300 return cycling trips

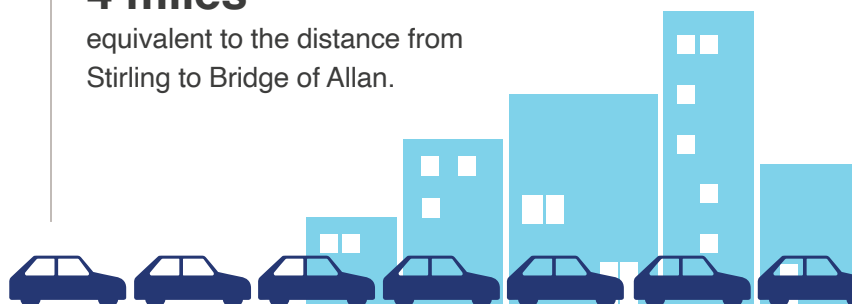
are made daily in Stirling by people that could have used a car.

ⁱⁱⁱ Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

4 miles

equivalent to the distance from Stirling to Bridge of Allan.



ⁱⁱ Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.



Walking solutions

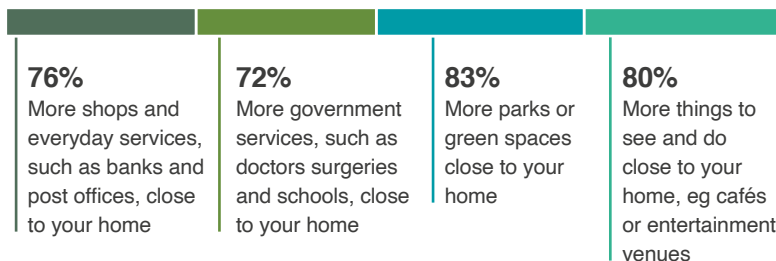
What would help make walking and wheeling better?

Residents want more services and amenities within walking and wheeling distance

Ideally, walking should be the most attractive transport option for the vast majority of short journeys. A city can support this by ensuring many of the things people need are found near to where people live. The walking environment should be safe, comfortable, welcoming and attractive.

Neighbourhoods where many facilities can be reached on foot are known as 20-minute neighbourhoods. You can walk from your home to many of the things you need on a regular basis and back again within 20 minutes. This equates to around 800m each way.

What percentage of residents would find more local amenities and services useful to help them walk or wheel more?



57%

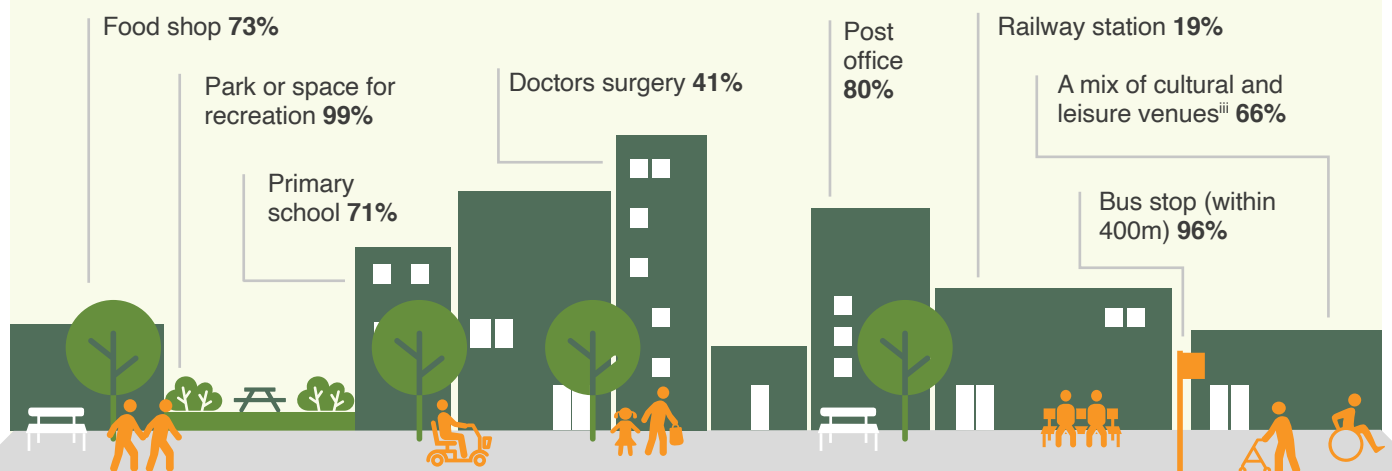
of Stirling households are in neighbourhoods of at least 40 dwellings per hectareⁱ. These are or can become 20-minute neighbourhoods.

