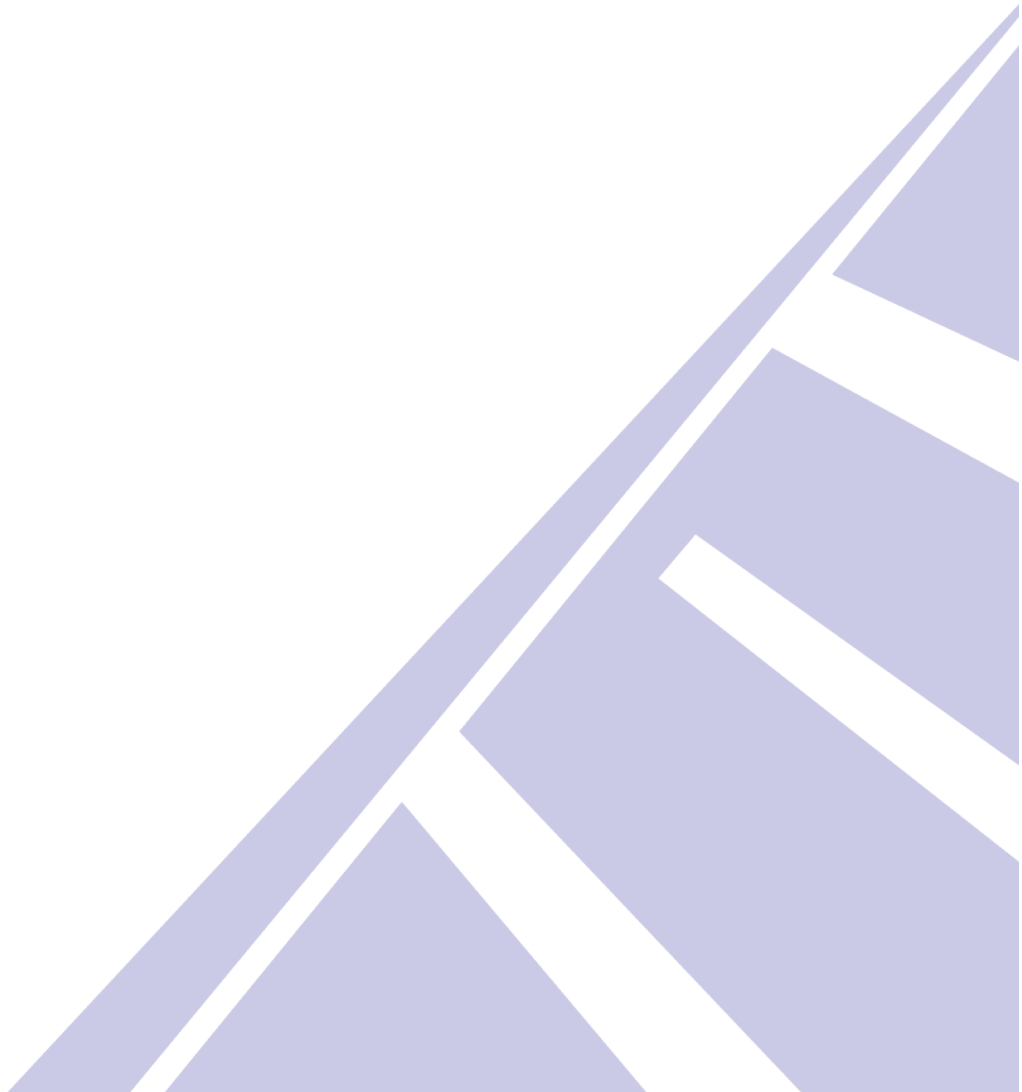




**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

CYCLING ACTION PLAN FOR SCOTLAND 2013



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Foreword by the Minister for Transport and Veterans and CoSLA Spokesperson for Development, Economy and Sustainability

As we approach the third anniversary of the publication of the Cycling Action Plan Scotland (CAPS) in June 2010 ¹ this is a good time for the Scottish Government, Scottish local Government and key stakeholders to take stock of the steps we have taken towards what must be one of the most exciting and ambitious visions we have for Scotland, that by 2020, 10% of everyday journeys taken in Scotland will be by bike.

The re-refresh exercise that has been undertaken in recent months, led by Transport Scotland, has been an opportunity to build on the strong foundations set out in the 2010 document, and re-state the underpinning strategy.

The CAPS vision will only be achieved by strong leadership from national and local government and in partnership with key stakeholders working together to deliver the infrastructure improvements and behavioural change required. This update of the Cycling Action Plan for Scotland reviews the excellent work undertaken by the partners towards delivering the seventeen actions outlined three years ago and looks forward to consider what our future actions should be, how we will work together to deliver them and how we will measure our success.

Reducing the large number of short car journeys and replacing them with journeys on bikes, or other forms of active transport, has the potential to both improve our fitness and health, benefitting health budgets in the longer-term. Cycling can also to improve our communities by reducing congestion, improving air quality and reducing the amount of carbon we produce. These are very positive steps to making all communities in Scotland healthier, greener, safer and stronger and in the longer term, supporting the sustainable economic growth we pursue as a nation.

This updated CAPS sets out how we will continue our collective journey to support the delivery of the shared vision for cycling. All of our partners - those who are already heavily involved and those who will become involved in the future - are encouraged to support and take forward its actions. We look forward to working together in partnership to achieve this.

The image shows two handwritten signatures in blue ink. The signature on the left is a stylized, cursive signature, likely belonging to Keith Brown. The signature on the right is written in a more legible, cursive style and clearly reads 'Hagan', likely belonging to Councillor Stephen Hagan.

Keith Brown MSP and Councillor Stephen Hagan

¹ www.scotland.gov.uk/Publications/2010/06/25103912/0

EXECUTIVE SUMMARY

This updated Cycling Action Plan for Scotland is based on recommendations in the Cycling Scotland Progress Report on CAPS (November 2012 ²), and aims to be as up-to-date and effective as possible. The document draws on the experience of delivery since 2010 and takes account of the contributions received from stakeholders during the refresh exercise in 2013. It sets out what more needs to be done and the delivery roles sought. Scottish Government and Transport Scotland have obvious roles in providing resources and showing leadership; local authorities, communities, public, private and third sectors all need to participate too.

The new set of 19 actions below outlines how we can work in partnership to achieve our shared vision that by 2020, 10% of everyday journeys taken in Scotland will be by bike. More detail is provided in the individual chapters and the table in **Annex A** sets out roles and resourcing.

- 1. Establish an annual national cycling summit involving the Minister for Transport and local authority Heads of Transportation and relevant Committee Convenors, to lead delivery and gauge progress.*
- 2. Develop for each local area the strategic approach to supporting functional cycling (and active travel more broadly), mapping the appropriate infrastructure improvements required along with supporting promotional work to achieve tangible changes in travel choices.*
- 3. Continue to promote a national training programme on cycling-integration design and best practice to planners, designers and engineers, through the delivery of accredited modules such as Making Cycling Mainstream, and promote the use of planning policy - Designing Streets, Cycling by Design cycle guidance and Smarter Choices, Smarter Places good practice.*
- 4. Continue to develop and maintain community links – i.e., high quality, local infrastructure to support active travel (routes and public realm improvements) particularly in urban areas where high levels of cycling can be achieved, along with associated infrastructure such as cycle parking facilities at key destinations including schools, bus and rail stations, shopping areas and workplaces*
- 5. Continue to develop and maintain the National Cycle Network to provide long distance cycling routes, connecting rural communities and promoting tourism*
- 6. Develop better integration with public transport, through partnership working with interests such as rail and bus/coach operators and RTPs*
- 7. Establish the Cycle Hub at Stirling Station as a pilot and evaluate it pilot for potential wider roll-out at other railway stations*

² www.cyclingscotland.org/wp-content/uploads/2012/11/2012-10-05-CAPS-Progress-Report.pdf

8. *Promote the implementation of 20 mph schemes in all residential areas and share best practice across the country.*
9. *Develop and deliver a 'Mutual Respect' Campaign for all road users (complementing the 'Give Me Cycle Space' campaign aimed at drivers).*
10. *Continue the roll-out of Bikeability Scotland cycle training through schools, steadily expanding participation, particularly in on-road training (Bikeability level 2). Develop and promote support for this, including volunteer-led delivery and parental involvement.*
11. *Develop Adult Cycle Training resources, building on Bikeability Scotland standards, including an essential skills module as a pilot for potential roll-out nationwide.*
12. *Promote and support community-led cycling initiatives, through signposting resources and providing support for projects that will promote cycling participation in an inclusive, accessible way. Evaluate the delivery of the Cycle Friendly Communities Fund programme to date and promote the learning to further develop approaches to supporting communities.*
13. *Continue to promote projects which encourage primary school pupils to continue cycling when progressing to secondary schools, such as I-Bike and delivery of Bikeability Scotland level 3.*
14. *Promote cycling for young people more broadly, for leisure or travel, for fun, health and sport, through the promotion of cycling activities, events and led cycle rides*
15. *Develop approaches to promoting access to bikes – e.g., develop Bike Library schemes for schools and communities to promote access to bikes in areas of low cycle use or deprivation, as taster cycling sessions.*
16. *Encourage all employers across all sectors to become Cycle Friendly (e.g., by offering support for workplace cycling facilities and promotional resources, active travel champions, travel planning)*
17. *Develop follow-up work from the Smarter Choices, Smarter Places evaluation report, applying learning to encourage active travel as part of community-based sustainable transport promotion.*
18. *Report annually on an appropriate suite of national indicators to inform the national picture of cycling participation*
19. *Develop local monitoring, using data from local cycle counts and surveys etc., with support from national delivery bodies to develop a coordinated approach to data collection.*

1. INTRODUCTION

The Cycling Action Plan for Scotland published in 2010 stated a vision, shared across the CAPS landscape outlined in **Annex B**, that “by 2020, 10% of all journeys taken in Scotland will be by bike”. This vision evolved from extensive public consultation about barriers to increased cycle use and was developed in partnership with a wide range of interested organisations.

To help deliver this vision, seventeen actions were identified in the CAPS 2010 document, addressing the themes of Skills Development, The Network and Delivery. Progress on these actions is outlined in the table in **Annex C**.

Key achievements since 2010 include:

- an increase in the numbers of children receiving on-road cycle training, through a support package for volunteers and funding directly to local authorities;
- further extension of the national cycle network, in urban, suburban and rural areas of Scotland;
- delivery of new community cycling links in urban, suburban and rural areas of Scotland;
- a doubling of the number of I-Bike Officers working with schools;
- Cycling Scotland working with more local authorities than ever before in rolling out the “Give Me Cycle Space” campaign;
- development of a new national “Mutual Respect” awareness campaign for all road users, to be launched later in 2013; and
- establishment of the first Rail Cycle Hub in Scotland at Stirling Station.

It is an exciting time for cycling in Scotland, with a real momentum to delivery now.

The CAPS Refresh Exercise – Purpose

The purpose of this document is to provide an updated delivery framework, taking account of progress on actions since the publication of CAPS in 2010 as well as the recommendations in Cycling Scotland’s progress report and the subsequent key stakeholder responses to that report.

In November 2012, a progress report on CAPS delivery was published by Cycling Scotland, with recommendations on the way forward for Scottish Government, local authorities and other key stakeholders. The three main recommendations were:

- a refresh of CAPS, led by the Scottish Government;
- greater leadership at national and local levels; and

- an increase in funding for cycling projects, with contributions from a range of budget areas.

The second and third recommendations come together through recognition of the potential increased cycling participation has to support the preventative spend agenda, i.e., acknowledging the wide range of benefits for local communities such as in relation to increased physical activity and better health and wellbeing, air quality improvements, better social inclusion and the economic benefits that recreational and tourist cycling brings. In the Resourcing section below, we discuss the contributions that might be made by other policy areas to help support delivery of the CAPS vision as part of work to achieve their own specific aims.

The Development of CAPS 2013

In December 2012, to initiate the refresh exercise, Transport Scotland invited a wide range of key stakeholders to give their views on how the CAPS might develop in the wake of experience to date, including priorities for action, roles, resourcing opportunities, and monitoring requirements. A list of respondents is at **Annex D**. The recommendations from Cycling Scotland and the contributions received from stakeholders have, where possible, been taken into account in drafting this updated document, in particular, the broad consensus that bold leadership at all levels and partnership across a wide range of delivery bodies is required to achieve our shared vision. Key points emerging from the 46 responses were:

- a general satisfaction with the original CAPS action points;
 - continuing emphasis on the need for leadership by both Scottish Government and local authorities;
 - whilst recognising the importance of recreational and sport cycling, general support for CAPS having a strong focus on functional cycling;
- and a desire for:
- greater emphasis to be placed on cycle education for young people and adults;
 - a strong emphasis on the need for local cycling strategies and plans;
 - extend and improve cycling infrastructure together with more 20mph areas;
 - greater promotion of the policy documents *Cycling by Design* and *Designing Streets*;
 - greater support for vulnerable road users and the investment in the development of a “Respect” campaign aimed at all road users;
 - increased funding from across a range of sources, for example, other Scottish Government budgets such as health, environment and education budgets; and

- a more rigorous monitoring framework of cycling modal share.

The aspirational nature of the CAPS vision requires collective action across all of its stakeholders, to make the best use of opportunities as they arise and enable steady progress towards a higher transport modal share for cycling.

Cycling means different things to different people. For a child, it may mean a fun activity that you do with friends at the weekend, or on a daily basis getting to school. For some adults, it can provide a quick, cheap, green and healthy way of getting to and from the workplace or leisure activities such as a longer-distance bike ride with the local bike club at weekends. And as a sport, we need look no further than Sir Chris Hoy and Sir Bradley Wiggins for inspiration. The one common element to all of us is that cycling can improve our well-being.

CAPS is primarily about functional cycling - cycling for everyday travel. However, it is essential to recognise the contribution to wider policy goals that can be made by greater participation in cycling, in all its forms, and conversely, the contribution that action across a range of policy delivery areas can make to encouraging the uptake of cycling as a modal choice for everyday travel. Cycling is not just a transport issue: it has an impact on health, education, environment, sport, tourism and other policy areas. When the Commonwealth Games come to Glasgow in 2014, cycling in Scotland is expected to enjoy an even greater profile than it achieved at the last two Olympics. The Sir Chris Hoy Velodrome in the East End of Glasgow is an iconic structure and the active transport links that this Scottish Government and Glasgow City Council have planned will enable visitors to cycle and walk to the games' venues. One of the planned legacies from the Games will be a more active and healthier nation, and everyday cycling can play a significant role here.

The following sections will cover the areas which stakeholders have identified as priorities in moving towards our vision for 2020. These are:

- leadership and partnership;
- infrastructure, integration and road safety;
- promotion and behavioural change;
- actions and roles going forward;
- resourcing; and
- monitoring and reporting.

The delivery actions going forward for each theme (except for Resourcing, which is of course a means for delivery) are given at the end of each section, and are summarised in a table at **Annex D** and also in the Executive Summary to follow.

2. LEADERSHIP AND PARTNERSHIP

National Leadership

Some respondents to the consultation asked for the 10% vision to be changed to a target. Given the diverse delivery landscape required to deliver much greater levels of cycling and the roles that must be played by national and local governments, the public, private and third sectors, and civic society more widely, the cycling vision is a challenging aspiration that requires clear and committed shared ownership by all its stakeholders, with delivery and resourcing going far beyond that of the Scottish Government alone. Thus a Scottish Government target would be inappropriate and underplay the essential role of the wider delivery landscape.

The Scottish Government is providing strategic leadership through this refresh of the CAPS document, as well as enabling consistent increases in the funding available for cycling wherever opportunities present. We cannot deliver the CAPS aspirations alone and Scottish Ministers look forward to working with all those who are committed and wish to see a culture change in Scotland towards cycling as we move to 2020.

