

NATIONAL WALKING AND CYCLING NETWORK – PROJECT PLAN

Introduction

- 1 The National Walking and Cycling Network (NWCN) has been designated as a national development within the National Planning Framework (NPF3), published June 2014. Reference to this project is also contained in the recent Scottish Government's plans for "A more active Scotland – Building a legacy from the Commonwealth Games" (www.scotland.gov.uk/Resource/0044/00444577.pdf), "Tourism Development Framework for Scotland" (www.scotland.gov.uk/Resource/0043/00432000.pdf), and the forthcoming Scottish Government's Long-Term Vision for Active Travel in Scotland 2030. Scotland's National Walking Strategy 'Let's Get Scotland Walking' (www.scotland.gov.uk/Publications/2014/06/5743/downloads) published in 2014, and Cycling Action Plan for Scotland 2013 (www.transportscotland.gov.uk/report/j0002-00.htm) further reinforce the need for the implementation of all existing actions in National Planning Framework 3 and elsewhere that support walking and cycling.
- 2 Inclusion of the NWCN in NPF3 signals an important step change in the aspirations of the Scottish Government for a network of long distance paths and routes in Scotland for all users and ages and abilities. It also raises the importance of this network in development planning and management across Scotland, as well as other land-use systems which they depend on. Delivery of these aspirations therefore requires support and co-ordinated action across Scottish Government and its agencies, as well as local authorities, communities and other stakeholders.
- 3 This project plan has been developed by Scottish Natural Heritage, Sustrans and Scottish Canals to provide the leadership and clear direction needed to deliver this national project. It builds on engagement over the past year with a range of partners involved in the planning, delivery and management of longer distance routes across Scotland. It also draws on the responses to the consultation on the Main Issues Report for the National Planning Framework.

Project objectives

- 4 The vision and key objectives of the NWCN is set out in Box 1. This project plan is concerned with implementing the network to deliver this vision and objectives. We will keep it up to date as the project evolves.
- 5 The four key objectives within the scope of this project plan are as follows:
 - 1) Oversee and facilitate the delivery of the new walking and cycling routes and links that contribute to the NWCN;
 - 2) Promote improvements to the quality of the existing walking and cycling routes and links in the NWCN, and identify and agree with key partners funding mechanisms to maintain these assets properly;
 - 3) Develop information and promotional material to encourage greater awareness and use of the NWCN both by the Scottish population and visitors to Scotland;
 - 4) Monitor and report on the i) use of the NWCN by the public and evaluate its impact on public health, active travel, tourism and the economy and ii) the quality of the NWCN in terms of the condition and maintenance of the routes and user experience of them.

- 6 Further details on the deliverables envisaged for each are provided in Box 2 and Table 1. Annex A and B contain information on existing and new routes and links which will form the national network.

Box 1 - Vision and Key Outcomes of the NWCN

Our vision is for a strategic network of well-maintained long distance paths and trails that:

- connects, and facilitates seamless passage through, the country's seven cities;
- links key natural and cultural heritage visitor destinations and public transport hubs;
- provides recreation and active travel opportunities for people of all ages and abilities;
- will appeal to Scottish residents and visitors from the UK and beyond; and
- provides comparable quality and facilities to our neighbours in Northern Europe.

Key outcomes sought from this network are better health and well-being, enhanced tourism and recreation experiences, economic development and more sustainable patterns of travel. The development of the network will:

- **Encourage more people to enjoy Scotland.** The network will span the length and breadth of the country providing opportunities for residents and visitors from the UK and beyond to journey between all our major cities, to visit our national parks and reserves, to experience our most iconic landscapes and to explore our diverse and spectacular coastlines and islands.
- **Strengthen local economies.** Walking and cycling tourism is a growing area of economic activity, with each longer distance route supporting a range of jobs and businesses both locally and nationally. Expanding and improving the national network throughout Scotland will attract new tourism businesses and provide economic benefit to more local communities.
- **Support physical activity and sustainable travel choices.** Easily accessible and well promoted to communities across Scotland, the network will be a key resource for supporting more physically active lifestyles. It will form part of the green infrastructure of our towns and cities, integrated into local path networks and linked to public transport hubs. The network will also provide connectivity across railways and major roads and not be fragmented by traffic pinch-points.

