

CAPS 2016 PROGRESS REPORT: CONSULTATION QUESTIONNAIRE

Please read the following instructions before starting:

- You do not have to answer all of the questions. You can answer the questions which you consider most relevant or important to you in terms of achieving the 10% vision.
- Your responses can be made anonymously or in the name of your organisation or organisation type. Responses will not be attributed to named individuals or organisations unless requested specifically.
- The questionnaire has two parts. **Part A** examines progress to date in terms of achievement against CAPS 2013 themes/actions and tackling known barriers. **Part B** is an opportunity to influence the next CAPS. It is about telling us what you think needs to change if we are to meet the shared vision and what our priorities and milestones should be.
- Responses should be brief and no more than 250 words for each one. If you can, please provide specific examples. This will make it easier for us to formulate future recommendations and/or milestones.

RESPONDENT PROFILE*

NAME: *(can be left blank):*

ORGANISATION: *(can be left blank):* Spokes, the Lothian Cycle Campaign

My involvement with cycling promotion is mostly at the following level: (please click on relevant box)

Local/city Regional National **[All categories]**

* This will tell us about the coverage achieved through this consultation and help plan future engagement.

PART A: LOOKING BACK ON CAPS

Question 1: IMPACT of CAPS

What has been the impact of the [Cycling Action Plan for Scotland 2010](#), the [CAPS 2012 Progress Report](#) and [Cycling Action Plan for Scotland 2013](#) on everyday cycling in your locality or area of interest?

No doubt the national initiative will have helped give local Edinburgh politicians the confidence to continue to prioritise cycling investment. However, their main confidence comes from the support and constructive criticism they get from local cycling organisations such as Spokes, and from many individuals who lobby councillors. Uniquely, Edinburgh spends a growing percentage of the transport budget on cycling, increasing by 1% annually from an initial 5% to 9% in the recently approved 16/17 budget, and 10% the following year.

Question 2: PROGRESS AGAINST CAPS 2013 ACTIONS

What progress has been made against each of the 19 actions within CAPS 2013? You do not have to comment on all the actions provided below – only those which are most relevant or important to you. To indicate where you think there has been the most/least progress, please provide a score of 1-5 for each CAPS action (*1 is no progress; 3 some progress; and 5 significant progress*).

NOTE ,, It is very difficult to know how to allocate scores.

- Are we scoring our local situation or national (as we see it)?
- Are we saying what has happened (for whatever reason it has happened) or what has happened as a direct result of the CAPS process?

Our scores below largely refer to what has happened locally, and for whatever reason it has happened.

CAPS Actions	Comment on Progress	Score (1-5)
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.	There was a National Cycling Summit in September 2013 and an inaugural Active Travel Summit in October 2015. This is potentially a very valuable initiative, but it needs to be matched by higher government investment if it is to attract the seniority of attendees for which it aims. Neither summit so far (especially the 2015 one) seems to have signalled the sense that active travel has become a real priority for the Scottish government or for the vast majority of local government bodies (Edinburgh being a notable exception).	3
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.	This is progressed well in Edinburgh, though again largely due to local rather than national decisions and pressure. It has been helped by the embedding of Sustrans staff – which will become even more important with the cuts in council staff, resulting from the massive cuts to local government by the Scottish Government's budget. We are already aware of one excellent cycling officer taking voluntary redundancy. We are aware of some positive action in a few other Local Authority areas but our impression is that, overall this is not a priority in most local authority areas	4 (Edinburgh)

