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To:

Cycling Stakeholders

Date:

21 December 2010

Dear Stakeholder,

CYCLING ACTION PLAN FOR SCOTLAND – RE-FRESH EXERCISE

As you may know, the Scottish Government is currently refreshing the Cycling Action Plan for Scotland (CAPS), first published in June 2010, in the wake of two years of progress with the set of actions contained within it. Further information can be found in the progress report prepared this autumn by Cycling Scotland. Enclosed is the Executive Summary from Cycling Scotland's first progress report on CAPS which outlines key themes and recommendations. The full report can be accessed at <http://www.cyclingscotland.org/news/cycling-scotland-published-progress-report-on-cycling-action-plan-for-scotland/>

This letter invites you to contribute to the CAPS refresh exercise from your organisation's perspective, as a key stakeholder. The refresh aims to learn from experience so far of promoting cycling as everyday transport, taking into account changes in the delivery context since 2010, building on delivery successes and incorporating new ideas where possible.

The progress report contains central recommendations around leadership, at both national and local levels, and resourcing, if we are to reach our shared vision of 10% of journeys by bike by 2020. We would like your thoughts on how greater leadership could be developed, what interventions you would prioritise in order to make cycling a realistic travel choice, and how resources for cycling facilities and promotion could be increased.

Scottish Ministers are keen to work in partnership with stakeholders in delivering better cycling facilities and promoting cycling for everyday travel to a wider audience. Keith Brown, Minister for Transport and Veterans, has already stated his willingness to chair an annual summit of local authority Heads of Transportation and elected members who have responsibility for sustainable travel, in order to discuss plans and ideas for increasing the number of cyclists. As he said at the Cycling Scotland conference in November **"we need innovative and bold ideas"**.

We would be particularly interested to hear your thoughts in relation to:

1. What themes should the refresh include, with what priorities?
2. What interventions are missing from the set of actions in the current CAPS, and what updates might be made to this set?
3. Who should play roles in delivering these interventions?
4. What resourcing (and from what sources) would be required to deliver these interventions and make steady progress towards the CAPS vision?
5. What monitoring arrangements should be put in place, with what suggestions for appropriate milestones?

The CAPS document published in 2010 provided us with a good foundation for work to steadily increase the numbers of cyclists in Scotland. This further exercise provides us with an opportunity to take stock, improve on the actions in the original document and to set meaningful milestones for the coming decade. We hope to publish an updated CAPS document in late spring 2013. I would, therefore, be grateful if you could let me have your response by Friday 15th February. Enclosed is a pre-paid envelope for your convenience, or you can email your response to **CAPS@transportscotland.gsi.gov.uk** For any other queries please telephone Karen Furey, Cycling Policy Manager on 0131 244 4074

Thank you in advance for your time and for your consideration of policy development for this important area.

Yours sincerely,

Donald Carmichael

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1. Executive Summary

The first ever Cycling Action Plan for Scotland (CAPS) was launched by the Scottish Government in June 2010. The CAPS vision is that "By 2020, 10% of all journeys taken in Scotland will be by bike". This report on the progress over the first full financial year of funding CAPS provides coverage of the significant developments in cycling since the launch, progress on the action plan, updates on cycling statistics, a discussion on funding issues, and recommendations on the way forward.

The first progress report provides the opportunity to reflect on CAPS and could not have come at a better time given the current high profile of cycling. The issues surrounding cycling as a mode of travel have never been more widely or more passionately debated than in the last 12 months. Active travel organisations have been making the arguments in favour of increasing cycling levels for many years now, but in the last 12 months we have seen national media outlets, politicians and, most significantly of all, the general public, add their voices to the call for better conditions for cyclists.

