

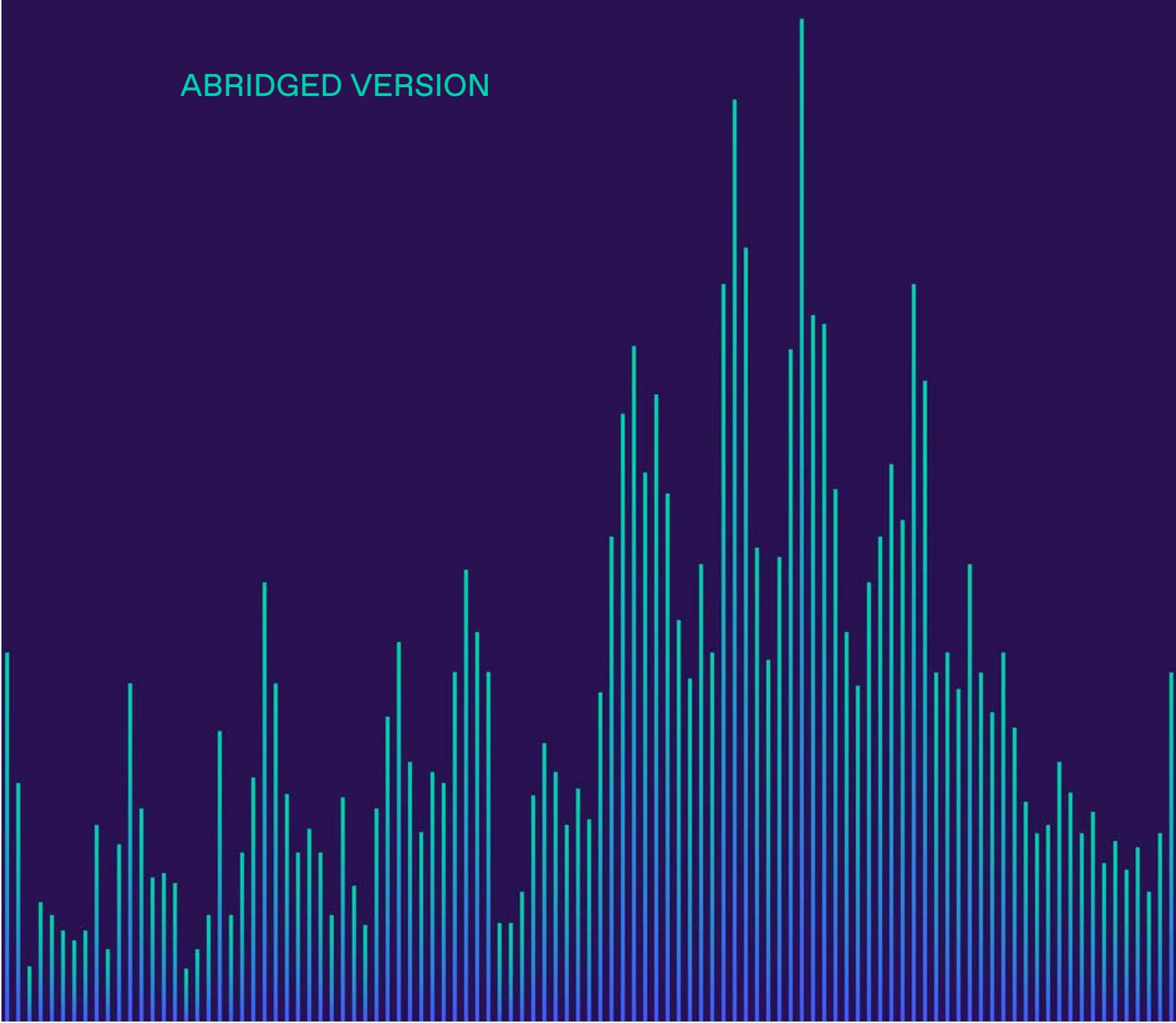


Urban
Foresight

South of Scotland Enterprise

Coast2Coast Bike Infrastructure Masterplan

ABRIDGED VERSION





Urban Foresight[®] is a multidisciplinary innovation practice that is dedicated to accelerating the next generation of technologies, services, and policy frameworks for cities with a particular focus on low carbon transport solutions. We work with ambitious organisations around the world on projects to support the transition to electric vehicles that improve lives, protect the environment, and boost local economies.