Lower density neighbourhoods have too few people to make much local business or public transport viableⁱⁱ.

61%

agree they can easily get to many places they need to visit without having to drive

Proportion of households within an 800m walk or wheel of the following amenities and services



i. Ministry of Housing, Communities and Local Government, 2021, National Model Design Code.

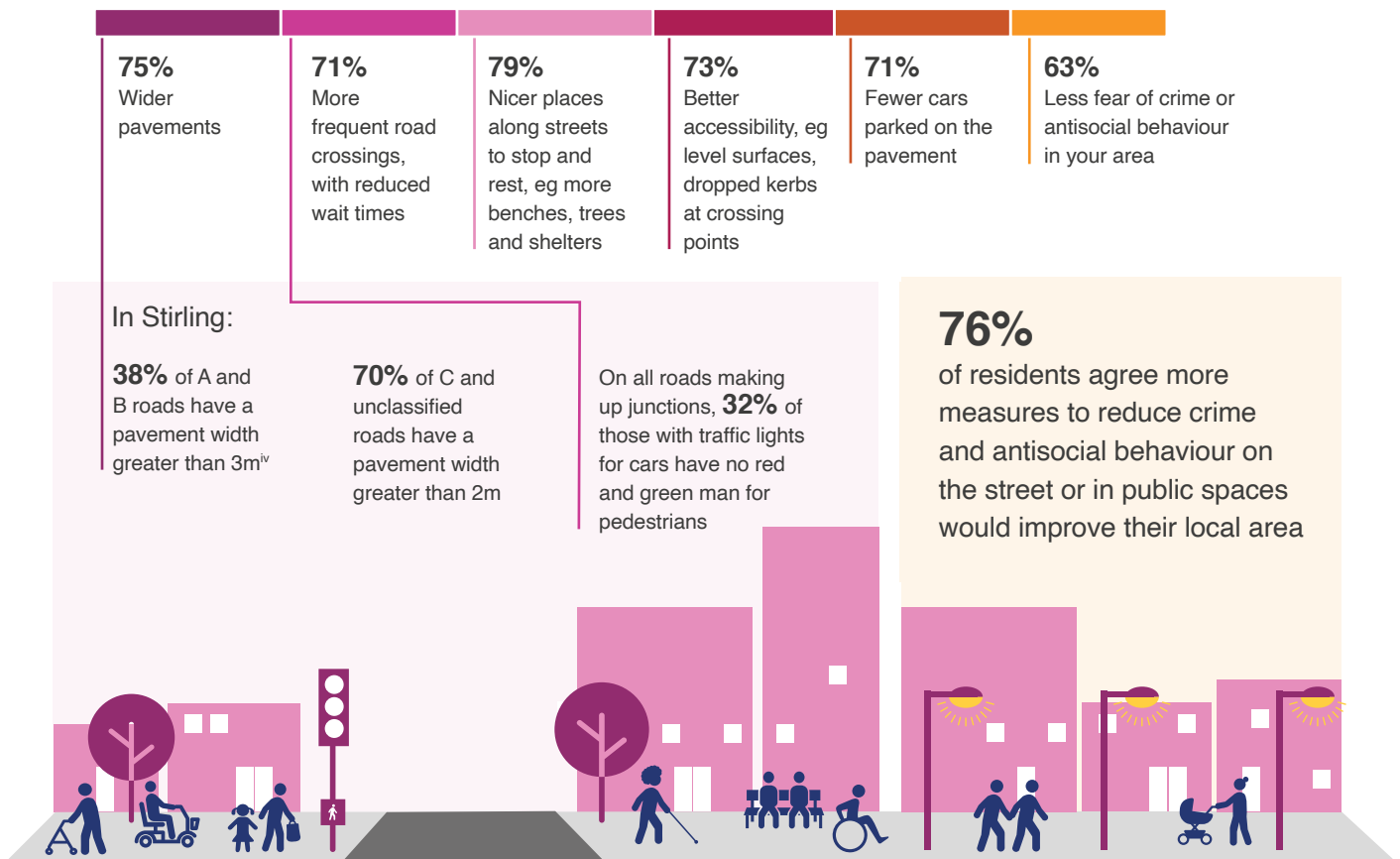
ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.

