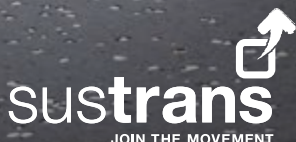


Stirling

# Walking and Cycling Index 2023



Published March 2024



# Foreword

Our vision for walking, wheeling and cycling in Stirling



It is with great enthusiasm that I introduce Stirling's 2023 Walking and Cycling Index. This report comes at an important time as we see high quality active travel routes taking

shape all around the city. The segregated cycle routes of Walk, Cycle, Live Stirling are starting to offer real transport choice, helping reduce car dependence; whilst the new Station Gateway project is a fantastic demonstration of how active travel and public transport can be beautifully integrated.

The evidence and case studies presented in the Index have become increasingly important as the pressure to reduce carbon emissions and address climate change has never been greater. With transport remaining the sector responsible for the largest proportion of carbon emissions, and an ambitious national target to reduce vehicle kilometres by 20% by 2030, we need to adapt and change how we travel and move. Vastly increased levels of cycling and walking need to be at the core of this transition, both for local trips and to connect to public transport for longer journeys. The Index data supports us to continue to raise our ambitions around the provision of active travel infrastructure.

Our ambitious approach to decarbonising transport at a local level will be outlined in a suite of new transport policies. We will be publishing new Active Travel and Public Transport strategies in the coming months.

Our cycling data is very encouraging. The total number of cycling trips made in Stirling has increased by almost 400,000 trips since 2021. Whilst leisure cycling has gone down, we have seen a significant upsurge in cycling to work, with over 200,000 more trips made in 2023 than in 2021. Walking levels are showing a reduction since 2021 however, and we will seek to turn this around through improving infrastructure and community engagement.

Whilst we are facing unprecedented funding challenges, we are delivering major new sustainable transport infrastructure projects and have more planned through our Levelling Up Fund and City Region Deal active travel programmes, all of which will enable us to accelerate our journey towards creating healthier, better connected and greener communities. This report presents evidence to further support investment in active travel that will deliver us to our final destination – a Stirling where every trip is net zero.

**Councillor Jen Preston, Convener of Environment, Transport and Net Zero**

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## The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking, wheeling and cycling in urban areas in the UK and Ireland.

It is delivered by Sustrans in collaboration with 23 cities and urban areas. Each city<sup>i</sup> reports on the progress made towards making walking, wheeling and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the third report from Stirling produced in partnership with Stirling Council. The data in this report comes from 2023 and includes local walking, wheeling and cycling data, modelling and an independent survey of 1,174 residents aged 16 or above in Stirling. The survey was conducted from March to June 2023. Social research organisation NatCen conducted the survey, which is representative of all residents, not just those who walk, wheel or cycle.

Across this report we have included comparisons to 2021 data where available.

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

More details on all reports can be found at [www.sustrans.org.uk/walking-cycling-index](http://www.sustrans.org.uk/walking-cycling-index). For more data, see the [Index Data Tool](#).



### Defining wheeling

We recognise that some people who use wheeled mobility aids, for example a wheelchair or a mobility scooter, may not identify with the term walking and may prefer to use the term wheeling. We use the terms walking and wheeling together to ensure we are as inclusive as possible.

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

# Headlines

## Stirling

### Population<sup>i</sup>

46,635

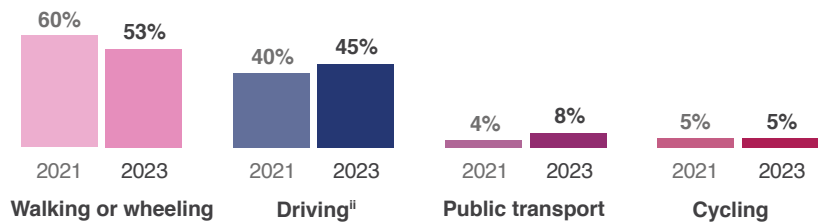
### Survey area



## The impact of the pandemic

The Covid-19 pandemic had a big impact on travel. In 2021 whilst most restrictions had been lifted, many people were taking fewer journeys and working from home.

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



Participation in cycling on a regular basis has stayed about the same since 2021, but walking and wheeling has decreased.

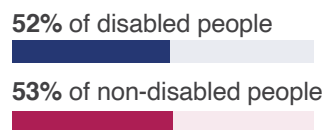
**53%**  
of residents walk or wheel at least five days a week  
60% in 2021

**19%**  
of residents cycle at least once a week  
21% in 2021

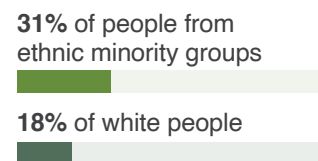
## Walking, wheeling and cycling participation is not equal

Residents' travel choices and their perceptions of walking, wheeling and cycling sometimes vary widely between different groups.

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

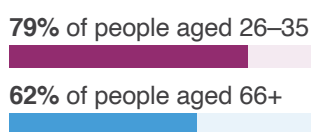


### Proportion of residents who cycle at least once a week



## Not all residents feel safe and welcome in their neighbourhood

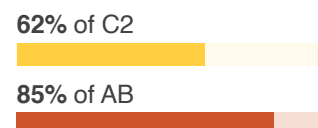
### Proportion of residents who think walking or wheeling safety is good



### Proportion of residents who think cycling safety is good



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



Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C2 is skilled manual.

i. NRS mid-year 2021 population estimates. This is the most recent available for Stirling.  
ii. Travelling as driver or passenger of car, van or motorcycle.

## Everyone benefits when more people walk, wheel and cycle

Every day, walking, wheeling and cycling in Stirling take up to **12,000** cars off the road.<sup>iii</sup> Each year in Stirling these three modes combined:



Prevent

**118**

serious long-term health conditions



Create

**£34.9 million**

in economic benefit for individuals and Stirling



Save

**2,100 tonnes**

of greenhouse gas emissions

## Residents want to walk, wheel and cycle more and drive less

Percentage of residents who would like to use different types of transport more or less in the future:

24% of residents want to drive less, yet 42% of residents often use a car because no other transport options are available

Walk or wheel

47% more

4% less

Cycle

45% more

4% less

Take public transport

31% more

9% less

Drive

11% more

24% less

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

Percentage of residents who would like to see more government spending in their local area:

53% on walking and wheeling

56% in 2021

38% on cycling

61% in 2021

74% on public transport

63% in 2021

28% on driving

28% in 2021

## Increased funding would help support more liveable neighbourhoods

Among Stirling residents:

52% support

31% oppose

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

59% agree

21% disagree

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

72% support

9% oppose

the creation of more 20-minute neighbourhoods<sup>iv</sup>

79% support

9% oppose

banning vehicles parking on the pavement

59% support

18% oppose

the creation of more low-traffic neighbourhoods<sup>v</sup>

51% support

22% oppose

shifting investment from road building schemes to fund walking, wheeling, cycling and public transport

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

iv. See definition on page 14. v. For definition see [Methodology document](#).



# Walking in Stirling

Walking and wheeling participation, safety and satisfaction

## Walking and wheeling participation

Overall in Stirling the number of people walking and wheeling regularly (at least five days a week) has decreased since 2021.

