



Places for Everyone

2022 to 2023

Infrastructure Impact Summary Report



What is Places for Everyone?

Places for Everyone is a **grant fund** programme.



A **grant fund** is a sum of money for a project.

Places for Everyone is funded by the Scottish Government through Transport Scotland and is led by Sustrans Scotland.



Many different organisations in Scotland can apply for money from Places for Everyone including:

- local councils
- organisations that give public services like schools and hospitals
- community groups



Places for Everyone gives money for **infrastructure** to make it easier for people to use active travel for everyday journeys.



Infrastructure is the buildings and services that a country needs to work well – things like roads, transport, pavements and toilets.

Active travel means to walk, wheel or cycle.



Places for Everyone started in March 2019.

It does work to make the **outcomes** of Transport Scotland's Active Travel Framework happen.

An **outcome** means the way Transport Scotland wants to see things turn out.



The information in this report comes from work done by Sustrans **Research** and Monitoring Unit.

Research means getting facts, figures and information about something.



It is a **summary** report – a short document that gives the main information.

It shows the **impact** of the infrastructure – what affect it has had on people and the local area.



In 2022 to 2023 there was an **evaluation** of the Places for Everyone programme using information from 43 projects.

An **evaluation** checks something to see if it is going well and if it is making a difference.



5 projects were also looked at really closely as **case studies**.

A **case study** is a short report on one project.

This report shows what the evaluation found out.

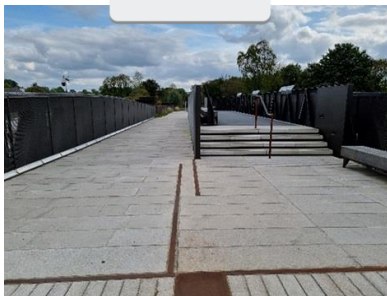
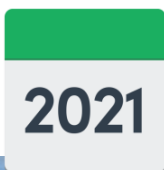
The 5 project case studies

1. The Bowline, Bowling, West Dunbartonshire



The aim of the Bowline Project was to make a link for active travel trips from the centre of Glasgow along the Forth & Clyde Canal towpath towards Loch Lomond.

The project was delivered by Scottish Canals and the new route opened in September 2021.



The photos on the left show what the area looked like before and after the project was built.

There were nearly 2 times as many trips along the route after the project finished.



It has no traffic and people do not need to cross at a busy junction.

It has made active travel trips safer and more accessible.

People using the route feel that the Bowline has make the local area look nicer.

2. Cumbernauld Green Route, North Lanarkshire



This route is an accessible and green pathway that links the centre of Cumbernauld and the communities around it.

The project aimed to support people to be healthier by making the active travel route between Abronhill and Cumbernauld town centre safer and nicer.



The pictures on the left show what the route looked like before and after the project happened.

The project was delivered by Green Action Trust and the route opened in September 2022.



The Green Route is a group of long parks, joined together by a pathway with a new smooth surface.

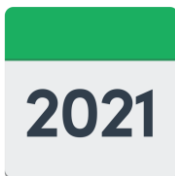
The work done:

- made road crossings safer
- put lighting in tunnels
- planted trees in the parks



More people now use the route and think it is very high quality.

3. Cycle Friendly Kingussie - Gynack Gardens, Highland Council



Gynack Gardens is a park at the centre of Kingussie.

The people who made the project wanted to help more people to choose active travel in and around the gardens by making it safe and accessible.



The project was delivered by Cycle Friendly Kingussie, supported by Highland Council and it opened in March 2021.

Since the project finished there have been:



- more active travel trips:
 - nearly 3 times more trips in the gardens
 - 69 per cent more trips around the gardens
 - more children are cycling to school



- more bikes are parked in the town
- people using the route said:
 - it is safer
 - it is more accessible
 - the path surface is better
 - it makes the area look nicer



Children said they like the flowers, green space and ornaments.



- more people are walking and using benches in the park

2022



4. South City Way, Glasgow

The South City Way is an active travel route from Queens Park in the Southside of Glasgow to the City Centre.

It was delivered by Glasgow City Council and the route opened in June 2022.



The changes have meant:

- there are now more active travel trips along this route (30 per cent more)
- there is less traffic
- there are less vehicles travelling over the speed limit (20 per cent less)



5. Stockingfield Bridge, Glasgow

Stockingfield Bridge joins the 3 communities of Maryhill, Gilsochill/Cadder, and Ruchill.

Before this project, it was hard to get from one place to another because of the canal.



2022

The project was delivered by Scottish Canals, and the route opened in September 2022.



The bridge has made it easier, safer and quicker for lots more people to walk, wheel or cycle when making short trips between local communities.

Outcome 1: Get more people choosing walking, cycling and wheeling in Scotland



We looked at 43 project areas before the Places for Everyone project, and a year after they were in place.



We looked at 25 project areas before the Places for Everyone project, and up to 5 years after they were in place.

