TPT/S7/26/12/1

Transport Committee
Wednesday 25 November 2026
13th Meeting, 2026 (Session 7)

Cycling

Background

1. The Committee agreed to hold a series of standalone evidence sessions, focusing on different aspects of transport policy within its remit. These sessions will allow the Committee the opportunity to develop its understanding of its remit, discuss the issues currently being faced, and to inform future work programme discussions.

2. This session will explore the uptake and impact of cycling, including shared bike schemes such as Voi, the safety and accessibility of cycling infrastructure, and the barriers to delivering active travel projects.

Evidence session

3. The Committee will hear evidence from over two panels. Firstly, from—

   - Kevin Argue, Head of Service, Glasgow City Council
   - Harriet Larrington-Spencer, Research Fellow, Active Travel Academy, University of Westminster
   - Fiona MacLeod, Director for Scotland, Cymru and Northern Ireland, Walk, Wheel, Cycle Trust
   - Alex Robb, Member of Spokes Planning Group, Spokes, The Lothian Cycle Campaign

   And then from—

   - Harry Foskin, Senior Public Policy Manager, Voi
   - Dr Patrick Utz, Head of Consultancy and Research, CoMoUK

Written evidence

4. Written evidence was received from the City of Edinburgh Council[1], CoMoUK, Glasgow City Council, Spokes, the Lothian Cycle Campaign and the Walk Wheel Cycle Trust. These submissions are attached at the annexe.

Clerks to the Committee
November 2026

[1] The City of Edinburgh Council were unable to take part in the evidence session.

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Annexe

Written Submission from the City of Edinburgh Council

Introduction

1. The City of Edinburgh Council (the Council) is pleased to offer a written submission to the Scottish Parliament's Transport Committee on "the role of cycling in Scotland's transport network and the contribution it can make to supporting sustainable and accessible towns and cities."

2. The Council's submission is shaped around the following topics as requested:

    - The Council's role in cycling and the work we deliver
    - The impact of this work, and the safety and accessibility of infrastructure
    - Barriers to delivering active travel projects

The Council's role in cycling and the work we deliver

3. The Council has legal status as a local planning authority, a local transport authority and a local roads authority, along with the powers and duties associated with these roles via various legal instruments.

4. It is debatable if there are any mandatory duties on local authorities to invest in and provide cycling infrastructure, but the Council proactively plans for, and delivers, infrastructure to support an increase in the numbers of people cycling in the city, in response to a number of duties, and utilising a number of powers. As informed by the Improvement Service's compilation of duties and powers for roads and transport[1], it could be argued that providing for cycling contributes to the following duties in particular:

    - A discretionary duty to plan, deliver and promote active travel as per the National Transport Strategy and National Planning Framework.
    - A statutory road safety duty, to ensure public roads are as safe as possible for everyone who uses them.
    - A statutory duty to act sustainably and contribute to climate change objectives.
    - A statutory Public Sector Equality Duty.

[1] The Duties and Powers Portal, The Improvement Service, Duties and Powers | Duties and Powers

5. Local authorities deliver cycling infrastructure using a number of powers, including the power to make improvements to public roads to make them safe, efficient, and fit for purpose, as well as powers to build new roads when they are needed to improve transport links or support development.

6. The Council's latest capital investment programme associated with the City Mobility Plan was approved by the Council's Transport and Environment Committee on 12 November 2026[2]. This sets out the projects the Council is currently working on, including on cycling, and planned investment over 2026/27. In summary:

    - Across the programme in 25/26, the Council levered in around £14.2M of external Scottish Government funding.

    - The past year has seen construction of 20 projects across the city providing residents with safer, more accessible sustainable transport options.

    - 48 projects, or phases of projects, have progressed in their development stages since May 2025, in addition to a number of rolling programmes which are delivering small scale and important interventions including dropped kerbs, cycle racks and footway widening.

7. It should be noted that the Council delivers infrastructure projects which often contain a combination of elements to support sustainable movement, particularly to support walking, wheeling and cycling, and where possible, to support access to, and use of, public transport as well as public realm and environmental improvements. From experience, it is important to deliver holistic improvements that benefit local communities and a wide range of road users. This helps with public acceptability of change, but also ensures infrastructure, and associated public investment, is contributing to a range of objectives and providing multiple benefits to users and communities.

The impact of this work and the safety and accessibility of infrastructure

8. A two-yearly review of the City Mobility Plan was also approved by the Council's Transport and Environment Committee on 12 November 2026[3]. This report confirms that Edinburgh is making significant progress against the vision and goals set out in the City Mobility Plan, with increasing numbers of people walking and cycling and using public transport, and less vehicles on the city's roads. Air is also cleaner, with the intention of revoking several Air Quality Management Areas

[2] City Mobility Plan – Capital Investment Programme Annual Update, item 7.8, City of Edinburgh Council Transport and Environment Committee, 12th November 2026 Agenda for Transport and Environment Committee on Thursday, 12th November, 2026, 10.00 am - Modern Council

[3] City Mobility Plan – 2026 Review, item 7.7, City of Edinburgh Council Transport and Environment Committee, 12th November 2026 Agenda for Transport and Environment Committee on Thursday, 12th November, 2026, 10.00 am - Modern Council

as per the latest Air Quality Annual Progress Report presented to the same Committee on 12 November 2026[4].

9. Cycling specific indicators from the City Mobility Plan monitoring include:

- Increase cycles as % of traffic at Council monitored count sites (KPI4) – increasing; 4.3% in 2024/25 compared to 3.5% in 2019. [Noting that due to the count methodology, this is a likely an undercount]

- Increase levels of household access to a bike (KPI11) – increasing; 36% in 2024 compared to 33% in 2019.

- Increase % of households within 250- 400 metres of a high quality cycle network (KPI14) – increasing; 47% in 2026 from baseline of 33% in 2019.

- Maintain downward trend in number of pedestrians and cyclists seriously injured (KPI21) – decreasing; 80.6 pedestrians and cyclists seriously injured 2021-2025 (five year average) compared to 89 pedestrians and cyclists seriously injured 2014-2018 (five year average).

- Increase percentage of disabled residents who perceive active travel safety in their local area to be good (KPI22) – increasing; cycling – 48% in 2025, compared to cycling – 33% in 2019.

- Increase percentage who perceive cycling in Edinburgh to be safe (KPI 23) – increasing; 50% in 2025 compared to 34% in 2019.

- Increase percentage who perceive cycling in Edinburgh to be safe for children (KPI 23) – increasing; 37% in 2025 compared to 18% in 2019.

10. In terms of the direct impact of cycling infrastructure and investment in cycling:

- 12 month monitoring of a major cycling infrastructure scheme in Edinburgh, the City Centre West to East Cycle Link (CCWEL) was reported to the Council's Transport and Environment Committee on 11 September 2025[5]. This monitoring showed that:

    - The number of people cycling on affected streets has continued to increase; the proportion of residents living near the scheme who cycle as their main mode of travel to work has continued to increase from 8% during baseline monitoring, to 12% at six months monitoring and 15% at 12 months monitoring (with a larger increase if residents who work from home are removed from the data);

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[4] Air Quality Annual Progress Report, item 8.6, City of Edinburgh Council Transport and Environment Committee, 12th November 2026 Agenda for Transport and Environment Committee on Thursday, 12th November, 2026, 10.00 am - Modern Council

[5] City Centre West to East Cycle Link 12 Month Monitoring and Lessons Learned, item 8.2, City of Edinburgh Council Transport and Environment Committee, 11th September 2025 Agenda for Transport and Environment Committee on Thursday, 11th September, 2025, 10.00 am - Modern Council

- Analysis of spending data by Mastercard found evidence of 20% higher retail spending in areas affected by the CCWEL project than in areas not affected by the project;

- The number of vacant premises has reduced by three on Roseburn Terrace and increased by one on Haymarket Terrace (not counting Rosebery House) which compares favourably with control locations;

- The proportion of traders who support the scheme increased from only 14% during baseline monitoring, to 60% at the 12 months monitoring;

- Most residents who took part in the household survey support the scheme and the level of support has continued to increase since pre-implementation (49%) and interim monitoring (64%) to 68%. Meanwhile the level of opposition has fallen from 11% to 7%;

- The vast majority of pedestrians and shoppers (over 95%) interviewed on affected streets had travelled by sustainable modes;

- Residents' satisfaction with the public realm and the availability of parking spaces remained higher than during baseline monitoring.

11. A post-12 month monitoring report for Leith Connections, a liveable neighbourhood project delivered by the Council that included building a new walking, wheeling and cycling route from the Foot of the Walk to Dock Street, showed that the combination of interventions in the scheme largely led to a reduction in traffic flows and speeds, and increases in flows of cycles and pedestrians[6].

12. The Walking and Cycling Index for Edinburgh (WACI), co-produced by the Walk Wheel Cycle Trust and the Council, monitors a number of indicators, reporting every two years[7]. Many of these are also reported in the Council's City Mobility Plan monitoring. In addition, some points to note from the 2025 edition for Edinburgh:

- Whilst 50% of Edinburgh residents think it is safe to cycle, this is less than for other modes (walking or wheeling, using public transport, driving).

- Walking, wheeling and cycling participation is not equal, particularly when considering white people and people from ethnic minority groups, and gender.

- Every year, walking, wheeling and cycling prevents 1,389 serious long-term health conditions, creates £336.7m in economic benefit for individuals and the city; saves 37,000 tonnes of greenhouse gas emissions; and takes up to

[6] Leith Connections Post 12-Month Data Collection Summary Report, November 2024, AECOM - Microsoft Word - 60687333_Leith Connections_12month Data Summary_v1.2_17022025.docx
[7] Edinburgh Walking and Cycling Index - Walk Wheel Cycle Trust – 2025 edition

180,000 cars off the road. These figures are generally increasing every time the WACI is completed.

- 47% of residents would like to cycle more, more than any other mode in the WACI.

- An update on the VOI cycle hire scheme currently in operation in Edinburgh was provided to the Council's Transport and Environment Committee on 18 June 2026[8]. Key metrics from the scheme at this time included 800 bikes operating in the city at over 200 parking locations, over 546,000 trips made by approximately 53,500 users, peak weekly trips reaching nearly 36,000, with daily averages exceeding 5,000 trips. Operational challenges have included parking compliance, streetscape impact, signage and guidance deficiencies, though mitigation measures are in place/have been proposed. Overall, the cycle hire scheme in Edinburgh is viewed to be successful.

- Cycling Scotland data analysis published in September 2026 showed that[9]:

    - On Edinburgh's Leith Walk, more bikes than cars were recorded during morning rush hour for the first time. Context: The Council has invested in segregated cycleways on Leith Walk alongside the Trams to Newhaven project.

    - Edinburgh's York Place recorded its highest cycling modal share yet (4.7% of all journeys were by bike, up from 2.1% in May 2021). Context: York Place is part of the CCWEL project delivered by the Council, referenced above.

Barriers to the delivery of active travel

13. Whilst Edinburgh is making progress on delivering infrastructure to support higher levels of cycling and active travel generally, there are a number of barriers to quicker and more efficient progress.