iii. A minimum of three distinct types of cultural and leisure venues, eg cafés, pubs, bingo halls, cinemas, museums.

Residents want better streets

There are many ways to make our streets and neighbourhoods safe, welcoming and comfortable for everyone to walk in.

What percentage of residents think that these changes would help them walk or wheel more?



Lewis Forsyth, University Student



We are in a climate emergency and I'm passionate about raising awareness of this. I believe the way we plan the places we live in and how we move around them can make a big difference.

When planning my journeys, I think of how to make them without a car. I mainly get around Stirling by bike but walk when there are a lot of hills, when I'm with others or when my bike will get in the way. I always choose active travel when I can. I also encourage friends and family to choose these carbon-free means of transport as a simple way to fight climate change.

Choosing to walk and cycle for local journeys and deliveries must be supported by a better connected network of paths. Currently I don't feel Stirling's routes are well connected and hope to see this improved in the near future. Until then, I will choose to cycle on less safe roads.

iv. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets. Pavement width does not account for obstructions, such as bus stops or litter bins.

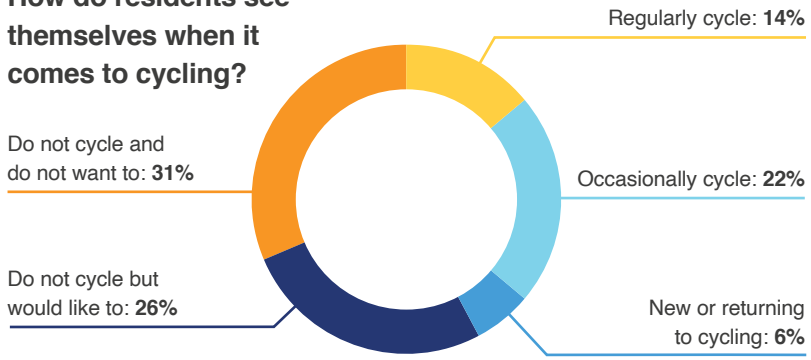


Cycling solutions

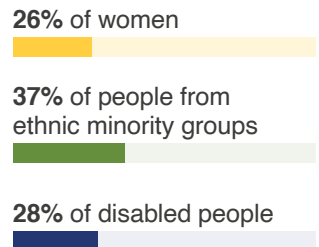
What would make cycling better?

Many Stirling residents want to cycle

How do residents see themselves when it comes to cycling?