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The Catalyst, 3 Science Square
Newcastle Helix
Newcastle upon Tyne, NE4 5TF
United Kingdom
+44 (0)191 814 2210

urbanforesight.org

30 City Quay
Camperdown Street
Dundee, DD1 3JA
Scotland
+44(0)1382 549 946

hello@urbanforesight.org

Executive Summary



Visit Berwickshire Coast & Jason Baxter

South of Scotland Enterprise (SoSE) has identified that cycling could be a key driver for economic opportunities in the South of Scotland, bringing increased high-value tourism and sustainable economic development.

People will come to cycle, but they will enjoy dramatic scenery, wonderful wildlife, great food and drink, and a fascinating journey through history along the way.

The Coast2Coast (C2C) Cycle Route builds on projects like the Mountain Bike Centre and the 7Stanes cycle network and aims to deliver a world-class cycling destination for visitors from all around the world.

SoSE has designed the C2C cycle route from Stranraer in the west to Eyemouth on the east coast. It is an on-road route, connecting several existing cycle routes within the national network.

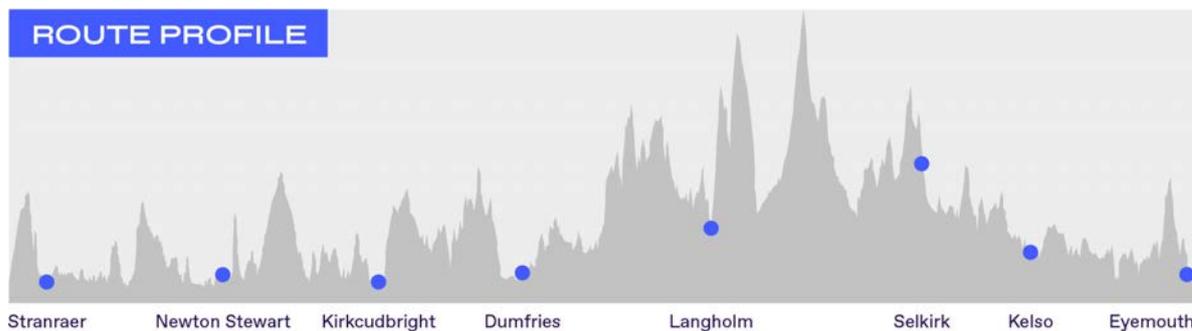
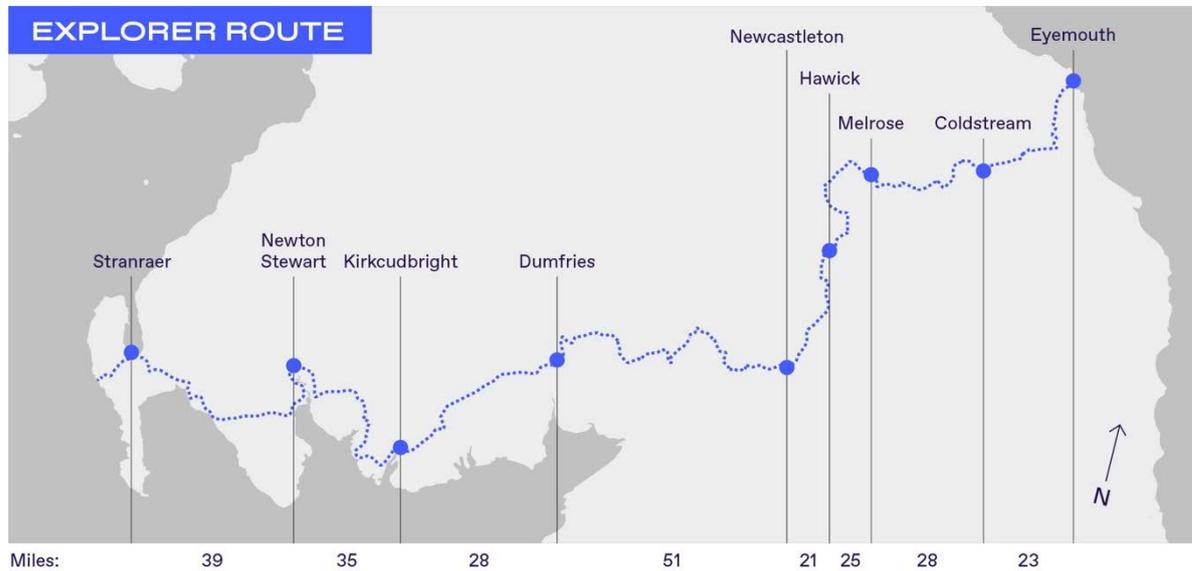
The route is designed for experienced adult cyclists – with the idea that many cyclists will undertake this as a challenge, completing it in 2-4 days. This route is called the **Challenge route**. A second option for cyclists is to undertake the whole route at a slower pace, or one or two sections at a time. This route is called the **Explorer route**.