In particular, given that most active travel journeys are local journeys, on local authority roads, the Scottish Government recognises the essential role of joint leadership and partnership working with local authorities to deliver more cycling facilities as well as promoting cycling to everyone.

A number of local areas - such as Edinburgh - demonstrate what can be achieved locally for cycling when the political vision and leadership is there. The challenge now is to ensure that support and opportunities are developed across all of Scotland, for everyone to benefit from greater opportunities to cycle as a mainstream travel choice.

The Scottish Government is taking an active leadership role by:

- providing key resourcing for cycling policy delivery, in relation to both infrastructure and behavioural change work;
- establishing a new annual national cycling summit involving the Minister for Transport and local authority Heads of Transportation and relevant Committee Convenors;
- promoting the integration of cycling into the broader road safety agenda (with the Minister for Transport and Veterans chairing the Road Safety Strategic Partnership Board);
- promoting cycling across wider policy remits, for example in relation to planning and design, with guidance around prioritising cycling infrastructure when planning streets and junctions in policy documents such as Cycling by Design guidance (2010), Designing Streets planning policy (2010) and the update of the National Planning Framework;

- promoting cross-portfolio work to support the delivery of the CAPS vision, for example by the health, environment, education, and sport portfolios as well as alignment from across transport policy areas;
- brokering knowledge sharing through our grant-funded national delivery bodies (particularly Cycling Scotland, Sustrans and Paths for All);
- undertaking a robust evaluation of the “*Smarter Choices, Smarter Places*” demonstration programme, and dissemination of the learning from this, to steer the development of future community-based initiatives around sustainable transport;
- supporting national partnerships through the CAPS Delivery Forum, where all LAs and delivery agencies meet to take forward the actions in CAPS, and also by engaging with the National Cycle Interest Group (which is made up of wider stakeholders, chaired by Paths for All, and contributes thinking to the Delivery Forum discussions); and
- managing and developing approaches to monitoring progress towards the vision, in relation to both national and local data-gathering (e.g., through promoting the Hands Up Scotland Survey in schools, as well as funding new automated path counters with visible data displays at key locations around the cycling network).

Local Leadership and Roles for Wider Stakeholders

An aspiration expressed by responses to the CAPS refresh exercise was the further engagement of local authorities in the delivery of cycling infrastructure provision and promotion. Local authorities are already subject to public sector duties under the Climate Change (Scotland) Act 2009, which includes engagement in delivery actions around climate change mitigation, such as the promotion of active travel in their communities. All 32 councils have signed up to a voluntary reporting commitment with regard to the Scottish climate change declaration. Scotland is one of just a few countries where all of local government has signed up to such a commitment and rigorously report on their progress every year with the need for statute as a clear demonstration of local leadership.

Local Authorities, along with other public bodies, have significant leadership roles to play in relation to active travel, particularly as most cycling journeys will of course be local journeys. The *Smarter Choices, Smarter Places* evaluation suggests that detailed plans for local areas, incorporated into local transport strategies, could help set out ambitious visions for cycling for communities to get behind. Positive examples include the development of local cycling strategies and local development plans. Some local authorities already have these in place including the Edinburgh Active Travel Action Plan and Glasgow’s Strategic Plan for Cycling 2010-2020³.

³ www.glasgow.gov.uk/CHttpHandler.ashx?id=3521&p=0

As part of leadership and partnership work with local authorities, the Scottish Government has supported the delivery of more intensive work in several local authorities with further-advanced strategic visions and plans for cycling, with a view to testing and demonstrating approaches to achieving significant positive impact on cycling and active travel more generally in the years to come. For example, Glasgow City Council is now receiving £2.5 million of match-funding for cycling improvements in advance of the start of the Commonwealth Games, to provide a strong platform for promoting cycling as part of the Games legacy as well as support the implementation of its cycling plan. A commitment to developing cycling strategy in Fife has stimulated a demonstration programme of work in Kirkcaldy on *Street Design* and *Make Your Move Kirkcaldy* projects (see details below).

Make Your Move and Street Design in Kirkcaldy

Fife Council and Sustrans have been working in partnership, with Scottish Government funding, to improve walking and cycling opportunities in Kirkcaldy, a town with low levels of cycling and cycle ownership. 'Make Your Move Kirkcaldy' is a comprehensive programme of infrastructure development, community events, marketing, led rides for all abilities, travel planning, route mapping, cycle training for all ages and a bicycle loan scheme.

Over 3 years, £1.5 million has been invested in developing and improving the town's cycle network - representing a spend of around £10 per year per population head - and has created a network of traffic free and on-road routes. In addition, all of Kirkcaldy's residential areas and the town centre has mandatory 20 mph speed limits allowing safe use by cyclists.

Urban realm projects costing £2.5 million, £1.5 million of which came from the Scottish Government Town Centre Regeneration Fund, have refurbished the pedestrianised High Street and created a 'Green Corridor' pedestrian and cycle link to the town centre from the rail station.

Residents and pupils around Pathhead Primary School are making their streets safer, more sociable and playful areas. This is the fourth street design project in Scotland that uses extensive consultation and community engagement to develop features that creates people friendly spaces by positively managing traffic flows and encourages people interaction by improving pedestrian priority.

Completed Street Design projects in Kirkcaldy and also in Elgin (Moray Council), have demonstrated positive changes in resident's views on the safety and sociability of their neighbourhood. Surveys have shown a significant reduction in traffic levels and speeds and increases in pedestrian, bicycle and scooter use.

Most local authorities already work in partnership with Sustrans in delivering a programme of Community Links across the country, in addition to their statutory duty to provide and plan a Core Path Network, which will include some cycle paths.

Regional Transport Partnerships have a clear strategic role to play in supporting delivery of the CAPS through their Regional Transport Strategies and associated Revenue and Capital RTS Delivery Plan programmes. A number of the RTPs have developed cycling strategies and action plans which sit within their Regional Transport Strategies, and have also funded a range of cycling measures and initiatives, including funding provision of local, regional and national (NCN) cycling facilities and infrastructure, both directly and in partnership with their constituent Councils, Sustrans, Cycling Scotland and others. For example, Strathclyde Partnership for Transport has been leading work on developing a Walking and Cycling Programme for the SPT region for 2013-2016, covering 12 local authorities.

The National Assessment led by Cycling Scotland, of how local authorities implement and develop their cycling policies, found that although there has been significant progress in a number of local authorities in terms of cycling strategy and strategic network identification, the majority of local authorities have neither a strategy in place nor a policy covering a strategic cycling route network. The future delivery of CAPS would be strengthened by the development of local cycling strategies and plans along the lines of those authorities that have already grappled with them, to steer infrastructure improvements and accompanying promotional work to local people (e.g., see Edinburgh's Active Travel Action Plan). To support the achievement of this, and to complement local endeavour, the Scottish Government will provide additional funding in this year and next for a centrally-based staff resource to assist local authorities and their regional partners in developing cycling strategies.

City of Edinburgh Council - Active Travel Action Plan

Edinburgh's Active Travel Action Plan ⁴ was developed through a partnership with key stakeholders including Sustrans, the NHS and the University of Edinburgh. This partnership is maintained through a steering group and topic-related working groups that monitor progress on the delivery of the plan and discuss ways of improving this by working together. The plan has set out a clear vision for the city and has helped to attract funding for partnership work with Sustrans as part of its delivery of the Scottish Government-funded community links programme.

Scotland's Capital is the only Scottish City to sign up to the Charter of Brussels which commits it to a modal share for cycling of 15% by 2020. Currently Edinburgh enjoys a modal share of around 7% of journeys to work by bike.

Other public bodies such as NHS Boards have a role to play too. As set out in the *Chief Medical Officer's letter to NHS Chief Executives, (CEL 01) 2012* ⁵, actions 18.7 and 18.8 cover measures relating to physical activity and active travel. Evidence required for these actions include:

⁴ www.edinburgh.gov.uk/info/1528/transport_policy/548/transport_planning/4

⁵ www.sehd.scot.nhs.uk/mels/CEL2012_01.pdf

- plans for an increase opportunities for staff to be more active, e.g. walking groups, active travel information, bike purchase/ training schemes, walking paths, green spaces;
- development and promotion of active travel plans for NHS sites;
- making available promotional material to raise awareness of active travel options, e.g., leaflets for all staff, patients and visitors; and
- initiatives and infrastructure to support active travel, such as walking maps, cycle friendly employer, bike purchase / training schemes, promotion of stair walking.

As key delivery bodies, and funded by Scottish Government, Sustrans, Cycling Scotland and Paths for All can help deliver these measures, through work with employers to promote cycling and walking to their workforces, or through infrastructure work at and around sites to improve access and promote active travel routes.

Partnership

The ambitious and aspirational CAPS vision for cycling, and the benefits this can bring can only be achieved by coordinated action across a wide range of bodies, and this must continue to develop as we go forward.

At a **national level**, Transport Scotland works in close partnership with Sustrans, Cycling Scotland and local authorities as key delivery agents. The CAPS Delivery Forum, chaired by Cycling Scotland was established to provide the delivery partners identified in CAPS 2010 with the opportunity to meet formally twice a year to discuss progress towards the vision and to reflect on some of the emerging practice which is contributing to achieving our vision. All local authorities, COSLA, Paths for All, Sustrans and SCOTS (the Society of Chief Officers for Transport) as well as Transport Scotland, are invited to come together for discussion around delivery in this key partnership forum. Future meetings will include an invitation to all RTPs to join the CAPS Delivery Forum to share their experience in active travel and travel planning activities and support the delivery of this updated CAPS (CAPS 2013).

A large number of organisations support cycling throughout Scotland including agencies, charities and other third sector groups. Under the chairmanship of Paths for All, a National Cycling Interest Group has been established to allow these parties to meet formally and contribute to the development and promotion of cycling.

At a **local level**, increased participation in active travel needs concerted action across the delivery landscape. The *Smarter Choices, Smarter Places* (SCSP) project was a Scottish Government/COSLA sustainable transport demonstration programme in seven Scottish communities (Barrhead, Dumfries, Central Dundee, Glasgow East End, Kirkintilloch & Lenzie, Kirkwall and Larbert & Stenhousemuir), established in 2009 and ran till 2012. The programme's local delivery was based very much on partnership and generating considerable experience on which to draw

in promoting active travel. The lessons learned will be disseminated to guide the development of future community-based initiatives in local areas.

Work through Community Planning Partnerships can support CAPS implementation through strengthening local approaches to cycling promotion. The SCSP work identified an important role for community planning in the successful delivery of local sustainable transport, such as residents receiving common messages from multiple sources (and often from people or agencies they trust). The SCSP evaluation suggests that local authorities and other public agencies could take the lead in developing service level agreements with their NHS partners, so that complementary roles and responsibilities are clear and recognised within service delivery.

Partnerships need to be dynamic, with strong on-going dialogue. Two way communications are an essential requirement to ensure an appropriate balance between investment in supply and demand for travel, e.g. through travel planning work. Involvement by local people and businesses in the delivery of programmes, similar to those delivered in the SCSP pilot areas, is also essential for their sustainability. This is often achieved through building community support and in order for programmes to be responsive to local opportunities as they arise - such as the potential for developing local community cycle clubs, or developing active engagement in identifying infrastructure improvements through local cycle forums.

Local cycle fora led by the relevant local authority, and including a range of interests such as community groups (as well as representation from across local authority delivery portfolios and the health sector), have proved very productive in many areas including Edinburgh, Glasgow and others including Clackmannanshire (see below). They can help ensure that appropriate strategies and plans are developed and progressed, and can also act as catalysts for wider participation in delivery, through engaging and focussing local effort and energy.

Cycling in Clackmannanshire – Partnership Working in Practice

Over the past decade officers from Roads, Education and Sustainable Development have been working in partnership to improve both cycling facilities and cycle training within Clackmannanshire. Physical infrastructure improvements were funded from the roads capital projects budget as funds allowed, and for the past 8 years these have been match funded by Sustrans through first the 'Tackling the School Run' funding, then the 'Community Links' programme (both supported by Scottish Government grant-in-aid). Further improvements to infrastructure and training is now made through a formalised Council-wide approach.

Two groups have been set up to take forward cycling in this area. A Cycling in Clackmannanshire Working Group, chaired by the Convenor of the Enterprise & Environment Committee, and a Cycling Education Sub Group. Both Groups include representatives from Active Schools, Roads, Youth Development & Educational Development teams along with NHS Forth Valley, Central Scotland Police, Sustrans, Cycling Scotland, local cycling champions "Clacks Active", the Rotary Club and local bike stores including Recyke-a-bike (a local cycling charity). As projects arise members of the groups are given actions that they become responsible for and progress is reported at subsequent meetings.

Summary: CAPS 2013 Actions on Partnership and Leadership

1. *Establish an annual national cycling summit involving the Minister for Transport and Veterans with Heads of Transportation and relevant Committee Convenors, to lead delivery and gauge progress.*
2. *Develop for each local area the strategic approach to supporting functional cycling (and active travel more broadly), mapping the appropriate infrastructure improvements required along with supporting promotional work to achieve tangible changes in travel choices.*
3. *Continue to promote a national training programme on cycling-integration design and best practice to planners, designers and engineers, through the delivery of accredited modules such as Making Cycling Mainstream, and promote the use of planning policy - Designing Streets, Cycling by Design guidance and 'Smarter Choices, Smarter Places' good practice.*

3. INFRASTRUCTURE, INTEGRATION & ROAD SAFETY

Developing the Cycling Network

To achieve an increase in cycling, we need to ensure that: appropriate infrastructure is developed; is maintained to a high standard; and that the roads are as safe as they can be for cyclists. Since the last Spending Review, the Scottish Government has increased funding for cycling infrastructure and awareness-raising campaigns, with on-going work around road safety. With the publication of the Road Safety Framework in 2009 and CAPS in 2010, we have two robust and complementary sets of actions on which to build on. This section deals with those actions around maintaining and increasing the National Cycle Network (NCN), encouraging more 20mph zones and reducing road casualties through measures aimed at all road users.

Over this Spending Review (2012-2015), Transport Scotland will invest more than £27 million in cycling infrastructure improvements across the country, mostly through grant-funding to Sustrans for partnership work with local authorities. In addition, £20 million will be allocated through the Cycling, Walking and Safer Streets grants made to local authorities under the Local Government settlement (see the Resourcing section below for further detail on funding). These resources complement local authorities' own allocations from their local transport budgets. The resulting programme enables the on-going development of the cycling network for everyday journeys. Since 2011, 162 Scottish Government-funded local projects have been completed through local authority work with Sustrans, with many more either at the delivery or design stage for implementation over the remainder of this spending review.

As noted in the *Leadership & Partnership* section above, the widespread development of local cycling strategies and infrastructure plans by local authorities and their strategic partners from now to 2020, would provide strong foundations from which to identify coherent and effective programmes for future investment. The Peterhead Cycle Demonstration Town initiative demonstrates what progress can be made when local areas combine planning for infrastructure improvements with community promotion work. This is also borne out by the 'Smarter Choices Smarter Places' demonstration programme which involved a mix of infrastructure and behavioural change interventions to promote sustainable travel choices.

PETERHEAD CYCLE DEMONSTRATION TOWN (CDT)

Peterhead was designated by Aberdeenshire Council in 2008 as a pilot Cycle Demonstration Town (CDT) with the intention to focus investment in cycling infrastructure and support the investment with a campaign of softer interventions. Peterhead is Aberdeenshire's largest settlement with a population of approximately 17,500. The overall aim of the CDT concept was to foster growth from a low cycling base by identifying and removing key barriers, working with community partners to allow cycling to flourish. Through this approach the project has supported health, road safety, sustainability, access and economic development objectives. A five year masterplan was developed which sought to deliver a hub and spoke network of cycle infrastructure, building up the network on an annual basis. Alongside this, awareness of the project was promoted by working closely with local community groups to deliver improved route signage, a new map for the area, events including an annual bike ride and school and business initiatives. A series of campaigns supported with local radio advertising was also developed on a seasonal basis to encourage residents to cycle more often.

