

CYCLING FRAMEWORK AND DELIVERY PLAN FOR ACTIVE TRAVEL IN SCOTLAND

Evidence Base

JANUARY 2022



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1 Introduction

1.1 Background

Cycling Scotland has commissioned the development of a new Cycling Framework and Delivery Plan for Active Travel in Scotland on behalf of Transport Scotland and working in partnership with Sustrans and SCOTS. The aim is to build on the progress through three iterations of the Cycling Action Plan for Scotland (CAPS) between 2010 and 2020 and implement the recommendations of the 2020 Independent Review of CAPS.

The primary purpose of the new Framework is to achieve modal shift for everyday journeys, getting more people to cycle more often, as part of increasing Active Travel in Scotland and delivering the Fairer Scotland Duty.

The Framework will align with NTS2, the Active Travel Framework, Accessible Travel Framework, Climate Change Plan and other relevant policy documents and approaches such as 20-minute neighbourhoods.

It will provide a shift in approach, taking into consideration leading cycling strategies from around the world, have equality at its core and will demonstrate leadership in bold initiatives and support for cycling. It will bring together the various policy and delivery interests which cycling contributes to, especially in relation to climate change and health, recognising the contribution these and other areas can make in supporting everyday cycling.

1.2 Report Purpose

This report outlines the evidence that has been gathered to inform the development of the Framework and Delivery Plan. It is set out as follows:

- Chapter 2: a review of relevant policies and strategies
- Chapter 3: a summary of the independent review of Cycling Action Plan for Scotland and
- Chapter 4: a summary of examples of other cycling and active travel strategies
- Chapter 5: a summary of stakeholder engagement carried out to date
- Chapter 6: the potential strategic actions to be included in the Delivery Plan

2 Policy and Strategy Review

2.1 Introduction

The section provides a summary of the key policies and strategies with which the Framework should align.

2.2 National Transport Strategy 2 Delivery Plan, 2020-22

Scotland's National Transport Strategy 2 (NTS2) sets out an ambitious vision for the transport system for the next 20 years and outlines the four priorities which are: reduces inequalities; takes climate action; helps deliver inclusive economic growth; and improves our health and wellbeing. This first NTS2 Delivery Plan sets out the broad actions the Scottish Government is taking to deliver on its vision and priorities out to end-March 2022, taking account of the impact of COVID-19. This encompasses actions being taken by Transport Scotland.

The NTS2 vision is “we will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors”.

The vision is underpinned by four priorities:

- Reduces inequalities
- Takes climate action
- Helps deliver inclusive economic growth
- Improves our health and wellbeing

Actions relevant to cycling include:

- We will continue to support delivery partners to offer loans and grants for e-bikes and adapted bikes, as well as free and subsidised bike hire and bike share opportunities including adapted bikes to promote equality of access to bikes.
- Over the lifetime of the next Parliament, we are committing an additional £50 million to 'Active Freeways' which will involve identification and design development of the strategic active travel network, to provide segregated active travel routes on main travel corridors to city and town centres and major trip attractors linking communities throughout Scotland.
- We will continue to support and promote all forms of shared transport including public bike share schemes and car clubs through a number of grant funded programmes.
- We will refresh Cycling by Design in 2021-22. This will provide design information for delivery partners and local authorities in developing active travel infrastructure.

2.3 Strategic Transport Projects Review 2, 2021

STPR2 is a Scotland-wide review of the strategic transport network across all transport modes, including walking, wheeling, cycling, bus, rail and car, as well as reviewing wider island and rural connectivity.

STPR2 will help to deliver the vision, priorities and outcomes for transport set out in the National Transport Strategy (NTS2) and will align with other national plans such as the Infrastructure Investment Plan, National Planning Framework (NPF4) and the Climate Change Plan.

As a result of the COVID-19 pandemic, STPR2 has a two Phased approach. Phase 1 reported to the original timescale of Winter 2020/21 while Phase 2 will report later in 2021 and will inform the Scottish Government's future investment plans and spending reviews.