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C2C Route

The route design proposes key stopping points for cyclists undertaking the two options, these are:



As previous reports by Atkins, 56 Degrees, and the Glamis Consultancy have highlighted, a crucial component of delivering a world-class destination is the provision of appropriate high-quality infrastructure, designed around the needs of cyclists.

These groups have similar and often overlapping infrastructure needs, which the recommendations in this report aim to meet through the development of a hierarchy of bike rest points. In summary, these include:

Category 1 – Overnight Stops

The overnight stops are key enablers along the route for the Challenge and Explorer cyclists. These stops should provide infrastructure including accessible secure biking storage facilities, and ebike charging.

Category 2 – Day Stops

Day stops are aimed at those looking to take in more of the route and provide rest stop opportunities for those who intend on doing the route at a more relaxed pace. These stops include secure biking storage facilities, biking maintenance facilities, and sit-down and on-the-go food locations.

Category 3 – Quick Stops

The categorisation of ‘quick stops’ focusses on the proximity of points of interest for Explorer cyclists, as well as the opportunity to provide small interventions to support with, for example, bike repairs after particularly challenging sections of the route or where the terrain indicates a quick ebike charge may be required.

Infrastructure

The south of Scotland has several existing cycle routes running through and around the region, which are popular among experienced cyclists. The C2C route's expansion of regional cycling coverage brings with it a variety of needs in terms of increasing and improving existing services and infrastructure provision.

There is a real opportunity to align C2C infrastructure development with existing and prospective infrastructure. This could establish C2C's unique contribution to the region's cycling landscape, and deliver the best value and most comprehensive impact across the Scottish Borders and Dumfries and Galloway's infrastructure network.

Below we summarise the types of infrastructure available to businesses and communities, including cycle parking, storage, charging and repair and recovery.

All images in this section are credited to Google Images.

Bike Parking

Bike parking comes in many shapes and sizes, the main types are:

Sheffield Bike Stands are inexpensive, simple and easily recognisable.



Bike hangar racks are slightly more complex but are useful in areas which have little space. These are not accessible for all users.



Two tier racks allow for a large quantity of bikes to be stored, which is useful for areas with high bike volume.



Semi-vertical racks are used when space saving is a priority, but again are not accessible to many cyclists.



Wall racks, often known as ‘butterfly’ racks are small and can be used in awkward locations.



Accessible bike parking is an important consideration, such as the Copenhagen Bar, shown right.



Bike Storage

The primary differentiation between bike storage options is whether they are outdoor or indoor facilities. They are highly adaptable to a range of scenarios and could be provided in public or private spaces depending on available space.

Common storage options include bike sheds and bike lockers, and they can be either free-standing outdoors or incorporated into existing buildings or hubs.



Bike storage options

Ebike Charging

The market for ebike charging options is still quite new. Nevertheless, there are a variety of configurations and setups possible. We outline the most widely available options below.

Particular ebike models come with **portable chargers**, which users plug into the electricity supply, as with other plug-in devices. These chargers are small, so even businesses with limited space could potentially offer charging services.



Wall attachment chargers are the most common option for ebike home charging and could be especially applicable to local accommodation and food businesses, as it requires little installation planning and space availability.



Pillar charging stations are free-standing structures that allow for bikes to park up alongside and plugin for a charge.



The bicycle stand with charging station offers both bike storage and charging in one place. The bicycle stand design is recognisable to most cyclists and thus is likely to be easily spotted and familiar to use.



Lockers are available with integrated sockets for easy and secure charging. They are used alongside other bike infrastructure, such as secure bike storage. They are predominantly for indoor use.



Ebike 'filling stations' with both chargers for battery and charging pillar are useful for 'top-up' instances, where cyclists require a shorter charge. With these solutions, cyclists can either charge their bike, their ebike charger battery, or both.



Ebike and Bike Hire

There are no guidelines on best practice for ebike or bike hire provisions. Much is dependent on whether a commercial model approach is taken, and the provision is left to the market, or community groups with support from public sector partners. Below we outline the key considerations to provide a reasonable level of service for users.

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- Accessibility, such as a variety of adaptive bikes

 - Community use, including community-based initiatives

 - User experience, such as SOS services

User Profiles

Previous studies have identified key target user groups for the C2C route. The profile of these groups, and their behaviours concerning the route, have a direct impact on the type and quantity of infrastructure recommended.