We looked at some of the projects and we found:

The number of people using the routes:



- has gone up from just over 4 million people to 5 and a half million people a year after the project was finished
- has gone from around 850 thousand people before a project, to just over 1 million people more than 2 years after the project was finished



- most schools say half their children get to school using active travel

In schools near Places for Everyone projects even more children are using active travel to get to school.

This means an extra 8 thousand children are travelling actively every day.

In individual projects:



- in Bowling active travel trips went up from 113 thousand in 2019 to 210 thousand in 2022



- at the Cumbernauld Green Route yearly active travel trips went up from 290 thousand before to 350 thousand after the project finished

People are using the route more and spending more time on it.



- the Stockingfield Bridge has let more people take short active travel trips like:
 - visiting friends and family
 - going to school or nursery
 - going to work or study



- at Gynack Gardens:
 - the number of trips through the garden each year went up from 105 thousand to 177 thousand



- the route outside the gardens saw trips each year go up from 74 thousand to 274 thousand



- at South City Way the number of active travel trips went up from 78 thousand in 2017, to more than 100 thousand in 2023

Outcome 2: High quality walking, cycling and wheeling infrastructure is available to all



We looked at some of the projects and we found:

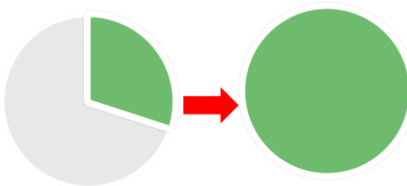
- more people agreed that they liked the surroundings of the route after the project was completed



In individual projects when they were finished:



- at the Bowline almost all users strongly agreed or agreed that the route is well looked after
- at the Cumbernauld Green Route:
 - the number of people who said the route had a high-quality surface went up from 22 per cent to 98 per cent
 - the number of people who thought the route made the local area look nicer went up from 23 per cent to 95 per cent



- at the Stockingfield Bridge:

- almost everyone thought it was easy to get from one route to another

But before the project only a third of people thought so.



- almost everyone thought that the lighting was good



But before the project only 1 person in every 10 people we asked thought the lighting was good enough.



- after the Gynack Gardens project finished, nearly everyone using the route:
 - agreed that the gardens made the area nicer
 - agreed that the route was well lit
 - agreed the path was looked after well
 - agreed that the gardens do what they were designed to do



- before the South City Way was made, 63 per cent of people answering a survey said that having no cycling infrastructure made active travel difficult

After the South City Way opened only 13 per cent of people said that having no cycling infrastructure stopped them travelling actively.

Outcome 3: Walking, wheeling and cycling is safer for everyone



In all projects:

When projects had been in place for 2 to 5 years most route users agreed that the Places for Everyone route they were using felt safe



In 197 Places for Everyone projects, the number of people hurt in traffic accidents goes down after a project is finished, even though more people use the route.



In individual projects, when they were finished:

- at the Bowline nearly all route users:
 - felt the route was a safe place to be during the day
 - did not feel unsafe because of traffic



- at the Cumbernauld Green Route nearly all users (93 per cent) felt that it helped them to cross busy roads safely



- at Stockingfield Bridge nearly everyone:
 - was happy with road safety
 - felt safe when they were asked about crime and **anti-social behaviour** – things like graffiti, littering or people being rowdy
 - was happy with the way cyclists, wheelers and walkers used the paths together



- at Gynack Gardens nearly all route users:
 - agreed the gardens were safe in the day
 - agreed the gardens were safe at night



- at South City Way there was a big drop in the number of vehicles travelling over the speed limit

Outcome 4: Walking, wheeling and cycling is available to everyone

In all projects:



The number of people using Places for Everyone projects has gone up for people of all ages and genders.

We want to get more women and older people using the project spaces.



This is because there are:

- more men using routes than women
- more younger people using routes than older people

In individual projects:



- after the Bowline opened slightly more people used the route who were new to cycling or had started cycling again



- after the Cumbernauld Green Route opened nearly all route users said it was accessible for everyone



- since the Stockingfield bridge has been built:
 - there are nearly twice as many monthly trips between the 2 canal paths
 - nearly everyone who answered a survey was from the local community



- at Gynack Gardens everyone using the route thought it was accessible

- at South City Way, 3 out of 4 people who answered a resident survey agreed that more walking and cycling would make the area a better place to live and work



Outcome 5: Delivery of walking, cycling and wheeling is promoted and supported by a range of partners



There are around 250 projects happening as part of the Places for Everyone programme.

Partners included almost all Scotland's local councils as well as national, regional and community partners.



Based on a sample of 4 large projects:

- almost 7 out of 10 of local residents agreed with their local Places for Everyone project proposal before it was built
- 7 out of 10 people said the people planning the project had listened to what the community thought about it



In individual projects:

- the Gynack Gardens project was led by Cycle Friendly Kingussie, with support from Highland Council and Sustrans
- the Cumbernauld Green Routes project was delivered by Cumbernauld Living Landscape, Green Action Trust, North Lanarkshire Council and Sustrans





- a lot of work was done to ask local people what they thought about the Stockingfield Bridge project

Objective - what we want to achieve

Having less pollution



Pollution means having harmful gases in the air.