During 2011, a number of permanent monitoring sites were installed across Peterhead. While it is too early to draw conclusions, data obtained from a site with a monitoring from an earlier base point suggests that cycling has been increasing year on year by a factor of 50%, from a base of 388 total trips at this particular site in 2009 to 945 in 2011. Attitudinal surveys confirm that the project has encouraged around 38% of residents to cycle more often. Awareness of the CDT project has increased from 18% in 2011 to 66% in 2012. With this model in place, it is hoped that similar approaches could be adopted across Aberdeenshire; the overall result will be an increase in cycling as a mode of transport across the region.

The long experience of the Netherlands in developing a cycling culture provides considerable scope for learning that can be applied in Scotland when developing the local roads infrastructure. For example, local authorities could consider the appropriateness of providing segregated cycle lanes on sections of their network with a view to promoting increased participation in everyday cycling. Examples exist already in Glasgow at London Road and at Waterloo Street and the years to come should see the development of more.

In addition to supporting investment in local community cycling links, the Scottish Government will continue to support the development of the National Cycle Network and its eventual completion in the years to come. Transport Scotland has allocated £3 million over the next two years for work on the Oban to Inverness cycle route (NCN 78). This funding will enable a long distance cycle route to be built through the Great Glen, in partnership with Sustrans and the Highland Council. The Partnership Steering Group estimate that the Oban to Inverness route will be completed by the end of the 2015, and will attract more cycle tourists to the area, boosting both the local and national economy, creating local employment opportunities as well as linking the rural communities along the route.

Under the Land Reform (Scotland) Act 2003, every local authority and National Park authority (access authorities) in Scotland is required to draw up a plan for a system of paths (core paths) sufficient for the purpose of giving the public reasonable access throughout their area ⁶. Core paths include paths, waterways or any other means of crossing land to facilitate, promote and manage the exercise of access rights and are identified as such in access authority Core Paths Plans.

Furthermore, for cycling tourism, Scottish Natural Heritage's (SNH) *Scotland's Great Trails* (SGTs) ⁷ is a partnership initiative to promote and develop more of Scotland's significant routes (over 32km long). Previously only the West Highland Way, Great Glen, Speyside Way and Southern Upland Way were promoted routes. Some of the SGTs are National Cycle Network Routes, (e.g., Route 754 along the canal towpaths from Edinburgh to Bowling); all SGTs can be cycled and walked. The number of routes that meet the criteria for SGTs is increasing every year and the promotion for these routes through the SNH published guide and website and the VisitScotland website will help encourage locals, UK and international visitors to cycle more.

The continued renaissance of Scotland's canals will see them become bustling centres of activity for recreation, tourism and sport, and act as a catalyst for wider regeneration. With significant public investment the canals have been restored and revitalised and the Scottish Government's aspirations for canals are set out in the policy document *Making the Most of Scotland's Canals* ⁸, published in April 2013.

Towpaths form part of Scotland's cycling and walking networks, both regionally and nationally, and there has been a surge in usage of the canals for both activities. Over the past eight years, there has been an estimated 300% increase in the number of visitors walking and cycling along the canal towpaths. Effective partnerships and collaborations have formed between Scottish Canals and organisations in the public, private and third sectors along the canal corridor, and together they are delivering very positive changes to canal-side communities.

Cycling and the Trunk Road Network

The Trunk Road Cycling Initiative, established in 1996 and set out in a Scottish Office circular (**Annex E**) has as its basis support for the National Cycle Network (i.e., supporting the provision of safe cycling routes away from the trunk network, across the country), as well as promoting road safety for cyclists around the interface of the NCN with trunk roads. The policy has been to favour alternative local authority roads for cyclists rather than mixing cyclists and heavy vehicles on the busier trunk road network. As the NCN provides significant provision for long distance cycle-touring, the aim is not to develop comprehensive cycling facilities on trunk roads. However, there will still be certain sections where local leisure and commuter cycling takes place on adjacent facilities or on B and C roads.

⁶ www.scotland.gov.uk/Topics/Environment/Countryside/16328/5612/core-paths

⁷ www.snh.gov.uk/enjoying-the-outdoors/where-to-go/routes-to-explore/scotlands-great-trails/

⁸ [www.transportscotland.gov.uk/files/documents/reports/Scottish Canals - policy document - Making the most of Scotland s canals - Final - 23 April 2013.pdf](http://www.transportscotland.gov.uk/files/documents/reports/Scottish_Canals_-_policy_document_-_Making_the_most_of_Scotland_s_canals_-_Final_-_23_April_2013.pdf)

There is special consideration for cyclists in all new trunk road schemes and within improvements of existing trunk roads. Considerations fall into three general categories:

- to ensure that there are no hazards to cyclists built into schemes;
- to ensure that the opportunities for cyclists within the scheme are recognised and exploited; and
- to ensure that the opportunities for cyclists on the surrounding networks, including the National Cycle Network and superseded sections of trunk road, are recognised and exploited.

Transport Scotland is continuing to fund cycling facilities as part of the NCN where it interfaces with the trunk road network. Substantial progress is now being made on the NCN 78 – Oban to Inverness cycle route along the A82, A85 & A828 trunk road corridors. In addition and in accordance with the Trunk Road Cycling Initiative, Transport Scotland is developing cycling and walking facilities in parallel to much of the trunk road network on traffic free paths. All trunk road improvements consider provision for cycling and walking where no suitable parallel links exist on quieter roads. Examples of this include the A9, M74 and M77 cycleways .

Considering Cyclists in the A9 Dualling Project

As part of the consultation process in large scale infrastructure projects, Transport Scotland held a workshop in 2012 with a wide range of non-motorised user groups including Sustrans, the Ramblers Association, the British Horse Society and the Cycling Touring Club as well as local authorities and the Cairngorms National Park. The general feedback was that non-motorised users would like direct facilities, close to, but not on the road and safe crossing facilities. Detailed discussions have supported the enhancement and completion of the recreational network through the corridor, providing both convenience and amenity. Such works would involve the construction of safe crossing facilities and the enhancement of parallel routes where possible. Both Perth & Kinross Council and the Highland Council have published core path networks and these will be incorporated into the scheme design where possible.

To facilitate long distance users, the National Cycle Network (NCN 77) currently runs the length of the A9 with some sections forming on-road (unsegregated) facilities on local roads. We will consider providing segregated off-road cycleway facilities where practical as part of the National Cycle Network. Other improvements to NCN 77 which have been suggested by stakeholders include localised alignment, width improvements, improved surfacing and signage. The dualling programme will also address these where possible. The intention is to involve active travel organisations in the process of trunk road improvements to the degree possible.

The delivery strategy set out in this document is part of preparing the ground for future transformational change in the way we travel, promoting participation in active travel (cycling and walking) and creating a groundswell in the years to come, and recognising the generational changes required here as well as our long-term

emissions abatement agenda. On-going work will be required in the coming decades, and we aspire to significantly broader infrastructure enhancements in the following decade, particularly to enable active everyday journeys such as commuting, with a vision of well-connected communities for 2030 along the lines of those in some of our Continental European neighbours.

Promoting Road Safety through Scotland's Road Safety Framework to 2020

Scotland's *Road Safety Framework to 2020*⁹ includes distinct and challenging targets for reductions in road casualties by 2020. The Framework enables local partners to address specific local issues in conjunction with national action to make an optimum contribution to reducing fatalities and casualties on Scotland's roads. The 2011 road casualty figures for Scotland, published in October 2012, were once again the lowest since records began, and we remain on target to meet all of the 2020 targets in the Framework. However, every death on Scotland's roads is one too many, and there is still much to do, particularly in respect of safety issues for vulnerable road users.

The Minister for Transport and Veterans chairs the Road Safety Strategic Partnership Board, which meets twice a year and is supported by the work of the Road Safety Operational Partnership Group and other road safety stakeholders. Recent actions include:

- a Vulnerable Road Users Forum established by Transport Scotland in 2012;
- RoSPA Scotland and Cycling Scotland work with cycle retailers on a package of information on road safety and cycle training for adults; and
- Road Safety Scotland, Cycling Scotland and wider stakeholders working jointly to ensure consistent safety messages are targeted at **all** road users through a new national *Mutual Respect* awareness campaign due to be launched later in 2013.

In promoting driver awareness of cyclists, Cycling Scotland will continue to roll out its *Give Me Cycle Space* social marketing initiative aimed at drivers to raise awareness of young cyclists on the road, especially during the school-run times of the day. As from April 2013, the initiative will run in 15 local authority areas (an increase from 12 the previous year). The new *Mutual Respect* campaign to be developed by Cycling Scotland will build on experience of developing and implementing *Give Me Cycle Space*, with input from the Vulnerable Road Users Forum and other interested stakeholders. The campaign will cover all road users but will have a focus on freight vehicles, buses, taxis, motorbikes and pedestrians, and other vulnerable road users.

With regard to promoting safety on local roads, Transport Scotland is currently assisting the City of Edinburgh Council (CEC) with the evaluation of its 20 mph zone pilot scheme in South Central Edinburgh, which has designated all side streets, and some of the main routes in the area, as limited to 20 mph. The trial was launched in

⁹ www.scotland.gov.uk/Resource/Doc/274552/0082161.pdf

March 2012 with an evaluation of the trial due in summer 2013, and the intention is that the lessons learned will be disseminated to other local authorities.

In 2011, the UK Government relaxed the signing requirements for 20 mph zones and some local authorities in Scotland have taken advantage of the relaxation to apply for authorisations to implement 20 mph zones without physical measures. Transport Scotland, which is required to give approval in Scotland to 20 mph limits, is now looking at ways in which the administrative process by which such orders are granted can be streamlined. Once the CEC pilot evaluation has been completed and a sound understanding has been established of the ways in which the process for approval can be streamlined and simplified, Transport Scotland will investigate the potential to issue an advice note to local authorities on 20mph limits and zones.

Local authorities can of course develop their own initiatives around speed, as illustrated by Perth & Kinross Council, below.

Promoting Safe Routes – the Perth & Kinross “Green Routes” project

A pilot study is to be carried out on a number of narrow rural roads where the existing mean speed has been measured at significantly less than the current legal speed limit. The routes are to be reduced from 60mph to either 40mph or 30mph where appropriate. Signs are to be erected advising the driver that there is the likelihood that cyclists and walkers will be encountered along the route. This will allow the routes to be promoted as “Green Routes” and some of the routes link in with similar routes in Clackmannanshire, and also proposed future links in other neighbouring authorities. It is hoped that once the “Green Routes” have been assessed, the template could be rolled out to other appropriate routes in the Council’s area.

Strict Liability

As follow up on Action 12 in CAPS 2010, Transport Scotland carried out a desk based review looking at the basic impact of strict liability legislation, in a number of European countries in relation to the number of cycling KSIs (Killed and Seriously Injured statistics). Strict or presumed liability, under either civil or criminal law, in relation to road traffic accidents is established in many western European countries and in other countries across the world including Australia, New Zealand, India and China. In Europe, France has operated a strict liability policy for road accidents since 1985, Germany, since the early 20th century, Denmark since the mid-1980s, The Netherlands since the early 1990s, and Italy since 1969.

A wide range of cycling research and statistics was also reviewed to determine whether there is a connection between strict liability legislation and cycling KSIs. Over the last 20 years the European countries mentioned above, as well as the UK, have all shown a significant reduction in fatalities across all road user types. With the exception of motorcyclists in Italy there has been a consistent decrease in reported fatalities for all categories of road users in the sample countries whether strict liability legislation applies or not. There is no clear indication of why this is. Some of the factors which could bring this about include: changes in road infrastructure; laws around helmet wearing on mopeds/motor bikes; shifts from one

mode of transport to another (e.g. moped to motorcycle in Italy); differences across countries in relation to their cycling structures; car design; road traffic laws around speeding; and seat belt wearing. The available data does not supply robust evidence of a direct causal link between strict liability legislation to levels of cycling and KSIs, when countries like the UK and Ireland are clearly reducing fatalities in cyclists and all other road users without strict liability legislation in place

The Highway Code of course contains clear guidance for all road users. The approach to driving to protect vulnerable road users is outlined in the section on 'Road users requiring extra care' (paras. 204 to 225 ¹⁰), with a requirement on all road users to be aware of the Code and be considerate towards each other. In addition, as outlined above, the Scottish Government supports actions to encourage us all to respect fellow road users, as demonstrated by the funding for Cycling Scotland to develop a *Mutual Respect*. A broad portfolio of approaches is needed and will continue to be developed to improve cyclist safety.

Planning and Design (policy and guidance)

As well as building cycling infrastructure and promoting routes, it is imperative that consideration be given to these interventions at the start of the planning and design process. Scottish Planning Policy (SPP) conveys the requirement that in the preparation of development plans, planning authorities should appraise the pattern of land allocation in relation to new transport infrastructure, transport opportunities and constraints based on capacity of the transport network and sustainable transport objectives.

National Planning Framework 2 (NPF) highlights the importance of the relationship between transport and land use planning in helping achieve a shift from car-based travel to walking, cycling and public transport, and for goods, a shift from road to rail and water. It also identifies a number of key strategic infrastructure needs, including major transport projects. The third National Planning Framework (NPF3) is currently being prepared, focusing strongly on economic recovery and the transition to a low carbon economy. Key CAPS stakeholders such as Cycling Scotland, Sustrans and Paths for All have already contributed to NPF3

Consultation on The Main Issues Report for the third National Planning Framework (NPF3) ¹¹ and a revised draft Scottish Planning Policy (SPP) began on 30 April 2013. The Main Issues Report for NPF3 proposes the development of a national network of long distance paths and trails for walking and cycling as a national development, and asks key stakeholders what the immediate priorities for this might be.

Our policy on street design seeks to prioritise place before movement in residential neighbourhoods. *Designing Streets*, published in February 2010 ¹², is a policy

¹⁰ www.gov.uk/highway-code

¹¹ <http://www.scotland.gov.uk/Publications/2013/04/1027>

¹² www.scotland.gov.uk/Publications/2010/03/22120652/0

statement on street design in Scotland which should result in future residential streets being more attractive for pedestrians and cyclists, moving away from a rigid standards based approach to the layout of streets. It discourages the adoption of site layouts that incorporate distributor roads and cul-de-sac layouts that depend on cars to connect householders to jobs and services. It also sets out that those responsible for the design of new streets should consider the needs of cyclists and pedestrians before those of car drivers. In addition, *Cycling by Design* guidance¹³, published by Transport Scotland in 2010, exists to provide contemporary examples of best practice for use by local authorities and other bodies developing cycling infrastructure in Scotland. The application of this planning policy and guidance by local authorities should steer improvements to our community lay-out and infrastructure to facilitate active travel.

Cycle Parking and Storage

The Scottish Planning Policy (SPP) says 'Buildings and facilities should be accessible by foot and bicycle. Cycle routes, cycle parking and storage should be safeguarded and enhanced wherever possible.' (paragraph 204). This provides the emphasis for the infrastructure necessary to support more sustainable patterns of transport and travel as part of the transition to a low carbon economy.

More broadly, the draft SPP, in relation to the location of new development, indicates that development plans should make best use of the capacity of existing infrastructure and seek to minimise the need to travel and prioritise active travel and sustainable transport options (para 43). In terms of the design of new development, the draft makes cross-references to *Designing Streets* and builds in the principles of *Designing Places*, notably the six qualities of successful places which include being 'Easy to Move Around and Beyond: street design should consider place before movement, connecting the site beyond its boundary, using densities that promote accessibility by walking and cycling, putting the needs of people before the movement of motor vehicles, providing facilities that link different means of travel and direct paths and routes which connect well with the wider environment.'