<p>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.</p>	<p>In terms of cycling engineering expertise in the transport dept, this has been growing locally, partly thanks to the embedded Sustrans staff. We do not know if the Council has used the Cycling Scotland training modules.</p> <p>However, in terms of planning our experience of local planning matters (mainly Edinburgh) suggests that there is little if any improvement detectable in the degree to which cycling or active travel is receiving any greater attention in planning matters (either by local authority planners or developers) than in the period before CAPS came into existence.</p>	<p>4 (engineering) 2 (planning)</p>
<p>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>There are significant developments ongoing in City of Edinburgh Council being funded primarily from Council transport funds and Sustrans match-funding. Recently, Glasgow has started to complete with Edinburgh, but few if any other local authorities come close to this level of provision. Private funding of cycling infrastructure through developers contributions is almost non-existent and needs to be tackled.</p>	<p>4 (Ed) 2 (Scotland)</p>
<p>Continue to develop and maintain the National Cycle Network to provide long distance cycling routes, connecting rural communities and promoting tourism.</p>	<p>We understand there are real issues with the adequacy of funds to maintain existing routes. Yet there is massive road investment by the Scottish Government. The Government's real priority, as measured by where it puts its investment, is not in active travel but in further developing the trunk road network. There is cash to maintain, widen and extend trunk roads at a high standard. Meanwhile cash to maintain local roads and paths is very limited and will suffer further from local authority cuts resulting from the recent Scottish Budget.</p>	<p>3</p>
<p>Develop better integration with public transport, through partnership working with interests such as rail and bus/coach operators and RTPs.</p>	<p>We welcome the enlightened approach of the new ScotRail franchisee in terms of parking at stations and bike hire. We also acknowledge the excellence of Edinburgh Trams becoming the UK's first light rail operator to permit bikes on trams at off peak times (though we oppose their total ban during the entire Festival month, and certain other 'event' periods – this should be at guard's discretion).</p> <p>However we are truly shocked and hugely concerned over the recent news that bookable bike spaces on the West Highland Lines are to be cut from 6 to 2 and bike storage conditions on the Edinburgh-Glasgow main line to be worsened, despite the number of coaches per train being increased. These cuts appear to be largely a result of Transport Scotland's insistence on squeezing in every possible seat, at the expense not just of bikes but also push chairs and other bulky luggage.</p>	<p>4 (stations & tram) 2 (bike carriage)</p>

Establish the Cycle Hub at Stirling Station as a pilot and evaluate it pilot for potential wider roll-out at other railway stations.	We are aware that Abellio are taking forward plans for Hubs at other major Scottish rail stations. We welcome this initiative. A slight concern is that the meaning of the term 'Cycle Hub' is being downgraded from its original European meaning – for example at Haymarket what is called a 'Cycle Hub' looks as if it will comprise solely bike hire and unsupervised bike parking.	4
Promote the implementation of 20 mph schemes in all residential areas and share best practice across the country.	We look forward to the implementation of Edinburgh's excellent initiative and the benefits it will give rise to for citizens generally and specifically pedestrians and cyclists .	5 (Edin)
Develop and deliver a ‘Mutual Respect’ Campaign for all road users (complementing the ‘Give Me Cycle Space’ campaign aimed at drivers).	Whilst statistics suggest that many people were aware of the campaign, it is impossible to know whether this campaign had any effect on actual driver behaviour or on casualty levels.	2
Continue roll-out of Bikeability Scotland cycle training through schools , steadily expanding participation, particularly on-road training (Bikeability level 2). Develop and promote support for this, including volunteer-led delivery & parental involvement.	This is happening in Edinburgh, but it is not an issue that we have been following in any detail (or at national level).	
Develop Adult Cycle Training resources, building on Bikeability Scotland standards, including an essential skills module as a pilot for potential roll-out nationwide.	Some adult training is available, e.g. through the Bike Station. This needs made more widely available and publicised. However it is critical to understand that training alone is not the answer to get large numbers of people using bikes as a regular means of transport. Infrastructure, resulting in the feeling of being safe on the roads, is essential.	2
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.	In Edinburgh there are many community-led cycling initiatives, notably the Bike Station, many organisations providing led rides (including for complete novices), the Innertube Map, and so on. How many, if any, of these developed in part as a result of CAPS is unknown, though again most initiatives are local. The Bike Station has of course received some government financial support. Spokes's many activities include cycle maps, ride booklets and lobbying on many issues to make everyday cycle use easier, such as domestic bike storage, planning proposals and of course cyclistroute development.	3
Continue to promote projects which encourage primary school pupils to continue cycling when progressing to secondary schools , such as I-Bike and Bikeability Scotland level 3.	We have no relevant information on this action.	
Promote cycling for young people more broadly, for leisure or travel, for fun, health and sport, through promotion of cycling activities, events and led rides.	We have no relevant information on this action.	

