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<b>National Planning Framework 3 - National Developments Proposal Form</b>	
Proposer	Transform Scotland, supported by Cycling Scotland, Paths for All, Ramblers Scotland & Sustrans Scotland
Contact details	Transform Scotland, 5 Rose Street, Edinburgh, EH2 2PR Email: <a href="mailto:colin.howden@transformsotland.org.uk">colin.howden@transformsotland.org.uk</a>
Date	14 December 2012
Title of development	<b>Walking &amp; Cycling National Infrastructure</b>
Elements to be covered by national development status (list)	<p>The proposed Walking and Cycling National Infrastructure development is a national programme of practical initiatives to massively boost the levels of walking and cycling in Scotland, primarily for the purposes of active travel to school, work or to access services and shops, but also for leisure activities. This programme will enable people to choose to travel on foot or by bicycle, giving a large proportion of the Scottish population in both rural and urban areas a pleasant, safe - and cheap - alternative to driving their cars for shorter journeys.</p> <p>The main focus is on improving the provision of infrastructure as follows:</p> <ol style="list-style-type: none"> <li>1. Within urban areas, every Scottish local authority should have at least one fully walking-and-cycling-friendly town (or major area of a city). This would include dedicated on-road, segregated cycle lanes, pedestrianisation and 'shared space' roads, expansion of Home Zones, 20mph speed limits in residential areas and priority routes, and re-designed road crossings and traffic signals to prioritise the needs of cyclists and pedestrians, etc.</li> <li>2. By 2018, larger towns and settlements will have worked with Transport Scotland to identify key strategic routes within a 5-mile radius of the centre of the town which will enable a large proportion of the population to choose to travel into these towns by bicycle or on foot. These routes will provide continuous, safe paths segregated from the traffic to form a series of 'spokes' into the centre of the towns, as well as linking into the National Cycle Network to enable further walking/cycling routes to be developed giving safe access to other parts of town. Elements of core paths plans will also be developed as a priority where they provide active travel routes. For example, as a short-term measure, certain pavements can be identified and re-designated as core paths to enable cyclists to use them where user conflict is likely to be minimal.</li> <li>3. Strategic routes between communities on the trunk road network that are up to 5 miles apart and would benefit from a safe active travel option should be identified across Scotland.</li> </ol>

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	<p>Then a programme for the development of direct, segregated routes within the 'envelope' of the connecting roads will be implemented to enable rural residents to choose to travel actively between these communities. Prioritised routes will be in place by 2018.</p> <p>4. Ongoing development of the National Cycle Network, Scotland's Great Trails network of long distance routes and Core Paths Plans where they would benefit local use for leisure activities. Everyone in Scotland should have a functioning path network to enable them to walk or cycle from their front door.</p> <p>Provision should also be made for maintenance of the walking/cycling infrastructure. Transport Scotland should take greater responsibility for the maintenance of active travel infrastructure.</p>
<p>Fit with criteria and statement of more than regional importance (guide - 500 words)</p>	<p><b>The development will be of more than regional significance.</b></p> <p>This project supports the achievements of the Scottish Government's strategic objectives, in particular Greener, Safer &amp; Stronger, and Healthier. It also contributes directly to a number of national outcomes.</p> <p>There is a growing body of evidence (full references available on request) to show the high cost to society of the current low levels of physical activity in Scotland where 61% of the population is not active enough for their health. This proposal contributes to the preventative spend agenda by encouraging a population-wide change in behaviour to more physically active lifestyles, and also contributes to the creation of a lasting physical activity legacy from the 2014 Commonwealth Games.</p> <p>The best way to improve activity levels is by boosting a modal shift to more active forms of transport so that walking and cycling become part of everyday lifestyles. Evidence increasingly shows there are no inherent barriers to increasing active travel but investment and government support are essential. Half of all journeys in Scotland are under 2 miles, while modal share is currently 2% of journeys by bike and 23% for walking.</p> <p>Additional benefits from this project include improved mental health and feelings of well-being, robust, vibrant communities and a reduction in congestion and climate change emissions. This development will help the Scottish Government to achieve its target for 2020 that 10% of all journeys in Scotland will be by bicycle, as well as any participatory targets likely to be set by the forthcoming National Walking Strategy.</p> <p>The development will also contribute to:</p>

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	<p><b>An 80% reduction in emissions by 2050.</b></p> <p>European experience indicates safe cycling infrastructure can lead to a 30-40% share of commuter journeys by bicycle, giving significant reduction in CO<sub>2</sub> emissions from less car use.</p> <p><b>Skills development, reducing unemployment and job creation.</b></p> <p>Walking/cycling projects are generally smaller in scale than road projects, and are delivered by local construction firms. This means that the economic benefit from public works is spread throughout the country and into local economies, rather than going offshore to huge multi-national construction companies. In addition, local skills are often increased since training opportunities arise.</p> <p><b>Improving our digital, transport, utilities or green infrastructure networks.</b></p> <p><b>Improving the quality of the built or natural environment.</b></p> <p>This national development will benefit our national stock of greenspaces and expand our walking and cycling network by providing attractive routes with less traffic and more people-friendly environments. While some of these routes will be alongside roads, many of them will be through green corridors, therefore helping to increase biodiversity and contribute to improving ecosystem services.</p>
<p>Location (description, map reference, or map)</p>	<p>This development will create a walking and cycling infrastructure within and between settlements across the whole of Scotland. It will link into and massively expand the National Cycle Network and other path networks, making use of core paths plans and long distance routes where appropriate. Key towns and routes will be identified as priorities, but it is envisaged that this will be rolled out beyond these areas in the longer term.</p>
<p>Public Engagement to date (guide - 100 words)</p>	<p>None by Transform Scotland but many studies indicate a public demand for better infrastructure, including the government's own consultations that led to the Cycling Action Plan for Scotland.</p>
<p>Environmental Study / Assessment available? (yes / no)</p>	<p>Every Core Paths Plan has been through a statutory consultation period with local communities and other stakeholders.</p> <p>There is a vast literature from the UK and overseas on the environmental and health benefits of investment in active travel. Increased use should be made of the WHO HEAT tool for assessing health benefits of walking and cycling projects.</p>

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Delivery timescale	5 years for urban infrastructure, 7 years for inter-community links.
Development lifespan	On-going beyond the timescales above, as it is likely that demand will grow from other areas in Scotland once this infrastructure is developed in key locations.
Consents required	Various
Visual representation of the development available? <i>If yes, please list and state if provided.</i>	See photos below for examples from Denmark and The Netherlands. See also Sustrans Scotland / Transform Scotland supplementary submission to Scottish Parliament active travel inquiry: see <a href="http://www.transformscotland.org.uk/GetFile.aspx?ItemId=235">http://www.transformscotland.org.uk/GetFile.aspx?ItemId=235</a>



Denmark – inner city cycle lane



Netherlands – rural cycle lanes