To achieve these vision and outcomes, the network will need to:

- **Provide a quality experience for users.** Users should expect to find routes in a fit condition for use and way-marked, with facilities for refreshments and accommodation along the way, and to easily access essential information through websites and publications. The network as a whole should be well-maintained, managed and promoted, with plans in place for continual improvement of quality and enjoyment.
- **Cater for different modes of use.** Most of the paths and trails in the network near to where people live will be multi-use, but others will be specifically designed to meet the varying needs of different users, ranging from rough walking in wild landscapes to safe and convenient commuting by bike, and accommodating horse-riding and canoeing whenever feasible
- **Maximise links to other initiatives.** Implementation of the network will build on local path networks which remain of critical importance for delivering health and active travel benefits for local communities particular in and around Scotland's towns and cities. Best use of this existing infrastructure will be made wherever possible, and synergy with the proposed strategic routes network to support recreation, physical activity and active travel in the Central Scotland Green Network will be maximised.

Box 2 - Key deliverables

Delivery, upgrading and management (Objective 1 & 2)

Table 1 provides an overview of the projected 5 year programme of implementation of new routes and links required to deliver the network.

Annex A and B provides further detail of the work proposed over the next 20 years on all routes and links which will eventually comprise the NWCN. All the work will be delivered to the least restrictive access option in keeping with the type and function of the route and taking account of the needs of all groups of users, including people with disabilities, horse-riders and canoeists.

Each new route has a lead delivery body (identified in Annex B). Either SNH, Sustrans or Scottish Canals will work with this body and others to support delivery of the new route, including developing partnerships to progress route development; helping to secure resources where possible; providing advice on policy, legal and technical aspects of route development; assisting with environmental and other assessments.

For improvements to existing routes and links, we will work with the lead body and other partners to scope the scale and costs of work required. We will develop the case for on-going funding to maintain and improve existing assets and explore with key partners funding options for this.

SNH will normally lead on long distance routes, Sustrans on the National Cycle Network and Scottish Canals on Canal Towpaths. Reflecting the emphasis of the project on joined up working to generate economies of scale and achieve efficiencies, we will work together on specific routes where there are benefits and synergies to doing so.

Promotion (Objective 3) We will work with local authorities, communities and land managers to promote awareness, enjoyment and responsible use of the routes and links in the network by the public.

As a first step, we will in 2014/15 develop a communication plan, setting out planned action on communication with partners, network promotion and highlighting good news stories. During 2015, a web presence for the NWCN will be developed.

During the 5 years of the project we will work closely with partners including VisitScotland, local authorities, Regional Transport Partnerships and Local Destination Marketing Organisations to build a coherent identity for the network as a whole, building on the successful promotion of Scotland's Great Trails.

Monitoring and evaluation (Objective 4) We will develop a strategic framework for monitoring and evaluating use of the network by the public. This will build on existing approaches and involve a mix of quantitative and qualitative measures to assess the contribution of the network as a whole to better health and well-being, increased tourism and more sustainable patterns of travel. We will also monitor the quality of the existing and new infrastructure, the maintenance arrangements in place and the funding available for maintenance of the network. We intend to publish baseline reports for both elements of monitoring activity by the end of 2015/16.

Project Governance

- 6 Scottish Government has asked SNH to provide an overall lead on project management, delivery and reporting, working closely with Sustrans, Scottish Canals and local authorities. A steering group of representatives of these partners, together with Scottish Government, VisitScotland and Regional Transport Partnership representatives, will meet twice yearly to review progress and consider actions required to deliver these objectives. SNH will continue to host the existing longer distance routes forum to act as a conduit to many of the organisations and staff working to deliver the NWCN across Scotland (including route managers, land managers and business interests). Notes and papers from the meetings of the NWCN steering group and LDR forum will be published on the SNH website. Links will also be made to implementation groups dealing with the national walking strategy and the cycling action plan.

