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Dear Maureen,

Cycling Action Plan for Scotland (CAPS) – Cycling Scotland Progress Report

The Cycling Action Plan for Scotland (CAPS), published in June 2010, sets out a framework aiming to increase cycling across Scotland, supporting both new and experienced cyclists to achieve a vision of 10% of journeys by bike by 2020.

As you know, Cycling Scotland has been preparing a progress report on CAPS delivery so far. This was sent to me last month with recommendations for next steps and my response is set out in Annex A, attached.

Following its annual conference last week, Cycling Scotland placed its progress report on its website, attached to this letter and available through this link:

<http://www.cyclingscotland.org/news/cycling-scotland-published-progress-report-on-cycling-action-plan-for-scotland/>.

Transport Scotland officials are now planning the CAPS refresh exercise and will be seeking inputs to this from key stakeholders. I will keep you updated on progress with this exercise, prior to publication of the refreshed CAPS document planned for spring 2013.

I recognise the strong interest held by Committee members in the CAPS, and hope that this information is useful.

Kind regards

KEITH BROWN

ANNEX A - CYCLING SCOTLAND – CYCLING ACTION PLAN FOR SCOTLAND (CAPS) PROGRESS REPORT - RECOMMENDATIONS AND SG RESPONSES

Report Recommendations	SG response
<p>1. Annual Cycling Summit Between the Transport Minister and Local Authority Transport Convenors & Heads of Transportation</p> <p>In order to raise the profile of the CAPS 2020 target and provide the leadership and commitment of the major stakeholders involved to deliver on this target, it is recommended that an annual meeting in the autumn be chaired by the Scottish Government's Transport Minister, and that invitations are extended to the local authority Transport Convenors and Heads of Transportation to attend this meeting. This will effectively act as an annual national cycling summit with attendance by those in a position of leadership in their respective authorities to prioritise cycling at a national and local level, and to deliver, by working in partnership, the vision of 10% of trips by bike by 2020.</p>	<p>Agree the recommendation. The SG is keen to promote strong partnership working with local government to deliver the CAPS vision, through delivering more cycling facilities locally, as well as more cycle training. Most active travel journeys are local journeys, on local roads.</p>
<p>2. Local Authorities to Deliver On Cycling Target</p> <p>Although there are statutory obligations for local authorities regarding road safety for all road users, the Concordat between the Scottish Government and Local Authorities (2007) establishes the ability for local authorities to set their own priorities based on local need and set funding levels accordingly. In light of this, there is a need for all 32 local authorities to commit to the 10% cycling target, and develop complementary and fully-costed cycling strategies and action plans to show how they will deliver locally on the national target. This could also involve ensuring local authorities, when revising Single Outcome Agreements, incorporate cycling and the 10% target.</p>	<p>Scottish Ministers have already demonstrated a willingness to work in partnership with all local authorities (CWSS budget, match funding through SG grant to Sustrans and Cycling Scotland). Local decisions should be made in consultation with local people and so Scottish Ministers would expect LAs to listen and react to calls for local cycling facilities, if that is the case in their areas. Partnership working is the way forward and that Central Government can help through match funding projects, as well as brokering knowledge sharing through its grant-funded national delivery bodies. Match-funding for capital spend on infrastructure provides LAs with an incentive to invest in cycling</p>

	facilities and to give local people the facilities they ask for.
<p>3. A refresh of CAPS by the Scottish Government</p> <p>After the progress with CAPS thus far and considering the other recent developments in cycling, it would be appropriate to carry out a comprehensive refresh of the CAPS document, including engagement with key stakeholders. Ideally this refresh should be commenced as soon as possible to allow the outcomes to influence budget spending decisions at the earliest opportunity. This refreshed document will link outcomes to the funding and stakeholder commitments required to realistically achieve these outcomes, thus producing a fully-costed action plan for implementation.</p>	<p>SG welcomes this report and will, as we have said before, lead on refreshing the Cycling Action Plan for Scotland, working with delivery partners and key stakeholders to draw in innovative ideas, cost proposals, and jointly agree actions.</p> <p>CAPS is not solely for the SG to deliver and clearly a wide range of delivery contributions will be required, with the resourcing burden shared across the SG, local government and the wider public sector as well as drawing in private sector contributions. We will aim to publish an updated CAPS in spring 2013</p>
<p>4. Increased Cycle Training</p> <p>(a) Local authorities should work in partnership with key stakeholders to deliver on-road cycle training to all P6 pupils and should involve a wide range of stakeholders, such as CTC, Bike Club, local volunteer groups and Cycling Scotland.</p> <p>(b) A national scheme where adults can access cycle training – similar to Bikeability but aimed at adults – should also be implemented so that adults looking for cycle training are able to easily access it locally.</p>	<p>One of the Scottish Government's top priorities is road safety and an additional £2m over 2 years has just been allocated for Cycling Scotland to deliver more cycle training (Bikeability Scotland) and to promote safe cycling (Give Me Cycle Space) through partnership work with local authorities.</p> <p>As part of the CAPS refresh, Transport Scotland will work with Cycling Scotland and other interests to look at demand for adult cycle training and how it might be delivered.</p>
5. Increased and Improved Infrastructure	We would encourage all LAs to deliver street

