



interchange Audit Report

Linking cycling with public transport



Summary Report



interchange audit

Interchange: Linking cycling with public transport. Summary Report.
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A report commissioned by Sustrans Scotland

Sustrans Scotland commissioned Transform Scotland to carry out an audit of interchange facilities for cyclists at selected rail stations, bus stations and ferry ports across the country. The results of these audits provide us with a clear indication of what facilities are currently available at a selection of interchange locations and conclude with a variety of key recommendations, including the establishment of a network of active travel hubs across Scotland. The project has also resulted in the production of a tried, tested and revised audit process which can be used for assessing facilities for cyclists at interchange locations in the future.

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Jolin has been a transport researcher at Transform Scotland for eight years and is currently Head of Research. He has in-depth knowledge of the sustainable transport sector in Scotland, together with extensive experience in leading research projects to provide evidence for transport investment, evaluate performance and advise on best practice. Jolin's recent work includes: ground-breaking research to calculate the economic benefits that would result from increasing in cycling rates; an analysis of the business benefits of rail travel between Scotland and London; an audit of cyclist facilities at transport interchanges across the country; a report on what leading European cities did to reach high levels of active travel and lessons Scotland could learn; and a feasibility study of improvements to the public transport network in the West Highlands. Jolin has also led research projects for organisations including the National Trust for Scotland and Scottish Environment LINK, helping them to collect and analyse data to improve their environmental performance.

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Susan has worked on a number of projects for Transform Scotland over the past decade. Her particular areas of expertise range from consultation and community engagement, through to climate change, public policy, and carbon foot-printing. Her work for Transform Scotland includes Street Audits to improve the pedestrian environment for Edinburgh City Council and development of a toolkit and audits of public transport facilities for cyclists. Susan served as Transform Scotland's Company Secretary for two years and was a committee member for Friends of the Earth Edinburgh for several years. Susan has also worked for Scottish Environment LINK as their Campaigns Coordinator where she managed the Everyone campaign. Through public engagement, this campaign highlighted the issue of climate change at national and European elections. She currently serves on the committee of The Society for the Protection of Ancient Buildings in Scotland. Susan has degrees in Natural Resource Management (BSc) and Environmental Sustainability (MSc).

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Part 1: Overview

Introduction

In its Cycling Action Plan for Scotland, the Scottish Government has set a vision for 10% of journeys to be made by bicycle by 2020¹. For most of the Scottish population, public transport stops and stations are nearby, though they can often be further than is convenient to walk. So improving cycle access to transport interchanges is an ideal way to help achieve the Government's vision. Not only will this increase cycle use, it will also increase the reach and flexibility of the country's public transport network.

Improving access to transport interchanges is an ideal way to help achieve the Government's vision for increasing cycling. Not only will this increase cycle use, it will also increase the reach and flexibility of the country's public transport network.

At the same time, significant investment is currently planned for major railway stations such as Dundee and Glasgow Queen Street; SPT is investing £73 million in public transport in the West of Scotland²; and Transport Scotland's Final Ferries Plan has set out a further £73 million for investment in ports and harbours³. Local groups could attract funding for other cycling facilities through programmes such as the ScotRail Foundation, which does not have to be used exclusively for railway station improvements⁴.

It is therefore an ideal time to take stock of the cycle provision at public transport interchanges in Scotland and to assess how easy it is to combine cycling with other forms of sustainable transport. Identifying issues can help to direct funding to where it will increase cycle journeys and improve the use of public transport. And by developing a toolkit that others can use, local groups can perform similar assessments of their local facilities to push for further investment.

Transform Scotland has therefore carried out a series of 'Interchange Audits' at railway stations, bus stations, and ferry terminals. The audits were carried out using the **Interchange Toolkit** which was developed for this project, and which is available for others to use⁵. Consideration has been given both to cyclists who might want to park their bike and to those who plan to take their bike with them (for instance on the train or ferry). Each audit involved an on-the-ground survey considering aspects that could make a cyclist's journey easier or more difficult, starting from the station or terminal approach, through entering, to locating parking or the appropriate boarding point. Features such as signage, suitable routes, and access to facilities have been included. However, the audits did not assess cycle carriage (for example, the number of cycle spaces on a train or ferry) as this was beyond the scope of the project.