With regards new homes and Scottish Building Standards, a developer aiming for the 'gold level' (optionally higher) within the sustainability standard would need to demonstrate space for storage of bicycle(s) within defined 'mobility space'¹⁴.

The Scottish Sustainable Communities Initiative (SSCI), launched in 2008, aims to encourage projects that demonstrate ambition and vision in the creation of new places and in the regeneration of existing places. The SSCI provides an opportunity to raise the profile of a variety of developments which will serve as exemplars, demonstrating innovation in design and delivery. These new communities should fit well in the local landscape, maximise the opportunities of the location and should be

¹³ www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/cycling-by-design

¹⁴ www.scotland.gov.uk/Topics/Built-Environment/Building/Building-standards/publications/pubtech/thb2011domsust

fully integrated with public and active transport networks, reducing dependency on the car.

Development Planning

Planning Authorities are required to undertake a Strategic Environmental Assessment (SEA) of their development plans. The SEA can inform the decision making process in development planning through the identification of potential significant environmental effects which may arise from transport policies and proposals such as carbon dioxide emissions and air quality. In addition, it can identify the potential cumulative environment effects of transport policies and proposals in development planning.

Transport Scotland has been working with Planning Authorities on the appraisal of the area wide effects of proposed plans. These appraisals are multi-modal and take into account the mode hierarchy supported through national policy. While the level of detail available on pedestrian and cycle modes at the development planning stage can be limited, general accessibility appraisals are often undertaken.

Planning applications for significant travel generating developments require to be accompanied by a Transport Assessment prepared in line with Scottish Government Guidance. This Guidance is based on sustainability principles outlined in Scottish Planning Policy, including the assessment of person-trips, as opposed to car trips. This ensures accessibility to developments for different modes of travel is assessed and any measures required to support the development are identified, such as transport infrastructure and Travel Plans. These are agreed with the Roads Authority and, where these impact on the trunk road, these are considered by Transport Scotland.

Conditions attached to planning consents frequently include transport measures and interventions and may include conditions in relation to active travel infrastructure. While it is for Planning Authorities to attach such conditions, Transport Scotland feeds into this process where these relate to the trunk road network and we will continue to promote all relevant policy documents and best practice guidance at every opportunity.

Transport Integration

Partnership to achieve an integrated transport system which promotes cycling is vital and the Scottish Government is committed to improving transport integration in Scotland, to contribute to this Government's Purpose of achieving sustainable economic growth.

A well-connected rail network in Scotland will also help us to meet the aims set out in the National Transport Strategy, offering competitive journey times, good connections and a greener alternative to the private car. Transport Scotland will require bidders for the next Scottish rail franchise, due to commence in April 2015, to build on past successes – including, for example, linkages with the National Cycle

Network - and develop plans and proposals for actions to improved rail connection with other forms of transport, such as cycling.

A significant new pilot project commenced in May 2013 with the establishment of the first Scottish rail-cycle hub at Stirling Railway Station. This is a partnership project between Transport Scotland and First ScotRail and managed by Forth Environment Link. Other partners include Stirling Council, Stirling University, Creative Stirling and Sustrans. The Cycle Hub will provide expert knowledge for public transport users, tourists, students and local residents who wish to find out more about cycle routes, local attractions and facilities, event information and signposting to existing local services, as well as enhanced bike parking. The services offered at the Hub will be monitored through on-going customer feedback and inform the development of the Hub over the course of the 3 year pilot as well as inform thinking for the potential for similar facilities elsewhere.

Cycle facilities at bus and coach stations and park and ride sites can provide commuters with added choice. For example, secure lockers which can be rented for periods from one day to one year are available at Edinburgh's bus station. Some bus operators, particularly in rural areas, are now enabling the carriage of bikes on buses to facilitate the integration of cycling into longer-distance journeys. While public transport provision is on a largely commercial basis, there is a role for Regional Transport Partnerships, local authorities and other bodies to come together to support the development of services that integrate with active travel options, to enable longer journeys to be made easily and thus reduce car dependency.

Stagecoach Carries Bikes on Buses

From April 2013 to the October school holidays, all Stagecoach bus journeys to Inverness that start or finish in Cromarty will have the capacity to carry up to 4 bicycles. This is a first for Highland and is being made possible due to a partnership between Stagecoach, The Highland Council, HiTrans and the Million Miles project, funded through the Scottish Government's Climate Challenge Fund. The route was chosen as it passes through several commuter villages, which are also tourism destinations and the Black Isle has a variety of family/leisure cycle options. In addition, the route passes the Red Rock Mountain biking centre at Learnie. Relevant services are marked with a bicycle icon in the service timetable, with spaces bookable in advance. Cyclists in Highland can already take their folding bikes on all Stagecoach services.

CAPS 2013 Actions on Infrastructure and Road Safety

4. *Continue to develop and maintain community links – i.e., high quality, local infrastructure to support active travel (routes and public realm improvements) particularly in urban areas where high levels of cycling can be achieved, along with associated infrastructure such as cycle parking facilities at key destinations including schools, bus and rail stations, shopping areas and workplaces*
5. *Continue to develop and maintain the National Cycle Network to provide long distance cycling routes, connecting rural communities and promoting tourism*
6. *Develop better integration with public transport, through partnership working with interests such as rail and bus/coach operators and RTPs*
7. *Establish the Cycle Hub at Stirling Station as a pilot and evaluate it pilot for potential wider roll-out at other railway stations*
8. *Promote the implementation of 20 mph schemes in all residential areas and share best practice across the country, especially from the City of Edinburgh Council's pilot scheme.*
9. *Develop and deliver a 'Mutual Respect' Campaign for all road users (complementing the 'Give Me Cycle Space' campaign aimed at drivers).*

4. PROMOTION AND BEHAVIOURAL CHANGE

Trying to encourage people to change their travel behaviour and become more active is a major task. Health guidelines suggest that adults require 30 minutes and children 60 minutes of moderate physical activity most days. How we promote cycling as a travel choice, a sport or for leisure purposes to a wider public audience needs careful thought.

Stakeholder contributions to the CAPS refresh exercise included very positive feedback on Bikeability Scotland cycle training, the *Give Me Cycle Space* campaign and the *Cycle Friendly* projects run by Cycling Scotland for schools, communities and employers. In addition there were requests for the development of a training package for adult cyclists and a mutual respect campaign for all road users.

The Bikeability Scotland cycle training programme in schools gives young people the opportunity to develop their cycling skills both off and on road. Cycling Scotland to date has trained over 700 Cycle Trainers and over 500 Cycle Training Assistants to support local authority officers and volunteers who train around 34,000 P6 and P7 students per year. In recognition of the importance of child cycle training in particular, Cycling Scotland has received an additional £2 million in grant funding for 2012-14 to work with local authorities to increase the number of children receiving Bikeability Scotland cycle training, develop an adult cycle training package and to increase the coverage of the *Give Me Cycle Space* campaign. Adult cycle training is now being advertised through cycle retailers as a pilot initiative. The courses are badged as “Essential Cycling Skills” and are being delivered in 2013 in partnership with Cycling Scotland, Alpine Bikes, The Bike Station, Edinburgh Bicycle Cooperative and The Tricentre.com

Local authorities deliver Bikeability Scotland training in different ways as local needs and resources differ in each area. In some local authorities the programmes are coordinated by Active Schools Coordinators or Road Safety Officers and delivered by cycling officers, local volunteers, parents or the local bike club. Aberdeen City Council has a unique approach to this; see below.

Aberdeen City Council – Bikeability Scotland Delivery

As a result of restructuring within the Council and Grampian Police Force, Aberdeen City Council took the decision to bring the delivery of Bikeability Scotland cycle training “in-house”. Following a series of discussions with Cycling Scotland and council departments (Schools, Active Schools, Transportation, Housing and Environment) the Council’s City Wardens Team undertook the necessary training to allow them to take over the coordination of Bikeability Scotland, thus ensuring its continuation in Aberdeen.

Encouraged by one of the Senior City Wardens (a keen cyclist), 5 City Wardens initially trained as Cycle Trainers (CTs) and a further 10 undertook Cycle Training Assistant courses. The Team delivers all 3 levels of Bikeability Scotland and, as a longer-term more sustainable strategy, it also delivers regular training sessions to school staff and parent volunteers to become CTAs. This enables the training to be embedded in those schools and can carry on into the future, with limited input from

the Wardens. With funding from Cycling Scotland, a campaign to recruit volunteers from the parent community has recently taken place.

The Wardens have been able to add Bikeability Scotland to their already extensive list of duties as a result of senior staff recognising the importance of road safety education and cycle training in schools, as well as the benefits of having the Wardens work directly with, and establishing relationships with, children in the communities they routinely work within.

Having a single point of contact for delivery and support for Bikeability Scotland training has made participation easier for schools and has significantly increased the number of children in Aberdeen receiving cycle training (from a baseline of 10 schools in 2010/11, a further 7 schools participated in 2012) and it is anticipated that an additional 10 schools will take part in 2013. Co-ordinating the training 'in-house' also allows the Council to better assess where efforts and resources should be concentrated and to help plan for the future.

With regard to workplace cycling promotion, Cycling Scotland works with all employers who wish to achieve the Cycle Friendly Employers Award. In partnership with the Scottish Centre for Healthy Working Lives, Cycling Scotland can provide support in providing tools and incentives to promote cycling in the workplace, rewarding those organisations already working hard to increase workplace cycling, providing 'best practice' guidance on commuting, and providing a tool to help improve a sustainable travel plan. The box below provides an example of local authority action to promote cycling to its workforce.

Workplace Cycling Promotion - Glasgow City Council (GCC)

The recent re-development of the Glasgow City Chambers complex has included the installation of secure covered cycle parking with 60 spaces. The levels of bike use has increased substantially. GCC also has a fleet of fifty Pool Bikes available free of charge to staff. Twenty of these have recently been updated to give a more coherent fleet image. To improve access, cycle training is provided in association with the Glasgow Bike Station. These measures have typically seen the users book the bikes for a few months before purchasing their own. GCC is finalising the legal and procurement aspects of its Site Bikes which will serve to offer an alternative to Pool Cars. These will be available on a day to day basis and be composed of Hybrid (8), folding (2) and electric (2) bikes.

The rise of cycling has seen some regeneration of the Bicycle Users Group with 238 members of staff on its mailing list. Road and mountain bike rides have been planned for Bike Week 2013. Promotion of the Cycle to Work scheme took place in April 2013.

The evaluation of the *Smarter Choices, Smarter Places* (SCSP) programme found that behaviour change was achieved in the pilot areas when new infrastructure and services were actively promoted to make people aware of smarter choices available. Indirect communications with residents were often seen to be as important as direct messages – e.g., working through local clubs, businesses, and local papers, and

linking to community needs (e.g., 'shop local' messages tie well with active travel choices for shorter distances). The experiences from the SCSP pilots also demonstrate how to plan and manage successful local behavioural change campaigns, such as developing communication strategies, enabling and engaging local people at all stages of programme delivery, locally branded programmes and joint working between partners.

In addition to disseminating the learning from the SCSP demonstration programme, the Scottish Government is working with delivery bodies, including the Energy Saving Trust, Cycling Scotland and Sustrans, to develop engagement channels for behavioural change. This would include working with the business community as well as the statutory and voluntary sector and direct with individuals (e.g., through the Energy Saving Scotland Advice Centres). Sustrans is undertaking pilot work in communities through its Street Design projects (e.g., in Kirkcaldy), and Cycling Scotland is supporting businesses and organisations to become Cycle Friendly Employers. The Energy Saving Trust promotes sustainable travel through a range of initiatives, including the Low Carbon Transport Loan Fund for businesses and organisations, as well as advice through the ChooseAnotherWay website. Sustainable transport information is also sent to individuals via the Greener Scotland contact lists.

Communities themselves have a significant role to play in promoting local sustainable transport choices, through schools and public resources such as community centres, weekend cycling events and other facilities. For example, East Dunbartonshire Cycle Co-op secured funding from Cycling Scotland's Cycle Friendly and Sustainable Communities Fund for a Bike Library so that local schools could take part in Bikeability Training and lead cycle rides. This increased the numbers cycling in one school to 18%.

East Dunbartonshire Cycle Co-op

ED's Cycle Co-op, based in Bishopbriggs has received funding from Climate Challenge Fund, Cycling Scotland and Sustrans. Transport Scotland supported the establishment of a bike library by the Co-op, to enable cycling ventures with schools and youth groups in the area. Bishopbriggs is the first Scottish town where all 7 primary schools achieved the Cycling Scotland's Cycle Friendly Award, with ED's Cycle Co-op playing a significant role. Education Scotland plans to publish this case study on its website which will be available to all schools to use, and a session on this case study will be included in this year's Scottish Learning Festival with a view to encouraging similar initiatives elsewhere.

Promoting wider access to bikes is an area where communities can engage, along with local authorities, to develop their own initiatives using the opportunities provided by nationally-available grants through the Cycle Friendly Communities Fund and other sources such as the Climate Challenge Fund. Projects might include the development of local bike libraries for use by groups and organisations to promote cycling to their members, or on-street local short-term bike hire schemes for use in everyday travel. One of the first public local bike hire schemes in Scotland was set

up in Dumfries as part of the *Smarter Choices Smarter Places* programme; see below.

Bike2Go Usage – Dumfries Town

The Bike2Go self-service, on-street public bike hire scheme was launched in September 2010. Although public bike schemes have been established in other cities across the world, Dumfries is a small town. Dumfries has a strong claim to be the home of the bike, being the place where Kirkpatrick MacMillan invented the bike. Baseline monitoring for the *Smarter Choices Smarter Places* programme indicated that levels of cycling in Dumfries were relatively high for Scotland, so there is some evidence that cycling is more part of Dumfries culture than elsewhere in Scotland. The Bike2Go bikes were made available for hire at nine Hire Hubs across the town on a 24 hour, 365 days a year basis.

Community outreach by trusted bodies such as local third-sector organisations and social enterprises has significant potential through providing personalised travel planning in relation to cycling and advice. The Bike Station in Edinburgh has been awarded funding from Transport Scotland for a pilot Dr Bike programme across Edinburgh which will offer advice, free routine maintenance and maps at key points on various commuter cycle paths across the city, promoting cycling to current non-cyclists as well as supporting existing cyclists (e.g., through promoting the adult cycle training now available). This will be evaluated with a view to developing approaches to community cycling promotion in other parts of the country.

In response to the success of the annual FreshnLo Pedal for Scotland Bike Ride between Glasgow and Edinburgh, organised by Cycling Scotland with grant funding from Transport Scotland, the Scottish Government has committed to fund a further ride in Aberdeen. Delivery of this initiative will inform future thinking around the development of similar rides elsewhere in Scotland.

Aberdeen Bike Ride

To support the massive success of the annual Freshnlo Pedal for Scotland bike ride in the Central Belt, Scottish Government is supporting the establishment of an Aberdeen event by Cycling Scotland in autumn 2013. This is with a view to supporting policy aims across transport, climate change and the Commonwealth Games legacy. Pedal for Scotland has a strong evidence base that shows that, far from being a one-day burst of cycling activity, the Glasgow to Edinburgh, event has a significant impact on people's cycling habits over a sustained period. The first year would see a relatively short family ride over low traffic roads to encourage participation and could potentially reach new audiences running into the thousands, providing a useful platform for future promotional work around active travel.

There are many other examples of events where communities can get involved such as this one in Aberdeenshire.

Aberdeenshire Council

The Aden Bike Challenge was set up to help boost the profile of cycling in the Peterhead area as part of the Cycle Demonstration Town project. The inaugural ride attracted in the region of 250 participants. The family event appealed to existing cyclists and attracted new cyclists; a number of which had bought second-hand bikes to compete the 10 mile challenge. Local bike retailers reported a boost in sales of bikes, equipment and requests for bike maintenance. The event involved community groups and was delivered through a partnership between the charity Chest Heart & Stroke Scotland, the Council and Nestrans. The event attracted positive media coverage helping to consolidate cycling as an activity in the region.