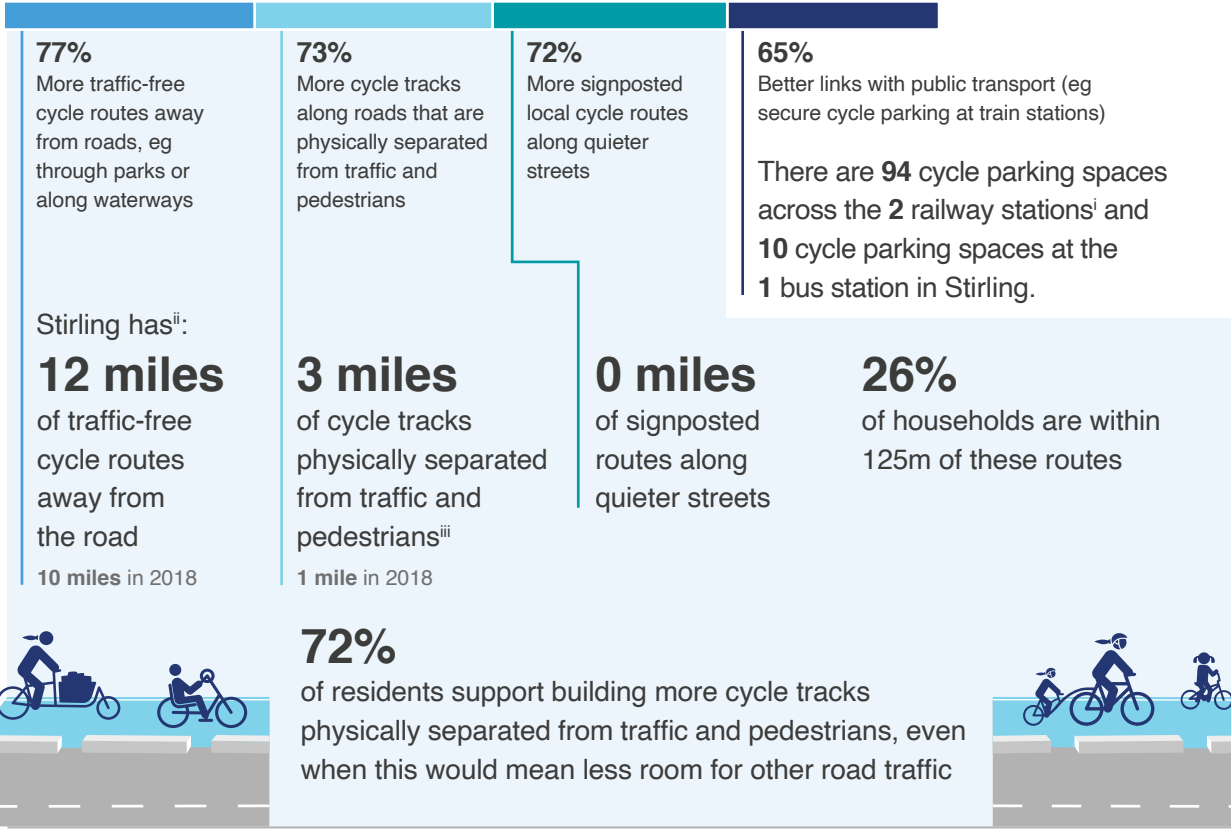


What proportion of residents said they 'do not cycle but would like to'?



Residents want improved cycling infrastructure

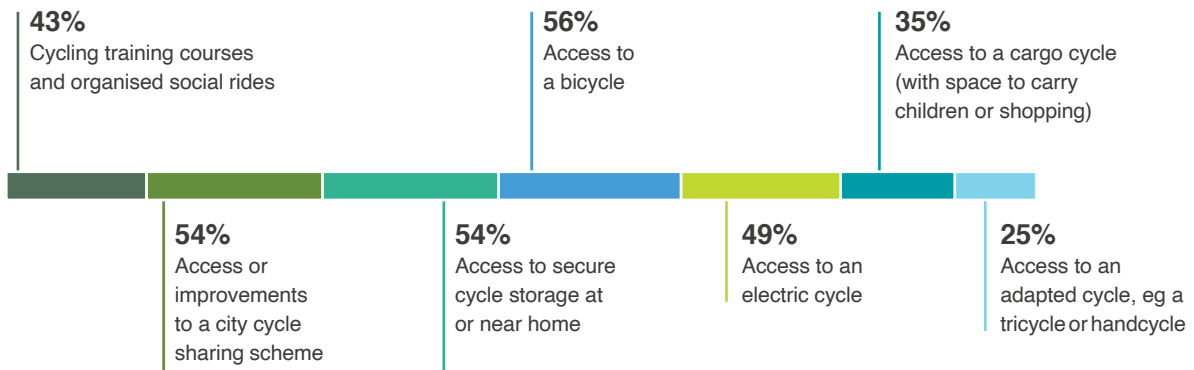
What percentage of residents would be helped to cycle more by better facilities?



i. The number of parking spaces decreased from April 2021 due to works at the Stirling station.
 ii. To ensure comparability, figure given is correct as of 26 May 2021 for all city reports.
 iii. This does not include 'pop-up cycle' tracks installed during the pandemic.