<p>(a) Local authorities and Transport Scotland should consider and wherever possible deliver the re-allocation of road space to create traffic free cycle lanes on all arterial routes in all towns and cities. (b) Local authorities should continue to roll out traffic free community cycle links in all urban areas utilising both their own budget as well as funding made available by central government with match funding from local government. (c) Also of importance, is the creation of an urban realm in line with Designing Streets principles that delivers a more integrated network for active travel (including lower speed limits).</p>	<p>design in line with the national planning policy document, Designing Streets. We will continue to support LAs through Cycling, Walking and Safer Streets grant and grants to other stakeholders. LAs already have the powers to re-allocate space and lower speeds in their areas.</p> <p>Transport Scotland has responsibilities only if the arterial routes are trunk roads, otherwise local authorities are responsible.</p>
<p>6. Improve Safety</p> <p>(a) Continue to consider actions that can be taken following the ongoing research into the outcomes of strict liability of motorists towards cyclists and pedestrians in other European countries, by 2015.</p> <p>(b) There is also a need to prioritise road safety benefits through a <u>mutual respect campaign</u> between all road users promoting the shared use of space. This does not only include training for cyclists, but also cycle awareness training for the freight sector and all other road users.</p>	<p>The Scottish Government supports all measures which make the roads safer for all users and will at every opportunity promote safe driving, especially for larger motor vehicles.</p> <p>Following a meeting organised by Transport Scotland and the freight industry, a new Vulnerable Road User Group has been set up. This was an action from the Road Safety Operational Delivery Group meeting in March which had a cycling focus.</p> <p>We continue to grant-fund Cycling Scotland to deliver and develop the 'Give Me Cycle Space' campaign, working with local authorities to promote driver awareness of cyclists.</p> <p>The action in CAPS on strict liability was to research whether the implementation of this law in other countries has a direct correlation to low cycling casualties. This action will be taken</p>

	forward shortly and a report presented to the CAPS Delivery Forum in the new year.
<p>7. Increase in funding</p> <p>To provide the long-term stability of funding that is required to underpin further progress on delivering the Scottish Government's aspirations for cycling and active travel, we recommend that – as a minimum – the proposals in the RPP be funded in full. However, to truly achieve the CAPS vision, the Scottish Government must ensure that, by 2020, there is the equivalent of 10% of the transport budget allocated to cycling and active travel in order to achieve a modal share of 10% for cycle trips. This amount of funding should be linked directly to the CAPS refresh and should be used to generate the fully-costed action plan for implementation.</p>	<p>As previously committed, Ministers will look at resource enhancements for cycling whenever opportunities present in a very tight fiscal climate. The SG has already made additional allocations, with £13m of UK Consequentials in February 2012, as well as an additional £6m in September 2012.</p> <p>The estimated costs shown in the draft RPP are <u>total</u> costs to all sectors of society – not just SG budget contributions. Clearly local authorities, the wider public sector and other parts of the economy need to play a role too. As the proposals identified in the RPP have never been delivered at the projected level of intensity before, the total costs shown in the RPP were best estimates only and the resourcing needed will become clearer as the delivery landscape develops over time.</p> <p>The CAPS refresh exercise now planned will include a review of the likely resourcing needs.</p>
<p>8. Involve other Government budget areas that benefit from cycling</p> <p>(a) It is also important to note that health and other policy areas benefit hugely from spend on cycling. As a result, there could be an opportunity to utilise other funding streams from other budget holders to help reach the amount necessary to attain the 10% CAPS vision. Therefore, the 31 Cycling Action Plan for Scotland – Progress Report – September 2012 refresh of the CAPS document should also involve stakeholder input from the other Government budget areas that benefit from cycling such as</p>	<p>We will continue to work across ministerial portfolios to deliver on all our manifesto commitments, and, where possible, fund jointly active travel projects. (For example, over the last 3 years, the Climate Challenge Fund has funded various projects which have a cycling elements to them, in the region of £1.5m. The Road Safety Framework budget last year contributed £185k to cycling projects and Environment colleagues</p>

<p>Health, Education, Environment, Sport (Legacy from 2012 and 2014) and Tourism. In addition to a strategic and adequate allocation of the Transport Budget to cycling and active travel, the issue of budget allocation to cycling and active travel from these other wider government budget areas also needs to be given proper consideration.</p> <p>(b) With funding from Transport and other policy areas, funding of at least the equivalent of 10% of the transport budget per year could be invested in cycling and active travel, and together with match funding from Local Authorities and other local organisations (e.g., local education or health authorities/boards, etc.) we would then be reaching the kind of funding levels currently seen in places with a huge modal share of cycling trips such as the Netherlands.</p>	<p>contributed £400k for cycling infrastructure and promotional projects.)</p>
<p>9. Ensure cycling benefits are comprehensively evaluated for appraisal</p> <p>(a) Active travel is a significant component of preventative spending and helps the Scottish Government achieve progress towards all five of its Strategic Objectives – Wealthier and Fairer, Smarter, Healthier, Safer and Stronger, and Greener. Investing in cycling now makes excellent long term financial sense in the current economic climate with rates of return of up to 13:1 achievable based on a Scottish Transport Appraisal Guidance (STAG) that includes health benefits.</p> <p>(b) When appraising transport proposals, it is important for the benefits associated with active travel to be represented in STAG to get a more holistic idea of benefit. Therefore, the refresh of CAPS should give consideration to a review of STAG to make sure that the full cross-cutting benefits of cycling and active travel are fully taken account of in any appraisal framework.</p>	<p>Appraisal of wider benefits already takes place for transport projects and it is accepted that investing in cycling projects delivers wider benefits. STAG is subject to on-going review and development.</p>