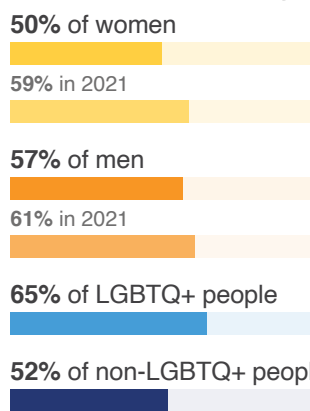
Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

**94%** of all residents walk or wheel 96% in 2021

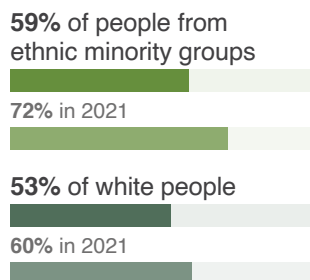
**53%** of residents walk or wheel at least five days a week 60% in 2021

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

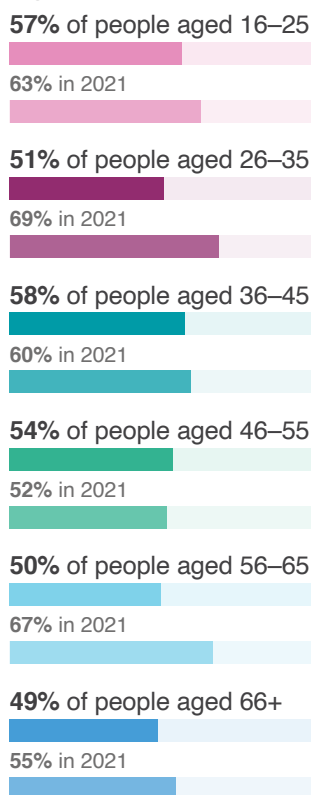
#### Gender<sup>i</sup> and sexuality



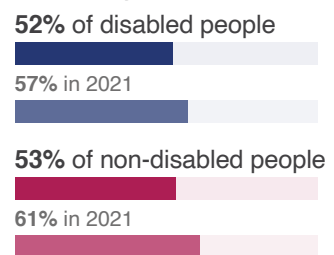
#### Ethnicity



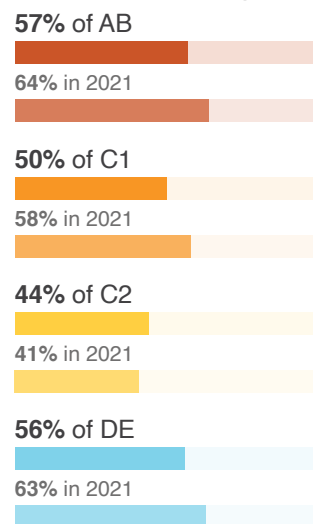
#### Age



#### Disability



#### Socio-economic group<sup>ii</sup>



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

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

## Walking and wheeling safety and satisfaction

**70%**

of residents think the level of safety for walking or wheeling is good

79% in 2021

**56%**

of residents think the level of safety for children walking or wheeling is good

61% in 2021

**78%**

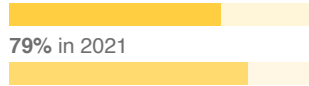
of residents think their local area overall is a good place to walk or wheel

85% in 2021

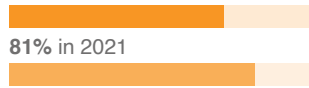
### Proportion of residents who think walking or wheeling safety in their local area is good

#### Gender and sexuality

**70% of women**



**71% of men**



**66% of LGBTQ+ people**

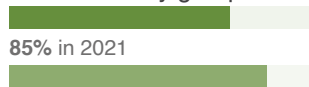


**72% of non-LGBTQ+ people**

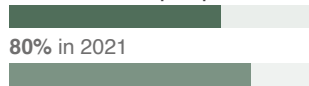


#### Ethnicity

**73% of people from ethnic minority groups**



**70% of white people**

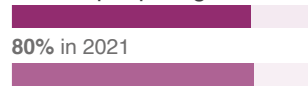


#### Age

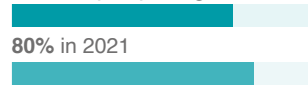
**73% of people aged 16–25**



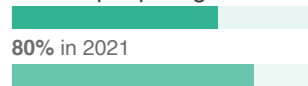
**79% of people aged 26–35**



**73% of people aged 36–45**



**68% of people aged 46–55**



**67% of people aged 56–65**



**62% of people aged 66+**

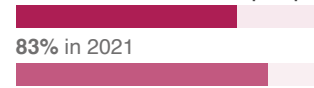


#### Disability

**64% of disabled people**



**73% of non-disabled people**

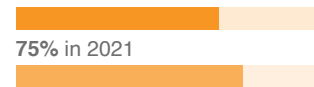


#### Socio-economic group

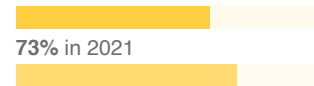
**75% of AB**



**67% of C1**



**64% of C2**



**67% of DE**



**Liam, walking commuter**



My commute to the university is about half an hour. The best thing about walking to work is having the time to reflect and decompress.

Most of the routes I walk in Stirling go through suburban sprawl. These are usually the quickest and most pleasant, avoiding main roads and weaving through greenspace.

But they aren't necessarily well known. It would be beneficial to have clearer signage outside of the city centre, to help with wayfinding.



# Cycling in Stirling

## Cycling participation, safety and satisfaction

### Cycling participation

Overall in Stirling the number of people cycling has stayed about the same since 2021. Despite a much larger potential, only **19%** of people cycle regularly.<sup>i</sup>

Cycling participation, however, is not equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling.<sup>ii</sup> Encouragingly, perceptions of cycling safety have improved since 2021.

**43%**  
of all residents cycle

45%  
in 2021

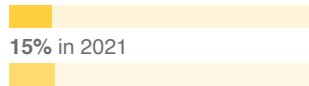
**19%**  
of all residents cycle at  
least once a week

21%  
in 2021

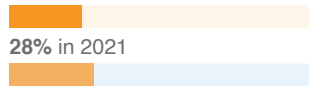
### Proportion of residents who cycle at least once a week