14. Single year funding awards for sustainable transport from Transport Scotland, and formal award confirmations/award letters coming later in each financial year, creates uncertainty for financial planning and lack of continuity across financial years and can increase the costs of delivery of projects if projects have to be paused or broken into smaller phases. The Council has some internal capital provision for active travel, which helps with continuity, but only to an extent.

15. As much funding as possible going directly to local authorities as grants and allocations which local authorities have control over how to spend as per

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[8] Edinburgh VOI E-Bike Scheme: Progress, Operational Challenges, and Mitigation Strategies: Business Bulletin (Item 6.1), City of Edinburgh Council Transport and Environment Committee, 18th June 2026, Agenda for Transport and Environment Committee on Thursday, 18th June, 2026, 10.00 am - Modern Council

[9] Scotland's bike lane networks break new records | Cycling Scotland

approved plans and strategies, would support maximising efficient spend of public monies (as per the Verity House agreement).

16. It can be challenging to deliver cross-boundary active travel routes due to multiple layers of governance, though on the whole, this is achieved through positive and collaborative working relationships between authorities.

17. Whilst external funding is available for the delivery of capital infrastructure, communities often also have requests for small-scale, impactful interventions on local streets. These require a balance by the local authority between proactive work (often driven by policy, plans and allocated funding, internally and externally), and reactive work, which sometimes draws more significantly on revenue funding for staff resources than significant capital investment (e.g. traffic calming/traffic management, road safety interventions). Lack of adequate revenue funding is a significant point of pressure for local authorities, including the Council.

18. Lack of additional revenue funding to maintain newly created or improved active travel assets can be an issue for capital investment, as it is important to the Council that infrastructure is maintained to standards, and existing maintenance regimes are already stretched.

19. The Traffic Regulation Order (TRO) and Road Scotland Order (RSO) processes elongate the delivery of active travel infrastructure.

20. The requirement for a mandatory Public Hearing in the event of a single complaint related to loading is overly onerous. The timescales for organising a public hearing can be significant and this was a major cause of delay for the CCWEL project referenced above.

21. The requirement for any objections to an RSO to be considered by Scottish Ministers, rather than by the Council as for TROs, is unnecessarily onerous, adds significant delays and is at odds with the principle of subsidiarity and local decision making.

22. The different processes in place for these two legislative instruments which are in many ways very similar and typically undertaken together creates unnecessary complication and contributes to delay.

23. Although Scottish Ministers can extend the period upon application (which may be given for up to a period of up to 2.5 years) the initial requirement to implement a TRO within two years of it being published creates a significant challenge to project delivery as this can be a tight turnaround depending on any changes to the proposals that may need to be made in response to objections. It also creates challenges if works cannot go ahead due to coordination of other activities on the network i.e. while waiting for road-space to become available in the context of major utility or development works. A five year period, similar to Planning, would be more appropriate and enable more efficient delivery and forward planning.

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16 November 2026

Written Submission from CoMoUK

Background to CoMoUK

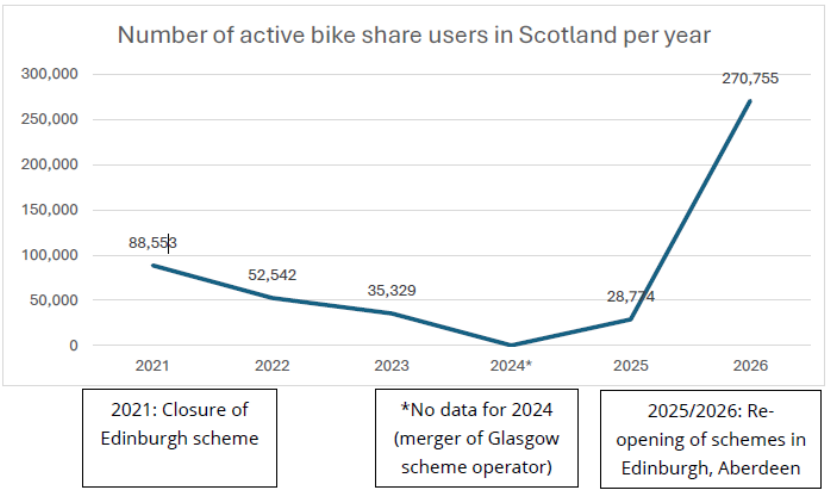
CoMoUK is the national charity for the public benefit of shared transport. Founded in 1999, CoMoUK has an unrivalled depth of expertise in car clubs, bike share and mobility hubs, now broadened into other areas of shared transport including e-scooter trials. CoMoUK's vision is one in which shared transport is seen by policymakers of all kinds as part of the answer to the UK's need to cut harmful emissions, improve quality of place and improve quality of movement.

CoMoUK publishes guidance; accredits operators; works with governments; conducts unique national, annual research; provides regular convening spaces for authorities and operators alike; and undertakes policy and advocacy work.

The evidence presented by CoMoUK will focus on shared bikes in Scotland and the interaction of bike sharing with other transport modes, including private bike use.

Introduction

Scotland has a mixed track record on bike share. Scotland was the first UK nation to explicitly define shared transport alongside walking, cycling and public transport as a preferred transport option over to private cars in the National Transport Strategy 2. However, the implementation of bike share has not followed a clear strategy at the national level, and Scottish local authorities have, at times, found it challenging to provide bike share schemes. As a result of this, the number of active bike share users in Scotland fell from 88,500 in 2021 to 28,800 in 2025, only to bounce back to 270,800 in 2026. This fluctuation is the effect of closures of bike share schemes in the first half of this decade in places like Edinburgh, Dundee and Aberdeen – and their gradual re-opening from 2025 onwards. This fluctuation is visualised in the graph below.



These most recent patterns of growth are encouraging and will bring the many economic, social and environmental benefits of bike share to an increasing user base and to Scottish society large. These benefits include:[1]

- **Supporting people to start cycling after a long break or for the first time ever:** only 34% of Scottish bike share users report that they were cycling already when they started using a bike share scheme. 61% had not cycled in more than a year; 3% had not cycled before (3% “not sure”).

- **Health benefits:** 70% of Scottish bike share users say that bike share provides them with exercise. 54% report mental health benefits. 30% say that bike share helps them cycle with other people.

- **Reliable & efficient transport:** 87% say that bike share makes their trips quicker. 62% state it saves them money. 44% say it connects them to places that are hard to reach by public transport. 59% report that it helps them avoid traffic congestion and/or parking difficulties.

- **Mode shift:** 16% of bike share trips replace car journeys (private car as driver or passenger or taxi/private hire). 5% of bike share users would not have made the trip if bike share had not been available for their most common bike share trip. 6% would have used their own bike. 37% of bike share trips replace bus journeys, 9% train journeys, 21% walking trips.

- **Low car ownership:** Only 43% of Scottish bike share users state that they own a car, compared to 87% of overall Scottish households (2022 Census).

These bike share benefits support all four priorities of the NTS2 directly or indirectly. To maintain and grow these benefits across Scotland, the Scottish Parliament, Government, Regional Transport Partnerships and Local Authorities are encouraged to take a more proactive approach to bike share in line with the recommendations laid out in this document.

Success factors for bike share

For bike share schemes to be successful, the following success factors should be in place.[2]

Easy accessibility and high visibility

Shared bikes should be accessible and provided at a **sufficient density** so that users can pick them up and return them in close proximity to their trip origin and destination. Bike share parking should be available every 200 to 400 metres, and more frequently in high-demand areas, in a scheme’s operational zone. A high density of shared bikes will also increase a scheme’s visibility and increase ridership.

[1] Data from the CoMoUK Shared Micromobility Survey 2026, unpublished data. Analysis undertaken for 307 who provided a Scottish postcode for their home address.

[2] https://www.como.org.uk/documents/key-ingredients-for-successful-shared-micromobility

In urban settings, the parking of shared bikes can be organised in the following ways:

- Docked parking: vehicles are locked to physical infrastructure on the ground. This model has the highest capital funding requirements.

- Marked bays: vehicles can only end rides within geofenced areas, reinforced with ground marking and signage. There are a range of ways in which this can be executed from simple lining through to more elaborate infrastructure with planters and frames.

- Free-floating: vehicles can be parked in any area according to parking rules set out in the app. Operators often require a photograph to be submitted and AI systems check it is correctly parking. Warnings and fines can be issued for those not following the rules.

Scotland's current bike share schemes (most of which are operated by Voi) use a mix of marked bays in areas with high footfall and free-floating bikes where available parking locations are visible in the app.

Wherever possible, bike share parking should be provided on the carriageway, rather than the pavement to avoid obstruction of pavement users. Parking for shared bikes should also be in locations that are safe for all (potential) users to access. This includes clear sightlines, well-lit locations and areas of high footfall (e.g. at rail stations and similar locations, outside the main pedestrian entrance, not in the car park). This is essential to attract wider demographics to use bike share (e.g. women who currently only make up around 30% of bike share users in Scotland). CoMoUK research also shows that bike share can increase accessibility to crucial services for disabled users, and health benefits from bike share use are typically higher for disabled users than for non-disabled users.[3]

CoMoUK recommendations for bike share scheme design are available online and should be adhered to by local authorities and other stakeholders.[4]

Clear rules and responsibilities

To provide a high-quality bike share service, a close partnership between the bike share operator(s) and local authorities are required. The relationship between a local authority and bike share operator(s) can take two main forms:

- Memorandum of Understanding: This allows the local authority to specify the parameters under which one or more bike share operators provide their services in an area. Operators maintain a considerable discretion over the management and pricing of the bike share scheme and carry the financial risk of the scheme.

[3] https://www.como.org.uk/documents/annual-shared-micromobility-report-uk-2025, p.25; See also https://www.como.org.uk/disabled-people-and-shared-transport
[4] https://www.como.org.uk/documents/key-ingredients-for-successful-shared-micromobility

- Tender: The local authority tenders for a contract and has a stronger leverage over the design and management of the scheme. This typically comes with a higher administrative burden for the local authority and can entail arrangements for subsidies or revenue sharing.[5]

A clear distribution of risks and responsibilities is necessary to minimise the risk of unexpected closures of bike share schemes, as happened in Edinburgh in 2021.

The Department for Transport (DfT) is currently introducing a licensing framework for shared bikes in England.[6] The framework will provide minimum standards that shared micromobility schemes need to meet across England and will give English local authorities the powers to further specify licensing requirements in their respective area. Operational areas of bike share that are likely to be regulated under the licensing rules are:

- a parking plan, designed locally
- a plan for antisocial behaviour and illegal use, designed locally
- a defined fleet size and operating area, designed locally
- a fleet management and maintenance plan, designed locally some degree of data sharing.