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.	A great deal happens through the Bike Station in Edinburgh and Lothians. However they probably don't have the resources to do this on a universal scale.	3 (Ed)
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).	The Love to Ride Edinburgh Cycle Challenge has just taken place, with around 1500 individuals and many workplaces taking part. The council provides some advice to employers.	3 (Ed)
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.	Various actions by the Council using the new Smarter Choices money – e.g. the above Edinburgh Cycle Challenge and mapping initiatives. Whether this cash is as effective in long-term behaviour change (per person/ per pounds expended) as would be high quality infrastructure needs evaluated.	3 (Ed)
Report annually on an appropriate suite of national indicators to inform the national picture of cycling participation.	We are not aware of significant progress taking this action forward but would want to participate in the choice / development of indicators. An important indicator would be the feeling of how safe it is to cycle (by various types of road/ community)	2
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.	Spokes does a twice per year traffic-count in Edinburgh (including motor vehicles as well as bikes). See http://www.spokes.org.uk/tag/traffic-counts/ We would be enthusiastic about more local counts, collected to provide a much wider picture of the state of cycling in Scotland. Additionally, however, Council data is already collected on a wide scale (e.g. traffic cordon counts and paths cycle counters) and it is long overdue for such data to be made publicly available on council websites.	

QUESTION 3: Progress tackling key barriers

What progress has been made in your locality or sector on tackling **safety, practicality, and culture**, identified in the [CAPS Public and Stakeholder Survey](#) as key barriers?

Edinburgh's 20MPH initiative is covering all these concepts in a very meaningful way. We look forward to its implementation. Edinburgh is also using the enhanced level of resourcing (cycling currently accounts for 9% of the transport budget) to develop and join up the city network of 'quiet routes' (intended to be suitable for cyclists as young as 8 years old). A number of more ambitious projects are being planned, notably incorporating segregated cyclist routes on main roads.

However the cuts to local authorities in the recent Scottish Budget pose a significant danger to future progress, particularly due to likely reducing numbers of transport staff, and of specialist cycling skills. Already one specialist cycling staff member has taken voluntary redundancy – and he is just one of the 2000 staff which Edinburgh Council has to lose, so transport and potentially cycling will certainly be affected further. This puts a big question mark over the future pace and quality of cycling delivery, whether infrastructure or promotion – and of course all local authorities are likely to be affected, not just Edinburgh.

PART B: LOOKING FORWARD

Question 4: Meeting the shared 10% vision

What do you think needs to change in order to achieve the vision of 10% of everyday journeys undertaken by bike by 2020?

The initial CAPS action plan got the key action right – provide national leadership and priority within transport for cycling and active travel. This action has yet to be met and, until it does, walking and cycling are very unlikely to move forward to a significant extent as more attractive options for the travelling public.

It really is time for the Scottish Government to accept that its 2020 10% cycle-use ambition is wholly unachievable at current levels of investment - some £40m a year, under 2% of total transport spending. The message to the public is equally unbelievable – what can a citizen think about government wishes and intentions for travel choices when £40m p.a. is allocated to walking and cycling for the entire country as compared to £800m p.a. for trunk roads and an intention effectively to grant £125m p.a. to air travel by halving APD. The public sees trunk roads being well maintained and widened, alongside increasingly potholed local roads, paths and footways.