The outcomes from STPR2 will:

- Enhance accessibility across Scotland for residents, visitors and businesses
- Create better connectivity with sustainable, smart and cleaner transport options
- Highlight the vital contribution that transport investment can play in enabling and sustaining Scotland's economic growth

The Phase 1 process resulted in 20 interventions being recommended. Interventions that are relevant to cycling are:

- Development and delivery of Active Freeways
- Expansion of 20mph zones
- Influencing travel choices
- Transport's contribution to placemaking principle in neighbourhoods
- Reallocation of road space for active travel
- Supporting integrated transport at ferry terminals
- Infrastructure to provide access for all at rail stations
- Investment in the trunk road network asset
- Speed management plan

2.4 Infrastructure Investment Plan, 2021

The Infrastructure Investment Plan (IIP) for Scotland 2021 to 2026 provides additional detail to support the commitments made within the Programme for Government and sets the context of future investment in transport to deliver an effective response to the COVID-19 pandemic. It recognises the need to invest in the areas of the transport sector being considered through STPR2 Phase 1. It states that over £550 million will be invested over 5 years in active travel, including £50 million dedicated to Active Freeways.

2.5 Climate Change Delivery Plan 2018-2032, update December 2020

This document updates the 2018 Climate Change Plan and sets out the Scottish Government's Delivery Plan, identifying the high-level measures to meet the target to reduce emissions by 75% by 2030 (compared with 1990) and to net zero by 2045.

Ambitious transport actions have been set out to align with the NTS2 and importantly the update commits to reducing car kilometres by 20% by 2030.

The vision is that by 2032, the pendulum will have swung away from the dominance of private car use, particularly single occupancy, to a society which has embraced more walking, wheeling, cycling, public transport and shared transport options.

Commitments relevant to cycling include:

- A five-year investment of over £500 million, including infrastructure, access to bikes and behaviour change schemes
- Local authorities to develop ambitious joined-up plans across bus and active travel to enable the delivery of high quality and safe walking, wheeling and cycling infrastructure.
- An additional £50 million to Active Freeways which will involve identification and design development of the strategic active travel network, to provide segregated active travel routes on main travel corridors to city and town centres and major trip attractors linking communities throughout Scotland.
- Continue to support the Smarter Choices, Smarter Places programme to encourage behaviour change.

- Offering new support to increase access to bikes for all including the provision of public bike and e-bike share schemes, particularly in areas of multiple deprivation and support the use of e-bikes and adapted bikes through interest free loans, grants and trials.
- Support for the provision of child and adult cycle training and safety programmes including driver awareness training
- Continue to develop and promote awareness of the role and benefits of shared transport such as car clubs and promote bike sharing, ride sharing and multi-modal journeys

2.6 Scotland's 4th National Planning Framework, Position Statement, 2020

The Scottish Government is preparing a new spatial plan for Scotland that will look ahead to 2050 to set out where future development can bring benefits for people, the economy and environment. The fourth National Planning Framework (NPF4) will show what Scotland, as a place, could and should look like in 2050 with the following four key outcomes:

- Net-zero emission
- A wellbeing economy
- Resilient communities
- Better, greener places

The aim of NPF4 is to help stimulate the green economy by facilitating innovation, greener design and place-based solutions. Key opportunities set out in NPF4 to achieve this include: building 20 minute neighbourhoods; strengthening support for development in town centres and restricting out-of-town retail and leisure to help us transition away from car-dependent developments; stimulating new models of low carbon living in rural areas as well as towns and cities; and, removing the need for planning permission for active travel and electric vehicle charging points to ensure that new infrastructure can be implemented widely and quickly.

Commitments relevant to cycling include:

- Seek to promote high quality walking, wheeling and cycling environments, public transport and shared transport options in preference to single occupancy private car use. Clear choices will need to be made to direct development to locations which reduce the need to travel and are already well served by sustainable transport options.
- Approach will ensure transport options that focus on reducing inequalities and the need to travel unsustainably are prioritised.
- Maintenance and safe operation of existing transport infrastructure and services to ensure transport networks can adapt to the impacts of climate change.
- Actively plan future development in a way that helps achieve zero carbon living that minimises the need to travel by unsustainable modes, for example by helping to create 20-minute neighbourhoods where achievable.
- Introduce, for the first time, an infrastructure-first approach to neighbourhood planning, including natural networks and sustainable travel, to ensure that we have fair access to the services we need to help make our communities a great place to live.
- Refocus existing transport policies to specifically draw out how land use planning can build in sustainable travel choices.
- Continue to have a sustained and significant shift away from use of the private car towards walking, wheeling, cycling, public transport, taxis and shared transport. This will need to be embedded in the land use decision making process and will require policies that can be directly and consistently applied, to avoid compromising on our climate change and health objectives.