There will also be guidelines on how the licensing rules will be enforced. The Scottish Parliament and Government should closely monitor these developments to learn from the implementation of the framework as it evolves. One aspect that could be of particular interest for the Scottish Parliament and Government is empowerment of local transport authorities (such as Transport for London) to set licensing rules for bike share. In Scotland, such powers could be given to **RTPs to coordinate uniform rules for bike share across urban agglomerations** that extend across multiple local authorities. This would be most relevant for Glasgow and Edinburgh, where the bike share scheme does not currently extend into neighbouring local authorities. This is despite expansion beyond the respective council areas would be desirable for residents in adjacent councils. However, regulatory divergence between authorities in and around one city should be avoided. SPT and SEStran are already exploring options to this effect, and HITRANS already has experience with operating their own bike share schemes across Inverness, Fort William and Elgin (see below).

CoMoUK advocates that licensing rules for bike share are reflective of CoMoUK's current accreditation standards for bike share operators.[7] Likewise, CoMoUK will review the role of bike share accreditation across the UK once the DfT licensing framework is operational in England.

[5] Bike share schemes generally have narrow profit margins, if any, and rely on a supportive policy environment to become financially sustainable. In many areas (e.g. outside city centres) bike share will require funding but the more supportive the policy environment is, the less funding will be required. If the operating area is profitable enough for a financial contribution from the operator to the council to be viable, it should be via a set fee or a revenue share agreement which is the same for all bidders rather than an auction where it forms a large part of the scoring.
[6] https://www.gov.uk/government/consultations/shared-cycle-scheme-licensing
[7] https://www.como.org.uk/shared-bikes/accreditation

Safe cycling infrastructure and integration with public transport and active travel

Structural enablers of and barriers to cycling also apply to bike share schemes. Hence safe cycling infrastructure, e.g. segregated, well-lit cycle paths or continuous wayfinding systems for cycle paths and quiet routes, are fundamental to the success of bike share schemes.

In addition, bike share is highly complementary with public transport.[8] 17% of Scottish bike share users say that they combine bike share and travelling by train on their most common bike share trip. 20% combine bike share and bus travel, 6% bike share and underground, light rail or tram. 8% combine bike share with other modes of transport such as taxi, private car or ferry. 64% do not combine their most common bike share trip with another mode.

The NTS2 highlights the importance of integrating sustainable modes of transport to reduce the number of private car trips. The second Strategic Transport Projects Review (STPR2) published in 2022[9] also supports a case for change for investment in mobility hubs as "recognisable place with an offer of different and connected transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller".[10] The STPR2 also collected a range of evidence and guidance for the creation of mobility hubs where bike share should be integrated with public transport and active travel infrastructure. However, the delivery of mobility hubs, including the provision of bike share at such hubs in Scotland, has been limited to a small number of projects[11] and a national delivery strategy for the funding and delivery of mobility hubs is not currently in place. It would be desirable that **future NTS Delivery Plans include a stronger commitment to investment in bike share and to providing shared bikes at mobility hubs** where they can be integrated with public transport and high-quality active travel network. Such a commitment would help Scotland to close the gap with other European countries, including England, where CoMoUK estimates that about 220 publicly funded mobility hubs will be operational or due to be delivered by the end of 2027.[12]

Public transport operators should include bike share in their operational strategies to support integration. The Scottish Government and other public authorities should use their leverage as owners of key public transport operators (ScotRail, Glasgow Subway, Lothian Buses etc.) or as contractors of public transport services (especially under future bus franchise schemes) to support this, including the provision of bike share parking on company-owned land where appropriate, digital integration for ticket purchase etc. Stakeholders like public transport operators

[8] CoMoUK Shared Micromobility Survey 2026
[9] https://www.transport.gov.scot/our-approach/strategy/strategic-transport-projects-review-2/stpr2-strategic-approach/
[10] STPR2: Creating smart and sustainable towns and villages: Intervention 5 – Guidance and framework for delivering mobility hubs. This document cites CoMoUK's definition of a mobility hub from 2021. CoMoUK has since updated the definition of a mobility hub to "recognisable places that bring together shared transport with public transport and active travel in spaces designed to improve the public realm for all"
[11] For example: https://www.dumfriesandgalloway.gov.uk/news/2025/construction-begins-dumfries-galloways-innovative-multi-modal-transport-hubs; https://www.dundeecity.gov.uk/service-area/city-development/sustainable-transport-and-roads/bell-street-hub
[12] https://www.como.org.uk/mobility-hubs/built-and-planned-hubs

or other landowners should adhere to CoMoUK standards for mobility hubs to best integrate public transport and bike share (e.g. uniform branding and wayfinding).[13]

Rural and community bike share

Bike share is not restricted to urban, on-street bike share schemes. There is a range of successful community bike share schemes in predominantly rural locations. These have substantial potential to be scaled up to spread the benefits of bike share more widely, including to cater to visitors in areas with a sizeable tourism industry. In contrast to on-street bike share schemes where bookings are typically made for short, one-off trips, community bike share schemes typically provide bikes for longer periods of one day or more.

Qualitative data shows that community bike share schemes encourage people to cycle who would not have done so otherwise. Furthermore, these schemes often provide low-cost access to e-bikes and/or cargo bikes which supports users who are looking for cost-efficient ways of sustainable travel.[14] Notable examples of community bike share schemes in Scotland include Climate Action Strathaven, Forth Environment Link or Huntly Travel Hub.[15]

Another example of a bike share scheme in tourist locations is the Hi-Bike scheme that is operated by HITRANS in Inverness, Fort William and Elgin. The scheme has around 100 users and facilitated over 10,000 per year.[16] Hi-Bike is a unique scheme in that it has been directly operated by the local RTP after the private operator in the area ceased trading in 2023. While Hi-Bike has been expanding since its inception (to include Elgin since 2026) expansions have been delayed and the expansion of Hi-Bikes into Aviemore (announced for 2026 in the 5th NTS Delivery Plan) has not yet materialised.

The above examples demonstrate that bike share scheme, through different organisational structures (community, Council/RTP-run), can operate in diverse geographical settings and have the potential to provide sustainable transport also in more rural parts of Scotland.

CoMoUK has been providing guidance for the creation and management of community bike share schemes on its website.[17] However, explicit policy and financial support for smaller bike share schemes (that might not be financially self-sustaining) should be provided by the Scottish Government to offer accessible and affordable active transport options across all of Scotland.

[13] https://www.como.org.uk/mobility-hubs/accreditation

[14] https://www.como.org.uk/documents/community-shared-transport-in-scotland
[15] https://www.como.org.uk/community-bike-sharing
[16] https://hi-bike.co.uk/
[17] https://www.como.org.uk/community-bike-sharing

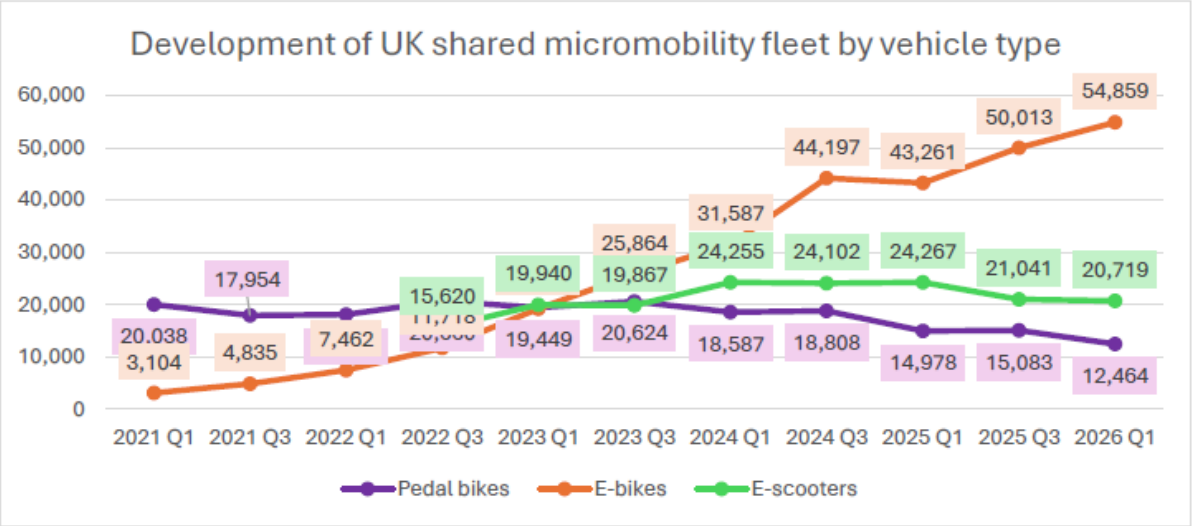
Trends in bike share and shared micromobility schemes

Rise of e-bikes

Since the first bike share schemes in Scotland were introduced in the 2010s, the share of e-bikes in the overall fleet has risen dramatically. In 2021, in Scotland's bike share fleet there were 325 e-bikes compared to 1,114 pedal bikes, a share of 29%.

In 2026, Scotland's on-street bike share fleet is 100% electric with around 2,000 e-bikes across 6 locations.[18] This trend reflects the wider pattern of a growing number of e-bikes and a decreasing number of pedal bikes in the UK bike share fleet shown in the graph below.

Operators report significantly higher utilisation numbers on e-bikes as compared to pedal bikes, increasing the viability of existing bike share schemes.



Legalisation of shared e-scooters

The use of e-scooters on the public highway in the UK is currently illegal. The only exception is the use of shared e-scooters that are part of the DfT trials in England.[19] Police Scotland report that the use of illegal e-scooters and e-bike increased by over 60% between 2024 and 2025.[20] Allowing the introduction of shared e-scooters under clearly defined rules (e.g. mirroring the regulations of the DfT trials) would legalise some of the e-scooter usage that Scotland is already experiencing. This would also help to prevent the use of unsafe, unauthorised e-scooters.

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[18] Glasgow, Edinburgh, Aberdeen, Stirling (currently transitioning to new operator), Inverness, Fort William, Elgin.

[19] https://www.gov.uk/government/publications/rental-e-scooter-trials/rental-e-scooter-trials

[20] https://www.scotland.police.uk/what-s-happening/news/2026/october/dedicated-week-of-action-targeting-illegal-use-of-e-bikes-and-e-scooters/

CoMoUK research also shows that shared e-scooters and bike share are complementary, rather than competing, and that e-scooters have many of the social, economic and environmental benefits that cycling has as well:[21]

- 26% of e-scooter trips in the UK replace car trips (compared to 19% of bike share trips).
- 20% of shared e-scooter users say that they cycle more since starting use an e-scooter, even if they do not use bike share at all.
- Shared e-scooters are used more frequently by low-income groups with 63% of users with an annual income of £10,000 reporting using e-scooters at least once week, compared to 29% of users with an income of over £50,000. The link between use frequency and income is weaker for bike share.

The Scottish Government should hence consider the introduction of shared e-scooter trials in selected areas and cooperate with the UK Government **to prepare for the legalisation of e-scooters under the introduction of rules for Low-speed Zero Emission Vehicles (LZEV)** to allow for safe, legal e-scooter use.

It is likely that these vehicles are also allowed to use cycle paths in Scotland. Hence, their legalisation would further **increase the demand for safe, high-quality active travel infrastructure**. To meet this demand, additional funding to provide this infrastructure could be required.