#### Gender and sexuality

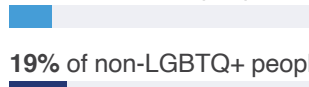
**14%** of women



**24%** of men



**14%** of LGBTQ+ people

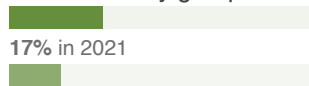


**19%** of non-LGBTQ+ people

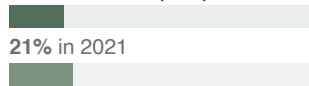


#### Ethnicity

**31%** of people from ethnic minority groups

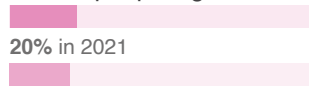


**18%** of white people

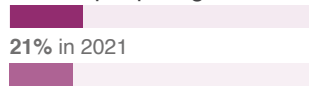


#### Age

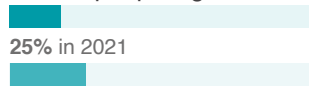
**22%** of people aged 16–25



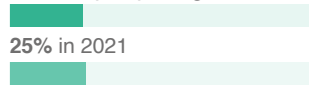
**24%** of people aged 26–35



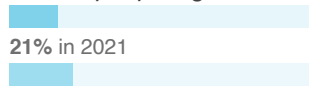
**17%** of people aged 36–45



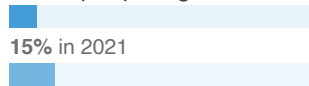
**24%** of people aged 46–55



**16%** of people aged 56–65

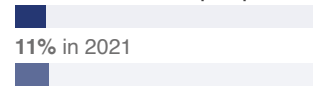


**9%** of people aged 66+



#### Disability

**10%** of disabled people



**22%** of non-disabled people



#### Socio-economic group

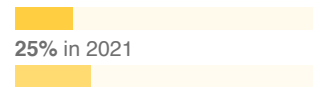
**21%** of AB



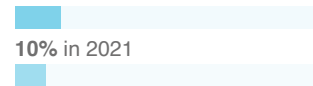
**17%** of C1



**19%** of C2



**15%** of DE





## Cycling safety and satisfaction

**49%**

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

41% in 2021

**41%**

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

33% in 2021

**53%**

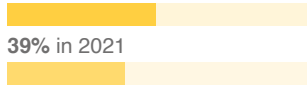
of all residents think their local area overall is a good place to cycle

47% in 2021

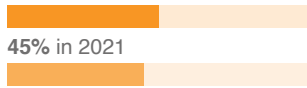
### Proportion of residents who think cycling safety in their local area is good

#### Gender and sexuality

**49%** of women



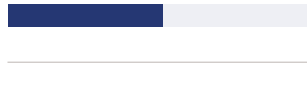
**50%** of men



**48%** of LGBTQ+ people

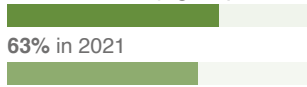


**51%** of non-LGBTQ+ people

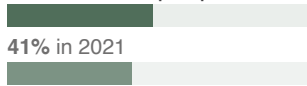


#### Ethnicity

**70%** of people from ethnic minority groups



**48%** of white people

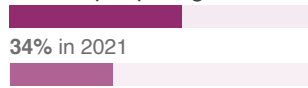


#### Age

**54%** of people aged 16–25



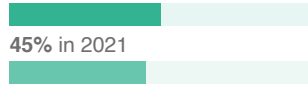
**57%** of people aged 26–35



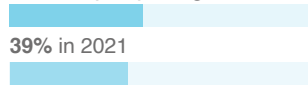
**49%** of people aged 36–45



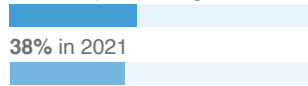
**50%** of people aged 46–55



**44%** of people aged 56–65

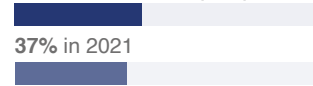


**42%** of people aged 66+

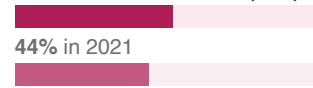


#### Disability

**42%** of disabled people

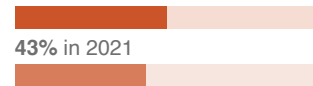


**52%** of non-disabled people

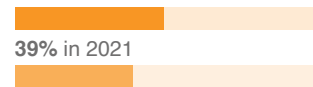


#### Socio-economic group

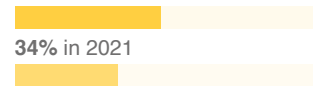
**50%** of AB



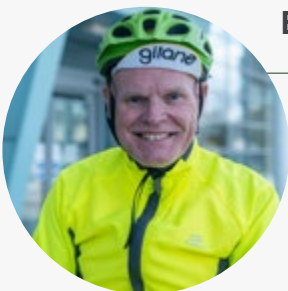
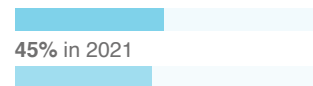
**49%** of C1



**48%** of C2



**49%** of DE



**Barry, Raploch minister**



As well as keeping me fit, cycling helps me connect with my community.

People know me in Raploch as the guy on the bike, and they often say hello as I cycle past them.

I do a lot of work with children, so I'm very aware of the influence I may have. I think the more I'm seen out on my bike, the more it'll encourage them to do the same and lead an active lifestyle. But there is still some way to go in helping more people access cycling.



# Benefits of walking

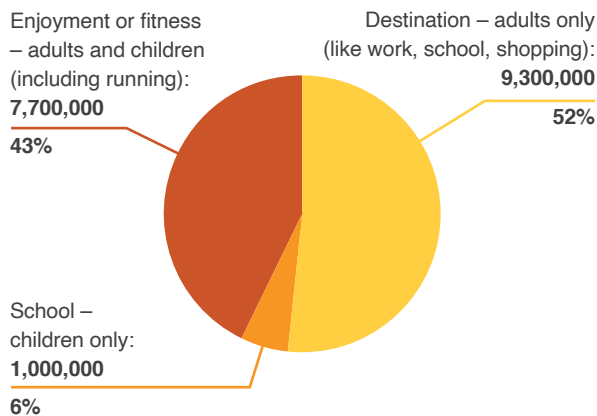
Why everyone gains when more people walk or wheel

## Stirling residents walk or wheel the length of Great Britain 46 times every day

There has been a decrease in trips to a destination since 2021. Walking and wheeling levels also decreased for enjoyment or fitness trips.

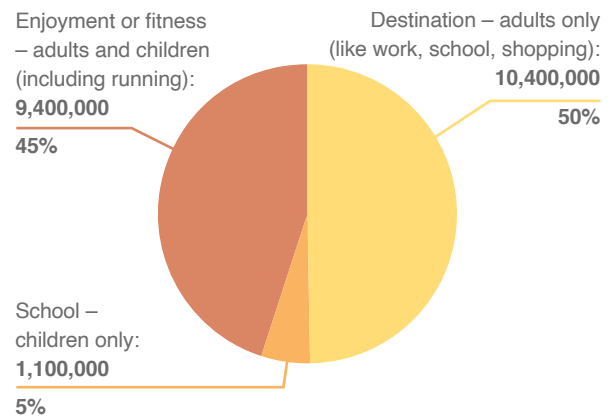
### Annual walking and wheeling trips by purpose<sup>i</sup>

2023:  
**18 million trips**



This adds up to  
**19.9 million miles**  
= 55,000 miles a day

2021:  
**20.9 million trips**



This adds up to  
**23.4 million miles**  
= 64,000 miles a day

## Walking and wheeling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and walking. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

0.4p  
in 2021

**24p is saved<sup>ii</sup>**  
for each mile walked or wheeled  
instead of driven in Stirling.

Over a year this adds up to

**£1.1 million**

from adults with a car in their household  
walking or wheeling to work,  
school and other destinations.