What hope is there for modal shift 'education' campaigns, 'bike training,' etc, to have a significant and lasting effect when the far more concrete messages given by investment policies point in the opposite direction, and when the infrastructure to make cycling look and feel safe is largely absent?

Question 5: Key priorities for action in the next CAPS

What are the key actions to be included and prioritised in the next CAPS? If possible, please provide specific examples of where these actions have already happened in Scotland and the results achieved.

That the Scottish Government commits to a fixed percentage of the transport budget being spent on cycling, increasing during the course of the Parliament to 10%. A substantial investment rise is an essential precursor to adequate national action, and until it is done CAPS will have little hope of achieving anything like its full potential.

Where has it happened? Edinburgh Council has for some years been allocating a rising % of its transport budget to cycling, currently 9% and rising to 10% next financial year. And, uniquely in Scotland, **Edinburgh has achieved a combination of rising cycling, walking and bus use, together with a reduced % of car commuting.** See <http://www.spokes.org.uk/documents/technical-and-research/census-data/>

Ministers have argued that allocating a % is 'artificial' and instead budgets should be based on concrete proposals. Let them therefore come forward with an **evidence-based and costed infrastructure & promotion programme sufficient to achieve the 'vision' of 10% cycle use by 2020.** To achieve this *by 2020* would, we suspect, find 10% of the transport budget to be a very modest sum !

The current method of deciding the government transport budget appears to be based on taking last year's allocations, then tweaking various subheadings up and down according to new projects. This is no less 'artificial' than specifying a % figure. Instead the government should start with its transport objectives (including the aim of 10% of trips to be by bike) - and at how they relate to health, environment, economic and other objectives - and then decide the make-up of the budget in that context.

Finally, the '10% of transport budgets' figure was not plucked from the air, but derived by the Association of Directors of Public Health some years ago on the basis of European and other evidence.

Question 6: Additional outcomes and milestones in the next CAPs

What, if any, additional outcomes and milestones should be included in a revised CAPS? What actions should be prioritised to achieve these? Can you provide specific examples of where these actions have already happened in Scotland and the results achieved?

Until more meaningful resources are provided, as in Q5 above, CAPS is tinkering at the margins of transport policy.

The outcomes in CAPS must also explicitly consider from which mode(s) the 10% of all trips by bike need to come. If it is from car, then CAPS (and the government) must say so, and **this reduction in car use should be included explicitly as a CAPS outcome**. Otherwise, CAPS could succeed by a big transfer from bus and walk – which, in terms of other government objectives, is far less desirable than from car. Including this outcome would also help make more obvious that a restructuring of the national transport budget is essential, with greater support for active and sustainable transport and less on long-distance road travel.

Question 7: Local outcomes and milestones

Do you have, or do you intend to have, any cycling outcomes and milestones in your locality, region or area of interest?

Edinburgh Council has ambitious targets for rising cycle use, walking and bus – **and for declining car use**. There are outlined in the Local Transport Strategy – see <http://www.spokes.org.uk/2014/01/edinburgh-local-transport-strategy-2014-19/>

As mentioned above, Edinburgh's modal shift figures are moving in the right direction – almost certainly a result of the Council's investment and policies being geared to achieving these targets. The government should follow this example.

We are hopeful that the initiatives of Edinburgh will see cycling's mode share continue to grow and reach 10% of all journeys by 2020 or soon afterwards.

Question 8: Local monitoring

What methods do you currently use to assess levels of everyday cycling in your area, and what might you use in the future?

See the final section of Question 2 above. We are a volunteer organisation and are unlikely ourselves to be able to increase the traffic counts we currently undertake twice-yearly. However, we repeat the above point that publicly collected data (e.g. from cordon counts and path counters) should be publicly available on council websites.

Thank you once again for the time taken in completing this questionnaire. Please return the completed questionnaire to Mark Hughes at Cycling Scotland by **24 March latest**. Mark's email address is mark@cyclingscotland.org.

All the responses will be summarised and included within the second CAPS Progress Report.