Conclusion and recommendations

Bike share supports all four priorities of the National Transport Strategy 2:

- It **reduces inequalities** by providing an affordable and easy-to-access way to travelling.
- It helps take **climate action** by replacing trips that would otherwise have been made by car and by incentivising people to cycle more overall.
- It helps deliver **inclusive economic growth** by facilitating access to employment, education and other essential trips. 46% of Scottish bike share users use bike share most commonly to commute to work, 6% to a place of education.[22]
- It **improves health and wellbeing** by encouraging active travel even among people who would not have cycled otherwise.

The Scottish Parliament and Government can help maximise these benefits through the following measures:

[21] https://www.como.org.uk/documents/annual-shared-micromobility-report-uk-2025
[22] Data from the CoMoUK Shared Micromobility Survey 2026.

- Give bike share a central role in upcoming NTS delivery plans, including a commitment for funding for bike share schemes in rural locations.

- Facilitate the creation of uniform standards for bike share across metropolitan areas, especially Glasgow and Edinburgh, to allow schemes to grow across administrative boundaries without the burden of regulatory divergence.

- Consider common data sharing standards for bike share operators across Scotland.

- Facilitate rules for Traffic Regulation Orders (TROs) that convert on-street car parking spaces into bike share parking.

- Support the integration of bike share with public transport and the active travel network at mobility hubs. Work with stakeholders to provide land for shared bikes at public transport stations. Adhere to CoMoUK guidance on mobility hub design.

- Continue to invest in high-quality cycle infrastructure.

- Work with UK government to create standards for the use of legal e-scooters and other Low-speed Zero Emission Vehicles (LZEV) on public roads.

Dr Patrick Utz, Head of Consultancy and Research
CoMoUK
16 November 2026

TPT/S7/26/12/1

Written Submission from Glasgow City Council

Executive summary

Glasgow City Council welcomes the opportunity to provide the Transport Committee with evidence from our experience of delivering active travel interventions which have made our city more sustainable and accessible. Glasgow's experience is that the strongest outcomes are achieved when walking, wheeling and cycling are planned as part of a single place-based transport system, which unlocks regeneration opportunities and sustainable economic growth.

Our Active Travel Strategy commits the Council to delivering a citywide network of approximately 270 km of safe, connected routes. Due to changes in the national funding model for active travel, Council Officers undertook a strategic review to reprofile the delivery programme to 2032 through our Connecting Glasgow plan. This provides the Council with a unified, corridor-led programme bringing together the City Network and Liveable Neighbourhoods, with an initial 54.44 km of priority orbital and radial routes, with the remaining routes to follow beyond that period. This is augmented by the Avenues programme, public cycle hire, secure residential cycle parking and community-based behaviour-change activity.

Whilst Glasgow City Council has a credible pipeline, major active travel and placemaking schemes typically span more than one year. The move from multi-year funding to annual and competitive allocations has introduced avoidable cost, delay and delivery risk to projects. This can compress consultation, disrupt procurement, fragment scope, weaken continuity and make statutory processes harder to programme.

Active Travel Key Stats in Glasgow:

270 km	**54.44 km**	**2m+**
long-term citywide network ambition	priority orbital and radial routes to 2032	cycle-hire journeys in the first 11 months of the new service

Glasgow active travel: measurable returns on investment		
Measure	**Statistic**	**Period and context**
Recorded cycling growth	74% increase	2024–2026, comparing the same 88 counters. 2024 - 3,663,149 2025 – 4,886,412 2026 – 6,373,241
Cycling journeys at those 88 counters	6.37 million	First eight months of 2026 (January to August) 2024 - 3,663,149 2025 – 4,886,412 2026 – 6,373,241
Victoria Road cycling share	16.6% of journeys	More bikes than cars at rush-hour peaks. Total number of cycle journeys recorded over two days 5,637. **Jan to August 2026 cycle journeys** Sauchiehall Street Avenue – 505,567 South City Way at Victoria Bridge – 471,156 Clyde Street – 270,614
East City Way daily cycling	Approximately 300 → almost 700 journeys	Increase since May 2024.
Annual economic benefit from cycling	Estimated £106.7 million	Glasgow-wide estimate. Alongside recorded growth, this supports the case that sustained investment in safe, connected infrastructure can deliver modal shift and wider health, environmental and economic benefits.

1. Active Travel's Contribution to Sustainable and Accessible Places

For Glasgow City Council, active travel is a means to achieve wider strategic outcomes and unlock regeneration, placemaking and sustainable economic growth. Our projects provide safe, direct and attractive routes to expand access to jobs, education, shops, health services, parks and public transport. The projects upgrade footways, crossings and public realm, improving places for disabled people, older people, children, women, people pushing prams, and households without access to a car. Further, protected cycling infrastructure broadens travel choice and can make short journeys more affordable and predictable.

Glasgow's approach is more than individual cycle lanes. It provides connected networks, safe junctions, accessible footways, secure storage, integration with bus and rail, local behaviour-change support and high-quality public realm. The benefits

are mutually reinforcing: better access supports inclusion; safer streets support health; greening and rain gardens support climate adaptation; and improved town and city centres support footfall, confidence and investment.

Delivering Scotland's National Transport Strategy 2

The Glasgow Transport Strategy and Active Travel Strategy sit within the wider framework of Glasgow City Council's Strategic Plan 2022 to 2027 and provide the citywide policy and spatial framework for translating the objectives of Scotland's National Transport Strategy 2 (NTS2) into local investment and delivery. Their outcomes—supporting a just transition to net zero, tackling poverty and inequalities, enabling inclusive economic success and creating places where everyone can thrive—align with NTS2's four interconnected priorities. Active travel is a practical means of delivering across all four, rather than a separate transport objective.

Reduces Inequalities: Glasgow's focus on accessible neighbourhoods and an inclusive city centre supports fairer access to employment, education, healthcare and local services, particularly for people without a car. Glasgow has Scotland's lowest vehicle ownership rate—388 vehicles per 1,000 people aged 17 and over, compared with 571 nationally, reinforcing the importance of accessible alternatives to private car travel. Additionally, active travel infrastructure improves footways, crossings and connections to public transport address physical barriers, while cycle access, secure storage and community-based support help tackle the cost, confidence and skills barriers that can prevent participation.

Takes Climate Action: The Glasgow Transport Strategy applies the sustainable travel hierarchy, prioritising walking, wheeling, cycling and public transport over reliance on private cars. Connecting Glasgow, the City Network and integration with bus and rail provide practical alternatives for everyday journeys. Alongside this shift towards lower-carbon travel, the greening, drainage and rain gardens incorporated into neighbourhood and Avenues projects support adaptation to climate change.

Helps Deliver Inclusive Economic Growth: The Strategy links sustainable transport investment with access to jobs, regeneration and successful local and city centres. Connected active travel routes, bus-priority corridors and interchange improvements support access to employment and services without requiring car ownership. Combining these connections with high-quality public realm helps ensure that transport investment supports both movement and the economic vitality of places.

Improves our Health and Wellbeing: Safer walking, wheeling and cycling routes make physical activity part of everyday journeys, while accessible public spaces and Liveable Neighbourhoods support social connection and local living. The Strategy's road-safety work and emphasis on cleaner, people-focused streets complement active travel investment, supporting NTS2's ambition for a transport system that is safe, enables healthy choices and makes communities better places to live.

Glasgow's active travel strategy and delivery provides a local delivery mechanism for national transport priorities. The funding reforms proposed in this submission would

strengthen the Council's ability to deliver these linked outcomes through coordinated, place-based investment.

Principles of Developing Active and Sustainable Transport in Glasgow:

- Network before isolated schemes: close gaps and connect people to destinations.
- Walking and wheeling first: design for the full range of vulnerable users and mobility needs.
- Integration with public transport: make walking, wheeling and cycling part of complete door-to-door journeys.
- Place and movement together: treat streets as civic spaces as well as transport corridors.
- Equity by design: prioritise communities facing deprivation, poor accessibility, severance and lower car ownership.
- Infrastructure plus support: combine capital works with access to cycles, training, maintenance, communications and community delivery and third sector partners.
- Post delivery: Ensure maintenance and winter treatment for all year use.

2. Glasgow's Strategic Approach and Delivery Portfolio

2.1 Connecting Glasgow

Funding context

The national funding model managed by Transport Scotland has moved from multi-year funding to annual allocations for the design and delivery of active travel infrastructure. This has introduced uncertainty for long-term projects, which require flexibility in phasing and prioritisation. With the previous Sustrans Places for Everyone (PfE) multi-year funding model no longer available, projects must now compete for single-year funding through Tier 2 of Transport Scotland's Active Travel Infrastructure Fund (ATIF).

In response, Council officers reviewed the delivery programme to prioritise projects that could be delivered within a single financial year. This review led to Connecting Glasgow, the Council's unified delivery framework for the City Network and Liveable Neighbourhoods.

Delivery priorities to 2032

Connecting Glasgow sets out infrastructure priorities to 2032, focusing on projects that can be delivered within single-year funding windows. Glasgow City Council remains committed to the wider City Network ambition: approximately 270 km of segregated cycle routes across the city.

The programme prioritises delivery of 54.44 km of the network by 2032, comprising a 23.57 km inner orbital route and 30.87 km of priority spokes. It builds on existing infrastructure, closes critical gaps and avoids isolated sections of route, while maintaining a rolling pipeline of projects ready for design or construction funding.

Integrated neighbourhood benefits

Connecting Glasgow also enables our Liveable Neighbourhoods interventions to be delivered as part of the programme of delivery. Combining transport investment with improved crossings, safer school routes, accessibility upgrades, greening, drainage and improvements to town and local centres increases local benefits and value for money.