Making use of Aden Country Park, it was the intention that those residents of Peterhead and surrounding area would become more aware of the recreational value of cycling, particularly along the Formartine & Buchan Way. Being a family event would help to introduce new people to cycling.

To deliver the event, Aberdeenshire Council worked in partnership with the charity Chest Heart & Stroke Scotland which had had previous experience with events in the area and has health goals and objectives that aligned with those of the Council. The event was delivered in partnership with NHS Grampian, Grampian Police, the Buchan Development Partnership, Peterhead Projects Ltd, Getabout and was funded by the Regional Transport Partnership, Nestrans. The event was promoted directly to local primary schools with flyers for school-bags, and with a further 2000 flyers distributed locally while Waves Radio ran a short advert on the run up to the event.

CAPS 2013 Actions for Promotion and Behaviour Change

10. *Continue the roll-out of Bikeability Scotland cycle training through schools, steadily expanding participation, particularly in on-road training (Bikeability level 2). Develop and promote support for this, including volunteer-led delivery and parental involvement.*
11. *Develop Adult Cycle Training resources, building on Bikeability Scotland standards, including an essential skills module as a pilot for potential roll-out nationwide.*
12. *Promote and support community-led cycling initiatives, through signposting resources and providing support for projects that will promote cycling participation in an inclusive, accessible way. Evaluate the delivery of the Cycle Friendly Communities Fund programme to date and promote the learning to further develop approaches to supporting communities.*
13. *Continue to promote projects which encourage primary school pupils to continue cycling when progressing to secondary schools, such as I-Bike and delivery of Bikeability Scotland level 3.*
14. *Promote cycling for young people more broadly, for leisure or travel, for fun, health and sport, through the promotion of cycling activities, events and led cycle rides*
15. *Develop approaches to promoting access to bikes – e.g., develop Bike Library schemes for schools and communities to promote access to bikes in areas of low cycle use or deprivation, as taster cycling sessions.*
16. *Encourage all employers across all sectors to become Cycle Friendly (e.g., by offering support for workplace cycling facilities and promotional resources, active travel champions, travel planning)*
17. *Develop follow-up work from the Smarter Choices, Smarter Places evaluation report, applying learning to encourage active travel as part of community-based sustainable transport promotion.*

5. RESOURCING

To ensure steady progress towards the CAPS vision, on-going investment and support from across the various delivery partners will be needed. The re-fresh exercise included examination of the potential resourcing levels required for implementation, and possible sources, with a view to steering future investment decisions, at national and local levels, and maximising the impact of any opportunities for enhanced resourcing.

Identifying contributions from across portfolios is complex in the context of consideration of the preventative spend agenda. Furthermore, delivery experience and best practice is constantly evolving, given the early stage at which Scotland is at currently in its CAPS journey, and there is much to be learned about achieving change at the scale sought. For this reason, this CAPS update does not contain a fully costed delivery trajectory, but instead focuses on the over-arching delivery framework, with the detail to be developed on a continuous basis. The CAPS Delivery Forum, as well as the new annual cycle summits, will provide important fora for discussion.

The CAPS vision is highly ambitious and achieving change at this level, in the context of modern-day Scotland, means endeavour at new levels of intensity and in a steadily evolving delivery landscape. Hence the overall resourcing needed will become clearer over time as experience grows and new approaches develop.

The correlation between spend and impact is highly complex, with the impacts on travel choices depending on a wide range of factors, including local geographies and behavioural contexts. Funding can of course be spent in different ways for the same broad objective - for example, on infrastructure of differing build quality - with different consequent outcomes. Clearly, regions with already high modal shares in cycling are more likely to spend at higher levels to reflect user demands and maintain provision of extension networks, so comparisons with such areas are not straightforward.

There is variability across the EU in terms of investment in cycle infrastructure (see Annex E for references). This variability in part represents the current level of cycling and extent of existing infrastructure maintenance need, but also the cultural history of the country. In Amsterdam, where cycling's modal share is over a third, spending has recently been around €13 per inhabitant per year, a level comparable to other Dutch cities. Elsewhere, Berlin's "Cycling Strategy" from 2004 suggested the city would spend more than €15 million annually on cycling by 2015. The population of Berlin is around 3.5 million giving a spend per head of just over €4 on a mode share of 20%.

Published evidence from around Europe (See **Annex F**) suggests that investment of the order of £5-10 per head per annum could be needed to grow modal share year on year from its current low base in Scotland to the level in CAPS. In the Scottish

Government's draft *Second Low Carbon Scotland Report on Proposals & Policies*¹⁵, the resourcing estimate for implementation of the Sustainable Communities package, which includes significant modal shift to active travel, is based on this order of magnitude. The challenge now is to identify from where this level of resourcing will come, given that in the current fiscal climate the Scottish Government budgets alone are unlikely to match the level of investment sought to effect changes in local: partnership approaches are essential.

Potential Sources of Funding for Cycling

Scottish Government Transport Investment

All stakeholders have a role to play in supporting the delivery of the CAPS vision: local government, the wider public sector, and the private sector as well as third sector organisations and communities too. It is essential to remember that the resourcing requirements discussed above are overall estimates, and not just costs falling to (or budgets of) the Scottish Government.

The Scottish Government has a role in leading delivery support, and is already providing significant investment for the infrastructure needed to support active travel, across Scotland, in both urban and rural areas. Partnership working is the way forward and central government can help through match funding significant local 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 facilities themselves and to deliver for local people on the facilities they seek.

Current Scottish Government investment comes from a range of sources within the Transport budget, including £15 million of resource funding over this three-year Spending Review period (2012/13 – 2014/15) from the Budget line for Support for Sustainable and Active Travel, as well as capital investment of £7.75 million from the Future Transport Fund. There is also provision for investment to support active travel through the allocations made direct to local authorities under the Local Government ring-fenced 'Cycling, Walking & Safer Streets' capital grant, totalling £20 million over the same time period.

We are consistently increasing the funding for cycling whenever opportunities present, in a very tight fiscal climate. The Scottish Government has already made additional allocations to the transport budget to support the on-going development of cycling infrastructure as well as the accompanying promotional work, with £13 million of UK Consequentials in February 2012, as well as an additional £6 million in September 2012 and a further £3.9 million in January 2013. In total, over £58 million will be invested by the Scottish Government to encourage active travel over this Spending Review, through infrastructure and support for behavioural change initiatives.

¹⁵ <http://www.scotland.gov.uk/Topics/Environment/climatechange/scotland-action/lowcarbon/meetingthetargets>

Levels of transport spend cannot simply be based on percentage allocations for each transport mode. The overall transport budget must reflect existing contractual requirements, planned maintenance and upgrades and reflect transport priorities for each mode. Allocations to transport projects are made by evidence-gathering, public consultations and various impact assessments, and so it would be inappropriate to arbitrarily allocate definite amounts of investment without carrying out the necessary due diligence.

Furthermore, cyclists benefit of course from wider investment in the transport network too. Investment in road maintenance work supports improved conditions for all road users including cyclists. Creative thinking by local roads authorities around road maintenance should enable opportunities for small but potentially significant improvements to be made for cycling (e.g., on-road cycle markings, and advance stop lines at junctions) at the same time as routine repairs to enable lower-cost provision.

In addition, major transport infrastructure projects make provision for non-motorised users, supporting and where possible developing the active travel possibilities. Active travel also benefits through the impacts of improved trunk road networks on taking traffic off local roads.

Investment in public transport supports modal shift to active travel through reducing car dependency, broadening options for longer journeys and thus over time reducing traffic on the road network too. With regard to Rail, enhancing the travel experience is proven to be a driver in modal shift – one of the government’s key rail priorities. The Stations Community Regeneration Fund (SCRF) supports this by enhancing the station facilities available for passengers’ use (see Box below). Nearly 60 railway stations throughout Scotland will benefit from a £5.27 million investment programme recently announced, from existing Scottish Government budgets, that will include enhanced facilities for cyclists, as the 2014 Year of Homecoming approaches. New cycle shelters will be installed at Inverkeithing, Linlithgow, Lanark, Shotts, Balloch, Bishopton, Paisley Canal, Whitecraigs, Dingwall, Longniddry, Bishopbriggs, Kirkcaldy, Lenzie, Carluke, Forres, Dalmuir and Portlethen as well as Bellshill.

Pollokshaws West Station– South West Community Cycles

This initiative aims to establish a sustainable social enterprise to provide community services including cycling promotion. Repaired and converted into a cycle resource centre for children and the general public, it is an inspiring example of a formerly derelict station building being transformed to provide a great service to the immediate and wider community. This includes increasing the ownership and use of safe, accessible, affordable and appropriate cycles by young people and families. It aims to achieve club membership of 480 adults, young people, children and organisations from all areas of South West Glasgow, with regular use of its services and a significant number of working as volunteers. This will improve the skills and knowledge of young people in South West Glasgow relating to bikes and cycles, as well as improve the community’s perceptions of its young people and relationships between family generations. The centre is substantially complete and will be open for summer 2013.

Other Scottish Government Budgets that Benefit Cycling

Clearly funding from the transport budget is not the only potential source of investment in active travel. Work to increase the participation in cycling should contribute to a range of policy areas, including public health, environmental quality and community cohesion and regeneration as well as tourism. There is scope for budgets supporting these portfolios to support cycling too, at both national and local levels. Some examples are below and may not have had the cross portfolio coverage they deserved.

The Scottish Government will continue to work across ministerial portfolios, where possible, to deliver jointly on active travel. This is already happening, for example, with the Environment & Climate Change budget funding cycling projects which contain cycling elements. Over £2 million has been awarded to communities to support cycling only projects through the Climate Challenge Fund (CCF), although many more projects may include an element to promote sustainable transport through cycling and walking. Projects funded in 2012/13 include £139k on cycle paths linking settlements in the Scottish Borders. This is complemented by the 'On Yer Bike' Project – £18,500 this year to enable the purchase of cycles for use by the project which aims to re-familiarise school children and adults with cycling and teach cycling road safety and maintenance skills.

There is also funding for green networks via the Central Scotland Green Network (CSGN) Development Fund, supported by Scottish Natural Heritage and Forestry Commission Scotland, for the development of a strategic network of woodland and other habitats, active travel routes, greenspace links, watercourses and waterways, providing an enhanced setting for development and other land uses and improved opportunities for outdoor recreation and cultural activity. NPF 2 specifically refers to the development of footpath and cycleway networks and other facilities and attractions to contribute to a more sustainable transport network and expand the range of recreational opportunities close to major centres of population, helping to encourage active travel and healthier lifestyles.

An example of cross-portfolio working and resourcing in the Schools context, is the Eco-schools Programme which is jointly funded from the SG Climate Change and Education budgets. Eco-schools promote a wide range of low carbon behaviours including walking and cycling to school. Over 98% of Scotland's local authority schools take part. With regard to physical activity, Education Scotland is currently rolling out a £2.4 million programme of national initiatives to support and develop teachers to deliver the 2 hours/2 periods of PE manifesto commitment. As part of this they have launched a Small Grants Scheme, which will run over two years, where schools can apply for up to £3,000 to support the development of core PE. Last year grants totalling £617,000 were awarded, with 19 schools awarded grants to support the development of cycling as an activity in PE and the wider curriculum. This funding went towards purchasing bikes, training teachers to be cycle leaders and promoting cycling as a means of transport.

Health budgets can, and should, contribute too. For example, in November 2012, the Edinburgh & Lothians Health Foundation launched its second annual Grants Programme, with a £1.8 million fund designed to create “a healthier future for the people of Scotland”. Work in the health sector includes a focus on workplace facilities, as below.

Raigmore Hospital – Inverness

This year Raigmore Hospital started up a Bike User Group at the main hospital site in Inverness. The Group has organised the installation of additional cycle storage at two of the administrative headquarters buildings in Inverness – Assynt House and the John Dewar Building.

It is also currently piloting a series of introductory Bike Maintenance sessions (a course is 4x 1hour sessions once a week for 4 weeks) also at Raigmore Hospital. This is in partnership with a local cycling charity (Velocity) and it is hoped that this workplace cycling pilot, develops over the next year and can be used by other large employers in the area.

Local Authority Resourcing

Local authorities are supported by central government through the Cycling, Walking & Safer Streets (CWSS) ring-fenced capital grant, as well as through the opportunities afforded for developing their cycling infrastructure under the Scottish Government-funded Sustrans community links programme. The CWSS grant is one of the few ring fenced grants available following the 2007 agreement with local government, and shows a recognition of importance of active travel agenda. Clearly, they also need to identify resourcing of their own, for both infrastructure investment and the associated promotion and behavioural change work. The box below outline and the resourcing for cycling made available from local authority parking revenues in North Ayrshire. However, there is significant scope to use these budgets to lever additions, e.g., particularly through providing match-funding for infrastructure developed in partnership with Sustrans.

North Ayrshire Council

The Largs Car Park Fund disburses the fees obtained from the public car park on the promenade at Gallowgate Street, Largs. The cost of running the car park is deducted from the proceeds and the balance has been made available for environmental projects in the Largs area which are promoted by the Council's Environment and Related Services. £50,000 was secured by Development Planning Services in partnership with Environment and Related Services from the Fund to implement the upgrade of the NCN Route 757 Largs Coastal Path. This was match funded through Sustrans Scotland's Community Links Fund. The path links the town centre of Largs to the neighbouring village of Fairlie. A pedestrian/cycle counter is being installed as part of the project to monitor usage.

In addition, local authorities may be able to look to other external sources including the European Union. One example of success is Bridging Mobility, a transnational project including Strathclyde Partnership for Transport and the University of Aberdeen, which aimed to improve modal choice at the beginning and the end of a journey, including active travel options. The project was supported with over €3.5M through the Interreg IVB North West Europe Programme and explored transnational and replicable outcomes.

Transport Scotland will continue to monitor EU funding opportunities to support both cycling infrastructure and behavioural change towards greater participation in active travel, engaging with Scotland Europa and other key stakeholders to disseminate these as widely as possible. While dedicated European funding for cycling remains relatively limited, we will press its inclusion in funding calls, particularly as a means to support broader projects which reduce emissions, increase modal shift and improve our cities.

Roles for the Private Sector and Communities

The private sector also has a role to play in promoting cycling as part of active travel more generally. Employers can support workplace investments in cycle facilities, particularly parking but potentially local improvements to create safe routes. For example, some of the land for the Menstrie to Tullibody cycle path, funded by Scottish Government grant to Sustrans, was donated by local employer, Diageo. This path is now used by Diageo workers who walk and cycle to work from home and also between different warehouses used by the company.

Supported by grant funding from Transport Scotland, the Energy Saving Trust manages a low carbon transport loan fund which can be accessed by organisations in Scotland to help them support more sustainable travel choices. The interest-free loan can be of between £500 and £50,000 with repayments spread over up to 6 years, and can help with work to achieve Cycle Friendly Employer status. See examples below:

Ingen Ideas and Monument Dance Centre

Two organisations have utilised the loan fund to install facilities that encourage cycling. Ingen Ideas is a progressive consultancy based in Aberdeen that wants to encourage its workers to cycle to work rather than take their car. Following a transport review by the local Energy Saving Scotland advice centre (ESSac), Ingen Ideas decided to install showering and changing facilities; an external bike rack; and an upgrade to the exterior lighting.

Monument Dance Centre in Stirling took out a low carbon transport loan to install cycle racks, a cycle shelter and a door canopy to provide safe dry storage for bikes and baby buggies for those attending dance classes and courses.

Finally, communities have a role in relation to drawing in resourcing. The in-kind contributions of time and energy that individuals can make, to develop and deliver initiatives in local areas and workplaces are as important as money. This might be, for example, in the form of championing cycling and supporting participation by

others, buddying new cyclists and developing information resources such as local maps, or through volunteer effort to support schools and youth groups to delivery Bikeability Scotland training to young people.