- Promoting innovative place-based solutions to reflect a new approach to localism, including 20-minute neighbourhoods, an infrastructure first approach and a move towards more mixed land uses to improve local areas.
- Promoting places which create the conditions for healthier, more sustainable living, including by addressing the links between planning, transport, place, food and drink and other lifestyle choices, and the retail environment.
- Reducing the need to travel unsustainably by embedding the Sustainable Travel and Investment Hierarchies into decisions about locations for change.

2.7 Active Travel Framework, 2019

The Active Travel Framework brings together the key policy approaches for improving the uptake of walking and cycling in Scotland for travel. The Active Travel Vision is shown below.

Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys.

The Active Travel Vision is accompanied by the following objectives that promote healthier, fairer, and more environmentally friendly choices while creating more pleasant, economically viable, safer and sustainable places:

- Cut carbon emissions and other pollution
- Deliver liveable, more pleasant communities
- Better health and safer travel for all
- Reduce inequalities - jobs, services, leisure
- Support delivery of sustainable economic growth

Several outcomes and indicators have also been identified and are shown below.

Outcomes	Indicators
Increase the number of people choosing walking, cycling and wheeling in Scotland	<ul style="list-style-type: none"> • Proportion of short everyday journeys by walking and cycling • Attitudes towards/propensity to walking, cycling and wheeling • Proportion of journeys to school by walking, cycling and wheeling • Frequency of walking and cycling for pleasure/exercise
High quality walking, cycling and wheeling infrastructure is available to all	<ul style="list-style-type: none"> • Km of traffic-free walking and cycling facilities • Distance to traffic-free cycling infrastructure • Quality of walking and cycling infrastructure
Walking, cycling and wheeling is safer for all	<ul style="list-style-type: none"> • Casualties by mode of transport and distance travelled (number and proportion) • Perceptions of safety of walking, wheeling and cycling
Walking, cycling and wheeling is available to all	<ul style="list-style-type: none"> • Household access to a bike (with focus on regional and socio-economic variation) • Proportion of people identifying barriers to walking, cycling and wheeling

<p>Delivery of walking, cycling and wheeling is promoted and supported by a range of partners</p>	<ul style="list-style-type: none"> • Level of inclusion of active travel in local development plans • Level of public sector spend on walking, cycling and wheeling • Perception of community involvement in walking, cycling and wheeling initiatives • Proportion of primary schools delivering on-road cycle training
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Table 1 Active Travel Framework Outcomes and Indicators

2.8 Scotland’s Road Safety Framework to 2030

Vision: For Scotland to have the best road safety performance in the world

Outcomes:

- **Safe road use:** Achieved from road users who decide the most sustainable way to travel, know and comply with road rules and take responsibility for the safety of themselves and others, especially the vulnerable.
- **Safe vehicles:** Well-maintained vehicles, reduce the risk of collisions and, in the event of a collision, reduce the harm to road users, including pedestrians, cyclists, horse riders, motorcyclists and vehicles occupants.
- **Safe speeds:** Road users understand and travel at appropriate speeds to the conditions and within the speed limits.
- **Safe roads and roadsides:** They are self-explaining in that their design encourages safe and sustainable travel so that they are predictable and forgiving of errors.
- **Post-crash response:** Allows an effective and appropriate response to collisions. Road victims receive appropriate medical care and rehabilitation to minimise the severity and long-term impact of their injuries. Learnings from collisions are captured and acted upon. Families of those killed or seriously injured are appropriately supported.

12 strategic actions have been identified:

- **Speed:** we will deliver a range of speed management initiatives to support the Safe System
- **Climate:** we will deliver road safety initiatives that positively impact the climate emergency and we will mitigate the negative impacts climate change may have on road safety
- **Funding & Resourcing:** we will improve funding streams for national and local road safety delivery
- **Change in Attitudes & Behaviour:** we will engage in partnership working to enable all road users to understand their road safety responsibilities, allowing them to improve their attitudes and behaviours for the safety of themselves and others
- **Technology:** we will research, implement and evaluate technologies for use within the Safe System and promote them as appropriate
- **Active & Sustainable Travel:** we will ensure road safety remains a key focus of active & sustainable travel in Scotland
- **Knowledge & Data Analysis:** we will ensure our actions are evidence-led to support the delivery of the Safe System