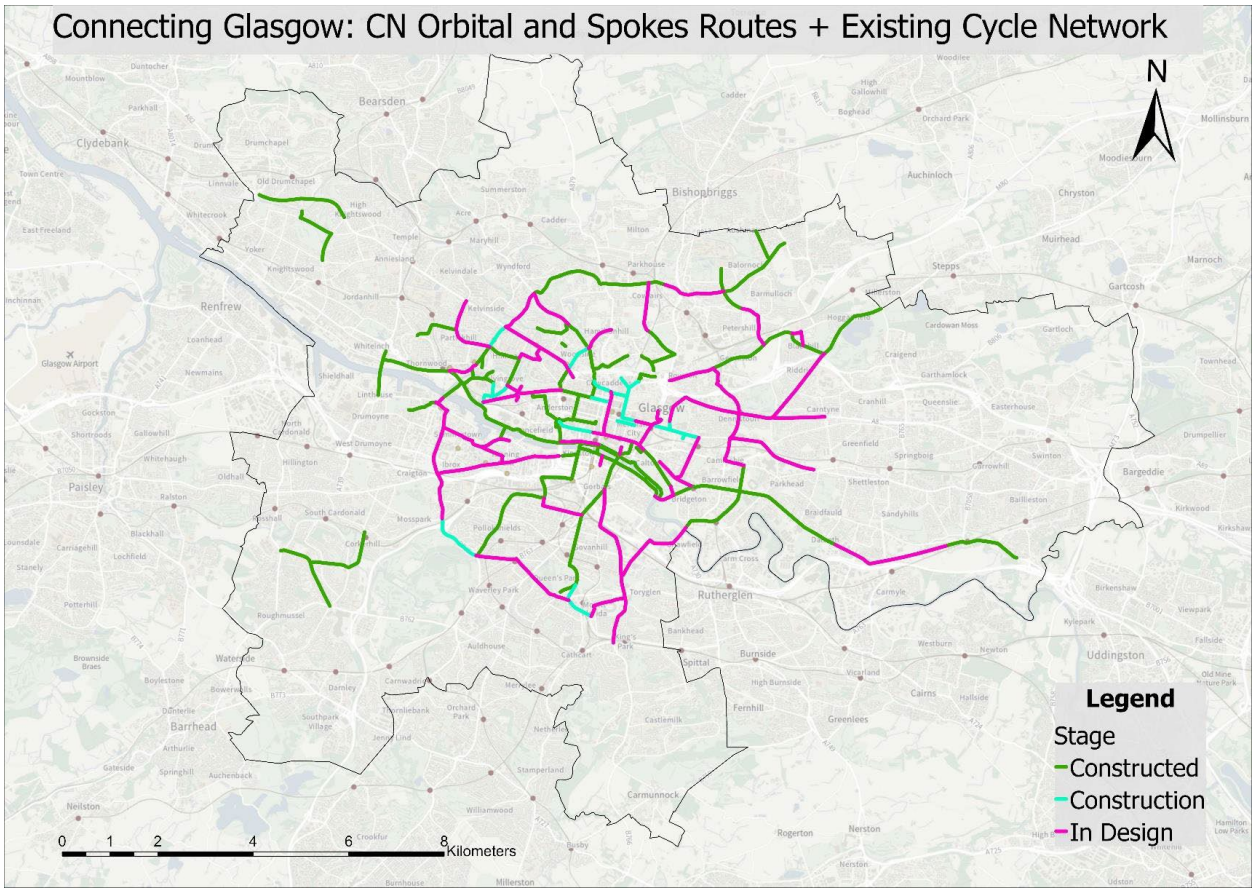


Figure 1. Connecting Glasgow: priority orbital and spoke routes shown alongside the existing network.

2.2 Projects progressing in 2026/27

Programme element	Contribution
Connecting Battlefield Phase 2	Segregated cycling on Grange Road, improved crossings and footways, and new public spaces at Battlefield Rest and the Letherby Triangle.

Connecting Yorkhill and Kelvingrove Phases 2 and 3	Safer and more direct routes, upgraded public realm and crossings, segregated infrastructure and a stronger connection to Kelvingrove Park and local destinations.
East City Way Phases 5 and 6	Permanent, protected infrastructure on London Road and a CYCLOPS junction at Braidfauld Street, replacing temporary measures and strengthening the east-west network.
Connecting Anderston	A missing link between the Argyle Street West Avenue and West City Way, with station access, rain gardens, lighting, seating and a controlled crossing.
Inner North and Inner South packages	Strategic design packages to address severance, connect communities to the city centre and integrate accessibility, public realm and greening.

2.3 GCC supporting measures that turn infrastructure into everyday use

Public cycle hire: Glasgow's fully electric Voi cycle-hire service, launched in November 2025, has widened geographic coverage and lowered the effort barrier for short journeys. Hire locations have increased from 113 under the previous model to more than 260. Since the implementation of the scheme, the Council has developed a positive strategic partnership with Voi which has assisted with the scheme becoming part of the fabric of the Council's transport offer, with Voi upscaling the volume of bikes at venues to support the Commonwealth games and Voi ensuring that pricing of the scheme is competitive to retain existing users and attract new ones. The Council's October 2026 monitoring update highlights the scale and pace of uptake:

Usage and reach: 2,003,612 hires in the first 11 months of operation and approximately 119,000 Glasgow customers.

Accelerating demand: The first million hires took eight months; the second million followed in just three months. August 2026 was the busiest month, with 333,015 hires.

Journey characteristics: The average ride was approximately 3.1 km and 16 minutes, illustrating the scheme's role
in short urban journeys.

Major-event travel: More than 122,000 trips were made during the 2026 Commonwealth Games, averaging over 11,000 a day.

Demand for expansion: Voi had received approximately 1,800 requests for parking bays since December 2025.

Secure on-street cycle parking: Glasgow's residential cycle-storage scheme addresses a practical barrier to everyday cycling, particularly for tenement residents without suitable storage at home. The Council's October 2026 rollout update illustrates both progress and continuing demand:

Provision and capacity: Since the successful pilot in 2021, the scheme has grown to 365 shelters providing more than 2,100 secure spaces. Each shelter accommodates up to six bicycles.

Demand: The October update reported occupancy of around 93%, with more than 2,000 residents on the waiting list, demonstrating substantial unmet demand.

Planned expansion: The latest installation programme provides for 80 new shelters by the end of November 2026 and a further 40 in early 2027, creating up to 720 spaces across 120 new shelters. These are planned outputs, rather than completed installations.

Five-year programme: The Council's contract with Hooplr provides for up to 500 additional shelters, equivalent to
up to 3,000 additional secure storage spaces.

Resident costs and operation: A space costs £84 per year, equivalent to £7 per month, covering ongoing management and maintenance by Hooplr. Locations are prioritised using resident demand, housing type, population density, proximity to cycle routes and deprivation data, helping target investment where storage barriers are greatest.

People and Place behaviour change: Glasgow City Council works with third-sector partners to provide led rides, learn-to-ride support, maintenance, refurbished cycles, loans and bike-library access, addressing cost, confidence and skills barriers. The programme is supported by Transport Scotland funding administered through Strathclyde Partnership for Transport (SPT). The Council's June 2026 monitoring and evaluation report records the following results for 2025/26:

Investment and delivery: £1,010,051 supported eight projects delivered by six third-sector partners, comprising £600,000 in revenue and £410,051 in capital funding.

Participation: Around 22,000 adults and children were engaged across the programme. This is a reported participation total rather than a confirmed count of unique individuals; some activities include repeat attendance.

Keeping cycles in use: Partners reported 1,212 bicycles refurbished and 1,556 bicycles repaired or serviced, supporting access to affordable cycling and extending the useful life of existing cycles.

Skills and local travel planning: Maintenance-skills training reached 1,407 participants, while eight travel plans were established across four primary schools and four community centres.

Funding for 2026/27: The Council's June 2026 committee report records £599,404.20 secured for six projects delivered through the Council, with a further £44,000 awarded directly by SPT to Glasgow Eco Trust. These funding awards are distinct from the completed 2025/26 delivery results above.

Development planning and wider investment: The transport appraisal supporting the emerging City Development Plan 2 (CDP2), finalised in November 2026, identifies Connecting Glasgow, the wider City Network and the Avenues programme as strategic interventions needed to accommodate increased travel demand and improve access to public transport, jobs and local living opportunities.

Supporting housing and regeneration: The spatial strategy provides for more than 30,000 homes alongside employment growth, focusing on brownfield redevelopment, regeneration and accessible urban locations. The appraisal finds that the areas with the greatest forecast increases in sustainable travel demand broadly align with planned active travel and bus-priority investment corridors.

Connecting development to public transport: Forecast growth in walking and cycling includes journeys to rail stations, Subway stations and bus services. Safe, direct routes to interchanges are therefore important both for local journeys and for access to employment and services across the wider city region.

Coordinating infrastructure and investment: The appraisal concludes that the proposed growth strategy can be accommodated through existing planning policies, developer contributions and targeted mitigation, without identifying a requirement for major new road infrastructure. This does not remove the need for site-specific transport assessments or local improvements. Instead, it reinforces the importance of coordinating development with the delivery of connected walking, wheeling, cycling and public transport networks.

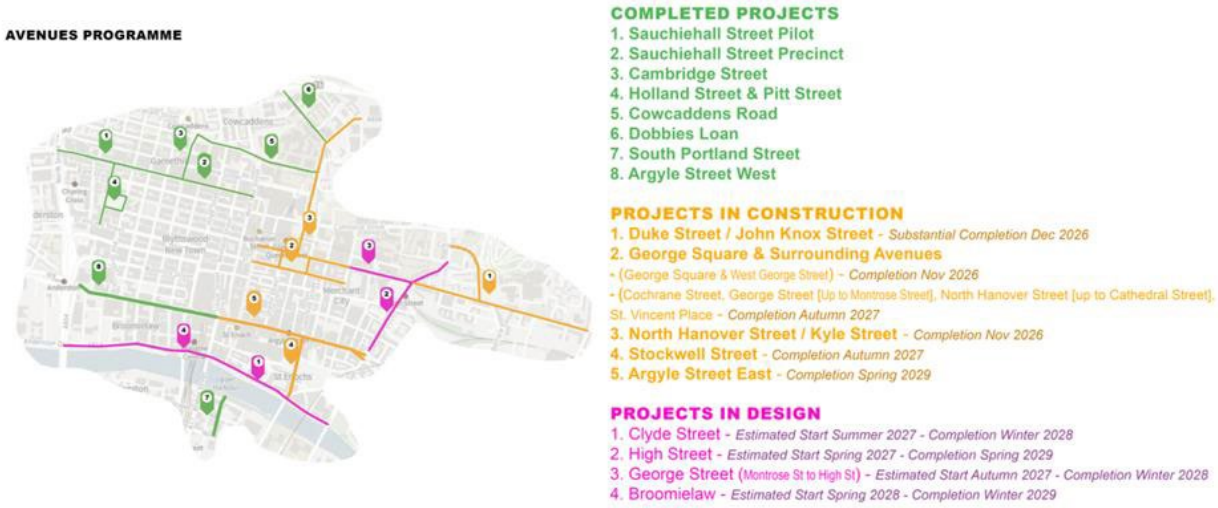
3. The Avenues Programme

The Avenues programme demonstrates the value of ensuring active travel as part of a wider economic, environmental and accessibility programme. The Avenues creates an integrated network of improved pedestrian and cycle routes through Glasgow city centre and its fringes, while rebalancing streets, improving public realm and introducing green and blue infrastructure, including street trees, planting and rain gardens.

The wider programme scope comprises 16 City Deal streets and spaces plus four Avenues Plus projects—20 in total. Published investment totals approximately

£144.42 million: £123.42 million through City Deal and £21 million from Sustrans (now the Walk Wheel Cycle Trust) and Transport Scotland.

The programme supports city-centre recovery, access to employment and services, climate adaptation, place quality and investor confidence. It also connects with the wider active travel network, including the Argyle Street West Avenue connection to Connecting Anderston and the West City Way.



Delivery Lessons from Active Travel Project Delivery in Glasgow

- Projects of this nature are complex to design and construct because they combine transport, utilities, drainage, trees, public realm, servicing and accessibility requirements.
- Projects of this scale require programme-level coordination. Projects such as these inevitably lead to closures and diversions, which can have cumulative effects on bus operations, businesses, servicing, events and emergency access.
- Early, structured engagement with bus operators, SPT, businesses, access groups and utility providers is essential throughout ensure in as far is practical, that impacts are minimised.
- Funding deadlines must recognise that the best outcomes may take longer than a single financial year, particularly where utility diversions, traffic regulation orders, procurement or seasonal construction constraints apply.