Project Funding

- 7 The cost of implementation the route proposals contained in Table 1 is estimated at £25 million over the next 5 years, with an expected benefit ratio associated with the social rate of return of new paths of up to 1:7¹. The economic benefits of many of these routes are also significant.
- 8 National Planning Framework 3 is not a spending document and national development status does not itself imply a funding commitment from the Scottish Government. However, the partners anticipate that by working together to promote a coherent project which provides multiple benefits, there will be opportunities to bid for funding from a wide range of public, Lottery, European and private sources.
- 9 Some of the proposals already have funding packages in place to support their development. Others are at an earlier stage of scoping and have yet to secure any resourcing. The priority for funding from partners will be to support detailed design and other early works for these projects, to help kick start their delivery and help to unlock other funds. The scale of this initial funding required has been estimated at around £5 million over the first 5 years of the project, or £1 million per year. Without this initial funding being available, it is unlikely that the NWCN will be delivered in this timescale.
- 10 New funding will also be required for improving the quality of existing routes and links, as well as for maintaining the whole network to the agreed standard. Based on current practice on existing Long Distance Routes, it is estimated that in the region of £2 million additional funding a year will be needed to maintain the entire network. We propose to look at this important issue in more detail as part of this project, develop the case for on-going funding to maintain and improve existing assets, and also explore funding mechanisms for this.

Project assessment, monitoring and reporting

- 11 The Scottish Government has undertaken a strategic environmental assessment of the project as part of its preparation of the National Planning Framework, including an appraisal of its impact on Natura 2000. The development of the specific proposals for individual routes and links will be subject to further assessment and mitigation measures identified in the HRA as required.

12 We will monitor progress with route development and report to Scottish Government on an annual basis. The project plan will be updated regularly using information on specific routes and links provided by Sustrans, Scottish Canals, local authorities, Regional Transport Partnerships and other partners.

Project risks

Risk Name	Risk Description	Impact	Likelihood	Score	Response	Controls
Funding	There is a risk that because of a lack of project funding to kick start route development and attract capital funding for its implementation, specific route developments will not take place.	3	3	9	Treat	<ul style="list-style-type: none"> Project partners to identify funds in discussion with SG sponsors Review as part of annual reporting on progress to SG
Delays to route implementation	There is a risk that because of the need to scope, plan and design routes, agree details with land managers and communities, obtain planning consent and develop funding packages for implementation, key routes in the network will be subject to delay and the NWCN project will not be delivered.	2	2	4	Treat	<ul style="list-style-type: none"> Keep progress with each project under review Provide technical support and funding to assist route implementation Review as part of annual reporting on progress to SG
Lack of on-going maintenance of routes	There is a risk that because of the lack of funding available to local authorities and other partners, regular maintenance and upgrade of existing routes and links will not take place, thus presenting a risk to the longevity of network.	2	2	4	Treat	<ul style="list-style-type: none"> Review scale of funding requirement and explore options for future delivery Agree with lead delivery bodies arrangements for each route as part of its development.
Lack of staff capacity from lead organisations	There is a risk given the length of this project that key staff in the partner organisations will move on. There is also the risk that project delivery partners might not have the capacity to take forward the projects, or they have different or competing priorities for available resources.	2	2	4	Tolerate	<ul style="list-style-type: none"> Seek on-going commitment to delivery through grant in aid letters/corporate plans etc. Review as part of annual reporting on progress to SG

Table 1 – Projected programme of route implementation - overview

This table shows the projected 5 year programme of implementation of new routes and links required to deliver the network. Three categories of new routes and links are shown:

- 1) 5 year priority routes with national development status and requiring planning consent;
- 2) Other priority routes without national development status which can be progressed within 5 years;
- 3) Other routes which require early action to secure delivery in the long-term.