£22,000  
in 2021

The total annual economic benefit from  
all trips walked and wheeled in Stirling is

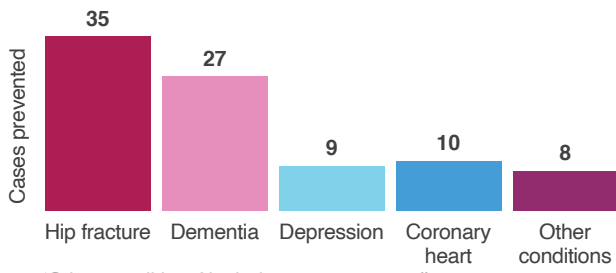
**£27.2 million<sup>iii</sup>**

£28.5  
million  
in 2021

i. Trips for enjoyment or fitness include adults and children (with and without adult accompaniment). School trips are shown separately for children only. ii. Benefits have increased significantly, mainly because of increased costs of driving and greater traffic congestion. iii. This includes trips walked or wheeled for enjoyment or fitness, and trips to destinations by people with and without a car.

## Walking and wheeling unlocks health benefits for everyone

103 in 2021 **Walking in Stirling prevents 89 serious long-term health conditions each year**



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

Saving the NHS in Stirling

£670,000 in 2021 **£1.1 million per year**

22,000 in 2021 **equivalent to the cost of 27,000 GP appointments**

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

In Stirling the physical activity benefits of walking **prevent 27 early deaths annually**

28 in 2021

which is valued at

**£98.5 million<sup>iv</sup>**

£93.3 million in 2021

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

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

**3,300 kg of NO<sub>x</sub>**

4,200 kg in 2021

and

**464 kg of particulates**

(PM<sub>10</sub> and PM<sub>2.5</sub>)

584 kg in 2021

**68% of residents agree the**

**air is clean in their local area**

68% in 2021

## Walking and wheeling in Stirling helps mitigate our climate crisis

1,400 tonnes in 2021 **1,300 tonnes** of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving, equivalent to the carbon footprint of



1,800 people in 2021 **1,700 people taking flights** from Edinburgh to New York

In 2021, transport within Scotland (excluding international aviation and shipping) accounted for **26%** of Scotland's greenhouse gas emissions.

Despite a reduction in emissions associated with the Covid-19 lockdown in 2020, transport rebounded in 2021 and remains the largest source of emissions in Scotland.

Scottish Government, Scottish Greenhouse Gas Statistics 2021

## Walking and wheeling keeps Stirling moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>v</sup> This helps to keep Stirling moving for all road users.

11,000 in 2021 **10,000 return walking and wheeling trips** are made daily in Stirling by people that could have used a car.

v. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

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

**31 miles**

equivalent to the distance from Stirling to Perth.

34 miles in 2021



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



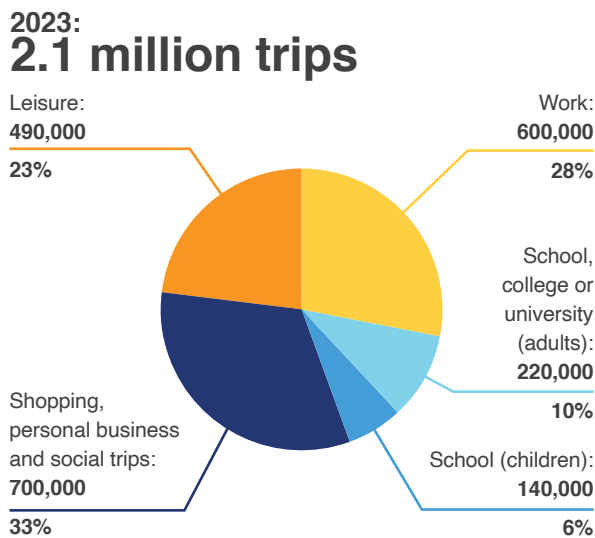
# Benefits of cycling

Why everyone gains when more people cycle

## Stirling residents cycle the length of Great Britain 19 times every day

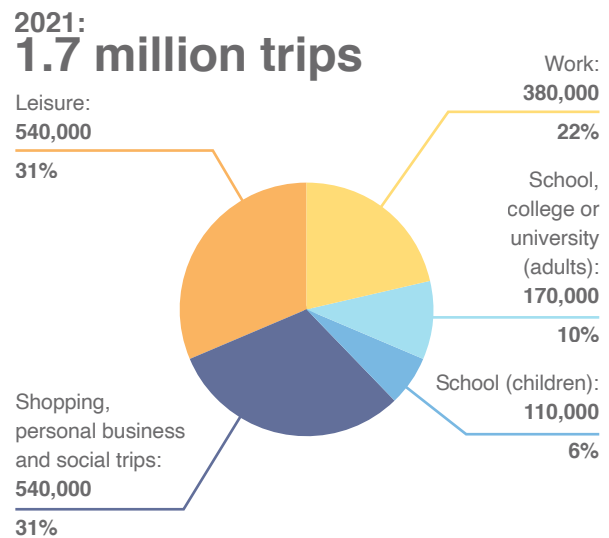
There has been an increase in commuter trips since 2021 as more people return to the workplace. Cycling levels also increased for shopping, personal business and social trips.

### Annual cycling trips by purpose in Stirling<sup>i</sup>



This adds up to  
**8.5 million miles**

= 23,000 miles a day



This adds up to  
**6.8 million miles**

= 19,000 miles a day

### Cycling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and cycling. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

**£1.18 is saved**  
for each mile cycled instead  
of driven in Stirling.

90p  
in 2021

Over a year this adds up to  
**£3.5 million**  
from adults with a car in their household  
cycling to work, school and other destinations.

£1.9  
million  
in 2021

The total annual economic benefit  
from all trips cycled in Stirling is  
**£7.7 million<sup>ii</sup>**

£5.5  
million  
in 2021

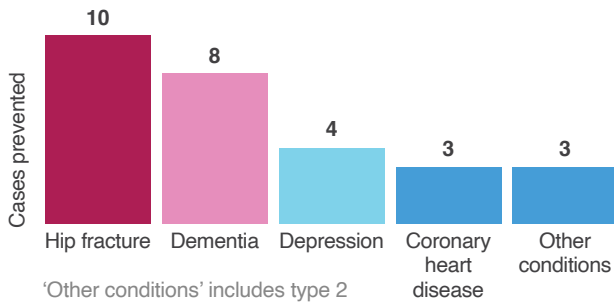
i. Leisure trips include adults and children (with and without adult accompaniment).

Education trips are shown separately for adults and children. All other trips are just adults.

ii. This includes trips cycled for enjoyment or fitness, and trips to destinations by people with and without a car.

## Cycling unlocks health benefits for everyone

27 in 2021 **Cycling in Stirling prevents 29 serious long-term health conditions each year**



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

Saving the NHS in Stirling **£370,000 per year**

£170,000 in 2021



equivalent to the cost of **9,000 GP appointments**

5,700 in 2021

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

In Stirling the physical activity benefits of cycling

**prevent 4 early deaths annually**

3 in 2021

which is valued at

**£13.6 million<sup>iii</sup>**

£8.6 million in 2021

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

**1,600 kg of NO<sub>x</sub>** and

1,200 kg in 2021

**233 kg of particulates** (PM<sub>10</sub> and PM<sub>2.5</sub>)

175 kg in 2021

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

68% in 2021



## Cycling in Stirling helps mitigate our climate crisis

596 tonnes in 2021 **825 tonnes** of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of



774 people in 2021 **1,100 people taking flights** from Edinburgh to New York

In 2021, transport within Scotland (excluding international aviation and shipping) accounted for **26%** of Scotland's greenhouse gas emissions.