In summary, the two main groups are anticipated to be:

- Experienced cyclists who visit, with the purpose of cycling the whole route end to end, are described as bringing the biggest per capita investment by the Glamis Consultancy in their 2022 report. Their projected numbers are between 44,584 and 71,796 visitors per annum.
- Cyclists who plan to cycle sections of the route are projected to number between 59,960 and 103,545 per annum.

The two groups have core overlapping infrastructure needs:

- Charging facilities for ebikes
- Cycle friendly accommodation
- SOS support
- Ebike and bike hire services, local and whole route
- Secure bike storage and parking
- Luggage/gear transport and shuttles between start and finish and public transport hubs
- High-quality waymarking

There is a large degree of seasonality in the projected monthly visitor numbers, with 74% of visitors anticipated to be between April and October (Glamis Consultancy Consumer Impact Economic Research).

Funding and Support

The opportunities for funding for bike and ebike infrastructure change continually. The summary of funds shown in the table below reflects the availability, eligibility criteria and focus of funding as of February 2023.

Funder	Fund	Focus
Sustrans	Places for Everyone	Infrastructure design, development, and delivery for walking, wheeling and cycling

Available to Community Groups and Development Trusts. Minimum criteria that must be met for a successful Places for Everyone bid:

- Develop ideas collaboratively and in partnership with communities.
- Facilitate independent walking, cycling, and wheeling for everyone, including an unaccompanied 12-year-old.
- Design places that provide enjoyment, comfort, and protection.
- Ensure access for all and equality of opportunity in public space.
- Ensure all proposals are developed in a way that is context-specific and evidence-led.
- Reallocate road space, and restrict motor traffic permeability to prioritise people walking, cycling, and wheeling over private motor vehicles.

Guidance available [here](#)

Cycling Scotland	Residential Cycle Storage and Parking Fund	Working with local authorities to install safe and secure cycle storage facilities
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Available to all local authorities in Scotland. There is currently no cap on the amount that can be applied for, and applications to expand existing projects are welcome. Match funding from the applicant is not strictly required.

Cycling Scotland	Cycling Friendly Community Development Fund	Up to £20,000 worth of funding for bikes and facilities that make cycling more accessible
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Community groups in Scotland. To be eligible for funding, an organisation should register for the Cycling Friendly award.

More guidance [Community - Cycling Friendly - Our Programmes - Cycling Scotland](#)

Paths For All	Smarter Choices, Smarter Places Open Fund	To encourage people to use public transport or other sustainable options
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Available to support public, third and community sector organisations. Individuals and sole traders, organisations looking to fund projects outside Scotland, and commercial companies cannot apply. The fund is a revenue fund that can be used for the running costs of a project. Grants available are between £5,000 and £100,000 and need to be match funded.

Funding is awarded for a period of 12 months and each project must align with one of the six key outcomes:

- More people choose not to make everyday journeys by car
- More people choose to walk or cycle for short local journeys
- More people choose sustainable transport options for longer journeys
- People develop more positive attitudes towards sustainable transport choices
- People’s knowledge about sustainable transport choices increases
- There is an increased evidence base to support sustainable transport interventions.

More guidance [here](#).

Paths For All

**Ian Findlay Path
Fund**

**Improving path networks
to increase walking,
wheeling and cycling, for
a happier, healthier,
greener Scotland**

Open to a wide range of community and third-sector organisations. Funding of a sum between £10,000 - £100,000 is available, with 30% match funding required (15% can be in kind). Supported by Transport Scotland to make active travel easier and more attractive, supported projects must look to improve the usability and accessibility of paths, reducing inequalities and improving access to green space.

More information can be found here [Ian Findlay Path Fund - Paths for All | Paths for All](#)

**Scottish Borders
Council**

**Community
Enhancement Trust**

**Promoting the
advancement of
community development
in the Scottish Borders**

To be successful a group or individual must:

- Carry out positive work in the community and be of charitable nature and be 'not for profit status
- Be community, socially or environmentally focused
- Deliver the activity or project within the specified locality/area
- Provide an outcome that will benefit all members of the community regardless of race, gender, or religion

Awards grant up to a maximum of:

- £1k to non-constituted groups/individuals
- £5k to fully constituted groups

The funding balance sheet, by locality and area, is available [here](#).

Scottish Borders Council	Neighbourhood Support Fund	Meeting local needs to strengthen communities and benefit the lives of people living in the Scottish Borders
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- Voluntary and community groups that are active within their communities.
- Applicants need to have an equal opportunities policy or statement in place.
- Each of the five Area Partnerships (Berwickshire, Cheviot, Eildon, Teviot and Liddesdale and Tweeddale) administers a Neighbourhood Support Fund in their area.