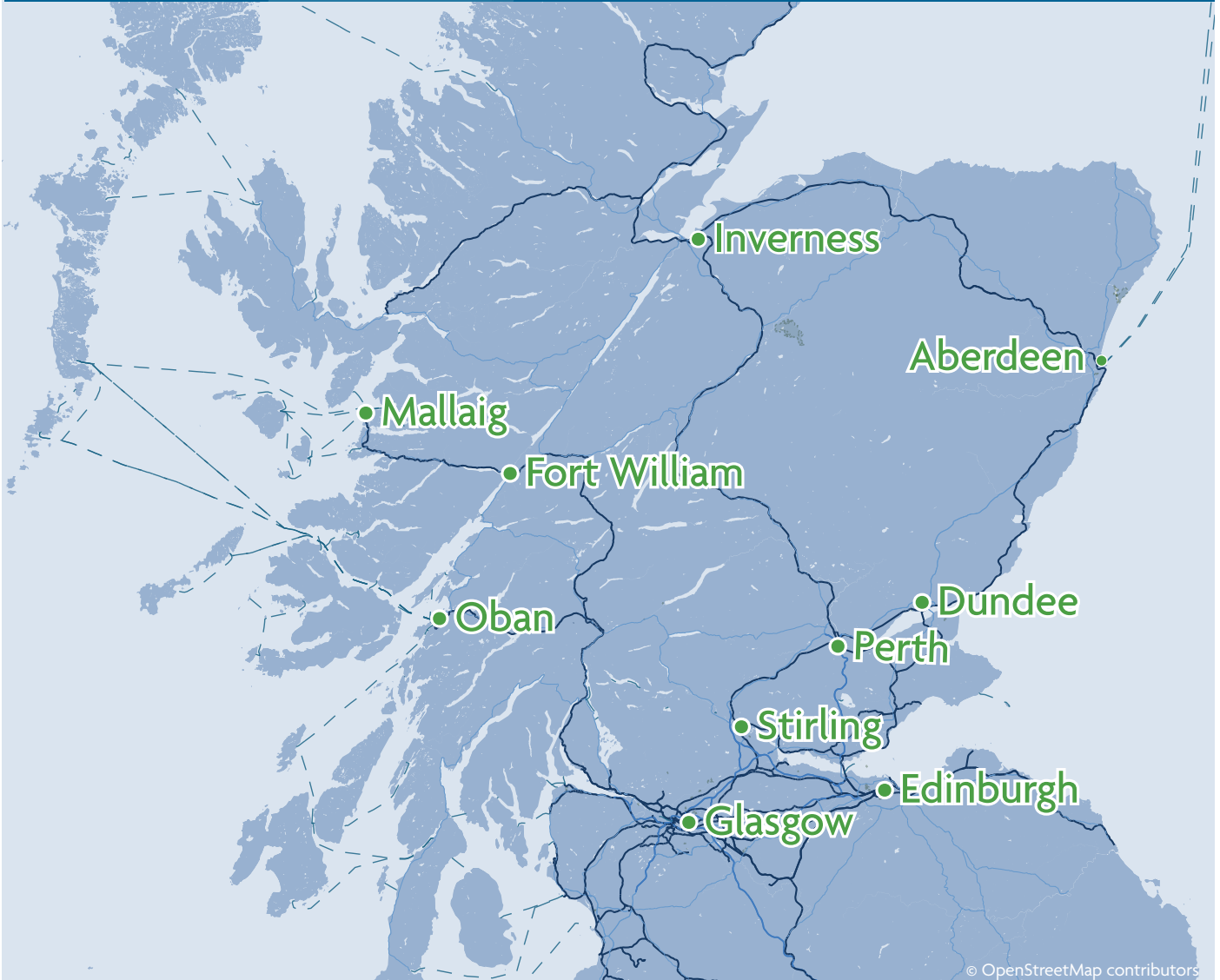
Separate audit reports have been prepared for each of the locations; these provide an assessment of current facilities for cyclists as well as a summary of the key areas that could be improved. This report pulls together the common themes that emerged from these individual reports and highlights key issues from across all the audits.

