

# POLICY BRIEFING

## Cycling Scotland



**CYCLING SCOTLAND** is the national cycling promotion organisation for Scotland. We regularly engage with partners, stakeholders and national and local government on a policy level to make the strongest case possible for greater commitment and funding for encouraging cycling.



## UPDATE ON CYCLING ACTION PLAN FOR SCOTLAND

The Scottish Government's plan to get 10% of journeys in Scotland made by bike by 2020 has been in print since June 2010, and with just 7 years to go until the target deadline, time is becoming of the essence in terms of making meaningful progress. From the outset, it was agreed that after the first full financial year in the life of the Cycling Action Plan for Scotland, Cycling Scotland would produce a report on progress and feed back to the Scottish Government.

# CAPS *progress report*

Cycling Scotland delivered its progress report on CAPS to the Scottish Government in summer 2012. You can read the document in full on our website at [cyclingscotland.org](http://cyclingscotland.org). Our main conclusion was that a good level of progress had been made on the majority of actions in the plan, and the existence of CAPS had done a lot to unify the different strands of work being done by a wide range of partners and stakeholder groups into a concerted effort to reach a 10% mode share for cycling.

However, Cycling Scotland strongly felt three main areas needed to be addressed to give Scotland a chance of achieving a mainstream cycling culture:

## 1. GREATER LEADERSHIP

There is an urgent need for greater leadership from key decision makers at a national and local government level to champion cycling projects and infrastructure. Cycling Scotland recommended an annual Cycling Summit between the Transport Minister and Local Authority Transport Convenors and Heads of Transportation, placing a requirement on Local Authorities to develop strategies and plans to deliver on the 10% target locally and incorporate cycling into Single Outcome Agreements.

## 2. A REVISED VERSION OF CAPS

Whilst a great starting point, Cycling Scotland felt the existing CAPS needed to be made more specific to deliver real change. We recommended drafting a fully-costed, evidence-based action plan for implementation, setting intermediate targets and milestones to 2020. We feel this needs to incorporate:

- i) Increased on-road cycle training for children, young people and adults.
- ii) Increased and improved infrastructure through reallocation of roadspace for cycling and active travel, better community cycling links and a well-designed urban realm that adheres to Designing Streets principles.
- iii) Improved safety through infrastructure improvements, research into strict liability and establishment of a mutual respect campaign between road users.

## 3. MORE FUNDING

We recommended allocating 10% of the transport budget to cycling and walking, which would be around £200m a year, to invest in infrastructure, training and promotional measures to make it safe and convenient for people to get on their bikes.

Transport Minister Keith Brown MSP responded to the progress report at the "Love Cycling, Go Dutch" Cycling Scotland Conference in November 2012, welcoming the report and kicking off the consultation process for a revised CAPS, which is expected to be published in summer 2013. Plans for the annual Cycling Summit were put in place shortly afterwards, with an annual meeting between the transport minister and senior local government transport officials due to begin in 2013.

## FUNDING FOR CYCLING

Whilst elements of the first two recommendations have been acted upon very swiftly, gaining increased funding for cycling is a more complex issue. Organisations in the cycling and walking sector, including Cycling Scotland, Spokes, CTC Scotland, Paths for All, Sustrans, TRANSform Scotland and many more have been engaging with the Scottish Government to make the case for increased funding by responding to consultations and calls for evidence from parliamentary committees.



## DRAFT BUDGET 2013/14 CALLS FOR EVIDENCE

**Cycling Scotland responded (in writing and orally) to the Scottish Parliament's calls for evidence on the Draft Budget 2013/14 from both the Finance Committee and Infrastructure and Capital Investment (I&CI) Committee in autumn 2012, making a strong case for increased funding for cycling projects. We recommended:**

1. Ensuring all Scottish children receive on-road cycle training as part of Bikeability Scotland, and that adults are also able to access cycle training.
2. That cycling and active travel is clearly, consistently and specifically funded and is not in direct competition within budget lines with public transport, low-carbon vehicles etc.
3. That the Cycling, Walking and Safer Streets funding continues in the future and returns back to at least its pre-2007/08-2010/11 level of approximately £9m per annum.
4. That cycling and walking are recognised as a wide ranging method of preventative spend and that funding levels are increased incrementally to reach 10% of the overall transport budget.