- Enforcement: we will optimise enforcement to encourage good road user behaviour to support the Safe System
- Health: we will strengthen the relationship between health and road safety, reduce the likelihood, number and severity of collisions and improve the post-crash response
- Education: we will provide opportunities for all road users to gain the knowledge, skills and experience required to become safe and responsible users
- Engineering: we will improve road infrastructure and maintenance
- Inequality: we will reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation

2.9 Going Further: Scotland's Accessible Travel Framework, 2016

The purpose of the framework is to:

- support disabled people's rights by removing barriers and improving access to travel; and
- ensure disabled people are fully involved in work to improve all aspects of travel.

Vision: All disabled people can travel with the same freedom, choice, dignity and opportunity as other citizens.

The vision is supported by four outcomes:

- more disabled people make successful door-to-door journeys, more often
- disabled people are more involved in the design, development and improvement of transport policies, services and infrastructure
- everyone involved in delivering transport information, services and infrastructure will help to enable disabled people to travel
- disabled people feel comfortable and safe using public transport – this includes being free from hate crime, bullying and harassment when travelling

2.10 Let's Get Scotland Walking: the National Walking Strategy Action Plan 2016-2026 (Revised 2019)

Vision: A Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking.

This Action Plan is a high-level plan that has been developed to assist in the delivery of Let's Get Scotland Walking - the National Walking Strategy and its vision.

It has the following two strategic aims:

- Develop a daily walking culture – everyone, everyday
To deliver on creating a culture of walking where everyone walks more often as part of their everyday travel and for recreation and wellbeing
- Develop walkable places and spaces for everyone

To achieve better quality walking environments with attractive, well designed and managed built and natural spaces and places for everyone.

2.11 A More Active Scotland - Scotland's Physical Activity Delivery Plan, 2018

Our vision is of a Scotland where more people are more active, more often

Active Scotland outcomes are as follows:

- We encourage and enable the inactive to be more active
- We encourage and enable the active to stay active throughout life
- We develop physical confidence and competence from the earliest age
- We improve our active infrastructure – people and places
- We support wellbeing and resilience in communities through physical activity and sport
- We improve opportunities to participate, progress and achieve in sport
- Equality – our commitment to equality underpins everything that we do

2.12 Preventing Overweight and Obesity in Scotland: A Route Map Towards Healthy Weight, 2010

In addressing one of the main causes of premature mortality and ill-health in Scotland, the Route Map aims to make a significant contribution to delivering the Government's purpose to deliver sustainable economic growth and, in particular, is a key driver underpinning efforts to increase healthy life expectancy.

Aim: for the majority of Scotland's population to be in a normal weight range throughout adult life thus avoiding the adverse consequences of overweight/obesity.

Outcomes:

- Our children have the best start in life and are ready to succeed
- We live longer, healthier lives
- We have tackled significant inequalities in Scottish society
- We have improved the life chances for children, young people and families at risk

Preventative Actions

- Energy consumption – controlling exposure to, demand for and consumption of excessive quantities of high calorific foods and drinks
- Energy expenditure – increasing opportunities for and uptake of walking, cycling and other physical activity in our daily lives and minimising sedentary behaviour
- Early years – establishing life-long habits and skills for positive health behaviour through early life interventions
- Working lives – increasing responsibility of organisations for the health and wellbeing of their employees

2.13 Fairer Duty Scotland

The Fairer Scotland Duty, Part 1 of the Equality Act 2010 places a legal responsibility on particular public bodies in Scotland to actively consider ('pay due regard' to) how they can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions.

To fulfil their obligations under the Duty, public bodies must be able to meet these key requirements in each case:

- Actively consider how they could reduce inequalities of outcome in any major strategic decision they make
- Publish a written assessment, showing how they've done this.

2.14 Conclusions

This review of current Scottish Government policies illustrates how cycling can contribute to and play an important role in the achievement of the Scottish Government's aims and objectives, including for climate change, planning, health and transport.

3 Cycling Action Plan for Scotland (CAPS) Review

3.1 Introduction

This Chapter summarises the key priority actions identified in the 2020 Independent Review of CAPS and maps them out against the draft Framework and Delivery Plan.

3.2 Independent Review of CAPS, 2020

This report reviews the actions set out in a number of national, regional and local level policy documents that have relevance to active travel. It provides a structured critique of these actions and makes some recommendations as to how these actions could be strengthened, speeded up and/or supplemented by further actions in order, ultimately, to increase the take up of cycling and active travel in Scotland.