The **Interchange Toolkit** has been developed for use by groups or individuals, as well as transport operators themselves, who would like to audit their local railway station, bus station, or ferry port. Carrying out an audit is a helpful tool in identifying the most important areas for improvement. The audit report is an effective way of demonstrating to transport operators and local authorities how they can improve conditions for cyclists, and thereby increase the number of people attracted to public transport options. The Interchange Toolkit is available at transformscotland.org.uk/interchange.



audit locations

A selection of rail stations, bus stations and ferry ports were audited across Scotland. Locations ranged from large cities to rural towns, as detailed in the map below.



Aberdeen

Sustainable Transport Hub (Bus, Rail, Ferry)

Glasgow

Buchanan Bus Station

Perth

Leonard Bus Station, Railway Station

Dundee

Bus Station

Inverness

Bus Station, Railway Station

Stirling

Bus Station, Railway Station

Edinburgh

Bus Station, Waverley Railway Station

Mallaig

Sustainable Transport Hub (Rail, Ferry)

Fort William

Railway Station

Oban

Sustainable Transport Hub (Bus, Rail, Ferry)



key issues & recommendations

As the audits conducted for this project covered a **wide range of locations and types of transport interchanges**, they provide a useful way to draw together common themes and make broad recommendations. This section presents the three **themes that need to be addressed** to increase the use of bicycles with public transport across Scotland: consistency, quality of cycle facilities, and information provision.



Consistency

Issue: A lack of overall consistency in the level of cyclist provision

The quality of facilities and signage varied widely, both between and within the audit locations. It is currently difficult for a cyclist to anticipate when wayfinding and parking will be provided and when lots of pre-travel and contingency planning will be needed. Approaches to stations and ferry terminals often lack clear signage – this is often also an issue when trying to travel between stations and ferry terminals. The signage does not all have to be cyclist-specific, but even the standard road signage was often inconsistent and difficult to follow. If there are specific cyclist entrances, these should be well signed. Cycle parking was also often provided at a poor standard – the racks were too close together, uncovered, or insufficient for the existing demand (let alone providing for future growth).

With a bit of effort and coordination, travellers would be able to rely on a basic level of information and facilities (without lots of pre-travel research). This would provide a boost to the use of combining cycling with public transport, as travellers would have confidence that they could just show up with their bicycle and easily complete their journey.

Recommendation: ‘Active Travel Friendly’ standard

We recommend the creation of an ‘Active Travel Friendly’ award. This would be awarded to a range of organisations – from individual transport facilities, to operators, and local authorities. To gain ‘Active Travel Friendly’ status, the relevant organisation would need to provide for cyclists and walkers:

- ▶ high quality, well considered facilities (e.g. adequate, appropriately located, and fit-for-purpose cycle parking; level access or wheel wells on stairs)

- ▶ good wayfinding signage
- ▶ useful local information
- ▶ a high level of maintenance and updates to these facilities, signage and information
- ▶ convenient links and information about other transport interchanges and cycling or walking facilities

For a city or region to gain the award, the various organisations with responsibility for cycling provision would all need to work together and an assessment would have to be carried out every two or three years to keep the award. An ‘Active Travel Friendly’ destination will encourage more people to cycle, and will help achieve the Scottish Government’s vision for 10% of journeys to be made by bicycle. Furthermore, the economic benefit from an increase in travellers and cyclists will encourage organisations and communities across Scotland to achieve ‘Active Travel Friendly’ status⁶.

The ‘Active Travel Friendly’ scheme could build on existing Scottish cycle promotion schemes. For instance, VisitScotland’s ‘Cyclists Welcome’ and ‘Walkers Welcome’ schemes for accommodation providers could be expanded into the ‘Active Travel Friendly’ standard, applied to a wider range of businesses and organisations. Or Cycling Scotland could develop the scheme based on their existing ‘Cycle Friendly Employer’ awards. With such a scheme in operation, the Scottish Government would be well placed to encourage its adoption by including the award in its rail franchise and ferry route invitations to tender, and by including it in the conditions for funding packages such as the Bus Investment Fund.



key issues & recommendations



Help & Information

Problem: A lack of information on local routes and where to get repairs

Stations and ferry terminals had little to no information on local or national cycle routes, even when they are nearby, and no information on local cycle shops. For a traveller to be confident that they can travel with a bicycle and use it at their destination, they need to be able to find their way around and locate repair shops or cyclist friendly accommodation. Spending by leisure cyclists already contributes as much as £228 million per year, and Scottish destinations will accrue further economic benefits by attracting more cyclists⁷. A high level of information and assistance at destinations is a crucial aspect of making a place cyclist-friendly and improving its reputation amongst cyclists.