4. Constraints within the Current System

Key issue	Practical consequence
Strategic Planning Disruption	Projects of this nature typically utilised national multi-year funding, allowing a phased progression from concept design through the project stages to construction. The shift to the ATIF annual

	funding model introduces uncertainty which results in difficulties in long-term programme planning.
Increased Delivery Risk	There is an increased risk of projects stalling between each design stage and construction stage if funding is not secured in subsequent years. This may result in a stop-start delivery, leading to cost escalation, loss of design continuity and reduced community buy in.
Pressure on Internal Resources	The above has now created a need for accelerated design cycles to meet annual funding windows (including any funding bid applications) prior to each stage being complete. This places pressure on internal staffing resource allocation with resources potentially being prioritised if there is more likelihood of funding certainty.
Scope reduction and fragmentation	Yearly funding provides a challenge to complex multiyear projects, in particular where projects seek to combine multiple discipline aspects of sustainable travel, active travel, parking, drainage, and placemaking or projects of geographical size that cannot be completed in a single year. This can result in projects being reduced in scope to reflect what can feasibly be delivered in a financial year.
Community Engagement	Accelerated design and construction cycles and shorter funding windows impacts on time available for engagement, including analysis and feedback as well as reducing flexibility for design and time between engagement, feedback and delivery, risking community apathy and consultation fatigue.
Procurement implications	Compressed funding timelines requiring rapid mobilisation of design and construction on a yearly basis which reduces the flexibility and time available for the procurement and tendering process.

Statutory consents	Traffic Road Orders (TRO), Planning Consents, or Advertising Consents are lengthy legal processes and presents a risk to delivery within reduced funding delivery timescales.
Maintenance and asset stewardship	A growing network creates recurring needs for cleansing, surface renewal, lining, vegetation management, winter treatment and defect response. Additional revenue support, capital investment can deteriorate and accessibility can be compromised.
Financial Implications and project programming	Uncertain dates of funding award, in addition to seeking committee approval for acceptance of funding, can lead to difficulties forward planning active travel projects and delivery programmes.

5. The Case for Investment in Glasgow's Infrastructure

Glasgow’s delivery record and investment case

Glasgow’s record demonstrates that the Council delivers when Scottish Government investment is available. Its delivery capacity and pipeline of projects make the city a strong proposition for further investment in high-quality active travel infrastructure. Strong, sustained growth in network use as routes expand demonstrates value for money and supports a shift to walking, wheeling and cycling.

The opportunity for urban investment

Glasgow’s compact layout and high population density mean that shorter routes can connect more people to jobs, services and other destinations. This creates a strong opportunity to increase walking, wheeling and cycling and help meet national transport ambitions.

The Scottish Government and Transport Scotland recognised this opportunity in the original Active Travel Transformation Programme proposals, which included an ATIF Tier 3 for councils, principally Glasgow and Edinburgh, with the capacity and project pipeline to deliver at scale and encourage more sustainable travel.

With public finances under pressure, investment should focus on councils that can deliver at scale. Glasgow offers a proven delivery record, a strong project pipeline and comparatively strong political and public support. The Council welcomes further discussion with the Scottish Government on how to make the most of this opportunity.

Restore multi-year funding

The move from multi-year funding to annual allocations creates significant delivery constraints, particularly when awards are confirmed well into the financial year. It introduces uncertainty for long-term projects that need flexibility in phasing and prioritisation through design and construction.

Glasgow City Council's core recommendations to the Scottish Government are:

- restore multi-year active travel funding, addressing the practical limitations of the current annual allocation model
- build maintenance budgets to into annual funding allocations to maintain the new infrastructure
- integrate funding streams to reduce siloed approaches and maximise delivery – for example enable projects to be jointly funded by the Active Travel Infrastructure Fund and the Bus Infrastructure Fund to increase ambition and deliver truly transformational place-based projects.

6. Conclusion

Glasgow's experience demonstrates that sustained investment in connected walking, wheeling and cycling infrastructure delivers wider benefits for accessibility, public transport, regeneration and climate adaptation. Connecting Glasgow and the Avenues programme provide a clear framework for delivery, complemented by cycle hire, secure residential storage and community-based support. Growth in network use and demand for these services strengthens the case for continued investment.

The Council has a proven delivery record and a substantial project pipeline. Glasgow's density and compact geography offer an opportunity to connect large numbers of residents to everyday destinations and support further modal shift. Realising this potential requires funding arrangements that reflect the time needed for meaningful engagement, design, statutory processes, procurement and construction. Annual allocations, particularly when confirmed late, constrain delivery and increase the risk of delay, additional cost and fragmented networks.

Glasgow City Council therefore seeks that the Committee to support the restoration of multi-year active travel funding, provision for ongoing maintenance and greater integration of funding streams, including active travel and bus infrastructure funding. Together, these changes would enable better-coordinated, place-based investment, protect the quality of completed infrastructure and improve value for money. The Council welcomes further engagement with the Scottish Government and Transport Scotland on how Glasgow's delivery capacity can help realise national ambitions for sustainable and accessible towns and cities.

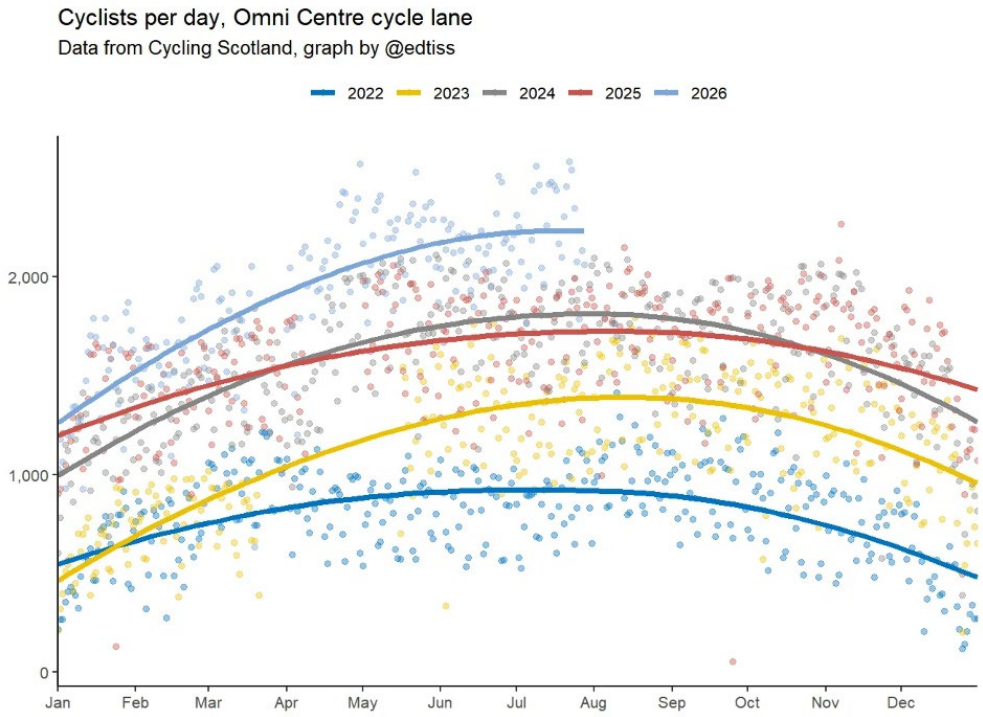
Glasgow City Council
16 November 2026

Written submission from Spokes, the Lothian Cycle Campaign

1. Uptake and impact of cycling

- Data from Cycling Scotland[1] shows very impressive growth in bike use in Edinburgh and Glasgow where high-quality bike lanes have been installed.

- The growth is illustrated by this graph[2] from Ed Tissiman, based on automatic counter data near the top of Leith Walk.



- Regular Spokes bi-annual traffic counts[3] since 2021 at onroad locations without bike lanes also suggest rising bike use, but less substantial than on roads with segregated lanes.

- In terms of pedestrian safety, Leith Walk data from official sources, again analysed by Ed Tissiman, reveals some interesting conclusions:

    - Despite the cycle paths in the footway – or perhaps in part because of them – pedestrian casualties on Leith Walk have fallen drastically[4] since segregated bike lanes were installed (at the same time as the tram), from over 10 a year pre-2020 to around 2 a year post-2020. The

- https://cycling.scot/news/scotland-s-bike-lane-networks-break-new-records
- https://bsky.app/profile/edtiss.bsky.social/post/3mskrtwtbo22l
- https://www.spokes.org.uk/2026/05/spokes-traffic-count-may-2026-bikes-up-everywhere/
- https://bsky.app/profile/edtiss.bsky.social/post/3mly6on63a22n

reasons are unknown, but, since pedestrian casualties overwhelmingly result from motor vehicle impacts, we speculate that crucial factors are the separation of pedestrians from the carriageway by the cycle lanes, and safer road crossings due to a new ban on kerbside parking at the same time.

- Despite concerns over the Floating Bus Stops beside cycle lanes, no injuries[5] were recorded at the Leith Street floating bus stops between 2021-2025, during which Ed Tissiman calculates that around 2 million cyclists passed them and around 5 million bus passengers boarded or alighted.

- In terms of cyclist safety, we know of only one cyclist injury on the Leith Walk cycle lanes (despite some disappointing design aspects) in 5 years of operation. Cyclists are separated from motor traffic and, in this particular case, from tramlines, an ongoing source of crashes elsewhere.

2. Shared bike schemes such as Voi

There is convincing evidence of a major rise in bike trips thanks to the Voi scheme in Edinburgh. Anecdotally we know that some Voi trips are by existing cyclists, instead of using their own bike, but data suggests strongly that many additional trips are being generated.

- A Spokes traffic count[6] on 24.9.26 at 4 different locations in Princes Street and George Street, over two 1-hour periods, found Voi bikes comprising a remarkable 25% of all bikes.

- Ed Tissiman has estimated that Voi bikes bring around 500 extra cycle trips[7] to Leith Walk each day. Very roughly, this represents around 25% of all bike trips – similar to our count data above.

- The only significant complaint we are aware of around Voi bikes is that the semi-informal (but geo-fenced) parking locations are not always used tidily. Voi has recently painted lines around some troublesome locations, to clarify where bikes should be left, and anecdotally this seems to have helped considerably and could be expanded to more locations.

3. Safety and accessibility of cycling infrastructure

- In (1) above we mentioned the safety benefits – for both pedestrians and cyclists – of Edinburgh's segregated bike lanes. **For pedestrians**, separation from motor traffic by bike lanes is a significant gain in terms of noise, splashing and safety.