LONG DISTANCE ROUTES	Status of route (new build/ upgrade)	Project development (feasibility studies, consultations)	Design and construction	Route launch and promotion
5 year priorities requiring planning consent				
Clyde Walkway extension – New Lanark to Biggar	new	2014/5		2018
Crook of Devon to Kinross	new	2014/5	2015/6	2016
Cross-Scotland Pilgrim Way –				
a) Tyndrum to Glen Ogle	new	2014/5		2018
b) Glen Ogle to Crieff				
Darvel to Muirkirk	new			2016
John Muir Way – Strathblane to Glasgow spur	new	2014/5	2015/6	2016
North Solway Coast Path - Drummorie to Portpatrick	new	2014/5		2019
Speyside Way extension – Aviemore to Newtonmore	new		2014-2018	2019
Other 5 year priorities				
Arran Coastal Way improvements	upgrade	2014/5	2014-2016	2016
Clyde Coastal Path	upgrade		ongoing	2015
Clyde Walkway improvements:				
a) Newton Farm section	upgrade	2014/5		2018
b) Craighead Retreat section	upgrade	2014/5		2018
Cowal Way improvements	upgrade	2013 & 2014	2014/5	2016

Great Trossachs Path: Callander to Inversnaid	new		2014	2014
Fife Pilgrim Way: Culross and North Queensferry to St Andrews	new		2013/4	2015/6
Hebridean Way - Harris & Lewis	new		2013 & 2014	2014/5
John Muir Way - Kilpatrick's section	new		2014/5	2014/5
Longer term priorities				
Aberdeenshire Coastal Path	new		tbc	tbc
Angus Coastal Path	new		tbc	tbc
Cross-Scotland Pilgrim Way	new		2014/15	tbc
c) Iona to Tyndrum				
d) Crieff to St Andrews				
Deeside Way extension	new		2013/14	tbc
Glenbuck - New Lanark link	new			tbc
Inverness-Nairn Coast Path	new			tbc
Kirkmichael - Ballater link	new			tbc
North Solway Coastal Path	new		2013\14	2014/18
Pitlochry - Kirkmichael link	new			tbc
Stirling to Drymen	new			tbc
CYCLEWAYS	Status of route (new build/ upgrade)	Project development (feasibility studies, consultations)	Design and construction	Route launch and promotion
5 year priorities requiring planning consent				
Route 73 of the National Cycle Network - Brodick to Corrie	new		2011 - 2013	2015/16
Route 753 of the National Cycle Network - Gourock-Ardrossan:				
a) Largs to Inverkip	new		2015/16	2016/17
b) In & around Fairlie	new		2015/16	2016/17
Route 76 of the National Cycle Network - Manor Powis Roundabout	new		2014/15	2016/17
Route 765 of the National Cycle Network - Stirling to Callander: Doune-Burn of Cambus	new		2013/14	2014/15/16
Southern Upland Cycleway: Stranraer to Portpatrick	new		2014/15	2015

Other 5 year priorities				
Route 73 (South) of the National Cycle Network - Newton Stewart to Cairnryan	new	Reliant on TS road schemes	Reliant on TS road schemes	Reliant on TS road schemes
Dundee Green Circular – alternative to Docks	new			
Longer term priorities				
Route 74 of the National Cycle Network: Gretna-Glasgow:				
a) Larkhall to Stonehouse	new	tbc	tbc	tbc
b) M74 cycleway north end	new	tbc	tbc	tbc
c) To Douglas	new	tbc	tbc	tbc
Route 765 of the National Cycle Network - Stirling to Callander: Burn of Cambus to Callander	new			
Route 775 of the National Cycle Network - Almondbank to Lochearnhead: Crieff-Lochearnhead	new	2008/9	sections around Lochearnhead ongoing	tbc
Route 79 of the National Cycle Network - Speyside Way Cycleway	upgrade			
Fort William to Mallaig	new	Reliant on TS road schemes	Reliant on TS road schemes	Reliant on TS road schemes
Roslin to Peebles Cycleway	new	2008/9	tbc	Tbc
CANALS	Status of route (new build/upgrade)	Project development (feasibility studies, consultations)	Design and construction	Route launch and promotion
Other 5 year priorities				
Caledonian Canal Towpath	upgrade	2015/16	2016/17	2017
Crinan Canal Towpath	upgrade	2014/15	2015/16	2016
Forth & Clyde Canal Towpath	upgrade	2013/14	2014-17	2014-17
Monklands Canal Towpath	upgrade	2015/16	2016-18	2018
Union Canal Towpath	upgrade	2013/14	2014-17	2014-17