With Transport Scotland grant funding, Cycling Scotland administers the Cycle Friendly Communities Fund to which local groups can bid for resources to promote cycling in their local areas. In the last year, over 20 community group have benefitted from this Fund. Evaluation of the Fund and the initiatives it has supported will provide valuable learning for developing and promoting future community-led work to encourage cycling, particularly by new participants, and thus grow cycling's modal share.

Other SG-supported community funds include the Climate Challenge Fund (CCF) projects, which are now able to generate revenue (within state aid rules), and new development grants made available for disadvantaged communities and black and ethnic minority communities. There is also a Junior Climate Challenge Fund specifically to encourage the engagement of young people in the low-carbon agenda

The £10 million Legacy 2014 Active Places Fund, part of the Scottish Government's Commonwealth Games Legacy 2014 programme and managed by SportScotland, will give communities across Scotland more and better places to be active, and provides communities with opportunities to develop and promote facilities for physical activity including cycling.

6. MONITORING AND REPORTING

The CAPS refresh exercise has provided a useful opportunity to review data and develop a more robust monitoring framework to track progress with delivery, through identifying a range of indicators which could be used to provide a picture at both national and local level on cycling participation and its modal share in Scotland.

The set of indicators discussed below has been developed in partnership with a sub-group of the CAPS Delivery Forum (including representatives from several local authorities), and follows external consultancy work commissioned by Cycling Scotland from MVA Consultancy to review cycling indicators.

Data Sources

The MVA Consultancy review in 2012 highlighted the patchy data available on cycling in Scotland, and also the complexity in measuring types of cycling (e.g., in relation to multi-modal journeys). Nonetheless, there is plenty of existing data that could be better presented to develop a snapshot each year and over time inform discussions on progress towards the CAPS vision. In addition, clearly, a standardised format for collecting cycling data across local areas by key stakeholders would facilitate the development of the collective understanding of progress towards the CAPS vision.

The most robust source of data on cycling trends in Scotland is the Scottish Household Survey. This is the only data source which can be used to estimate the proportion of all trips made by Scottish adults by bike, and so provides a core indicator for measuring progress towards the 10% modal share vision. The SHS can provide data annually for larger local authorities and every two years for all local authorities. Currently data is only published at local authority level every two years. The survey contains questions on travel to work and school and also contains a Travel Diary component which collects data on the travel patterns of a randomly selected adult member of each household. In addition, parents are asked whether they feel it is safe for an 11 -12 year old to play or cycle outside in their community. Ideally, local authorities would use the relevant SHS questions in their surveys of residents.

The Hands Up Scotland Survey for schools is another key source, carried out by all local authorities and analysed and published annually by Sustrans. This provides a comprehensive oversight of children and young people's journeys to school (asking, 'how do you usually travel to school', for a show of hands), which can be broken down to LA level. In 2012, this survey was given Official Statistics status. Data from the survey is used by Cycling Scotland to monitor the impact of various cycle training / road safety initiatives such as Bikeability Scotland.

In addition, road safety data-sets (e.g., the number of cyclist KSIs (killed and seriously injured), and the number and overall length of 20 mph streets in Scotland) and data from delivery activities (e.g., the number of cycle training participants) should be used to inform CAPS monitoring. Physical data is available on the length of the NCN in Scotland, and the length of cycle routes in local areas.

There are a number of key statistics which are gathered already and which gives a picture of cycling in Scotland; see box below.

Key Cycling Statistics (as at March 2013)

In Scotland, cycling makes up a relatively small proportion of the journeys that we make. 1.3% of journeys were made by bike in 2011¹⁶, with 2% per cent of commuters usually travelling to work by bike¹⁷.

The most common purpose for cycling journeys is commuting, with around 40% of cycling journeys are made for this purpose¹⁸. 2.9% of men in employment cycle to work compared to 1.0% per cent of women in employment¹⁹. According to the Sustrans Hands Up Scotland Survey, 3% of children in Scotland normally cycled to school in 2011²⁰.

As well as a means of reaching a destination, people cycle for leisure purposes. In 2011, adults living in Scotland made around 4 million visits to the outdoors where cycling or mountain biking was the main activity. On a further 29 million visits cycling was included as an 'additional' activity²¹.

35% of households have one or more bikes that an adult can use²². Most bike journeys are short. The average distance of a bike journey 2009/2010 was 3.6km with over 90% of the journeys being less than 8km. This compares with an average journey distance by all modes of transport of 10.6km²³.

The most common reason people gave for not cycling to work was that they did not have a bike. Beyond this, the top reasons were that it was too far to cycle or the weather not good enough²⁴.

With regard to cycle safety, in 2011, 824 cyclists were injured in accidents reported to the police, including 7 fatalities²⁵. 50% of those responding to the SHS felt that a child walking or cycling on their own in their neighbourhood would be very or fairly safe²⁶.

¹⁶ Travel Diary [TABLE 2: MAIN MODE OF TRAVEL, 2001-2011](#)

¹⁷ Travel & Transport in Scotland (TATIS) [Table S3 Employed adults not working from home - usual method of travel to work - by mode](#)

¹⁸ Ad hoc analysis by Transport Scotland using combined SHS Travel Diary data for 1999-2011

¹⁹ TATIS 2011 [Table S3 Employed adults not working from home - usual method of travel to work - by mode](#)

²⁰ Sustrans [Hands Up Scotland 2011 National Results Summary](#)

²¹ SNH Scottish Recreation Survey, cycling factsheet – www.snh.gov.uk/docs/B1075229.pdf

²² TATIS 2011 [Table S3 Households with cars and bicycles available for private use](#) [Table 18 Households with cars and bicycles available for private use](#)

²³ Travel Diary 2009/10 [TABLE 15: DISTANCE SUMMARY STATISTICS, 2009/2010](#)

²⁴ TATIS 2011 [Table 26 Reasons why do not cycle to work and why do not have a bicycle](#)

²⁵ Reported Road Casualties Scotland 2011 Table A. <http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j245189-04.htm>

²⁶ [Table 7.7: How safe it would be for children to walk or cycle to play areas on their own by Urban Rural Classification and Scottish Index of Multiple Deprivation](#)

Developing a Monitoring Framework

Acknowledging the limitations in both the national and local data on cycling, but also recognising the requirement to demonstrate progress in meeting the 2020 vision, a core outcome and indicator approach for monitoring cycling is set out in more detail in **Annex G**.

The outcomes are aspirational, and are used to inform the headline vision and direct activity as well as to demonstrate achievements and help local authorities to manage performance. Indicators provide an initial insight into progress on outcomes, many of which are long-term, and can best be used to raise questions for further investigation and to reflect on the contributions of multiple partners in working towards those outcomes. Appropriate indicators are ones that: (a) come from existing and robust data sets; (b) can be regularly reported on, and (c) can be disaggregated down to local levels. They are inevitably partial indicators of the outcomes concerned, and should not be used in isolation, but instead alongside other locally specific indicators as well as contextual and qualitative information.

An annual summary of key available national-level statistics can be produced to give an overview at national level, mirrored by local level data where these are available.

Given the lower frequency of local breakdowns for most data, reports for each Local Authority / Regional Transport Partnership could be produced every two years, as a coordinated exercise led by Cycling Scotland, working with Transport Scotland analysts and with local officers in providing narrative and further available information, e.g., from local cycle counts). Each local report would highlight their progress in achieving core indicators, with the primary purpose of assisting local and central government with monitoring CAPS progress.

The National Assessment of cycling policy, undertaken periodically by Cycling Scotland and now in its third iteration, also provides a vehicle for collecting standardised local data on cycling.

To support local monitoring endeavours, a network of interested practitioners could be set up (e.g., as a sub-group of the CAPS Delivery Forum) to share effective methods for measuring cycling. Local household surveys on cycling should also be encouraged, and these should incorporate SHS questions on cycling to ensure consistency.

Future work by the CAPS Delivery Group could include developing best practice guidance for LAs on using cycle counts and surveys, to ensure consistency and comparability. Cycle counts, both manual and automatic are widely considered to be an essential tool for local authorities in monitoring cycling. Sustrans have a new database of automatic counters, with over two hundred currently thought to be in operation in Scotland. In March 2013, Sustrans was awarded Scottish Government grant-funding to purchase and assign to local authorities iconic cycle counters on routes where all road users will see the numbers of cyclists using the route daily, monthly and yearly, thus providing a means of communicating around cycling participation in an easy, visible way to the local community (promoting social norming), as well as a means of gathering data for analysis. This is one type of

monitoring used in Europe and this 3 year Sustrans pilot will be evaluated to inform future monitoring strategy development.

The Wider Context for Monitoring and Evaluation

Whilst the primary focus of the CAPS is on cycling as a transport modal choice, there is merit in taking a wider perspective too, as recreational participation in cycling (reflected in SNH's Scottish Recreational Survey, for example) can provide a springboard for future modal shift towards active travel.

The National Cycling Interest Group can contribute here through providing contextual data, for example, on their organisations' membership levels and activities, to inform discussions on progress.

Tracking the economic and health benefits helps build a case for investing in cycling at both a national and local level. Scottish Transport Appraisal Guidance (STAG) and the health-sector HEAT tool contain some methods of appraisal for these, but this is an area for further development.

The Cycle Tourism Forum was set up in 2010 to improve coordination and collaboration between public and third sector organisations and businesses involved in cycling. Membership of the Forum includes Sustrans, Cycling Scotland, VisitScotland and Scottish Enterprise and members are now actively involved in improving cycle route information on VisitScotland.com and the Active Guide for 2014. The Forum has also commissioned research into the economic value of cycle tourism, with the aim of encouraging further investment in the area. Past evidence shows that increasing the number of people engaging in leisure cycling, will result in a proportion of them going on to cycle for utility journeys.

CAPS Oversight Going Forward

The CAPS Delivery Forum convened by Cycling Scotland will continue to meet bi-annually to track progress, with the National Cycling Interest Group meeting in parallel.

The new annual cycling summit between the Minister for Transport and local authorities, outlined in the Leadership & Partnership section above, will also provide a forum in which to track progress with CAPS delivery and outcomes.

The next CAPS progress report by Cycling Scotland is planned for 2016.

CAPS 2013 Actions for Monitoring and Reporting

18. Report annually on an appropriate suite of national indicators to inform the national picture of cycling participation

19. Develop local monitoring, using data from local cycle counts and surveys etc., with support from national delivery bodies to develop a coordinated approach to data collection.

CAPS 2013 ACTIONS TABLE

ACTION	LEAD PARTNER & OTHER PARTNERS	OUTCOMES / TIMESCALES	MONITORING INDICATORS	RESOURCING
THEME: LEADERSHIP & PARTNERSHIP				
1. Establish an annual national cycling summit involving the Minister for Transport and Heads of Transportation and relevant Committee Convenors to lead delivery and gauge progress	Transport Scotland (lead), COSLA and LAs	Strong engagement in CAPS to provide a steadily growing momentum for delivery work	See Actions 18 & 19	City of Edinburgh has offered to host in 2013; could rotate the host authority.
2. Develop for each local authority area the strategic approach to supporting functional cycling (and active travel more broadly), mapping the appropriate infrastructure improvements required along with supporting promotional work	LAs, with RTPs; Cycling Scotland, Transport Scotland	Cycling strategies in place for all local authority areas and/or travel-to-work regional areas, by 2015.	Number of strategies in place and being implemented	LAs/ RTPs; Transport Scotland resourcing in 2013/14 and 2014/15 to support a central resource to work across all LAs (with RTPs) to assist the development of cycling/active travel plans

<p>3. Continue to promote a national training programme on cycling integration design and best practice to planners, designers and engineers, through the delivery of accredited modules such as Making Cycling Mainstream, and promote the use of planning policy - <i>Designing Streets</i>, <i>Cycling by Design</i> cycle guidance and <i>Smarter Choices, Smarter Places</i> (SCSP) good practice</p>	<p>Cycling Scotland (lead), Sustrans, Transport Scotland</p>	<p>Improved integration of cycling considerations into operational and strategic delivery in local areas.</p> <p>Develop a SCSP best practice module for delivery by stakeholders or Transport Scotland</p>	<p>Number of delegates trained</p>	<p>Current Scottish Government grants to Cycling Scotland; LA resourcing</p>
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THEME: INFRASTRUCTURE, INTEGRATION AND ROAD SAFETY				
<p>4. Continue to develop and maintain community links – i.e., high quality, local infrastructure to support active travel (routes and public realm improvements) - particularly in urban areas where high levels of cycling can be achieved, along with associated infrastructure such as cycle parking facilities at key destinations including schools, bus and rail stations, shopping areas and workplaces</p>	<p>LAs, with Sustrans, RTPs, community groups, Transport Scotland</p>	<p>Steady growth in the quantity and quality of infrastructure to support active travel.</p>	<p>Physical data on km of cycle routes in place. Quality of routes and public realm, measured against planning policy and design guidance.</p> <p>Number of users measured by static counters.</p> <p>National indicator for all journeys by active modes</p> <p>Cycling Scotland's National Assessment of LA delivery approaches</p>	<p>SG capital grant to Sustrans and to LAs through Cycling, Walking & Safer Streets. LAs' own budget allocations</p>
<p>5. Continue to develop and maintain the National Cycle Network to provide long distance cycling routes, connecting rural communities and promoting tourism</p>	<p>Sustrans with partners including LAs, Forestry Commission, Scottish Canals, Visit Scotland, Cycle Tourism Forum</p>	<p>Steady growth in the quantity and improvement in the quality of infrastructure to support an increase in active travel</p>	<p>Physical data on km of cycle routes in place, quality of routes and public realm measured against planning policy and design guidance.</p> <p>Number of users on cycle routes</p>	<p>SG grant to Sustrans – Transport Scotland funding for Oban to Inverness NCN project.</p>

<p>6. Develop better integration with public transport through working in partnership with interests such as rail and bus/coach operators and RTPs</p>	<p>Transport Scotland (lead), RTPs, rail and bus operators / representative bodies (e.g., Confederation of Passenger Transport) Sustrans (for access to and from stations)</p>	<p>Improved links through promoting improved cycling routes to transport hubs and bike parking; potentially enhanced carriage of bikes (especially for rural transport)</p>	<p>National indicator on all journeys to work by active and public transport Perceptions of public transport</p>	<p>Public transport operator contributions; LA / SG funding for facilities development;</p>
<p>7. Establish and develop the Cycle Hub at Stirling Station as a pilot in 2013-5 and evaluate it for potential wider roll-out at other railway stations</p>	<p>Forth Environment Link (lead), Transport Scotland, First ScotRail, Stirling Council, Sustrans</p>	<p>Cycle Hub launched in May 2013 with on-going customer monitoring and evaluation to develop the services at the Hub and inform possible future developments elsewhere.</p>	<p>Number of visitors to the Hub Increase in uptake of cycle parking at the station Local cycle count data</p>	<p>SG funding running costs in 2013/4-2014/5 with contributions from all partners for improved infrastructure links and promotion</p>
<p>8. Promote the implementation of 20 mph schemes in all residential areas and share best practice across the country, especially from the City of Edinburgh Council's pilot scheme (as well as from related initiatives such as Sustrans' 'Street Design').</p>	<p>LAs, with partnership work by with Transport Scotland, Sustrans</p>	<p>Improved road safety to encourage greater participation in active travel</p>	<p>Reductions in cyclist and pedestrian KSI (killed & seriously-injured) statistics</p>	<p>LA budgets; SG grant-funding to Sustrans (Street Design projects) and to LAs through CWSS funding</p>