Despite a reduction in emissions associated with the Covid-19 lockdown in 2020, transport rebounded in 2021 and remains the largest source of emissions in Scotland.

Scottish Government, Scottish Greenhouse Gas Statistics 2021

## Cycling keeps Stirling moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>iv</sup> This helps to keep Stirling moving for all road users.

1,300 in 2021 **1,600 return cycling trips** are made daily in Stirling by people that could have used a car.

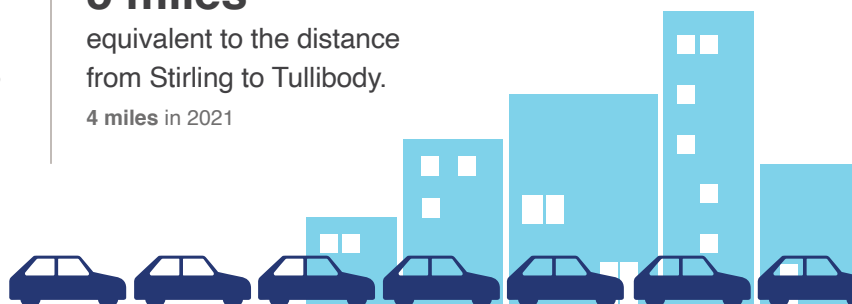
iv. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

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

**5 miles**

equivalent to the distance from Stirling to Tullibody.

4 miles in 2021



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



# Walking solutions

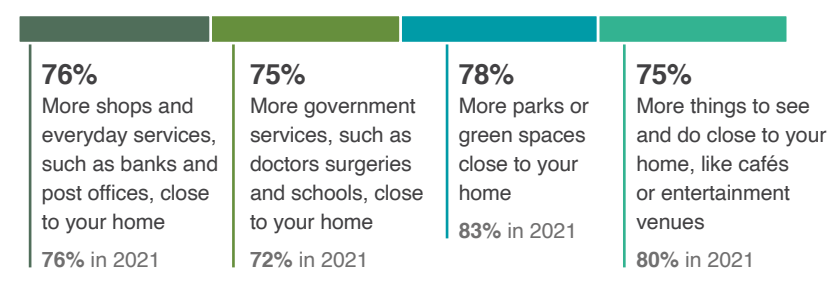
What would help make walking and wheeling easier?

## Residents want more services and amenities within walking and wheeling distance

Ideally, walking or wheeling should be the most attractive option for short journeys. An area can support this by ensuring many of the things people need are found near to where people live. The environment should be safe, comfortable and welcoming.

20-minute neighbourhoods are places where you can walk from your home to many of the things you need on a regular basis. Based on a 20-minute return journey this is around 480 metres each way for the majority of people.<sup>i</sup>

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



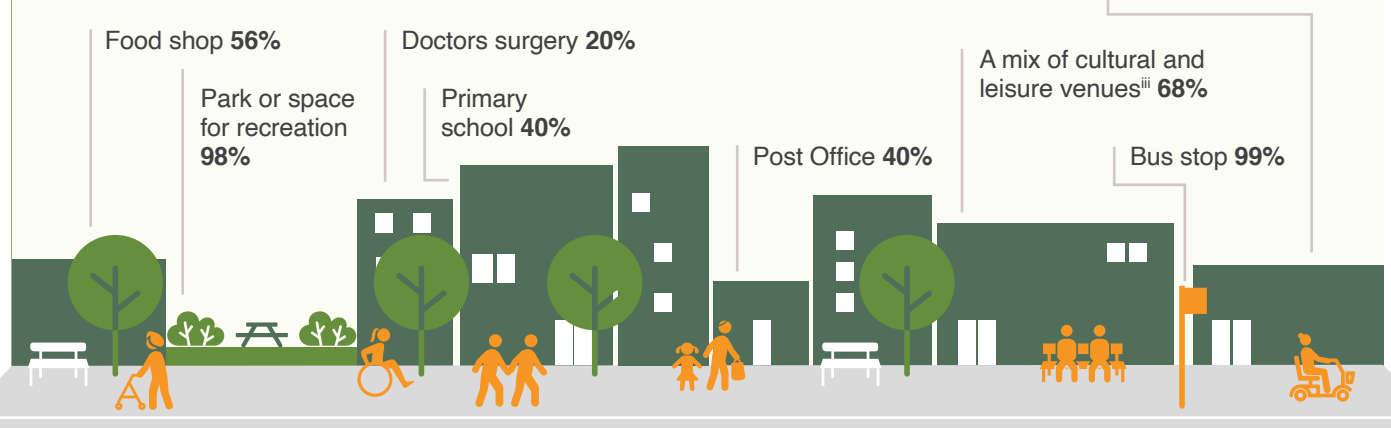
**57%** of Stirling households are in neighbourhoods of more than 40 homes per hectare. These are or can become 20-minute neighbourhoods.  
57% in 2021

These higher-density neighbourhoods with more people can sustain local businesses and public transport routes.<sup>ii</sup>

**53%** agree they can easily get to many places they need to visit without having to drive  
61% in 2021

### Proportion of households within a 400m radius of the following amenities

This is modelled as a straight-line distance, as opposed to the actual walking distance based on street layout which is likely to be longer (approximately equivalent to 480m).