ANNEX A List of existing routes to be included in the network

National Cycle Network

- Route 1 Newcastle to Shetland via Edinburgh (North Sea Cycle Route)
- Route 195 Deeside Way (Aberdeen to Ballater)
- Route 196 Penicuik to Haddington
- Route 7 Carlisle to Inverness via Glasgow
- Route 73 (South) Newton Stewart to Cairnryan (also part of Eurovelo Route 1, the Atlantic Coast Route)
- Route 73 (North) Kilmarnock to Lochranza
- Route 74 Gretna to Douglas and Larkhall to Uddingston
- Route 75 Portavadie to Edinburgh (Forth & Clyde Cycle Route)
- Route 755 Strathblane to Kirkintilloch: Kirkintilloch to Coatbridge (proposed route)
- Route 756 East Kilbride to Maryhill
- Route 76 Berwick to Kirkcaldy (Round the Forth Cycle Route)
- Route 764 Dunfermline to Clackmannan
- Route 765 Stirling to Doune: Doune to Callander (proposed route)
- Route 767 Alloa to Dollar
- Route 768 Tullibody to Tillicoultry
- Route 77 Dundee to Pitlochry
- Route 78 Campbeltown to Inverness, via Oban and Fort William
- Route 79 Boat of Garten to Spey Bay – proposed route
- Route 753 West Kilbride to Gourock
- Route 754 Edinburgh to Bowling (Lowlands Canals)
- Route 766 Kirkcaldy to Mildeans Wood
- Route 775 Kinross to Perth; Perth/Almondbank to Lochearnhead (proposed route)
- Route 776 Falkland to Newburgh
- Route 777 Newburgh to Newport-on-Tay
- Route 780 Hebridean Way (cycle route)
- Regional Route 10 Locharbriggs to Beattock
- Regional Route 40 West Loch Lomond Path
- Regional Route 82 Peebles to Carstairs
- Regional Route 83 Dunkeld to Logierait
- Regional Route 94 Cowal Peninsula Circuit

Scottish Canals

- Caledonian Canal
- Crinan Canal
- Forth & Clyde Canal
- Monkland Canal
- Union Canal

Scotland's Great Trails

- Annandale Way
- Ayrshire Coastal Path
- Berwickshire Coastal Path
- Borders Abbeys Way
- Cateran Trail
- Clyde Walkway
- Cross Borders Drove Road
- Dava Way
- Fife Coastal Path
- Formartine and Buchan Way
- Forth-Clyde and Union Canal Towpaths
- Great Glen Canoe Trail
- Great Glen Way
- John Muir Way
- Kintyre Way
- Moray Coast Trail
- Mull of Galloway Trail
- River Ayr Way
- Rob Roy Way
- Romans and Reivers Way
- Southern Upland Way
- Speyside Way
- St Cuthbert's Way
- Three Lochs Way
- West Highland Way
- West Island Way

Annex B. Detail of all planned works over 20 years that will contribute to the national walking and cycling network

(Long Distance Routes listed alphabetically; Cycleways listed numerically)

