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National Planning Framework 3 - National Developments Proposal Form	
Proposer	Spokes, the Lothian Cycle Campaign
Contact details	Email: spokes@spokes.org.uk Address: Spokes, St Martins Church, 232 Dalry Road, Edinburgh EH11 2JG
Date	23/11/12
Title of development	Cycle Network Scotland
Elements to be covered by national development status (list)	<p>We propose a project comprising one cycle-friendly town or city in every Scottish local authority, these to be linked by existing and/or new sections of the National Cycle Network.</p> <p>As far as possible these facilities would match European standards [as recommended in the Scottish Government's <i>Low Carbon Scotland</i> RPP report, para 6.32, "infrastructure of a level and quality of that found in e.g. Sweden and Germany"] .</p> <p>Development and completion of the project to be accompanied by national advertising to encourage the Scottish population to cycle for their everyday local utility journeys. Advertising would also target leisure opportunities - particularly 'holiday at home' tourism, and the attraction of visitors from England and from cycle-aware European countries, Thirdly, the project would also be used to help project the international image of Scotland as environmentally forward-looking, to attract skill-holders and appropriate investment. Currently Scotland has an excellent international image on energy generation, but a very poor image on energy use, notably with respect to sustainable transport.</p>
Fit with criteria and statement of more than regional importance (guide - 500 words)	See addendum below for fit with criteria.
Location (description, map reference, or map)	There will be a cycle-friendly town or city in every Scottish local authority area, all linked by the National Cycle Network. Hence truly national.
Public Engagement to date (guide - 100 words)	There has been no consultation on this specific proposal, but there is considerable pressure for greatly improved cycling infrastructure across Scotland – for example 3000 people from throughout Scotland at the 2012 Pedal on Parliament demonstration, the Scottish Parliament debate on cycling, the setting up of a Cross-Party Cycling Group. MSPs receive many emails on cycling infrastructure from their constituents – Jim Eadie MSP for example told us he received over 100 last year.
Environmental Study / Assessment available? (yes / no)	No study of the specific proposal, but cycling infrastructure projects in general have cost-benefit ratios much higher than most other transport projects, and negative environmental factors are few.

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<i>If yes, what significant effects were identified</i>	Health benefits are particularly strong.
Delivery timescale	To be achieved over a 5-year timescale, assuming appropriate government funding via Sustrans, local authorities and others as appropriate.
Development lifespan	Permanent
Consents required	Planning permissions; traffic orders; possibly some land purchase
Visual representation of the development available?	No, but relevant pictures are widely available. For example.... For urban areas, see Jan Gehl's book <i>Our Cities Ourselves</i> http://www.itdp.org/library/publications/our-cities-ourselves-principles-for-transport-in-urban-life . For both rural and urban, see www.sustrans.org.uk website.

ADDENDUM: FIT WITH CRITERIA

- a) **More than regional significance** The development impacts on every local authority area in Scotland. It will improve networks for local accessibility within towns and cities, and for tourism and leisure between towns and cities throughout the nation. It will act as a demonstration project and a catalyst for further development in every local authority area. It is a very concrete way to help achieve the Scottish Government's existing national target that 10% of all journeys be by bicycle in year 2020. Moreover, since this target is enshrined in the government obesity and climate change strategies, the project will also assist with those national strategies and targets. The project will also help foster a forward-looking, green image of Scotland overseas – an image which is currently excellent on energy generation, but tarnished by feeble action on active sustainable transport.
- b) **80% reduction in emissions by 2050** The government's 2020 cycle use target mentioned above is a formal milestone in the government's Climate Change strategy document, *Low Carbon Scotland*. Raising cycle use substantially, as this project aims, is therefore integral to policy for emissions reduction.
- c) **Achieving the aims of the Zero Waste Plan** The award-winning Bike Station, now expanded from Edinburgh to Glasgow and Perth, has shown the way with recycling of bicycles. Edinburgh alone has recycled 30,000 bicycles, with roughly half refurbished and reused, the remainder stripped down for recycling of parts and metals. The Bike Station has won CCF and Lottery funding for special projects, but has also created a self-supporting funding stream through the recycling and sale of redundant bikes. We propose a Bike Station to be set up in each of the cycle friendly towns, thus expanding bicycle recycling Scotland-wide.

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- d) **Renewable Energy Targets** Whilst the project does not create renewable energy it greatly improves energy efficiency by transfer of journeys from petrol, diesel and electricity to personal energy.
- e) **Skills development, reducing unemployment and job creation** Evidence is available from Sustrans Scotland as to the employment benefits of cyclistroute construction and maintenance, with significantly greater 'jobs per pound' than for road construction. Moreover, job opportunities would be spread widely across Scotland under this proposal. We suggest comparisons of 'jobs created per pound' and 'jobs created per local authority area' as between the various different national projects proposed for NPF3.
- f) **Strengthening Scotland's links with the rest of the world** Scotland is behind much of Europe, and indeed now behind many other countries, in developing cycling infrastructure, as was clear when Transport Minister Keith Brown welcomed the Danish ambassador to the recent *Scottish Cycling – Go Dutch conference*. This and other international links are now already being made [for example, Edinburgh as the only UK participant in the European CHAMP project]. Our proposed project would set down a real marker for increased 2-way international collaboration and sharing of experience. As covered in (a) the project would also help foster Scotland image as a forward-looking environmentally-conscious country.
- g) **Improving transport and green infrastructure networks** A perfect fit !!
- h) **Adapting to or mitigating the effects of climate change** See (b) above in terms of mitigation. As for adaptation, the role of the bicycle has been notable in recent international weather-related disasters, such as in New York or the Asian tsunami. Transport by bicycle has been up and running instantaneously post-disaster, providing vital immediate links, unlike 'bigger' transport which is dependent on electricity, clear roads, depots and so on. Bicycles, in contrast, are stored everywhere, need no fuel, and can be pushed over and around obstacles. New York's mayor, for example, advised citizens to get around by bicycle in the immediate aftermath. For a commentary on post-hurricane New York transport, and the importance of cycling as transport, see... <http://www.itdp.org/news/in-superstorm-sandy-coverage-a-focus-on-transportation>.
- i) **Improving the quality of the built or natural environment** The pictures and descriptions in international architect Jan Gehl's book "Our Cities Ourselves" [referenced above], or the revelation experienced by Scots visiting countries such as Denmark, make clear that improved cycling infrastructure hugely improves local environmental quality as compared to an environment centred round the needs of motor traffic.