Residents want more support to cycle

What percentage of residents think that these kinds of support would help them cycle more?



Stirling city cycle share scheme^{iv}

200

shared cycles

28

cycle share stations

28,113

annual trips

Reported cycle thefts

There were **79** reported cycle thefts in Stirling in 2020/21.

88 in 2019/20

For every **306** people who own an adult cycle in Stirling, there was **1** reported cycle theft in the past year.

Cycle access

60%

of residents have access to an adult pedal cycle

24%

of households are within 800m of a cycle shop^v

There is a public cycle parking space for every **56** people who cycle in Stirling.



Raj Burgul, NHS Doctor



I work in the health sector and have always advised my colleagues to leave their car at home and cycle to work instead. I led by example and shared information on Cycle to Work schemes. Then in 2018, on a sunny September morning, a car knocked me off my bike on my commute from Bridge of Allan to Forth Valley Royal Hospital in Larbert. This broke my arm, my confidence and my argument.

I've now recovered, am cycling again and enjoying the fantastic benefits it brings. But I do not feel comfortable telling others that it's safe to travel on roads by bike.

To convince people to choose to cycle to work, we need safe and convenient regional cycle routes that take us to the places we need to go. We also need to have a better share of roads that are currently dominated by cars.

iv. Next Bike cycle hire data for July 2020-June 2021 (Source: CoMoUK).
v. Credit to the Association of Cycle Traders (ACT) and Cycling UK for their assistance with cycle shop locations and services offered.



Neighbourhood solutions

What would help make neighbourhoods better?

All residents should feel welcome in their neighbourhood

Proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

75% of residents



74% of women



81% of people from ethnic minority groups



78% of men



75% of white people



65% of disabled people



58% of LGBTQ+ people



70% of socio-economic group DE



79% of non-disabled people



77% of heterosexual people



82% of socio-economic group AB



The dominance of motor vehicles can discourage walking, wheeling and cycling

Only 34% of residents think that their streets are not dominated by moving or parked motor vehicles.

Residents would find fewer motor vehicles on their streets useful to:

64% Walk more



63% Cycle more



Unclassified roads are not designed to carry through-traffic, but in Stirling 17% of their total length has nothing to prevent it. This can result in rat-running.ⁱ

54% agree that restricting through-traffic on local residential streets would make their area a better place.

13% of Stirling's streets have 20mph speed limits.ⁱⁱ

14% in 2018

Residents would find more streets with 20mph speed limits useful to:

58% Walk more



58% Cycle more



Residents want local streets to be better spaces for people to spend time in

68%

agree increasing space for people socialising, walking and cycling on their local high street would improve their local area

56%

agree they regularly chat to their neighbours, more than just to say hello

73%

support low-traffic neighbourhoods

i. Based on analysis by CycleStreets www.lowtrafficeighbourhoods.org.

Unclassified roads are all public roads that are neither motorways, A, B nor C roads.

ii. Excludes motorways. This does not include temporary 20mph zones installed during the pandemic.



Tom Wallace, Social Enterprise

The organisation that I work for supports walking and cycling in Stirling by encouraging staff and learners to experience the benefits of active travel both in their wallet and in their health. By working with the community, our organisation feels more connected to local residents.

We are proud to have been recognised for encouraging healthier working lives for our staff. We continue moving forward with this in our new premises through making funding available for cycle storage, lockers and changing facilities.

Walking and cycling is an affordable way to travel and aligns well with our mission to help people to progress in life, even if they experience inequalities due to age or circumstance.