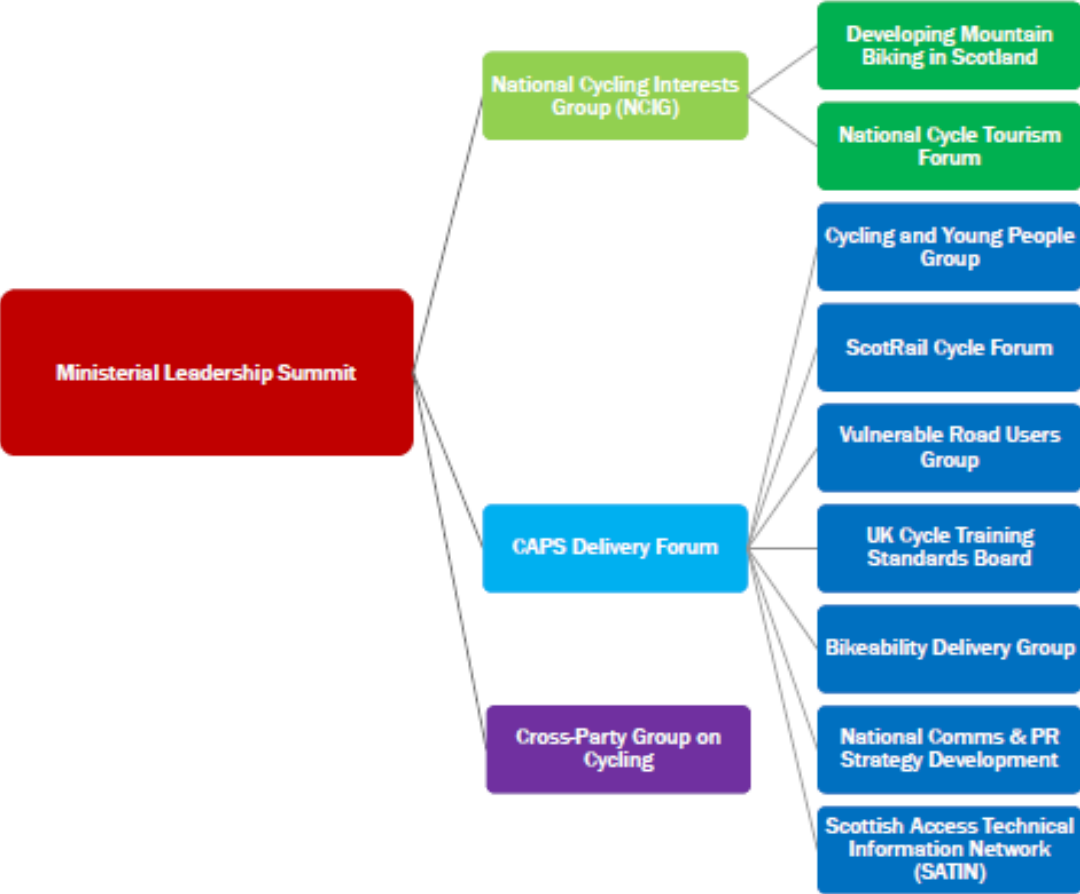
<p>9. Develop and deliver a <i>Mutual Respect</i> Campaign for all road users, complementing the existing <i>Give Me Cycle Space</i> campaign aimed at drivers.</p>	<p>Cycling Scotland (lead) with input from the Vulnerable Road Users Forum and LAs for delivery and promotion of the project</p>	<p>Launch of the Mutual Respect Campaign due later in 2013.</p>	<p>Reduction in KSIs in all modes, but specifically for cyclists and pedestrians</p>	<p>SG funding to Cycling Scotland with LA resourcing for implementation</p>
<p>THEME: PROMOTION AND BEHAVIOURAL CHANGE</p>				
<p>10. Continue the roll-out of Bikeability Scotland training through schools, steadily expanding participation, particularly in on-road training. Develop and promote support for this, including volunteer-led delivery and parental involvement.</p>	<p>Bikeability Scotland Delivery Forum (lead), Cycling Scotland; LAs, schools</p>	<p>Resources and training available to all LAs to enable 100% of pupils in the relevant cohorts to access on-road Bikeability training by end of 2015</p> <p>More children cycling, e.g., to school</p>	<p>Numbers of participating schools</p> <p>Numbers of pupils receiving on-road training</p> <p>Number of volunteers supported and trained</p> <p>Hands Up Scotland data on school travel</p>	<p>SG grant funding to Cycling Scotland for Bikeability delivery (including volunteer support); LA budgets</p>
<p>11. Develop adult cycle training resources, building on Bikeability Scotland, including an essential skills module as a pilot for potential roll-out nationwide.</p>	<p>Cycling Scotland (lead), working with bike retailers</p>	<p>Increase the number of outlets offering adult training</p>	<p>Number of participants taking up new resource</p>	<p>Current SG funding to Cycling Scotland</p>

<p>12. Promote and support community-led cycling initiatives, through signposting resources and providing support for projects that will promote cycling participation in an inclusive, accessible way. Evaluate the delivery of the Cycle Friendly Communities Fund programme to date and promote the learning to further develop approaches to supporting communities</p>	<p>Cycling and (lead) Scotland Sustrans</p>	<p>Increase in number of community events and projects</p>	<p>Project participation and local area cycling modal shares etc</p>	<p>Current SG funding for Cycle Friendly and Sustainable Communities Fund, Climate Challenge Fund and the Active Fund</p>
<p>13. Continue to promote projects which encourage primary school pupils to continue cycling when progressing to secondary schools, such as I-Bike and delivery of Bikeability Scotland level 3</p>	<p>Sustrans and Cycling Scotland (lead), LAs</p>	<p>More children cycling</p>	<p>Hands Up Scotland Survey results in I-Bike Schools and number of Cycle Friendly Secondary Schools (CFSS) iBike evaluation data</p>	<p>Current SG funding for I-Bike officers to Sustrans and to Cycling Scotland for CFSS</p>
<p>14. Promote cycling for young people more broadly for leisure or travel, for fun, health and sport, through the promotion of cycling activities, events and led cycle rides</p>	<p>Cycling and Young People Group (lead), Cycle Tourism Forum, NHS professionals</p>	<p>More young people participating in all forms of cycling</p>	<p>Delivery body data, e.g., - membership of clubs - number of cycling events held</p>	<p>SG funding to Cycling Scotland; LA / Health board budgets</p>

<p>15. Develop approaches to promoting access to bikes – e.g., develop Bike Library schemes for schools and communities to promote access to bikes in areas of low cycle use or deprivation (e.g., for taster cycling sessions). Sign-post community groups to sources of funding through Cycle Friendly and Sustainable Communities Fund, Climate Challenge Fund, Junior CCF</p>	<p>Cycling Scotland (lead), community groups, Transport Scotland / Scottish Government</p>	<p>Increased accessibility to bikes Increase in number of community cycling events</p>	<p>Numbers of trips on NCN number of children and adults accessing training number of children/adults using Bike Library</p>	<p>SG grant funding for Cycling Scotland (Cycle Friendly Community Fund), plus potential community funding from Climate Challenge Fund</p>
<p>16. Encourage all employers across all sectors to become Cycle Friendly (e.g., by offering support for workplace cycling facilities and promotional resources, active travel champions, travel planning etc)</p>	<p>Cycling Scotland, Healthy Working Lives, Sustrans (leads), employers</p>	<p>Increase in commuting to work by bike</p>	<p>Number of CFEs Number of employees working in a CFE Number of Bike to Work schemes on offer SHS increase in cycling to work</p>	<p>Current SG grants to CS and Sustrans EST loan fund for employers</p>
<p>17. Develop follow-up work from the Smarter Choices, Smarter Places evaluation report, applying learning to encourage active travel as part of community-based sustainable transport promotion.</p>	<p>Transport Scotland (lead) Cycling Scotland, Sustrans, LAs</p>	<p>Increase in active travel in all areas</p>	<p>SHS increase in active travel and public transport use</p>	<p>Transport Scotland resourcing; local authority delivery budgets</p>

THEME: MONITORING AND REPORTING				
18. Report annually on an appropriate suite of national indicators to inform the national picture of cycling participation	Cycling Scotland (lead), SG, Sustrans, Paths for All	Available data collated and presented to inform the national picture of cycling participation	see Annex G	Transport Scotland; SG grant funding to Cycling Scotland & Sustrans includes provision for evaluation
19. Develop local monitoring, using data from local cycle counts and surveys etc, with support from key delivery bodies to develop a coordinated approach to data collection	LAs with Cycling Scotland and Sustrans	More robust local data collected which can contribute to the 10% shared vision	Cycling Scotland's National Assessment and Sustrans cycle counter data collection, including the new cycle counters project	SG grant funding to Cycling Scotland & Sustrans includes provision for evaluation; SG funding in 2012/3 for local cycle counters

CAPS DELIVERY LANDSCAPE



CAPS 2010 ACTIONS AND PROGRESS

	ACTION	PROGRESS	CURRENT STATUS AND LINK TO CAPS 2013 ACTIONS
1.	To establish a new Cycle Training Standards and Delivery Support Group (Cycle Training Standards & Delivery Group (CTSDSG)), to formulate a plan by end of 2010 to deliver a coordinated approach to training; an increase in the number of volunteers available to deliver training and support a network of volunteers; and support for Local Authorities in offering the 3 levels of cycle training, including on-road.	<p>Cycling Scotland established the Bikeability Scotland Delivery Group and since its inception:</p> <ul style="list-style-type: none"> - £309,438 has been allocated to support 24 local authorities in delivering school cycle training, through the Bikeability Scotland Development Fund - 117 Cycle Training Assistant (CTA) courses to date; 17 scheduled; total of 916 people trained - 68 Cycle Training (CT) courses since 2010; 7 scheduled; total of 463 people trained <p>Data collected in 2012 showed that 95% of schools were offered Bikeability Resources, 66% of schools delivered training, with 31.7% of training being delivered on road.</p>	Ongoing in Action 10 in CAPS 2013
2	To work with key stakeholders and the tertiary education sector to offer accredited modules on how to integrate cycling best practice within their professional sphere.	Cycling Scotland has delivered Making Cycling mainstream courses to 22 practitioners (plus 42 at site demonstration locations) with further courses planned in 13/14. 104 postgraduate students have benefited from workshops	Ongoing in Action 3 in CAPS 2013

3	<p>To provide increased support for community cycling projects this financial year that will promote cycling in an inclusive and accessible way, particularly to novice cyclists, and encourage the development and maintenance of on-line journey planning.</p>	<p>Since the publication of CAPS, 75 projects have benefited from Cycle Friendly Communities Funding totalling £584,350. 26 projects have been completed so far, and a set of case studies is under development as part of work to evaluate the fund and develop community-led cycling promotion initiatives. 24 community groups have benefited from mapping tutorials.</p>	<p>Ongoing in Action 4 in CAPS 2013</p>
4	<p>To promote cycling to young people not only as an activity for leisure or travel, but also as a fun activity and a sport, through the promotion of cycling activities, led cycle rides and cycling as a PE activity choice.</p>	<p>Cycling Scotland currently Chair the Cycling & Young People Group that has agreed to deliver and report on CAPS Action 4 in its Terms of Reference</p> <p>Transport Scotland is providing on-going grant-funded the roll-out of iBike work in schools by Sustrans.</p> <p>The <i>Give Me Cycle Space</i> Campaign worked with 12 local authorities in 2012, and has been extended to work in partnership with clusters in 15 local authorities in 2013.</p>	<p>Ongoing in Action 14 in CAPS 2013</p>
5	<p>To encourage participation in and to promote the annual Hands Up Scotland Survey in September as part of the criteria for Sustrans' safe routes to school funding.</p>	<p>The 2011 survey included all 32 local authorities and most independent schools, and the 2012 survey saw an increase in pupil numbers (including increased participation by independent schools). Results were published in May 2013.</p>	<p>Ongoing in Action 4 in CAPS 2013</p>

6	To encourage private sector employers to become Cycle Friendly Employers by offering loan support for workplace cycling facilities.	The Cycle Friendly Employer Scheme currently covers 136 workplaces and over 72,600 employees, with on-going work by Cycling Scotland to promote the scheme. The cycle facility loan support has been merged in the Energy Saving Trust's Low Carbon Transport loan fund, established in 2011/12 with Transport Scotland grant-funding.	Ongoing in Action 16 in CAPS 2013
7	To complete the missing links in the National Cycle Network in Scotland.	Transport Scotland and Sustrans have worked together to deliver 69 Community Links projects in 11/12 and 101 Community Links projects in 12/13. Memoranda of Understanding between Sustrans and local authorities have been drawn up for 13/14 (and 13/14 - 14/15) projects announced in May 2013. Additional funding top-up (£4M) funding in September 2012 for Glasgow 2014 legacy projects and Community Links. Additional funding top-up (£3.9M) in January 2013 for NCN78 Great Glen (Oban-Inverness) and NCN75 links to Stations. Connect2 Hamilton-Larkhall in partnership with South Lanarkshire completed October 2012. Connect2 Anderston-Central Station (Bridge to Nowhere) in partnership with Glasgow CC due for completion July 2013.	Ongoing in Action 5 in CAPS 2013
8	To promote the use of planning policy, access legislation and design guidance to a wide range of professionals; and to promote the outcomes of access legislation in the form of leisure activities.	Delivered as part of the Making Cycling Mainstream courses	Ongoing in Action 3 in CAPS 2013

9	To encourage cycling and rail integration by working in partnership with Network Rail and franchise operators to identify opportunities for cost effective improvements in infrastructure and services.	<p>Transport Scotland managed a the Rail 2014 Consultation which cycling key stakeholders responded to. Franchise will be let in 2015.</p> <p>Transport Scotland funded and opened a new Cycle Hub at Stirling station in May 2013 with increased cycle parking available from summer 2013.</p>	Ongoing in Action 7 in CAPS 2013
10	To continue to work with SCOTS and other partners to encourage the further roll-out of effective 20 mph schemes in residential areas. We will work to ensure that as far as possible these also cover cycle routes and areas with high numbers of pedestrians	Transport Scotland's Road Safety Team is working with the City of Edinburgh Council on the South Edinburgh project. The evaluation of this pilot in summer 2013 will help inform a best practice case study for other LAs wishing to implement more 20 mph zones	Ongoing in Action 8 in CAPS 2013
11	To publicise and promote methods of traffic calming on non-residential mixed-use arterial streets such as those described in DfT Local Transport Note 2/08.	Sustrans' Street Design projects delivered in partnership with Fife Council (Kirkcaldy) and Moray Council (Elgin), with learning disseminated widely through practitioner and stakeholder networks. Further projects with Dumfries & Galloway Council (Dumfries) in the pipeline.	Ongoing in Action 8 in CAPS 2013
12	To undertake a legislative search to reveal the operation of liability laws and how they work in other countries in Europe and around the world, and whether there is a direct link to levels of cycling and KSIs.	Transport Scotland undertook a review of the available data; no robust evidence found linking liability and reduction of cycling 'Killed & Seriously Injured' (KSI) statistics..	Completed

13	To try and identify what kind of hierarchy might be established and develop an educational awareness campaign for all road users.	Transport Scotland grant funding of £424k to Cycling Scotland to develop in partnership with stakeholders, including the Vulnerable Road Users' Forum, a nationwide Mutual Respect Campaign aimed at all road users and to launch in the summer	Links to Action 9 in CAPS 2013
14	To investigate the degree of statutory consultation required for new traffic management measures in other northwest European countries; and to gather the views of stakeholders on any proposed changes to the current system.	On-going liaison by Transport Scotland with DfT around Local Roads regulations, with stakeholder engagement as appropriate	Future action as required linked to Actions 4 and 10 in CAPS 2013
15	To update and re-issue Scottish Office Development Department Circular 7/97.	Circulated by Transport Scotland in March 2012 to all LA CEOs, Chiefs of Police and Heads of Transportation in LAs	Completed
16	To continue to collect data that will provide a national picture of cycling and travel habits	IPSOS Mori awarded the new SHS contract. The Hands Up Scotland Survey was given Official Statistics status in July 2012 adding to the level of detail gathered on cycling at a national level. MVA Consultancy work in 2012, commissioned by Cycling Scotland for the CAPS Delivery Forum, around local cycle monitoring. Scottish Government grant funding to Sustrans to deliver iconic cycle counters at key locations across the Scottish cycle network.	On-going in Action 18 in CAPS 2013

17	To develop guidance for gathering data on the numbers of people cycling at a local level.	see above	Ongoing in Action 19 in CAPS 2013
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CAPS 2013 Written Responses

Aberdeen City Council
Aberdeenshire Council
Angus Council
Argyll and Bute Council
BEAR
Bike Club
Chartered Institute of Highways and Transportation
Chartered Institute of logistics and Transport
Cockburn Assoc
COSLA
Cycle Law Scotland
Cycle Stirling
Cycling Scotland
Cyclists Touring Club Scotland
East Ayrshire Council
East Lothian council
East Renfrewshire Council
Falkirk Council
Fife Council
Glasgow City Council
HITRANS
Living Streets
Midlothian Council
Nestrans
North Ayrshire Council
Paths for All
Scottish Government Public Health Division
Regional Transport Partnership Joint Chairs
Road Haulage Assoc.
RoSPA
Scotland Transerv
Scottish Ambulance Service
Scottish Cycling
South Lanarkshire Council
SPOKES
sportscotland
Stirling council
Strathclyde Partnership for Transport
Sustaining Dunbar
Sustrans
Swestrans
The Andrew Cyclist Trust
Transform Scotland
Transport Research Institute
Transport Scotland Trunk Roads
Transport Scotland Rail

**THE SCOTTISH OFFICE DEVELOPMENT DEPARTMENT
NATIONAL ROADS DIRECTORATE**

OFFICE INSTRUCTION 3/96

**SCOTTISH OFFICE CYCLING ACTION PLAN
TRUNK ROAD CYCLING INITIATIVE**

1. Introduction

1.1 The National Roads Directorate's 'Trunk Road Cycling Initiative' is the first part of a Scottish Office Cycling Action Plan launched by Lord James on the 12 November 1995. This Office Instruction sets out the policy background to our Initiative and details each relevant action point, setting out the broad considerations to be taken into account when assessing the needs of cyclists within proposals for new and improved trunk roads including major structural maintenance schemes and bridges. A plan outlining the Initiative is attached.

