

During 2019–20, Transport Planning & Engineering (TP&E), Cycling Scotland’s social enterprise consultancy, has continued to expand and work on a wide range of exciting active travel infrastructure and regeneration projects across Scotland.

This past year has seen much of the work focus on concept and developed design providing the foundation work for delivery in 2020–21.

The team has grown for a second consecutive year to accommodate the increased influx of active travel delivery aspirations. As a result, our content and volume of work grows in impact and variety as we continue to work with a diverse range of clients.

TP&E has been involved in the development of over 14 active travel infrastructure projects in this period.

This year, the success of our projects can be demonstrated through our work:

- Assisting new community groups to become involved in asset design and management
- Encouraging rural communities to consider active travel routes to assist in the school run, impacting on modal shift in these areas
- Creating an opportunity for established major infrastructure to be altered to accommodate active travel needs
- Partnership working with local authorities to create direct and connected active travel corridors.

At the end of the financial year, due to the impact of the pandemic, a number of these projects were paused at construction phase ready for delivery in 2020–21. When delivered these designs will contribute 25km to upgraded and new active travel routes throughout Scotland.

14

14 active travel infrastructure projects



TP&E
Transport Planning & Engineering



Project locations

- Bowling
- Eaglesham, East Renfrewshire
- The Wisp to Dalkeith Country Park (Edinburgh)
- Linwood, Paisley
- St Fillans
- Drymen (Balmaha)
- Hunters Hall Park (Edinburgh)
- Penpont to Thornhill
- Almondbank (Perth)
- Lowland Canals (Bishopbriggs to Newbridge)
- Bridge of Earn to Newburgh
- Kinloch Rannoch
- East Kilbride
- Water of Leith (Edinburgh)
- Almondbank (Perth)

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Focussing on the potential delivery of more than 25km of active travel routes across Scotland and the upgrade of access to 67km Lowland Canals’ central section

Case study: Almondbank path upgrade



As part of NCN 77 and The River Tay Way a section of route greatly required an upgrade adjacent to the River Almond in Almondbank.

This piece of work closes a gap in the upgrade of cycling and walking infrastructure in the area to provide a high-quality enhancement. The route offers a direct link to the new

secondary school, Bertha Park High School, for the rural communities along the River Tay Way and the upgrade has allowed an all-weather route to be achieved.

Setting up excellent communications between the contractor, the local community and the client enabled this project to respond effectively to the local needs of the area.