Recommendation: Create a network of 'Active Travel Hubs' across Scotland

An 'Active Travel Hub' would provide some combination of tools, cycle repair or hire, cycle parking, and cycle and walking route information with travel times. The services provided by each hub would be determined by both local and national needs, with priority given to local involvement and requirements. The specific circumstances of different locations will require a variety of types of active travel hub. To give an idea of what an active travel hub is and how it can vary to meet local needs, see pages 9 and 10.

It is also important that the Active Travel Hubs do not operate in isolation. There should be communication and links between the hubs so that they can form the core of a cyclist and walker support service. With a network of hubs, cyclists would know that they could receive local assistance should a problem arise. To fill the gaps between large towns and cities, at smaller facilities (such as island ports and small railway stations) an information board should be provided. This would include local orientation information such as cycle and walking routes, local bike shops and mechanics, cycle-friendly cafes, and cycle hire. The information

on these boards would also be available to staff at the nearest Active Travel Hub. In case of a breakdown, a single national number would ideally connect a cyclist to the nearest Active Travel Hub who could advise the cyclist of the closest mechanic.

The Scottish Government has stated that 'Active Travel Hubs' are an investment priority⁸. We encourage them to take the opportunity to build on the good, but fragmented, infrastructure already in place and provide funding to create the Active Travel Hub network. As with the 'Active Travel Architect', development of an 'Active Travel Hub' would help a region to achieve 'Active Travel Friendly' status.

Problem: Poor pre-travel information

As described in the following section, the pre-travel information available to cyclists when travelling to a bus station or ferry terminal is poor to non-existent. And while some excellent tools exist for those travelling to a railway station, they are not well promoted.

Recommendation: Improve 'Stations Made Easy' and further develop it for bus and ferry

The 'Stations Made Easy' feature of the National Rail Enquiries website and its accompanying interactive maps is excellent. However, it is difficult to find and not well linked to from Train Operating Company websites. A landing page for 'Stations Made Easy' should be created, and the train companies serving Scotland should all link to 'Stations Made Easy' pages from their station detail pages.

Furthermore, Traveline Scotland (working with bus and ferry companies) should extend 'Stations Made Easy' to cover bus stations and ferry terminals. This could be hosted on the Traveline Scotland website and should be accompanied by general information such as what services operate and a list of facilities (e.g. left luggage, cycle parking, cafés). Again, implementing this step change in the information provided to cyclists planning a trip would help with 'Active Travel Friendly' accreditation.



key issues & recommendations

Quality of New Cycle Facilities

Issue: Facilities and signage are generally not well thought through

When new facilities are provided, they often do not consider the end-to-end experience of a cyclist. For instance, cycle parking might be installed but placed a long way from the entrance and left uncovered. Or lockers are installed with no information on how to reserve one or get a key. The Association of Train Operating Companies (ATOC) and Transport Scotland provide high quality detailed guidance on developing cycle-friendly facilities in their respective documents Cycle-Rail Toolkit⁹ and Cycling by Design¹⁰. However, this advice is not consistently followed, and sometimes completely ignored.

Recommendation: All station and ferry terminal development include an 'Active Travel Architect'

We recommend that when stations or ferry terminals are being built or redeveloped, there should be a person on the project team that would ensure best practice is met in the design of the overall facility and its details. This would not necessarily need to be an additional person, but someone on the project or design team must be responsible for ensuring best practice is met in the design. The aforementioned Cycle-Rail Toolkit and Cycling by Design documents can be used for this, especially for railway stations. Further documentation is needed for bus stations and ferry terminals, but this could be developed from these two existing documents. Including an 'Active Travel Architect' in major projects would help with achieving an 'Active Travel Friendly' award for the station or ferry terminal.