Our organisation will continue to make progress by partnering with organisations that benefit our community.

Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive: to grow up in, live their lives in and grow old in. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

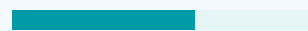
If we design neighbourhoods with children in mind they will then work better for everyone else too.

10 years old

average age when people living with children would let them walk or cycle independently in their neighbourhood.

Over **80%** of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school (parents' responses).ⁱⁱⁱ

61% of residents agree there is space for children to socialise and play



90% of households are within 800m of a children's playground



Among Stirling residents:

49% agree



20% disagree



closing streets outside local schools to cars during drop-off and pick-up times would improve their local area

These kind of closures are known as 'School Streets'.

0 permanent School Streets schemes exist in Stirling ^{iv}



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015.

iv. Figure given is correct as of 26 May 2021 for all city reports.



Developing Stirling

Recent walking, wheeling, cycling and neighbourhood changes

Making walking, wheeling and cycling the easiest choices for people, goods and services is a collective effort. The Sustainable Stirling Partnership's Active Travel Sub Group brought together key stakeholders who, with the community, have progressed infrastructure and behaviour change activities.

In partnership, Stirling's Climate Festival Student Coordinators stressed the necessity for sustainable transport; Forth Valley College encouraged their organisation to reconsider travel; and Forth Environment Link have inspired Stirling City through the Festival of Walking and Cycling.

Recycle-a-bike, Forth Environment Link and others have helped people cycle through led-rides, loans, maintenance, the launch of Forth Bike, and running Essential Cycling Skills sessions. Furthermore, 32 people living with a disability experienced improved feelings of wellbeing through Active Stirling's Bikes Without Barriers Pilot. Ongoing support would enable residents of all ages and abilities to use the two Walk, Cycle, Live Stirling routes between the University, Raploch and the City Centre. Walk, Cycle, Live Stirling continued to embrace best practice engagement in 2021, collaborating with businesses, residents and community groups.

Our streets are now better managed with the upgrade of our crossings and by working with stakeholders on parking strategies. The council's Speed Limit Policy, introduced in 2019, actively supports the reduction of speed limits. Across the council area, more than 900 streets will have a permanent 20mph limit or zone, making our communities safer and more comfortable for people walking, wheeling and cycling.



Across the Council area, more than 900 streets will have a permanent 20 mph limit or zone, making our communities safer and more comfortable for pedestrians and cyclists.



Accessibility

Improvements such as safer routes to school have made our streets more accessible and planting has increased biodiversity. In line with Transport Scotland's Sustainable Travel Hierarchy, these projects have given more priority to active modes at side roads; provided new crossings, dropped kerbs and tactile paving; and removed restrictive physical barriers. The removal of chicane barriers on the shared path from Forth Valley College to Kildean means now everyone is welcome to the area. With residents' help, even more barriers have been identified for removal across the city.

Studies have considered a breadth of needs and the learnings will help us shape the places we live and visit fairly. The Dementia Friendly City identified the need for more publicly accessible toilets, high-quality art, seating and nature; better drainage, lighting and wayfinding; consistent and distinct surface treatments; and most importantly a move from vehicle dominance to pedestrian priority. Embracing principles from research such as this will help make Stirling more liveable for everyone.



Spaces for People

Spaces for People has helped make active journeys safer during, and in recovery from, the Covid-19 pandemic. Implemented in consultation with local communities, vehicle speeds have been reduced on 158 streets through new 20mph zones; a campaign outside primary schools has encouraged more active travel; 164 new cycle parking spaces are available in the places people visit; and the installation of 1km of segregated cycle lane provides safer space for all ages and abilities.

The council has demonstrated collective thinking by delivering a toucan crossing between Millennium Way's cycle lane and Castlevie's solar canopy electric vehicle charging. This creates a safer route for both people walking and people on cycles. If Millennium Way's bidirectional lane is retained, this will link into Walk, Cycle, Live Stirling's bidirectional lanes, to grow a coherent cycle network.