LONG DISTANCE ROUTES	description of route	Rationale	lead partner & other key partners
Aberdeenshire Coastal Path completion	Path creation, incl. bridges, on Macduff to Gardenstown, Stonehaven to Muchalls sections	Complete gaps to create continuous coastal path	<ul style="list-style-type: none"> • Aberdeenshire Council • Aberdeen City Council
Angus Coastal Path completion	c.9-10 km new path construction of Auchmithie to Montrose section	Complete gaps to create continuous coastal path	<ul style="list-style-type: none"> • Angus Council
Arran Coastal Path improvements	Upgrading existing sections, new pathworks, interpretation & signage	Bring route up to Scotland's Great Trails standard	<ul style="list-style-type: none"> • Arran Access Trust • N. Ayrshire Council
Clyde Walkway improvements and extension	a) Newton Farm section: Cambuslang / Blantyre (3km) b) Craighead Retreat section: Bothwell (1km) c) New Lanark to Biggar (48km)	Create source-to-sea route, extend recreational use of Clyde Walkway	<ul style="list-style-type: none"> • South Lanarkshire Council
Cowal Way improvements	5 km path creation, 1 bridge and waymarking	Bring route up to Scotland's Great Trails standard	<ul style="list-style-type: none"> • Argyll & Bute Council, LL&TNPA • Colintraive & Glendaruel Development Trust
Crook of Devon to Kinross link	10 km path creation and improvements	Create a continuous route between Stirling, Kinross and beyond to Fife, primarily for recreational purposes	<ul style="list-style-type: none"> • Clacks, Perth & Kinross Councils • TRACKS
Cross-Scotland Pilgrim Way: St Andrews to Iona	240km route development involving path creation & improvements; different organisations leading on development of stand-alone sections with overview by SPRF & SNH	Create tourism & recreational facility, some sections have active travel potential	<ul style="list-style-type: none"> • Fife, Clacks, Perth & Kinross, Stirling, Argyll & Bute Councils, LLTNPA • Scottish Pilgrim Routes Forum • Mull & Iona Community Trust • SNH
Darvel to Muirkirk link	c.20 km path improvements	Connect River Ayr Way	<ul style="list-style-type: none"> • E. Ayrshire Council
Deeside Way extension: Ballater to Braemar	14 km path creation	Extend recreational use of Deeside Way, create safe active travel link between communities	<ul style="list-style-type: none"> • CNPA
Fife Pilgrim Way: Culross and North Queensferry to St Andrews	109 km route involving upgrading existing paths, bridges, signage and waymarking	Create inland route through Fife that complements Coastal Path	<ul style="list-style-type: none"> • Fife Coast & Countryside Trust • Fife Council • Fife Tourism Partnership • Scotways

			<ul style="list-style-type: none"> • Scottish Pilgrim Routes Forum
Glenbuck to New Lanark link	c.30 km path improvements,	Address gap in Southern Uplands, connect River Ayr Way with Clyde Walkway	<ul style="list-style-type: none"> • East Ayrshire Council, South Lanarkshire Council, Scottish Borders Council
Great Trossachs Path: Callander to Inversnaid	6.5 km pathworks from Callander to Brig O'Turk	Connect Rob Roy Way and National Route 7 with West Highland Way	<ul style="list-style-type: none"> • The Great Trossachs Forest (TGTF) • LLTNPA, Stirling Council
Hebridean Way completion: Lewis & Harris	177 km route development	Create key tourism & recreational facility	<ul style="list-style-type: none"> • Western Isles Council • SNH • Sustrans
Inverness-Nairn Coast Path	24 km path creation: Longman & Seafield; Alturlie, Castle Stuart, Fisherton, Carse of Ardersier, Carse of Delnies	Complete gaps to create continuous coastal path, connect Great Glen Way to Moray Coast Trail	<ul style="list-style-type: none"> • Highland Council • developers
John Muir Way a) Glasgow spur b) Kilpatricks link	a) 15 km path improvements to Kelvin Walkway & Allander Walkway or alternative route b) 5 km of path creation, improvements + 3 bridges from Carbeth to Wester Cameron	a) Connect John Muir Way with major centre of population	<ul style="list-style-type: none"> • Glasgow, E. & W. Dunbartonshire, Stirling Councils • SNH
Kirkmichael to Ballater link	80 km path improvements, c.5 km path construction, waymarking	Connect CATERAN Trail and Deeside Way	<ul style="list-style-type: none"> • Angus Council, Perth & Kinross Council, CNPA
North Solway Coastal Path	20 km path improvements from Drummore to Portpatrick	Improve coastal access in south-west of Scotland, connect to Ayrshire Coastal Path, potential to extend further east and develop cross-border connections	<ul style="list-style-type: none"> • Dumfries & Galloway Council • Southern Uplands Partnership • SNH
Pitlochry to Kirkmichael link	c.20 km path improvements	Connect Rob Roy Way and CATERAN Trail	<ul style="list-style-type: none"> • Perth & Kinross Council • Perth & Kinross Countryside Trust
Speyside Way extension: Aviemore to Newtonmore	8 km of path creation and 2 bridges	Extend recreational use of Speyside Way; create active travel link between communities	<ul style="list-style-type: none"> • Cairngorms National Park Authority
Stirling to Drymen	40 km path creation/improvements	Key strategic link, connect West Highland Way with routes in Perth & Kinross & Fife, provide safe travel connections between communities	<ul style="list-style-type: none"> • Stirling Council