SCOTLAND

STIRLING CYCLE HUB

Location: at Stirling Railway Station

Hours: Every day from 10am-6pm

Services:

- Cycle route planning
- Information on cycle shops and support networks in Stirling
- Hosts events to encourage more people to get on bikes
- Answers cycling queries
- Assists with minor maintenance (e.g. pumping up tyres)
- Cycle hire
- Holds 'Introduction to Cycling' classes every Thursday

www.stirlingcyclehub.org

SOUTH WEST COMMUNITY CYCLES (GLASGOW)

Location: Pollokshaws West Railway Station

Hours: Wednesday-Sunday 10am-6pm
(open on Bank Holiday Mondays from 10am - 6pm)

Services:

- Pollok Park Cycle Hire
- Park and Ride Facilities
- Tours of Pollok Park and South West Glasgow
- Merchandise and cycle parts
- Education programmes
- Cycle repairs
- Youth groups
- Coffee shop

www.southwestcommunitycycles.co.uk



key issues & recommendations



South West Community Cycles (Glasgow)



Leeds Cyclepoint (Image copyright Department for Transport)



Russell's Bicycle Shed - Sheffield

ENGLAND

LEEDS CYCLEPOINT

Location: Leeds Railway Station

Hours: Staffed Monday-Friday from 7am-7pm and weekends from 10am-6pm; access to facility with security swipe card from 6am to midnight everyday

Services:

- Storage capacity for 300 bicycles
- Maintenance and repair services
- Bike and accessories for sale
- Rental scheme
- Cycling information and demonstrations
- Real time train information on screens inside the Cyclepoint
- Varying tariffs according to which services used

www.cyclepoint.org/leedscyclepoint

SHEFFIELD STATION CYCLE HUB

Location: On the platform adjacent to the taxi rank

Hours: Secure 24h access

Services:

- Storage capacity for 415 bicycles
- Single sex changing rooms with shower facilities
- CCTV
- Cycle shop and hire
- Bike repairs

Future plans include a smartcard system that would integrate train, bus and tram tickers with a cycle hub membership on to one card.

www.eastmidlandstrains.co.uk/information/media/news/new-cycle-hub-at-sheffield-station





Part 2: Specific Issues

Before conducting the on-the-ground audits, the **pre-travel information available to a cyclist** was assessed. This considered what information was available on the internet to inform a cyclist as to what facilities would be available, such as **parking and carriage of the bicycle**. How easy it was to find such information was also considered.

Railway Stations

When searching for cycle facilities at Scottish railway stations the top result is the station information page on the **National Rail Enquiries (NRE)** website, with the second or third result generally being the station information on **ScotRail's** website. Both sites include cycle parking information including the type of parking, whether it is covered, and whether it is monitored by CCTV.

The National Rail Enquiries website has a 'Stations Made Easy' feature which is particularly useful for a cyclist trying to understand station facilities, as it provides a station map which shows cycling facilities and has pop-up photos which appear when hovering over different parts of the station. Clicking on a part of the station takes you to a detail page with a large photo and information about that part of the station. This can be a useful way to figure out whether it will be possible to take a bicycle to various parts of the station or to inspect the cycle parking provision in advance. The 'Stations Made Easy' feature also has a station route finder where you can specify a start and end point and request a route with 'no steps'. The resulting route gives clear directions accompanied by photos of each step. Examples of the photo map and route finder are provided in the supplementary 'Stations Made Easy' Examples document.¹¹

As welcome as these features are, they are let down by two key issues:

1. Neither the clickable map nor the route finder are very prominent; therefore people not already aware of these features might easily miss them. The clickable station map in particular is difficult to find as there is nothing indicating such a feature exists or how to get to it from the 'Stations Made Easy' page. This is a shame as it could be an important tool for a cyclist.
2. 'Stations Made Easy' is not optimised for smartphones and is not available from the National Rail app. This should be a key feature for mobiles.

The excellent *Cycle-Rail Toolkit* produced by the Association of Train Operating Companies (ATOC – the same organisation that runs the NRE website) states:

“Once suitable routes (and other measures for cyclists) have been identified and implemented, they should be added to the ‘Stations Made Easy’ website. Clear guidance on how to reach this site should be included within every [Train Operating Company’s] own website.”

Of the five TOCs serving Scotland – ScotRail, CrossCountry, East Coast, First Transpennine Express, and Virgin Trains – none of them link to 'Stations Made Easy', although East Coast does link to the Station Map section of 'Stations Made Easy' on each of its station pages. The TOCs could provide a prominent link to the 'Stations Made Easy' page for each station on their own station information pages, which already pulls a set of standard information from the NRE website.