The interventions will continue to be monitored and if projects are shown to have longer-term benefits out with the recovery, a case will be made for these to be enjoyed permanently.



Looking forward

Better streets and places for everyone

Our ambitions for sustainable travel, set out in the Local Transport Strategy and Active Travel Action Plan, are strengthened in Stirling's Climate and Nature Emergency Plan. We are delivering on the actions set out in these plans and over the coming years will refresh our transport strategies to ensure our impact continues.

Communities tell us they want more walking, wheeling and cycling in their neighbourhoods. In line with the ambitions of National Transport Strategy 2, we will continue to reallocate road space, expand our active travel network and address the car-based design of existing places. A neighbourhood approach to active travel and place-making will also continue through the community collaboration of the City Centre South programme and Living Streets' work with Riverside and Bridge of Allan.

The focus of new development will be the creation of 20-minute neighbourhoods, which 81% of those surveyed support. This is where essential services, facilities and employment opportunities are brought closer to homes, contributing to sustainable, resilient and healthier places. High quality infrastructure will be provided in the South Stirling Gateway and Durieshill major growth developments so that all local journeys can be made actively. Our goal is to enable and inspire everyone to make everyday journeys through active low carbon options.

Our sustainable transport network will integrate walking, wheeling, cycling and public transport. We will work with partners across local authority boundaries on the Bus Partnership Fund to improve bus journey times, and the Local Rail Development Fund to explore options for enhancements.



In line with the ambitions of National Transport Strategy 2, we will continue to reallocate road space, expand our active travel network and address the car-based design of existing places.

We will work closely with funding partners and deliver on our City Region Deal commitments, most notably through Walk, Cycle, Live Stirling, where 6.5km of improvements will be completed by 2024 for £10.5 million. Our network will grow through the extension of these routes to Bridge of Allan, Dunblane and beyond for improved regional connectivity. This includes the much needed safer link between Stirling and Clackmannanshire at Manor Powis.

Active travel will be a safe, affordable and enjoyable choice for residents, employees and visitors alike, regardless of location, income, or stage of life. We will continue to provide safer infrastructure for all users, whilst ensuring our sustainable transport options meet the needs of residents living with a disability.

To complement infrastructure, we will take a lead in applying behaviour change thinking. By involving communities and trialling options we will take the bold actions needed to create impactful change now and for future generations.

In partnership, we will develop a modern transport system that minimises carbon emissions, improves affordability and provides choice for all.



Sally Stovell, Cornton Resident



I'm a Primary School Teacher in Clackmannanshire and I have three children. As a family we purchased a cargo bike as I think it's really important to keep active.

My daughter Daisy is disabled. I'm conscious that she may never cycle herself and so I wanted to give her the opportunity to experience the joy of cycling. What's great about the cargo bike is that we can all enjoy this experience together as a family.

Cycling the cargo bike around Stirling is not without its challenges. We find that gates, barriers and uneven surfaces can be difficult to navigate.

To get to the nursery in Bridge of Allan, we can't cross the railway line at Cornton so instead we have to share the main road with other vehicles. Sometimes when cycling along shared use paths we receive frowns from other cyclists.

I think that we and many others would benefit from wider cycle paths and paths that are built with accessibility in mind.

Notes on methodology:

The attitudinal survey was conducted from June to August 2021 by independent social research organisation NatGen.

The survey is representative of all Stirling residents, not just those who walk or cycle.

All other data is sourced from our city partners, national data sets or modelled and calculated by Sustrans.

Trip estimates use a model developed by Sustrans. When comparing to other travel surveys some variation may exist in the proportion of journeys cycled by journey purpose.

Rounding has been used throughout the report. In many cases we have rounded to the nearest whole number. Rounding is avoided where this may cause confusion, for example with modelled estimates shown in the summary and benefits sections.

More information and a detailed methodology are available at www.sustrans.org.uk/walkingcyclingindex

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. www.sustrans.org.uk

Sustrans is a registered charity in the UK No. 326550 (England and Wales) SC039263 (Scotland)

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