5 https://bsky.app/profile/edtiss.bsky.social/post/3myc2zeccpk25
6 https://www.spokes.org.uk/2026/10/city-centre-bike-boom/
7 https://bsky.app/profile/edtiss.bsky.social/post/3mwejqzw6p223

- However, **bike lane safety for cyclists** depends heavily on **continuity**. We have recently had an example, on Gilmerton Road, where a pedestrian buildout has been constructed, without consulting cycling interests, and blocking the cycle lane, thus forcing cyclists into the busy traffic lane to pass the buildout (see section 7 here[8]). We have heard many complaints from cyclists about the dangers, and indeed we know of one who crashed into the buildout (reported by him to the Council). Other forms of pedestrian crossing would be feasible whilst allowing cyclists to remain kerbside, as in some other city locations. Remarkably, this cycle lane is on what Edinburgh calls its 'Primary Cycle Network,' but for which no standards have been published, thus allowing such dangers to be introduced.

- Interruptions to cycle lane safety, as above, not only present dangers to regular cyclists, but equally or more important are likely also to **deter the families, novices, etc**, who might otherwise feel confident to try cycling rather than using the car.

4. Barriers to delivering active travel projects

There are many barriers to delivering active travel projects but, since this is a Scottish Government Committee, we will focus on issues where the Scottish Government could make a real difference to effective delivery of active travel initiatives and, more generally, to encouraging modal shift from car to active travel.

- The Scottish Government should re-instate its previous promise of **10% of the transport budget going to active travel**, with equal phased rises each year, to reach 10% by the end of the Parliament. The funds should be taken, as far as possible, from those trunk road schemes which increase capacity. With local authority budgets under severe pressure, councils rely on government funding for the bulk of active travel project capital investment. Such projects contribute significantly to government ambitions on public health, climate and placemaking. Furthermore, the cost-benefit ratio for active travel projects is normally far higher[9] than that for road expansion schemes. Indeed, according to the Scottish Parliament's information service, SPICe,[10] in the case of A9 dualling an additional new factor (driver frustration) had to be invented in order to make the dualling economically acceptable - and a more recent Business Case assesses it as "low value for money."[11] Equally concerning, there been no comparative CBR of electrifying and possibly dualling the adjacent single-track diesel-hauled main line rail to Inverness.

- **Multi-year funding allocations for major local authority active travel projects**. This is vital, rather than requiring annual bids even for large schemes, a constant source of local authority frustration and financial risk.

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8 https://www.spokes.org.uk/wp-content/uploads/2026/08/2608-21-action-update.pdf

9 https://assets.publishing.service.gov.uk/media/697b3f58b28b2cc262572ef6/active-travel-economic-impacts-of-active-travel.pdf

10 https://spice-spotlight.scot/2020/02/18/the-a9-dualling-project-crucial-for-scotland/

11 https://www.gov.scot/binaries/content/documents/govscot/publications/foi-eir-release/2024/04//foi-202300390751/documents/foi-202300390751---information-released---annex-c/foi-202300390751---information-released---annex-c/govscot:document/FOI+202300390751+-+Information+Released+-+Annex+C.pdf

Road projects often take several years, but once started can be assured of funding for completion. Active travel projects deserve similar treatment. Indeed, whilst the Transport Hierarchy is usually discussed in terms of project design, this, and the previous bullet point, are examples of where it is disregarded in policy.

- **Active Travel funding should be transparent**. Since 25/26, bus infrastructure funding has been bundled into the Active Travel budget, renaming it 'Active and Sustainable.' This has been used by the Scottish Government, whether knowingly or not, to disguise the true Active Travel picture, by not comparing like with like (and by choice of which years to present). For example, whilst the graphic on page 23 of the 2026 PfG talks of "Increased investment for Sustainable and Active Travel from £115m in 2021-22 to over £226m in 2026-27" the reality is that investment purely in Active Travel has fallen from over £189m in 2023-23 to under £165m in 2026-27. This is explained in detail here.

- **Government should provide Local Authorities with the powers they need**. We understand that local authorities such as Edinburgh have for years been asking for a whole range of powers which could benefit active (and sustainable) travel, including improvements to **Traffic Order regulations**, and powers to use **bus cameras** to enforce bus lane contraventions. Most recently, Cabinet Secretary for Transport, Stephen Flynn MSP has, by ceasing work on the necessary regulations, effectively prevented those councils who wish to do so from introducing **road user charging**. This is an inexplicable refusal to devolve powers which should be for local decision – dubbed "a disgrace" and a breach of the COSLA Verity House Agreement by the leader of Glasgow City Council, Cllr Ricky Bell.[12]

Spokes, the Lothian Cycle Campaign
16 November 2026

12 https://www.thetimes.com/uk/scotland/article/snp-glasgow-council-stephen-flynn-road-use-charge-f989hts53

Written submission from the Walk Wheel Cycle Trust

Main sources:

- Active Travel Framework indicators Active Travel Framework Indicators - updated baseline report | Transport Scotland
- Walking & Cycling Index (Scotland) Report 2025 Walking and Cycling Index 2025 Scotland report
- Places for Everyone Infrastructure Impact Report 2024/25 Places for Everyone
- National Cycle Network Scotland Impact Report 2024/25 National Cycle Network Scotland

Introduction

Walk Wheel Cycle Trust is the UK's leading active travel charity. We have been working in Scotland for over 30 years to develop active travel infrastructure and support more people to walk, wheel and cycle.

We are the custodian of the National Cycle Network (NCN) and with funding from Scottish Government we have supported local authority and other partners to deliver projects[1] like Glasgow's South City Way; the Loch Indaal Way on Islay; CCWEL in Edinburgh; Arbroath A Place for Everyone and Walk Cycle Live Stirling. The Community Links and Places for Everyone programmes at last count supported around 358 projects over nearly 10 years.

We are experts in engaging and working with communities – recognised nationally through our contribution to the RIBA Plan of Work[2] and locally through innovative, community led place-based projects, our award winning accessibility programme along the NCN, and the I Bike programme which is making a difference to young lives across Scotland.

The Trust produces the annual Hands Up Scotland Survey,[3] the official statistic for school travel in Scotland – and the two-yearly Walking and Cycling Index. The Index captures how people travel and how they *want* to get around Scotland's eight cities; and the benefits of walking, wheeling and cycling.

This submission highlights the impact creating safe and accessible infrastructure, with community engagement and behaviour change activities, has on the uptake of cycling and the outcomes this has for health, economy and environment.

[1] Walk Wheel Cycle Trust Showcase - Walk Wheel Cycle Trust Showcase
[2] Landmark collaboration highlights importance of engagement within built environment sector - Walk Wheel Cycle Trust
[3] Hands Up Scotland Survey - Walk Wheel Cycle Trust

We also propose a series of issues for consideration arising from the impact assessments we have carried out of active travel projects across Scotland.

Active Travel Framework Outcomes and Strategic Objectives

Transport Scotland published its Active Travel Framework in 2019. Its outcomes, described as a 2030 vision for active travel, are to:

- Increase the number of people choosing walking, cycling and wheeling in Scotland
- High-quality walking, cycling and wheeling infrastructure is available to all
- Walking, cycling and wheeling is safer for all
- Walking, cycling and wheeling is available to all

The Active Travel Framework also refers to the Scottish Government's wider goals of:

- Cutting carbon emissions and other pollution
- Better health and safer travel for all
- Supporting delivery of sustainable economic growth

Impact of safe, accessible infrastructure

New, high-quality infrastructure for walking, wheeling and cycling is encouraging increased levels of active travel.

The 2026 Active Travel Framework indicators report (figure 5) measures the proportion of journeys under 5 miles made by bicycle based on data from the Scottish Household Survey. The indicator reports rates of people cycling have been consistent since 2014, with a recent drop in 2024.

This might suggest that rates of people cycling hasn't changed; however, evaluations conducted by Walk Wheel Cycle Trust at sites where there have been active travel projects delivered show there is almost an 80% increase in active travel participation. Where investment has been made, more people are making active journeys.

For the 27 active travel projects that Walk Wheel Cycle Trust has monitored and holds long term data (2-5 years after project completion), we found a 78% increase in users from before project completion to 2-5 years after, an increase from 1.2 million users to 2.1 million users.

When broken down by mode, this equated to a 118% increase (+400,000 users) in cyclists, and a 60% increase (+500,000 users) in walkers.

This growth in numbers associated with new infrastructure is also supported by counter monitoring carried out by Cycling Scotland.[4]

On the National Cycling Network, 4.3 million trips were supported in 2024.

The Walking & Cycling Index covering eight Scottish cities reports that across the main urban areas, 35% of all residents cycle and 15% cycle at least once a week. Of note is that this figure differs significantly by gender – 10% of women and 21% of men who cycle at least once a week.

From our project evaluation data, we estimate that with the growth in overall users at project sites, there was an increase of female users from around 490,000 to around 900,000 following completion.

Where safe, accessible infrastructure exists, there is a significant increase not only in the numbers but also in the diversity of people cycling. These trips are for everyday purposes such as shopping, accessing local facilities and services, and connecting to public transport. The same also applies to walking and wheeling journeys.

Greater equity - high-quality walking, wheeling and cycling infrastructure is available to all

As a result of the investment made through Places for Everyone, just over 10% of the Scottish population (560,000 people) now live within 500m of high-quality cycling infrastructure.

44% of Scotland's population live within 1km of the National Cycle Network.

The Walking & Cycling Index calculates that 30% of households are within 125m of some form of cycling infrastructure. Across Scottish cities we estimate there are 343 miles of traffic-free cycle paths, 51 miles of segregated road, and 17 miles of signposted routes along quieter streets.

More people are now connected to better quality cycling infrastructure and are benefiting from improved travel choices. Continued improvement of the coverage and accessibility of infrastructure for households will enable more journeys to be made, strengthening network effects and creating greater benefits for everyone.

The type of infrastructure developed and delivered should always consider an assessment of place-based requirements and wider transport planning such as access to public transport.

[4] Scotland's bike lane networks break new records | Cycling Scotland

Walking, wheeling and cycling is safer for all

The Active Travel Framework indicators refer to the rate of casualties for cars remaining lower than for cyclists (the rate of casualties per million vehicle km by mode of transport) against a trend of casualties reducing overall.

The Walking & Cycling Index reports that only 45% of women and 51% of men think it is safe to cycle in their local area. And just 35% of residents think it is safe for children to cycle.
To estimate the number of road casualties potentially prevented by Places for Everyone projects we compared observed casualties over a three-year period before and after project completion to predicted figures using national casualty data.

This has estimated 28 road casualties were prevented by projects over the 3-year period looked at. The analysis looked at direct road traffic accidents and includes slight injuries, serious injuries, and fatalities.

Responses from route user surveys across 20 projects show an increase in the proportion of respondents who agreed or strongly agreed that they feel safe, rising from 77% before project completion to 89% 2-5 years after project completion.

Perceptions of safety are important for people who are deciding if they can cycle. The impact of new infrastructure on both perceptions and actual safety is clear from the evaluation work.

Reducing carbon emissions and other pollution

Using modelling of survey data we have estimated that across eight cities in Scotland active travel keeps 520,000 cars off the roads every day. This is a greenhouse gas emission saving of 93,000 tonnes.