However, ATOC should also create a 'Stations Made Easy' landing page on the main NRE website from which you could choose what station you want to view. This would allow a prominent link on the front page of the NRE website and better promotion of this feature, addressing issue (1) above. It would also allow the TOCs to link to the landing page from their Stations A–Z page.



Ferry Terminals

Neither [NorthLink](#) nor [Caledonian MacBrayne \(CalMac\)](#) provide any information for cyclists on the Ports section of their websites. In addition, to find information about travelling with bicycles on the CalMac website, it is necessary to navigate to *Journey Information > Planning > Baggage and Leisure Equipment*. This is difficult to find, as someone using a bicycle as a method of transport (instead of a car) will be unlikely to consider their vehicle 'baggage'. On the NorthLink website, cycle information is provided on the *Boarding* page, which makes more sense.

However, both operators should update their websites to provide the same level of information for cyclists as they currently do for car drivers, both on the *Ports* pages and by treating bicycles as vehicles that will be carried by the ferries just like cars and lorries. This would include information on station facilities, arrangements whilst waiting to board, and convenient routes to and from the terminal. This information should be provided in appropriate locations, not in a baggage information page. This would bring the websites up to what could be considered a minimum standard, but for best practice, the port information pages should contain links to local cycle organisations, cycle hire, cycle shops and mechanics, and maps with national and local cycle routes.

Bus Stations

There is no centralised source of information on bus stations in general, and in most cases an internet search for a bus station's cycle facilities turns up little information. The information on bus station facilities is inconsistent, and in some cases completely lacking. [Aberdeenshire Council](#) provides information about the Stagecoach Bluebird bus services from Aberdeen which carry bicycles, but these are listed under the 'Storage' section of their cycling information.

The public transport information service [Traveline Scotland](#) is a partnership of, and funded by, transport operators and local authorities. Their website already provides access to a journey planner and timetable information. It would be the logical place to provide standardised, up to date, and useful information on bus stations across Scotland. This could be in an equivalent format to that on the National Rail Enquiries website and would not only benefit cyclists, but all travellers, especially those with accessibility requirements. The site should include basic information such as a map of the station, what services run, and a list of facilities (e.g. left luggage, cycle parking, cafés).



at the station or ferry terminal

Full details of our findings at each station and ferry terminal are available in the separate audit reports available at transformscotland.org.uk/interchange. However, for each transport type (rail, bus, ferry) there were **common themes** that emerged. This section collects these issues together as they likely apply to Scottish stations and ferry terminals beyond those audited for this project.

All Public Transport Facilities

- It is important that there is good communication between all parties responsible for signage and facilities outwith the station or ferry terminal boundaries. For instance, the local authority will have responsibility for safe stopping areas, the pavement, exterior cycle parking, and signage on approach. And often an organisation other than the station or ferry terminal manager has responsibility for property modifications or related buildings like a car park.
- In all cases, there needs to be a comprehensive approach to signage for cyclists. As noted above, this will likely require coordination between different bodies, and it is important to consider who is best placed to coordinate the necessary work. For larger stations or ferry terminals, this is likely the manager, but for smaller ones it will probably be the local authority (especially where multiple small stations and ferry terminals are grouped together).
- Stations and ferry terminals should ensure either that all entrances are cycle friendly, or clear signage is provided on all approaches indicating which entrance cyclists should use.

Railway Stations

Essential: Issues which should be addressed as soon as possible

- There was a lack of clear, consistent signage when navigating stations and finding facilities such as cycle parking.
- The provision of cycle parking was generally insufficient and of poor quality. While there were examples of good quality cycle parking, across the stations it was not provided in sufficient quantity and much of what is provided was poorly located, uncovered, and/or dirty.
- Cycle lockers are provided in places but these were often in poor condition, fully occupied, lacked usage instructions (e.g. how to get a key), and/or very poorly located.