More information can be found here [Neighbourhood Support Fund | Scottish Borders Council \(scotborders.gov.uk\)](https://www.scotborders.gov.uk/neighbourhood-support-fund)

Dumfries & Galloway Council	Regionwide Community Fund	Improving local business, tourism, community transport, broadband connectivity, fuel poverty, energy production, and COVID-19 recovery
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Constituted groups in Dumfries and Galloway, with a bank account, can apply for a minimum of £500 up to a maximum award of £5,000. More information can be found here [Dumfries and Galloway Regionwide Community Fund - Dumfries and Galloway Council \(dumgal.gov.uk\)](https://www.dumgal.gov.uk/regionwide-community-fund)

Social Investment Scotland	Social Enterprise Net Zero Transition Fund	Supporting activities that will reduce carbon footprint
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To be eligible for a £10,000 loan, Social Sector Organisations (SSOs) must satisfy the following requirements:

- SSOs must generate a trading income that allows for loan repayments.
- Organisations must be based and operating in Scotland or for organisations that are not, the activity funded by NZTF must be delivering most of their impact in Scotland.
- SSOs must be able to evidence their ambition to transition to a net zero model and/or
- SSOs looking to establish or grow circular economy practices

More information can be found here [Home | Social Investment Scotland](https://www.socialinvestment.scot.nhs.uk/)

<p>Sustrans</p>	<p>Love Your Network Grant</p>	<p>Supports community groups in improving their local, traffic-free section of the National Cycle Network by providing equipment and training</p>
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Available to constituted community groups, or organisations supporting voluntary action e.g., trusts or charities. Individuals and profit-making companies are not eligible to apply. The projects must take place on traffic-free sections of the National Cycle Network.

More information can be found here [The Love Your Network Grant \(sustrans.org.uk\)](https://sustrans.org.uk)

<p>The Pebble Trust</p>	<p>Pebble Trust Grant</p>	<p>Contribute to reducing Scotland’s dependency on fossil fuels</p>
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Project must be consistent with the charitable objectives of the Pebble Trust. Applicants must be prepared to demonstrate the best value if required.

For more information [The Pebble Trust - Grant Applications](#)

<p>Scottish Government</p>	<p>Community and Renewable Energy Scheme (CARES)</p>	<p>Supports communities to engage with, participate in and benefit from the energy transition to net zero emissions</p>
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Applicants must be constituted non-profit distributing community organisations, including organisations with charitable status, that are established and operating across a geographically defined community or faith groups.

For more information [Funding advice for renewable energy projects in Scotland \(localenergy.scot\)](https://localenergy.scot)

Sport Scotland	Sports Facilities Fund	Supports capital projects that create or improve places where people take part in sports and physical activity
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Any non-profit distributing constituted organisations whose membership is open to all sections of society. This includes schools and public bodies such as local authorities.

Please visit for more information [Sport Facilities Fund \(sportscotland.org.uk\)](https://sportscotland.org.uk)

Motability	Community Transport Grant	Help charities and organisations to make an immediate impact on disabled people, by awarding funding to develop, expand and improve community transport options
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Incorporated organisations which are charitable in nature, have an income of over £150k for the last three years and have a passion for providing transport solutions to disabled people.

For more information visit [Charitable Grants](#) | [Community Transport Grant](#) | [Motability](#)

Bruce Wake Charitable Trust	Bruce Wake Charitable Trust Grant	Encourage and assist in the provision of leisure activities for the physically disabled
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- ‘For profit’ registered companies will not be considered.
- Applications on behalf of individuals will only be accepted through a charitable organisation or equivalent recognised body.
- The potential beneficiaries are physically disabled wheelchair users – unable to raise the required funds
- Improved access for wheelchair users is proposed
- A sporting or leisure activity involving disabled wheelchair users is proposed

For more information [Grants](#) | [Bruce Wake Trust](#)

National Lottery

Community Fund -
Bringing People
Together (Scotland)

Support projects that
will build stronger
connections across
communities and
improve the
infrastructure and
conditions that are
needed to strengthen
these connections

For organisations in Scotland that are based in the local area they serve and are run by local people. Organisations should have a governing body, such as a committee or board which includes at least three unrelated people and a written governing document, such as a constitution.

For more information [The National Lottery Community Fund \(tnlcommunityfund.org.uk\)](http://tnlcommunityfund.org.uk)



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The Catalyst, 3 Science Square
Newcastle Helix
Newcastle upon Tyne, NE4 5TF
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