Evaluation of 52 projects reported active travel trips increased by a combined ~1.9 million a year. It is estimated that 30% of these new trips replace trips that would otherwise be made by car or taxi. As a result, this means there have been about 340,000 fewer car and taxi trips, resulting in 1 million fewer kilometres driven. This amounts to a saving of 230 tonnes of CO2e per year.

Better health

Before project completion, three quarters (75%) of respondents agreed or strongly agreed that “to get exercise” was an influence on why they had chosen a route.

This figure rose to include almost all respondents (95%) 2-5 years after project completion, showing that investment in safe, high-quality walking, wheeling and cycling

infrastructure has a continued impact in supporting more people to get active and make healthier journeys.

Walk Wheel Cycle Trust used the Sport England MOVES Tool to calculate the health impacts of cycling across the eight Index cities. In just these eight city areas, it calculated that cycling will prevent around 886 serious long-term health conditions each year. This represents an £11.2 million saving per year for the NHS, equivalent to the cost of 250,000 GP appointments.

The physical activity benefits from cycling prevent 101 early deaths annually. The WHO/Europe Health Economic Assessment Tool (HEAT) values this at £408.6 million.

Economic Impact

The Walking & Cycling Index uses a Societal Gain Model[5] to look at the costs and benefits of cycling across eight Scottish cities. In 2025 the total annual economic benefit of cycling was calculated at £275.3 million.

Using the Societal Gain model, we estimate that between £1.28 (in Dunfermline) and £1.84 (in Glasgow) is saved for each mile cycled instead of driven.

Furthermore, cycling journeys reduce congestion. 63,000 return trips are cycled daily by residents who could have used a car. If these cars were all in a traffic jam it would tail back 189 miles equivalent to the distance from Aberdeen to Hawick, or Edinburgh to Manchester.

The Active Travel Framework indicators also report that cycling journeys under 5 miles are proportionally more likely to be made by lower income households. This is also true for walking journeys under 2 miles.

Challenges for future delivery

Funding

Audit Scotland[6] highlighted concerns that councils applying to the Active Travel Infrastructure Fund (ATIF) are required to provide a high level of detail focused on project delivery, rather than demonstrating the outcomes and benefits projects will achieve. This approach is now being compounded by the annual nature of funding and the frequent delays in funding confirmation, which can significantly reduce the time available for delivery.

[5] Walking and Cycling Index 2025
[6] Sustainable transport: Reducing car use

As a result, councils are often required to adapt their plans to fit funding processes and timescales, rather than prioritising the schemes that would deliver the greatest benefits for their communities. This can make it difficult to develop and deliver large-scale, transformational active travel projects, which typically require sustained investment over several years.

The uncertainty associated with annual funding cycles can undermine long-term planning and reduce confidence in delivery, leading some councils to reassess both their capacity and their ambition for future active travel infrastructure programmes.

Reducing the gender gap in cycling

Data on cycling strongly suggests that there is a significant gender gap with twice as many men choosing to cycle than women. The Children's Walking and Cycling Index[7] reports that this difference in participation starts to happen in childhood, reflecting a pattern of reduction in physical activity that starts sooner with girls.

We published a report this year (2026) with Transport Infrastructure Ireland[8] that recommends a new approach to planning infrastructure through a gender lens that identifies the different choices that women make when planning and taking journeys.

Transform Scotland[9] have also responded to the UK Parliament Transport Committee inquiry into safer journeys for women and girls, recommending similar steps be taken across transport networks.

Physical safety, including road safety and personal safety, is often cited as the single largest barrier to cycling and is referenced in guidance[10] produced by Transport Scotland for cycling infrastructure. But improving participation and uptake will also depend on how infrastructure is planned and designed with women in mind.

The potential to improve cycling for women and girls is significant, and an important step forward will be to improve the engagement with women and girls and addressing gender equity across transport systems.[11]

Local authority planning to create cycling networks

The impact of connected and safe infrastructure is the main driver for an increase in numbers and a modal shift toward sustainable travel.

For many potential cyclists, the end of a segregated lane or traffic free path is a barrier which may stop them choosing to make a journey by bike. Planning should move away

[7] Report reveals a worrying gender gap in children cycling - Walk Wheel Cycle Trust
[8] Empowering women to cycle
[9] Safer journeys for women and girls: Our response to the Department for Transport's call for evidence - Transform Scotland
[10] Cycling by Design 2026 | Transport Scotland
[11] UK transport sector falling behind on gender equity | Women in Transport

from ‘bits of cycle lanes’ to delivering comprehensive networks that people feel safe using.

Active travel and public transport should also work together to provide sustainable transport choices. They should support people without access to a car to make longer journeys in safe, reliable, accessible and convenient ways.

To achieve the level of accessibility and convenience required to support more people in making multi-modal journeys, there needs to be points of interchange where people can easily switch their travel mode. Easy interchanging needs to develop at both the local neighbourhood level and at major transport hubs like main rail stations, bus stations and ferry ports.

Rural Needs

Many active travel projects have been implemented in rural towns and villages. Even though walking, wheeling and cycling are as important to people living in rural areas as urban, there is significantly less data available on the needs of rural areas.

The National Cycle Network (NCN) connects communities across rural and urban areas together. 30% of Scotland’s NCN runs through urban areas with around 70% connecting rural areas. Of its 2,552 km - 1,138 km are ‘traffic-free’ and 1,414 km are ‘on-road’.

For many rural communities, the NCN is the only dedicated active travel infrastructure, and in some cases may be the only safe way to walk, wheel or cycle to school, employment or essential services.[12]

But these routes don’t just give households fairer, cheaper and healthier choices for everyday journeys. Investment in rural NCN routes is also a significant economic and tourism driver.[13]

Research conducted with businesses along National Cycle Network Route 78 (the Caledonia Way) in Argyll & Bute and Highland found average local spend per person, per day of £32.03 for those on daytrips and £106.80 for those on cycle holidays. Leisure cycling alone is estimated to help sustain 232 jobs along this route.

Continued national investment in rural routes and the National Cycle Network, complemented by the security of multi-year funding commitment and timely grant confirmation, would allow more rural communities to access these significant benefits.

[12] First milestone in UK-wide National Cycle Network improvements as vital new traffic-free link opens on the Caledonia Way - Walk Wheel Cycle Trust

[13] Upgrades to popular walking, wheeling and cycling route in Moray welcomed by community during Scotland’s Climate Week - Walk Wheel Cycle Trust

Housing and new development

The Scottish Government[14] has set a target of 110,000 new affordable homes by 2032. The National Planning Framework 4[15] is seeking to create sustainable and connected neighbourhoods.

Affordability is an issue for both housing and transport costs; the two are intricately linked by how car dependent new developments are and how accessible homes are to public transport.

Poor planning decisions, for example developing housing away from public transport stops or not requiring high-quality active travel infrastructure and public transport connectivity, will increase transport costs as well as long-term greenhouse gas emissions.

Children's active travel journeys

Children and young people are often overlooked in transport decisions. We published the Children's Walking & Cycling Index[16] to find out what children would like to prioritise.

Routes that are free from traffic are the most significant ask from 6 – 15-year-olds. Almost half have told us not enough is being done to give them a say in their local area.

Travelling to school is one of the most regular trips a child will make and is an opportunity to experience and learn the benefits of physical activity and independent travel.

Data from Places for Everyone projects involving schools highlights that active travel rates were nearly 9 percentage points higher at schools with infrastructure (58%) versus those without (49.5%).

The Walking & Cycling Index reports that there are 78 'school streets' in Scottish cities, up from 60 in 2023. This is where roads are closed to cars during school drop off and pick up times.

According to Scottish Government figures[17] there are over 2,400 publicly funded schools in Scotland. School Streets have significant potential to support more walking, wheeling and cycling journeys for young people and their families. A first step towards unlocking this potential could be for Scottish Government to consider providing consistent, national guidance which helps schools, communities, local authorities and other partners deliver these locally.

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[14] Affordable Housing Supply Programme: process and procedures MHDGN 2022/02 - gov.scot
[15] National Planning Framework 4 - gov.scot
[16] Children's Walking and Cycling Index Scotland - Walk Wheel Cycle Trust
[17] Headline statistics - Summary statistics for schools in Scotland 2024 - gov.scot

Appendix: case studies

Loch Indaal Way, Islay[18]

Action: The Loch Indaal Way joins the Islay communities of Port Charlotte and Bruichladdich via a safe, accessible and traffic-free route. Prior to this, the only link between the two communities was the 60mph A847 carriageway. The project was supported by Transport Scotland funding through Walk Wheel Cycle Trust's Places for Everyone programme.

Result: The Loch Indaal Way is now an important part of daily life on Islay. Local swimming groups use the path for access to the beach during weekly meet-ups. Attendees of St Kiaran's Church hold fortnightly walks along the path. A recently installed cycle repair station has also been well received by the community, meaning journeys by bike can be made safely and conveniently.

- Active travel trips between Port Charlotte and Bruichladdich on Islay increased fivefold after completion: from an annual usage estimate of 6,100 in 2019 to 34,000 in 2022.

AJ Cunningham, Operations Manager at Bruichladdich Distillery, said: "We love it. (It's had) a big impact for locals, they were using the path before it had even been completed. We have very early ideas of setting up a cycle scheme with the distillery to enable people to use a bike on the path when visiting the area.

"Some staff have started parking further away so they can walk on the path to work"

South City Way, Glasgow[19]

Action: The South City Way stretches from Queen's Park to Trongate via a fully segregated 3km link, featuring significant improvements to junctions, pavements and street greenery. The project was supported by Transport Scotland funding and delivered through partnership between Glasgow City Council and Walk Wheel Cycle Trust. More information (link)

Result: Monitoring published in July 2024 showed:

- Carbon dioxide emissions along the route decreased by 53%
- The number of people spending more than 30 minutes shopping in the area increased by 36%

[18] The Loch Indaal Way: A new traffic-free path for Islay communities - Walk Wheel Cycle Trust
[19] £6.5m South City Way officially complete as route makes way through city centre - Walk Wheel Cycle Trust

Monitoring[20] along the Victoria Road showed:

- More bikes than cars recorded at all rush hour travel peaks; a trend established since surveys in September 2025
- Cycling accounted for 16.6% of all travel methods
- Increase of 38% in bike journeys since May 2025

Improving accessibility along the National Cycle Network

Action: In 2024/25, Walk Wheel Cycle Trust removed or redesigned 507 barriers along the National Cycle Network in Scotland - and created or improved 27.2km of routes.

Walk Wheel Cycle Trust' National Cycle Network Accessibility Programme was recognised with the top award for Excellence in Transport Accessibility at the 2025 Scottish Transport Awards[21]21.

Result: "Before the path, I couldn't get along any further than halfway. I basically couldn't access the rest of the village because I couldn't go along the main road because it is too busy and dangerous." Zoe Maclean, Fairlie resident and powerchair user.[22]

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[20] Scotland's bike lane networks break new records | Cycling Scotland
[21] Success for Walk Wheel Cycle Trust at the 2025 Scottish Transport Awards - Walk Wheel Cycle Trust
[22] How the new Fairlie Coastal Path is improving accessibility and connecting communities in North Ayrshire - Walk Wheel Cycle Trust