Best Practice: The standard to aim for

- Short term parking should be provided to leave a loaded bike whilst using the toilets or buying food, drinks, or magazines.
- A network of cycle hubs should be developed at key railway stations across Scotland as part of the Active Travel Hubs scheme (see Key Recommendations above).



at the station or ferry terminal

Ferry Terminals

Essential: Issues which should be addressed as soon as possible

- There was a lack of cycle parking outside the ferry terminals. Especially for terminals where bicycles are not allowed inside, there needs to be covered and convenient parking near the building entrance, ideally within view from the terminal so cyclists can leave their panniers on their bicycles.
- Cyclists should be able to wait for the ferry in a covered area (ideally heated in winter) instead of next to cars on exposed tarmac. This requires that either cycles can be wheeled into the ferry terminal or that there is covered cycle parking with good surveillance so that cyclists can park their bikes fully loaded and sit in the terminal. Note that this is not an issue with NorthLink's Aberdeen ferry terminal as they do have provision for cyclists to wait inside the building. If cyclists are expected to wait to board the ferry outside, the waiting area needs to be covered: it is not acceptable to expect cyclists to wait whilst possibly exposed to rain and wind.

Best Practice: The standard to aim for

- An information board should be provided with local orientation information including cycle routes.
- Information should be provided about local bike shops and mechanics, cycle-friendly cafes, and cycle hire.

Bus Stations

Essential: Issues which should be addressed as soon as possible

- Covered, secure cycle parking should be located near the bus station.
- The few stations which have services that carry bikes should provide convenient parking for a loaded bicycle in view of the bus station; clear and visible information on the boarding procedure for cyclists; and left luggage facilities.





Part 3: Conclusion

conclusion

There are many good individual cycle facilities across Scotland's stations and ferry terminals, including instances of best practice and excellence. Unfortunately, though, there are no examples where an entire station or ferry terminal provides an overall experience which could be said to consistently meet good practice. A public transport station or terminal should provide a smooth experience for the variety of cyclists using it from their approach to their eventual exit.

Fortunately, this project has shown that substantial cycle provision is in place and this provides a good base to build upon. Modest investment could, within a short period of time, transform the experience for cyclists using public transportation across Scotland. With a more coordinated effort, Scotland could become a model of how to integrate cycling with public transport.

Specifically, this report has made recommendations which can bring about this necessary transformation:

- ▶ The creation of a network of 'Active Travel Hubs' across Scotland which will provide facilities and nationwide support to cyclists
- ▶ The creation of an 'Active Travel Friendly' standard which would encourage adoption of high quality cycle facilities
- ▶ For all station and ferry terminal developments to include an 'Active Travel Architect' to ensure cyclist needs are integral to the design
- ▶ To improve the National Rail 'Stations Made Easy' feature and further develop it for bus and ferry

This project has also provided detailed audit reports for nineteen stations and ferry terminals which can be acted on now to bring these locations up to a good standard. Furthermore, the Interchange Toolkit provides a tried, tested, and straightforward audit process for others to use. Transport operators, local authorities, and community groups can use the Toolkit to assess their local stations and ports, identifying how to improve their integration with cycling.

Following these actions and integrating cycling trips effectively with public transport brings significant benefits:

- ▶ Inexpensively increases the reach and flexibility of the public transport network through an increase in the catchment population, and greater mobility for travellers at either end of the journey
- ▶ Contributes to the Scottish Government's 10% cycling vision
- ▶ Increases the attractiveness of Scotland as a destination for cycle tourism

As previous research has shown, this would result in social and economic benefits to Scotland. From a social perspective, lower income groups, younger people, and women are most dependent on active travel and public transport¹². Economically, increasing cycling in line with the Scottish Government's cycling vision would result in savings of at least £1 billion per year¹³; while the cycle tourism industry already contributes up to £228 million per year to the economy¹⁴. Improving the integration of cycling with public transport will contribute to the vision of a sustainable, just, and prosperous Scotland¹⁵.



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4. The ScotRail Foundation is a national programme available to groups and organisations across Scotland. Two of its aims are “Helping to promote alternatives to car journeys and/or park and ride” and “Increased use of cycling and public transport.” www.foundationscotland.org.uk/programmes/scotrail.aspx
5. See Transform Scotland’s website. www.transformscotland.org.uk/interchange
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About Transform Scotland

Transform Scotland campaigns for a society where everyone can have their travel needs met within the limits of a transport system that is environmentally sustainable, socially inclusive and economically responsible.

We are the only organisation in Scotland making the case for sustainable transport across all modes. We have a membership of over 60 organisations across Scotland, including public transport operators, local authorities and sustainable transport voluntary organisations. Transform Scotland is a registered charity, politically independent, science-based and strictly not-for-profit.

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