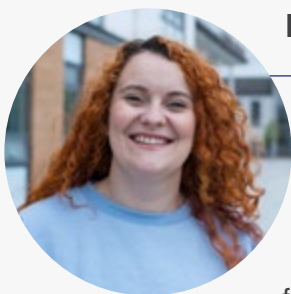
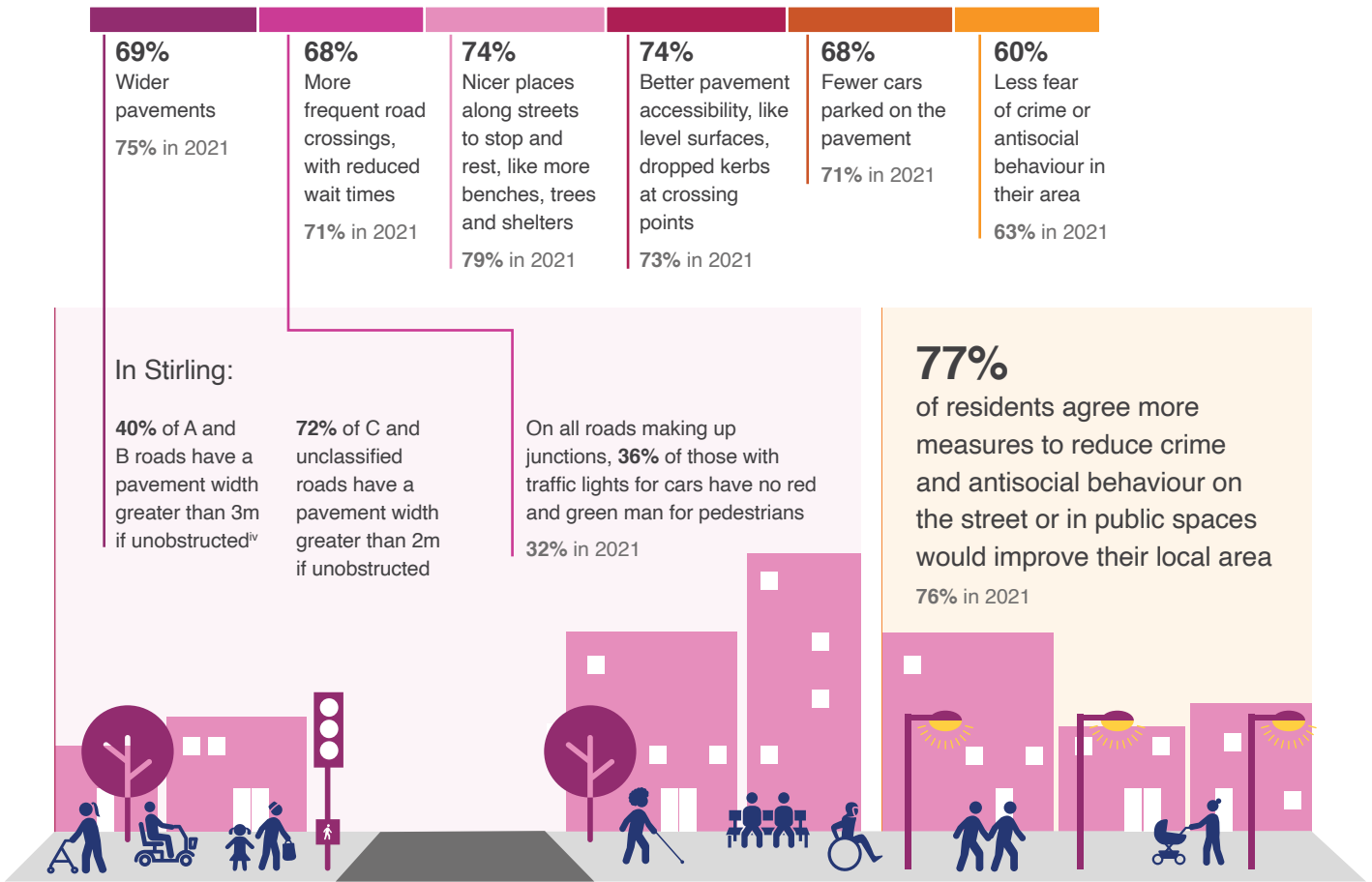


i. Asher et al, 2012. Most older pedestrians are unable to cross the road in time: a cross-sectional study. Age and Ageing.  
 ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.  
 iii. A minimum of three distinct types of cultural and leisure venues, like cafés, pubs, bingo halls, cinemas, museums.

## Residents want better streets

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

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



**Lesley, buggy walk leader**



A lot of the mums who join our buggy walks are new to the area. The walks help them learn about their surroundings and discover hidden green spaces.

They also get you out and socialising. Afterwards we all go for some cake and a blether. It's so nice to see the kids playing together, and to see mums develop new friendships with each other.

Stirling is generally ok to navigate with a buggy, as the pavements are quite wide and there's a good path network. Sometimes though the dropped kerbs aren't in the best places. There are also a few nice paths I'd love to use, but they have barriers that make them inaccessible to people with a buggy.

iv. OS source measurement now excludes grass verges, so is more accurate than in the 2021 report. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets.



# Cycling solutions

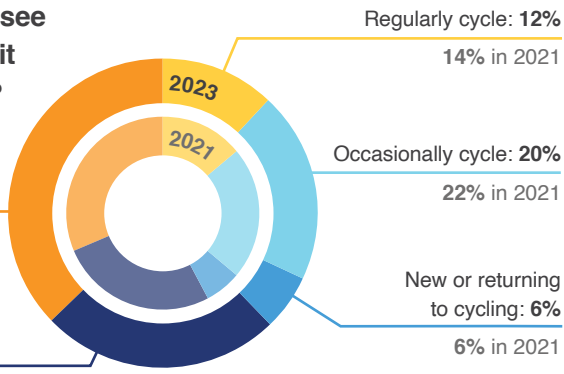
What would make cycling better?

## Many Stirling residents want to cycle

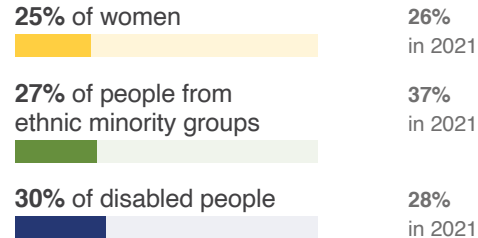
**How do residents see themselves when it comes to cycling?**