The final report from the I&CI Committee takes note of the feedback from Cycling Scotland and other cycling and walking organisations in a series of recommendations covering key topics including levels of funding, clarity of budget and cycle training. The full I&CI Committee report can be found here:

[www.scottish.parliament.uk/parliamentarybusiness/CurrentCommittees/57606.aspx](http://www.scottish.parliament.uk/parliamentarybusiness/CurrentCommittees/57606.aspx)

## NATIONAL PLANNING FRAMEWORK 3

The National Planning Framework 3 (NPF3) is a government development planning scheme that identifies and funds projects that reduce emissions and waste, strengthen green transport links, combat climate change and improve the built environment. Cycling Scotland – supported by Sustrans, Transform Scotland and Paths for All – submitted a response to the NPF3 call for national developments, recommending the construction of 'A Cycling Network for Scotland' that will:

1. Create one cycling-friendly town or major area of a city within every local authority and national park, which would have 20mph zones in all residential and shopping streets, reallocate road space to cycling and walking to segregated routes, have safe routes to school so that all children and young people are able to access their schools on foot or by bike safely and directly, expand the National Cycle Network (NCN) to ensure regional and national connectivity by bicycle, and link cycling with public transport nodes and interchanges.
2. Support the hard measures with comprehensive on-road cycle training for children, young people and adults, social marketing behaviour change campaigns and high quality route planning, mapping and signage strategies.
3. Establish a robust monitoring and evaluation process to ensure roll-out of the Cycling Network for Scotland across the entire country in the future.

## CYCLING SCOTLAND'S *work...*

Many of Cycling Scotland's ongoing programmes and projects also allow us to try and positively influence cycling policy, including:

### **The Cycling Scotland Conference**

An annual opportunity for the sector to network and put questions to the Transport Minister and industry experts.

### **CAPS Delivery Forum**

Cycling Scotland chairs the delivery forum for CAPS, where all stakeholders with CAPS actions and the 32 local authorities meet bi-annually to track progress.

### **Cycle Monitoring**

Cycling Scotland is currently working with partners to establish a method to measure progress towards the CAPS target of 10% of journeys by bike by 2020.

### **National Assessment**

Cycling Scotland is currently completing its third national audit of local authority cycling policy and will be providing recommendations to all councils on how to encourage more cycling locally.

### **Cross Party Group**

Cycling Scotland is the secretariat for the Scottish Parliament's Cross Party Group on Cycling.

### **Making Cycling Mainstream**

Cycling Scotland runs professional development courses for engineering students and local authority officers to ensure the needs of cyclists are taken into account when planning and designing, promoting, consulting or making a sound policy case for cycling.

### **Bikeability Scotland Delivery Forum**

Cycling Scotland chairs the national forum for cycle training and is working to increase the delivery of on-road cycle training all across Scotland.

### **National Cycling Interest Group**

Cycling Scotland attends this national cycling forum alongside a wide range of stakeholders.

### **Cycle Tourism Forum**

Cycling Scotland founded the Cycle Tourism Forum, now chaired by CTC Scotland, which seeks to increase coordination of cycle tourism opportunities.

*Cycling Scotland is continually striving to make Scotland a nation of cyclists, through policy measures and other areas of our work.*



photo courtesy of Sustrans

## BEYOND *policy...*

There are many other aspects to Cycling Scotland's work, including...

**Freshnlo Pedal for Scotland** – we organise Scotland's biggest bike ride to encourage people back into the saddle.

**Behaviour change campaigns** – our Give Me Cycle Space campaign has been proven to change parents' attitudes towards letting children cycle and has increased the number of children cycling to school.

**Our Cycle Friendly Employer and School Award schemes** ensure over 100,000 Scots now have the right facilities to cycle at work or school.

Cycling Scotland is a registered charity, funded by Transport Scotland. You can find out all about our work on our website and in our Annual Report, both found at [www.cyclingscotland.org](http://www.cyclingscotland.org). Keep up to date with what we're doing at:



facebook.com/[cyclingscotland](https://www.facebook.com/cyclingscotland)



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You can also drop us an email about any aspect of our work at [info@cyclingscotland.org](mailto:info@cyclingscotland.org) – we'd love to hear from you.