CYCLEWAYS	description of route	rationale	lead partner & other key partners
Route 74 of the National Cycle Network: Gretna-Uddingston <ul style="list-style-type: none"> ○ Larkhall to Stonehouse ○ M74 cycleway north end ○ Douglas 	>20km of new traffic free routes at various locations in South Lanarkshire.	Complete Route 74 providing a north-south route through West Scotland and linking to Glasgow and Central Belt.	<ul style="list-style-type: none"> • S. & N. Lanarkshire Councils • Sustrans
Route 73 (South) of the National Cycle Network - Newton Stewart to Cairnryan	Approx 15km of new and linked routes adjacent to A75	Complete route from Glenluce to Stranraer Complete links to ferry terminals	<ul style="list-style-type: none"> • Dumfries & Galloway Council • Sustrans
Route 73 of the National Cycle Network - Brodick to Corrie	9km new traffic free route and waymarking	Provide traffic-free section of route for cyclists on Arran	<ul style="list-style-type: none"> • North Ayrshire Council • Sustrans
Route 753 of the National Cycle Network - Gourock-Ardrossan: <ul style="list-style-type: none"> a) Largs to Inverkip b) In & around Fairlie 	<ul style="list-style-type: none"> a) up to 15km new traffic free & on road route b) up to 10km of new traffic free route 	Complete coastal route linking Ayrshire and Inverclyde and Clyde Coast.	<ul style="list-style-type: none"> • N. Ayrshire Council • Sustrans
Route 76 of the National Cycle Network - Manor Powis Roundabout	2km of new traffic free route to avoid major roundabout on A91/A905	Provide safe connection for active travel and recreation	<ul style="list-style-type: none"> • Stirling Council • Sustrans
Route 765 of the National Cycle Network - Stirling to Callander: Doune-Burn of Cambus	5km of new traffic free route + 2 bridges	Provide key part of strategic link from Stirling into LLTNP	<ul style="list-style-type: none"> • Stirling Council • Sustrans
Route 775 of the National Cycle Network - Crieff to Lochearnhead	new railway path	Safe traffic-free alternative to A85 and provide link to LLTNP	<ul style="list-style-type: none"> • Perth & Kinross Councils, LLTNPA • Sustrans
Route 79 of the National Cycle Network – Speyside Way Cycleway	Improvements and braids to make the Speyside Way cycleable	To improve and make accessible to bikes, Speyside Way and link Moray Coast with Highlands and National Route 7	<ul style="list-style-type: none"> • CNPA, Moray Council • Sustrans
Fort William to Mallaig	Complete partly-built route	Key strategic route, link to ferry port	<ul style="list-style-type: none"> • Highland Council • Transport Scotland, Sustrans
Roslin to Peebles Cycleway	Full implementation	New traffic-free route between Peebles and Route 196 and onwards to Edinburgh. Possible realignment for National Route 1.	<ul style="list-style-type: none"> • Midlothian, Scottish Borders Councils • Sustrans
Southern Upland Cycleway: Stranraer to Portpatrick	10km of new traffic routes at various locations, road crossings and traffic calming	Provide first part of new coast to coast cycle route mirroring Southern Upland Way.	<ul style="list-style-type: none"> • Dumfries & Galloway Council • Sustrans • Swestrans