Do not cycle and do not want to: **37%**  
31% in 2021

Do not cycle but would like to: **25%**  
26% in 2021

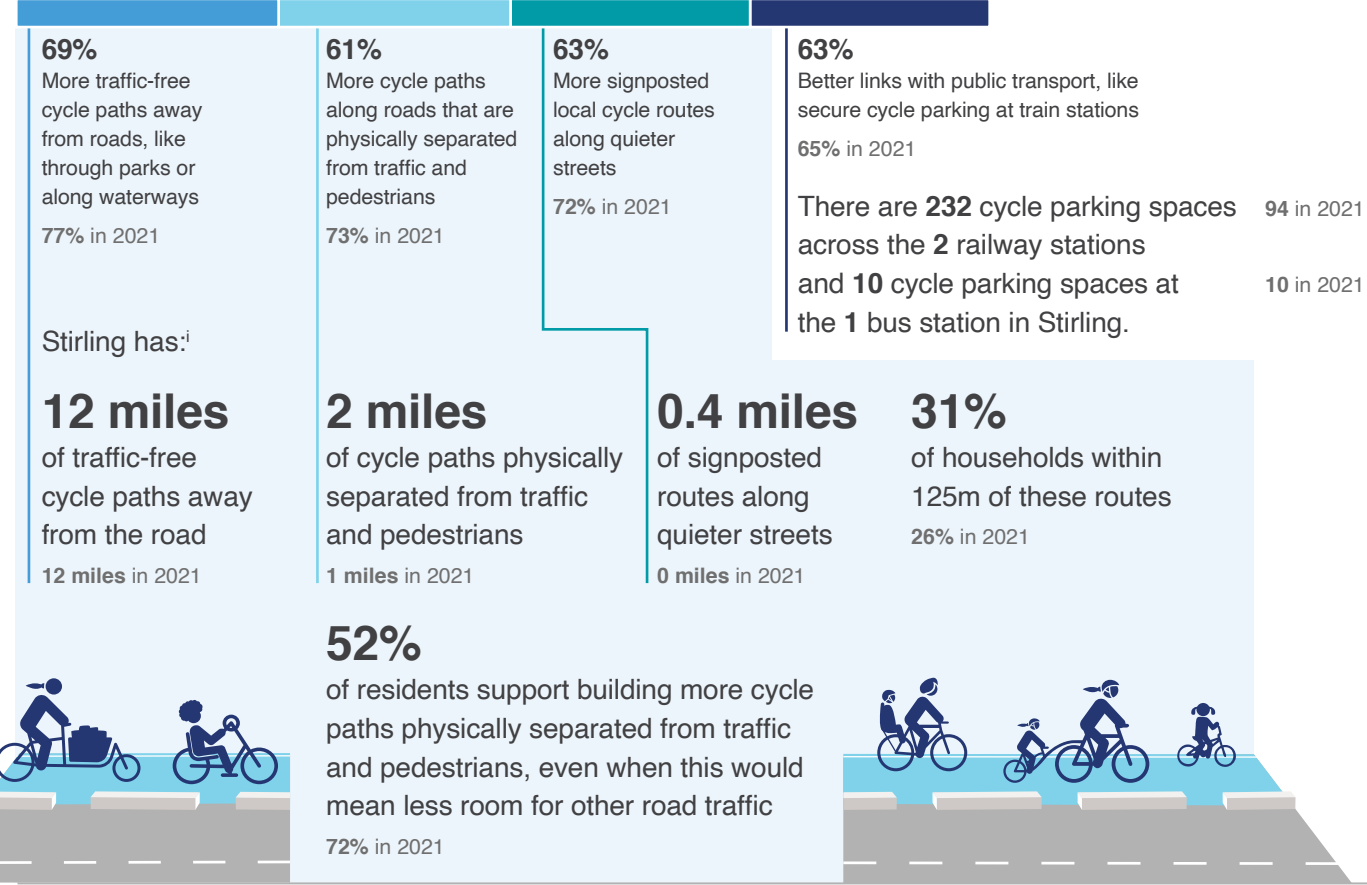


**What proportion of residents said they 'do not cycle but would like to'?**



## Residents want improved cycling infrastructure

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

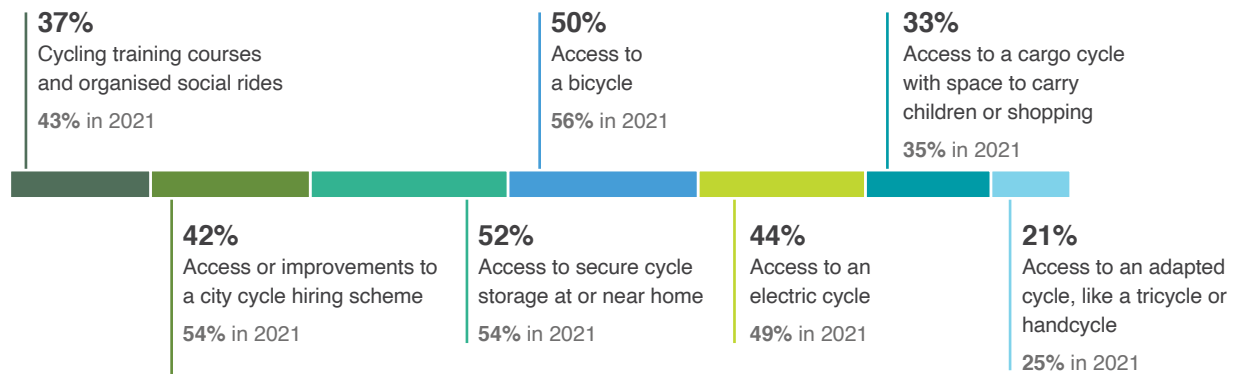


i. To ensure comparability, these figures are correct as of 31 May 2023 for all city reports.



## Residents want more support to cycle

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



#### Stirling cycle hire scheme<sup>ii</sup>

**62**

hire cycles

200 in 2021

**9**

cycle hire stations

28 in 2021

**24,582**

annual trips

28,113 in 2021

#### Reported cycle thefts

There were **33** reported cycle thefts in Stirling in 2022/23.

60 in 2021/22

For every **649** people who own an adult cycle in Stirling, there was **1** reported cycle theft in the past year.

#### Proportions of residents with access to an adult cycle

**54%** of residents 60% in 2021

**40%** of socio-economic group DE 44% in 2021

**63%** of socio-economic group AB 71% in 2021

**55%**

of residents support financial discounts for people on low incomes or not in employment to help them buy a cycle

**42%**

of households are within 800m of a cycle shop<sup>iii</sup>

There is a public cycle parking space for every **21** people who cycle in Stirling. 56 in 2021

<sup>iii</sup>. Credit to the Association of Cycle Traders (ACT) for their assistance with cycle shop locations and services offered.



### Bikes Without Barriers



We're a community-based adapted cycling programme. Many of the people who come to us have never cycled before in their life, having faced barriers to participation because of their disability. Our aim is to break down those barriers and help them build up their confidence – and most importantly, have fun!

Having started off with 2 participants, we're now amazingly approaching 40. It's not only about learning to cycle. A big part of it is social connection and wellbeing.

I've seen an improvement in my mental health, especially my confidence. My physical health has improved too with the weekly cycling helping me to lose weight. I love the social aspect of cycling, forming friendships with the cycle leaders, staff and other participants. I really look forward to the sessions every week. – Katie, participant

ii. 2023 data covers July 2022-June 2023 and 2021 data covers July 2020-June 2021. The scheme has been pared back since 2021 and now mainly supports Stirling University students.



# Neighbourhood solutions

What would help make neighbourhoods better?

## All residents should feel welcome in their neighbourhood

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

**78%**

of residents

75% in 2021

**76%** of women

74% in 2021

**79%** of men

78% in 2021

**70%** of disabled people

65%  
in 2021

**81%** of non-disabled people

79%  
in 2021

81%  
in 2021

**82%** of people from ethnic minority groups

**71%** of LGBTQ+ people

**72%** of socio-economic group DE

70%  
in 2021

75%  
in 2021

**77%** of white people

**80%** of non-LGBTQ+ people

**85%** of socio-economic group AB

82%  
in 2021

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

34%  
in 2021

Only **35%** of residents think that their streets are not dominated by moving or parked motor vehicles.

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

**44%** of Stirling's streets have 20mph speed limits.<sup>ii</sup>

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

17% in 2021

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

64%  
in 2021

**60%** Walk or wheel more

**46%** agree that restricting through-traffic on local residential streets would make their area a better place.

**51%** Walk or wheel more

58%  
in 2021

63%  
in 2021

**55%** Cycle more

54% in 2021

**51%** Cycle more

58%  
in 2021

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

68%  
in 2021

**59%**

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

**52%**

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

56% in 2021

**59%**

support low-traffic neighbourhoods

73% in 2021



## Bonnie, cycling commuter



Whilst studying at the university, I was able to use the bike share scheme for free. Taking away this cost barrier allowed me to completely change the way I travelled every day. I avoided the congested traffic, getting me to class faster and more energised. During the Covid lockdown, it remained my one way of getting exercise and enjoying the outdoors. I discovered so much of Stirling and felt more connected to nature and the community.

My job at Forth Environment Link now involves promoting active travel. The main barriers to cycling are confidence and safety. Increasing infrastructure and signage through the Walk, Cycle, Live project will hopefully incite more people to travel on wheels.

Another challenge is access to bikes and storage. This is why public bike share schemes are so beneficial.

## Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

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

### 10 years old

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

10 years old in 2021

80% of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school.<sup>iii</sup>

58% of residents agree there is space for children to socialise and play



61% in 2021

72% of households are within 400m of a children's playground



Among Stirling residents:

44% agree



49% agreed in 2021

26% disagree



20% disagreed in 2021

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

These are known as 'School Streets'.

### 0 schools

in Stirling have School Streets schemes<sup>iv</sup>

0 schemes in 2021



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015. iv. Figure given is correct as of 31 May 2023.



# Developing Stirling

Recent walking, wheeling, cycling and neighbourhood changes

There have been many positive developments in Stirling since the 2021 Walking and Cycling Index. Anyone visiting Stirling now will see a marked difference in the space available to pedestrians and cyclists, as we progress with construction for our flagship active travel project, Walk, Cycle, Live Stirling. This shows Stirling Council's commitment to supporting the vital shift to walking, wheeling and cycling.

The 2023 Index highlights that our communities support this shift, with almost half of those surveyed wanting to walk, wheel or cycle more. We have increased the length of physically separated active travel paths since 2021, showcasing Stirling's commitment to delivering high quality, safe active travel infrastructure – paramount to enabling more people to walk, wheel and cycle around the city.

As we deliver Walk, Cycle, Live Stirling we are also finalising our Active Travel Strategy and developing a strategic network of cycle routes throughout the region. We must not forget the importance of delivering behaviour change campaigns. The Index has highlighted the drop in proportion of residents with access to a bicycle between 2021 and 2023. Providing support and removing barriers to people walking, wheeling and cycling will be key to getting more people using the new infrastructure. It is clear we still have a lot more work to do, and we look forward to continuing with the delivery of this network connecting both urban and rural areas.

## Walk, Cycle, Live Stirling

As Stirling's first major active travel infrastructure project, Walk, Cycle, Live Stirling aims to connect the City Centre with our major education institutions, helping to transform the city into a more sustainable, vibrant and accessible place for everyone to live, work and visit. It consists of 2 high quality, segregated transport corridors. The first corridor, the College Route, connects Forth Valley College to the City Centre. The second corridor, the University Route, connects Stirling



Providing support and removing barriers to people walking, wheeling and cycling will be key to getting more people using the new infrastructure.



University to the train station. The project is also delivering public realm improvements, helping to promote the City Centre as a key destination, and encouraging more people to walk, wheel and cycle by making the surrounding environment more pleasant to move through and spend time in.

Since construction began in Spring 2022, significant progress has been made. On the College Route, the sections on Raploch Road North, Dumbarton Road and Albert Place have all been completed. This has linked Raploch and the Millennium Way route to the City Centre. Similarly on the University Route, the sections on Causewayhead Road and Dunster Road have been completed. This was a vital missing link for children travelling up to Wallace High, or down to Riverside Primary. The project will cost £10m and the majority of this is funded by Sustrans with match funding from the City Region Deal and developer contributions.

### **Station Gateway Project**

---

This project has seen Stirling Train Station undergo a complete transformation. Now with a pedestrianised plaza and a cycle route linking to Walk, Cycle, Live, the new station exterior really puts Stirling on the map when it comes to integrating public transport and active travel.

The scheme has made use of the excess carriageway space, created more space for cyclists and pedestrians, installed more seating and some landscaping. Another standout feature is the additional cycle parking that has provided 150 new parking spaces, along with clearly designated parking for non-standard bikes such as adapted and cargo bikes.

Led by ScotRail and part funded by Sustrans, this project is an excellent example of good partnership working and ensuring connectivity between active travel infrastructure projects.





# Looking forward

Better streets and places for everyone

As a compact, historic city with excellent rail links, Stirling has an opportunity to become one of the best connected cities in Scotland from an active travel perspective, and we have a number of projects in development to help realise this opportunity.

## Forthside

Our major urban regeneration project, Forthside lies just to the east of Stirling City Centre and is a five minute walk from the train station. It lies between the central area and the main employment cluster of Springkerse and provides a huge opportunity for sustainable transport focussed development. A successful £19m bid into the UK Government’s Levelling Up Fund has provided an opportunity to kick-start redevelopment and enable delivery of quality connecting active travel infrastructure.

A masterplan has been developed to identify commercial and residential development zones alongside new and improved transport connections. The active travel network proposed for the Forthside development aims to deliver a new segregated spine through the development site. This spine route will connect both the east and west of the development, creating part of a new route which will, ultimately, link right through to Stirling’s main leisure centre, sports stadium and to Alloa. Other connections to the south of Forthside will lead to wider improvements to the National Cycle Network and Fallin, enabling far more active journeys to workplaces and retail. The project is to be completed by March 2026.

## Active Travel Strategy

Underpinning future active travel route development will be a new Active Travel Strategy for Stirling. The strategy will outline an ambitious but realistic approach in the current financial climate; delivering infrastructure and complementary



A successful £19m bid into the UK Government’s Levelling Up Fund has provided an opportunity to kick-start redevelopment and enable delivery of quality connecting active travel infrastructure.

community engagement to ensure people start to walk, wheel and cycle in significant numbers. We aspire to create comprehensive major urban and rural active travel networks. These routes would be complemented by neighbourhood improvements, improving the links from people's homes to the new infrastructure.

The Active Travel Strategy will form part of a series of detailed work under the Council's Climate and Nature Emergency Plan (2021-45) which has two core targets:

- Stirling Council will be carbon neutral in its own operations by 2035
- The Stirling Council area will achieve 'net zero' by 2045

This long-term target provides important context for the future of Stirling. To achieve this future, we need a Stirling where: active travel is the first choice for everyday journeys; our City Centre and community spaces are thriving, vibrant areas people want to spend time in; we can easily connect with each other and the outdoors, and as a result are healthier and happier. The evidence in this Index shows that people want to see it realised; now it's time for public and private sector to come together with our communities to make it happen.



### Ashleigh, cycling family



Cycling with my kids is amazing. We have a cargo bike where they sit in a box at the front. They know their way around Stirling so much better than if they were being driven in a car. On a bike they are engaged in their surroundings and experiencing the city. For me it's also a way of enjoying the fresh air and exercise, without going out of my way to do it – just moving from one place to another. It's obviously a lot cheaper too.

Now my kids are getting a bit older, they want to start riding their own bikes more. Certain routes are fine, but on others it's just not safe. Gaps in infrastructure force us onto the road, and often there is vegetation or glass on the paths due to lack of maintenance.

Although cycle routes are getting better, non-standard cycles need to be taken into account more, for people with kids and people with disabilities. I think if you want people to cycle, you need to make it friendly to everyone.

## Notes on methodology:

The attitudinal survey was conducted from March to June 2023 by independent social research organisation NatCen.

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

2021 survey data was collected from June to August 2021, also by NatCen, following the same methodology.

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

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

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

More information and a detailed methodology are available at [www.sustrans.org.uk/walking-cycling-index](http://www.sustrans.org.uk/walking-cycling-index)

Sustrans makes it easier for everyone to walk, wheel and cycle.

We work for and with communities, helping them come to life by walking, wheeling and cycling to create healthier places and happier lives for everyone.

Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk)

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Thanks to Open Route Service for their support with their isochrone plugin in QGIS.



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