We have **modelled** the pollution that did not go into the air because the projects were built.



Modelling is a way of using facts, figures and information to say what could happen in the future or what might have happened in the past.

In the 4 projects we checked:

- all of them had less nitrogen oxide gas going into the air
- 3 projects had less carbon dioxide gas going into the air
- the South City Way project had the largest reduction in carbon dioxide



Objective: Better health and safer travel for all



The number of route users who agreed that the route has helped them do more exercise went up:

- from 9 hundred and 64 thousand people before the project
- to 1 million 6 hundred thousand people after the project



This went up again 2 to 5 years after the project was delivered.



Slightly more than 7 out of 10 people who answered a survey agreed they decided to use the route to get exercise before the Places for Everyone project happened.



When the project was delivered this went up to more than 8 out of 10 people.



When people were asked 2 to 5 years after the project finished, this went up again to slightly more than 9 out of 10 people.

Places for Everyone outcomes – what we want to see happen



- the quality of project applications – how good they are

Equality Impact Assessments are ways to make sure people are treated fairly and equally by work policies and decisions.

17 Equality Impact Assessments were done:

- 7 were good
- 8 passed with things that had to be changed
- 2 failed a check by Sustrans engagement team



- is a project application suitable – is it the right thing to do?

When a project applies for funding, it goes to a group called a **panel review** who decide how much money the project gets.

In 2022 to 2023 104 out of 195 projects were given all the money they asked for.



- **more engagement in deprived areas**

Engagement means communicating with people to find out what they think and what their experiences are.



A deprived area is one where people have more difficulties in different parts of their life.

For example many of the people who live there do not have:

- enough money
- choices and chances
- resources – there might not be as many public services



21 per cent of the space covered by Places for Everyone projects was in the most deprived areas.



- **fewer barriers for everyone to make journeys actively**

Barriers make things difficult.



The amount of new infrastructure to make active travel easier went up:

- from 54 kms in 2016 to 2017
- to 154 kms in 2022 to 2023



- **more people who deal with inequalities are walking, wheeling and cycling**

Deal with inequalities means not being treated fairly.

There are slightly more:

- women and girls using the routes
- people who have a physical or mental health condition using the routes



Lessons learned



This year we used more **aggregated data**

Aggregated means collecting different types of data from different places and then making a summary report.

It has shown us that data needs to be collected in the same way.

We must use the data to know how to make infrastructure have a better impact.



- 34 out of 43 projects had an increase in active travel

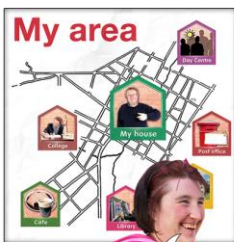
This is positive but also shows that 9 projects had no increases in active travel.

We will use the data to understand more about this.



- in some projects the number of people using active travel goes up but the type of people using the route stays the same

This shows that we still need to encourage people of different ages, genders and disabilities to walk, wheel or cycle.



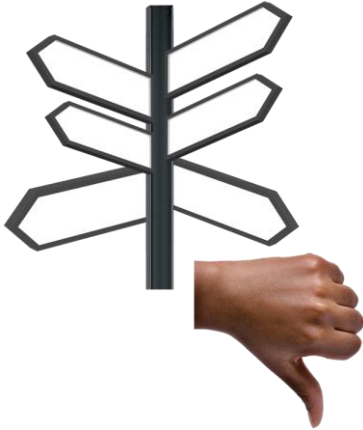
We know it is important to work with local communities so they:

- know what work is happening and why it is happening
- understand the project and believe in it
- know that the project will give them what they need
- can say how they feel about Places for Everyone projects



In 2022 to 2023 the Places for Everyone Engagement Team supported colleagues and organisations involved in projects to do Equality Impact Assessments.





From our project case studies:

- in the Bowline project, local businesses were not happy with signs

This shows we need to deal with problems or things we have missed, in the 6 months after the project opens.

- in the Cumbernauld Green Route project, people were not happy with anti-social behaviour

This showed how important it is:

- to keep looking after projects
- to have more research to understand how project design and delivery can make this better



- at Gynack Gardens we could include children's thoughts and ideas in our evaluation because we had good links with Kingussie Primary School



- it was difficult to let everyone know about the South City Way project



This showed we need to have better ways:

- to tell people about the project



- to ask people in the community what they think about the design of the project and how it will be built



- at Stockingfield Bridge, the quality of data collected was better because Sustrans' Research and Monitoring Unit was involved in this project



To fully understand the impact of this project, we will need to do data collection again 2 to 5 years after the project was finished.

This shows how important it is to check projects to understand the change they make.

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