The first sign of a sea-change in attitudes came in January 2012, when hundreds of cyclists descended on Scottish Government offices in Edinburgh to lobby politicians to reverse proposed cuts to funding for cycling. This unprecedented show of support from ordinary cyclists was dwarfed just three months later, when over 3,000 cyclists turned out for the Pedal on Parliament demonstration in Edinburgh. The event, staged by a group of Scottish cyclists to call for better conditions and infrastructure, demonstrated that there is clearly strong public demand for improvements for cycling.

The Scottish Government has responded in a number of ways. A cycle safety summit meeting was called by Keith Brown MSP on 21 March as part of the Road Safety Operational Partnership Group meeting, and, as part of a draft three-year budget for sustainable and active travel, additional funding for infrastructure was announced to address the proposed funding cuts in the draft budget. A Cross-Party Group on Cycling has also now been set up by the Scottish Parliament.

At the same time, The Times launched a wide-ranging campaign calling for better conditions for cyclists after one of its journalists was seriously injured while cycling in London, and there has been a surge in media interest in cycling around the issue of safety. In addition, interest and the potential for participation in cycling has been boosted following British successes at the Olympics, Paralympics and the Tour de France this year, coupled with the anticipation of continued cycling success at the Glasgow 2014 Commonwealth Games.

Despite this increase in public demand and the corresponding actions from Government, there is still a lot of work to be done to create the right conditions so that anybody can choose to cycle and feel that it is convenient and safe. On 29 May 2012 a document 'Active Travel, Active Scotland' was published by a number of cycling and walking organisations in Scotland to promote "Our vision for walking and cycling to be the natural choice for short journeys, creating a healthier, socially inclusive, economically vibrant, environmentally

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friendly Scotland". The document highlights that "... funding, strong local action and political leadership are key ingredients for successful delivery of active travel outcomes." As a result, it is important for local authorities to take the lead, for the Scottish Government to support and encourage the process, and for partner organisations to work together towards an increase in cycling.

This report shows the progress that has been made on the 17 actions in the CAPS document. Progress towards the majority of these actions has been positive, but it is clear that the level of funding available does not match that required to reach the ambitious cycle use target of 10% of trips by 2020.

This report concludes with recommendations for the Scottish Government, Local Authorities and other stakeholders based on the following key themes:

- Leadership;
To be encouraged by establishing an annual Cycling Summit between the Transport Minister and Local Authority Transport Convenors & Heads of Transportation, together with a requirement on Local Authorities to develop strategies and plans to deliver on the 10% target and incorporation of cycling into Single Outcome Agreements (SOAs).
- A refresh of CAPS by the Scottish Government;
To be started as soon as possible and to link outcomes to the funding and stakeholder commitments required to realistically achieve these outcomes, thus producing a fully-costed action plan for implementation with intermediate targets to 2020.
- Increase Funding for Cycling;
To take advantage of the wide ranging benefits of cycling as a preventative spending measure and incrementally increase the amount invested specifically on cycling and active travel to the equivalent of 10% of the transport budget by 2020. To engage with other Government budget areas that gain from the cross-cutting benefits cycling brings to health, education, environment, sport and tourism and for these budget areas to contribute to make up at least the equivalent of 10% of the transport budget. To ensure that when transport schemes are appraised for return on funding, the full range of cycling's benefits are recognised in the Scottish Transport Appraisal Guidance (STAG).

It is fitting that in the year marking the 200th birthday of Kirkpatrick Macmillan, the Scot who invented the pedal bicycle in the mid-1800s, the step-change in cycling serves as a reminder of the place the bicycle holds in Scotland. However, despite these positive developments and the progress so far on the various CAPS actions, there is still a significant hill to climb to reach the 10% vision. That is why it is crucially important to take advantage of the momentum gained in 2012 and refresh CAPS to ensure that there is the necessary leadership and funding to ensure that all actions required to reach the 10% target are completed. The vision of a Scotland that is more physically active, healthier, less polluted and more pleasant to live in is achievable and cycling will help in making this vision come true, but only if there is leadership, commitment and funding that matches this vision.