2. Policy Background

2.1 The basis of our Cycling Initiative is support for the development of Sustrans National Cycle Network (NCN) an undertaking that has had Government support for some time and which attracted Millennium Funding in early October 1995. In Scotland, it is expected that the developed NCN will become a tourist destination in its own right, as successful as the West Highland Way, creating employment, generating income (particularly in the tourist industry) and encouraging general health improvements through increased public participation in cycling.

2.2 Other aspects of our Initiative fell out of previous policy statements. For example, the Dundee Conference, 'Roads, Bridges and Traffic in the Countryside,' gave rise to the M6 cycleway while the Scottish Office Road Safety Plan committed us to the re-determination of suitable trunk road footways for joint use by cyclists and walkers as well as to fostering development of the NCN including provision of the necessary trunk road crossings. The further decision to provide the trunk road interface sections of the NCN relates to our historic policy of favouring alternative local authority roads for cycling rather than mixing cyclists and heavy vehicles on the busier trunk road network.

2.3 The proposed NCN will provide a dedicated network of routes for cyclists which parallels much of the Scottish trunk road network using a mixture of new cycleway, local roads and superseded sections of trunk road. As such, the demand for long distance cycling over long lengths of our network will be satisfied by the remote NCN. This holds true for most of the A75, A77, A737, A8/M8, A9, A90, A92 and A96. Overall, by providing the NCN trunk road interface sections where no alternative exists (approx. 31 km in total) together with the trunk road crossings for the NCN, the Directorate is facilitating a development which will effectively remove leisure cycling from well over 1000 km of trunk road carriageway.

2.4 As the National Cycle Network will adequately cater for long distance touring by bicycle on nearby parallel routes, it is not expected that we will require to develop comprehensive cycling facilities on these trunk roads. However, there will still be certain lengths of trunk road where local leisure cycling and commuting takes place. For example, the proximity of Selkirk and Galashiels on the A7 encourages commuting and other trips by bicycle between these towns. Elsewhere, new local cycle routes may benefit from the redetermination of existing trunk road footways. Overall, the Initiative has 5 action points which directly affect various Branches of the Directorate. These are set out below together with the broad considerations which apply to each point.

3.0 Action Points

3.1 *The provision of trunk road sections and trunk road crossings for Sustrans National Cycling Network.* This commitment will initially involve NRD and Sustrans compiling a mutually acceptable programme of works to implement the trunk road crossings and interface sections of the Millennium NCN between 1996 and the year 2000. The programme will be taken forward by Network Management Division with Route Managers being responsible for commissioning detailed design and implementation of the necessary works including any Draft Orders, etc.

3.2 *The provision of technical and administrative advice to Sustrans to enable the Charity's development of the National Cycling Network.* Sustrans requires the assistance and cooperation of roads and planning authorities, countryside, waterway and forestry organisations, charitable trusts, landowners and the general public if the Charity is to achieve its aim of completing the main millennium routes of the National Network by the year 2000. The Scottish Office as trunk road authority and local councils as planning and roads authorities will have to assist Sustrans with Statutory procedures and technical advice including land purchase, Order procedures, design and construction services, adoption and maintenance. This is an extremely large project upon which Sustrans is embarked. Project management advice should be made available in the context of contemporary experience of road infrastructure procurement as should general advice and encouragement when requested.

Even cycleways can have environmental effects and in situations such as Glencoe, for example, the existing environment **and other policies** may well outweigh cycling needs. Advice on this type of situation and the application of environmental guidelines including European Directives should be made available to Sustrans. There are many more aspects which may require formal and informal advice and assistance. All staff should be aware of this requirement to assist Sustrans albeit that the first point of contact should be the Directorate's cycling officer.

3.3 *The re-determination of suitable urban and rural trunk road footways for joint use by cyclists and walkers.* Existing trunk road footways are often suitable for both cycling and walking and the re-determination of these has been Scottish Office Policy for some time. While some lengths of existing footway may form parts of the NCN trunk road interface sections, other lengths may well provide important links in local cycling networks for commuting and leisure/tourism. For instance, the existing A68 footway between Dalkeith and Soutra Hill would provide an excellent facility for the trunk road section of a local tourist route to Haddington just as the A1

footway between East Linton and Beltonford now forms part of the Linlithgow - Dunbar cycleway. Route Managers will be responsible for taking this aspect of our Initiative forward from April 1996 onwards with priority given to NCN redetermination requirements in the first instance.

3.4 Provision of a dedicated cycle route alongside the new sections of M6 motorway from Gretna northwards. This commitment will be taken forward by Project Design Division and will probably form part of the final DBFO contract which will finish the upgrading of the former A74 between Douglas and the National Border. Staff should note that the cycleway will extend only as far north as Douglas because the all-purpose route to the north of that point is no longer trunk road. The future local roads authorities are to be encouraged to extend the new cycleway north of Douglas.

3.5 Special consideration for cyclists in all new trunk road schemes and within improvements of existing trunk roads (including bridge and structural maintenance improvements).

There is a new requirement to fully consider the effect on our Trunk Road Cycling Initiative of any trunk road improvement. The necessary considerations extend from whether or not the scheme is safe for cyclists through to whether or not the improvement will impact upon the NCN and require a trunk road crossing/interface section/signs etc. A central consideration is the standard of provision adopted for the improvement. For example, wide single carriageway overtaking and climbing lane improvements without metre hard strips and no NCN or local road alternative will require dedicated verge cycling facilities. In the case of bridges, where decks are being replaced (rather than strengthened) consideration should be given to incorporating any cycling requirements. In this latter case it will be seen that other policy issues may well outweigh cycling needs and this should be borne in mind and advice sought when necessary. However, generally speaking the considerations fall into 3 categories:

3.5.1 to ensure that there are no hazards to cyclists built into the scheme;

3.5.2 to ensure that the opportunities for cyclists within the scheme are recognised and exploited;

3.5.3 to ensure that the opportunities for cyclists on the surrounding networks, including the NCN and superseded sections of trunk road, are recognised and exploited;

3.6 Project Sponsors, Route Managers and AIP Staff must ensure that current and future schemes fully consider the needs of cycling in terms of these 3 broad considerations;

For larger projects (including bridge projects) this will entail including consideration of cycling from the project brief stage onwards through the whole assessment process with mandatory consultation with NRD's cycling officer before the completion of the Stage 2 and Stage 3 Assessments. For smaller schemes such as structural maintenance and local improvements the Project Sponsor or Route

Manager should consult the NRD's cycling officer prior to instructing detailed design. Existing schemes must be checked to ensure that cycling is adequately catered for in terms of our new commitment. If there are any doubts NRD's cycling officer is to be consulted.

3.7 AIP Staff are to ensure that the Safety Audit process fully reflects these requirements;

3.8 Finally, staff are reminded that a public commitment has previously been given to include details of any proposed cycling facilities within Draft Roads Orders. All staff must ensure that this commitment is adhered to.

JOHN HOWISON

Deputy Chief Engineer

February 1996

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Making Cycling Irresistible: Lessons from The Netherlands, Denmark and Germany. July 2008 J Pucher and R Beuhler
(www.cycling-embassy.org.uk/document/making-cycling-irresistible-lessons-netherlands-denmark-and-germany)

CORE CAPS OUTCOMES AND INDICATORS

Outcome	Potential indicators	Rationale for indicator	Source and availability
<p>1. CHANGING TRAVEL BEHAVIOURS</p> <p>People are making more trips by bike, are travelling further distances, and for greater lengths of time.</p>	<p>SHS indicator – % respondents giving cycling as main mode of travel ('usual mode' and 'regular alternative')</p> <p>Proportion of adults travelling to work by bike</p> <p>Proportion of all trips made by Scottish adults by bike.</p> <p>Number of children travelling to school by bike.</p> <p>Bicycle Ownership</p> <p>Traffic Volumes (cycling total km and share of overall km)</p>	<p>These indicators directly highlight whether cycling initiatives / investments are having an impact on the number of adults and children who are choosing to cycle. Furthermore they highlight the average distance travelled and length.</p> <p>SHS data has been collected since 1999, and is currently the most comprehensive set of data in Scotland on travel choices, distance travelled and average length.</p> <p>Children and Young People are a core group of cyclists and it is essential that levels of their cycling is included.</p> <p>Access to a bike is clearly a pre-requisite for cycling as every day travel, normally through ownership but potentially through access to shared bikes in future. Changes over time in ownership will monitor how many households are engaged with cycling in some way by having a bicycle available for use.</p> <p>This can highlight any trends in volumes of cycle traffic and also how this relates to the</p>	<p>Source: <i>SG Scottish Household Survey</i> (Annual for large LAs; Every two years for smaller authorities)</p> <p><i>SUSTRANS Hands-Up Scotland Survey</i></p>

		overall proportion of traffic volumes (i.e., if traffic volume is increasing in general)	
<p>2. SAFER CYCLING Scotland's roads and communities will become safer for cyclists of all ages.</p> <p>Through better infrastructure such as enhanced designated cycling lanes, cyclists will feel safer. Annual reductions in the number of serious injury and fatalities will send a message that cycling is safe. By tackling anti-social behaviour, communities will become safer encouraging more children and adults to cycle.</p>	<p>Number of cyclists injured or killed on Scotland's roads.</p> <p>Perceived safety of the neighbourhood for a 6-12 year child to walk or cycle on their own.</p>	<p>People will be encouraged to cycle if they are reassured that roads are safer, and there are designated cycle paths for them to use. A reduction in the number of fatalities and serious injuries will also send a positive message.</p> <p>Ideally, estimates would be presented to focus on the rate of KSI or casualties over cycled distances.</p> <p>If the population feel that their communities are safer, free from anti-social behaviour parents are more likely to encourage their children to cycle.</p>	<p>Source: <i>STATS 19 Data</i></p> <p><i>SG Scottish Household Survey</i></p>
<p>3. INFRASTRUCTURE Improving the quantity and quality of infrastructure for active travel will</p>	<p>Length of the National Cycle Network in Scotland.</p> <p>Length of designated cycle paths in local areas</p> <p>Length of residential and non-</p>	<p>CAPS 2013 includes plans to link up parts of the National Cycle Network. Including an indicator will demonstrate how Transport Scotland and local authorities are in achieving this goal.</p>	<p>Source: Sustrans / Local Authority data sources</p>

<p>encourage more people to consider walking and cycling as viable alternatives to car usage.</p>	<p>residential streets with traffic calming measures (including 20 mph zones).</p>	<p>Traffic calming is viewed as a useful technique to slow down traffic in a given area, improving the safety of all road users and pedestrians including cyclists.</p>	
<p>4. CYCLE TRAINING Developing cycling skills and confidence across the population will encourage more people to consider active travel alternatives to car usage.</p>	<p>Number of children receiving Bikeability cycle training, and percentages receiving on-road training.</p> <p>Number of volunteers involved in delivering Bikeability cycle training</p> <p>Number of adults attending cycle training courses.</p> <p>Number of cycling professionals attending modules on cycling best practice</p>	<p>Also, links closely with the Safer Cycling core outcome. Hopefully those who have attended such training will be more aware of potential hazards. They are also likely to become more confident cycling, which in turn may see them make more journeys by bike.</p> <p>Can also supplement by contextual delivery data e.g., the number of participants in iBike and related initiatives.</p>	<p>Source: Cycling Scotland / Sustrans</p>

Further copies of this document are available, on request, in audio and large print formats and in community languages (Urdu; Bengali; Gaelic; Hindi; Punjabi; Cantonese; Arabic; Polish).

اس دستاویز کی مزید کاپیاں آڈیو کیسٹ پر اور بڑے حروف کی چھپائی میں اور کیوٹی کی زبانوں میں طلب کیے جانے پر دستیاب ہیں، برائے مہربانی اس پتے پر رابطہ کریں:

এই ডকুমেন্ট-এর (দলিল) অতিরিক্ত কপি, অডিও এবং বড়ো ছাপার অক্ষর আকারে এবং সম্প্রদায়ের ভাষায় অনুরোধের মাধ্যমে পাওয়া যাবে, অনুগ্রহ করে যোগাযোগ করুন:

Gheibhear lethbhreacan a bharrachd ann an cruth ris an èistear, ann an clò mòr agus ann an cànan coimhearsnachd. Cuir fios gu:

इस दस्तावेज़/कागज़ात की और प्रतियाँ, माँगे जाने पर, ऑडियो टैप पर और बड़े अक्षरों में तथा कम्प्यूनिटी भाषाओं में मिल सकती हैं, कृपया संपर्क करें:

ਇਸ ਦਸਤਾਵੇਜ਼/ਕਾਗਜ਼ਾਤ ਦੀਆਂ ਹੋਰ ਕਾਪੀਆਂ, ਮੰਗੇ ਜਾਣ 'ਤੇ, ਆੱਡਿਓ ਟੇਪ ਉੱਪਰ ਅਤੇ ਵੱਡੇ ਅੱਖਰਾਂ ਵਿਚ ਅਤੇ ਕੰਮਿਊਨਿਟੀ ਭਾਸ਼ਾਵਾਂ ਦੇ ਵਿਚ ਮਿਲ ਸਕਦੀਆਂ ਹਨ, ਕ੍ਰਿਪਾ ਕਰਕੇ ਸੰਪਰਕ ਕਰੋ:

此文件有更多備份，如果需要，語音版本和大字體版本及少數種族語言版本也可提供，請聯絡：

يمكن أن تطلب النسخ الأخرى من هذا المستند كالتسجيل الصوتي والخط المكبر ونسخ بلغات أخرى، يرجى الإتصال على:

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