It then recaps the international evidence on what is needed to increase levels of cycling quickly over a small number of years. The report then reviews the quality of the actions in four key documents and the actions in a larger number of national documents, and those in local and regional Active Travel Strategies.

Finally, it considers the evidence of progress in Scotland in terms of delivering the actions reviewed previously, and in terms of the country hitting its targets for levels of cycling. It discusses what more might need to be done both in implementing existing actions and in further developing actions or adding completely new ones and summarises this as a set of recommendations.

Consideration of the review's recommendations for the implementation of existing actions and development of new actions have been the focus of this report.

The review recommends that the vision, objectives, outputs and outcomes and the monitoring and review process should be the same as the Vision and Objectives of the Active Travel Framework.

Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys.

The Objectives are as follows:

- Cut carbon emissions and other pollution
- Deliver liveable, more pleasant communities
- Better health and safer travel for all
- Reduce inequalities - jobs, services, leisure
- Support delivery of sustainable economic growth

The Outcomes and Indicators that will measure the achievement of these objectives are as follows:

Outcomes	Indicators
Increase the number of people choosing walking, cycling and wheeling in Scotland	<ul style="list-style-type: none"> Proportion of short everyday journeys by walking and cycling Attitudes towards/propensity to walking, cycling and wheeling Proportion of journeys to school by walking, cycling and wheeling Frequency of walking and cycling for pleasure/exercise
High quality walking, cycling and wheeling infrastructure is available to all	<ul style="list-style-type: none"> Km of traffic-free walking and cycling facilities Distance to traffic-free cycling infrastructure Quality of walking and cycling infrastructure
Walking, cycling and wheeling is safer for all	<ul style="list-style-type: none"> Casualties by mode of transport and distance travelled (number and proportion) Perceptions of safety of walking, wheeling and cycling
Walking, cycling and wheeling is available to all	<ul style="list-style-type: none"> Household access to a bike (with focus on regional and socio-economic variation) Proportion of people identifying barriers to walking, cycling and wheeling
Delivery of walking, cycling and wheeling is promoted and supported by a range of partners	<ul style="list-style-type: none"> Level of inclusion of active travel in local development plans Level of public sector spend on walking, cycling and wheeling Perception of community involvement in walking, cycling and wheeling initiatives Proportion of primary schools delivering on-road cycle training

Table 2: CAPS Review -Outcomes and Indicators

These recommendations have been taken forward into the new Cycling Framework for Active Travel.

The review recommended that the focus for the new Framework should be on developing a set of actions, prioritised, and each with a clear timescale, cost estimate, funding source and a lead delivery organisation, that need to be delivered in order to achieve the plan’s objectives. This recommendation is in development through the drafting of the Delivery Plan.

The report identified that the following actions should be considered:

Recommendation	Included in the Delivery Plan?
Delivery of high-quality infrastructure at a local level: segregated infrastructure on arterial roads/streets and on any street with a speed limit of more than 20mph – needs to be speeded up and strengthened. This is primarily a local authority responsibility and various supporting actions are required to realise it.	Included but any street over 20mph not specifically mentioned.
Increased access to bikes.	Included- provision of a free bike free for all children of school age who cannot afford one, adapted bikes, bike share

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National Transport Strategy and the Strategic Transport Projects Review 2 considerations	Included. Active freeways, public transport integration, placemaking, cycling guidance, influencing travel behaviour
Further road safety initiatives	Included. Promote new Highway Code and implement cycling training requirements. Support the Road Safety Framework deliverables. Increase enforcement of dangerous driving towards cyclists. Online system for third-party reporting of dangerous driving to empower responsible road users and improve driving behaviours.
The National Planning Framework is as not as unequivocal as it could be about the need to create new development at higher density and as close as possible to existing urban centres.	Consultation on NPF4 is ongoing.
Integration of cycling with public transport. However, this is not considered to be a very high priority since the international evidence does not highlight it as a deciding factor in whether people choose to combine cycling, or walking, with a public transport trips.	Included. Build and maintain a dense, coherent network of connected cycling infrastructure in every town and city that is separate from traffic and integrated with public transport, and rural routes that link to these networks and interface with the trunk road network and NCN. Support cycling journeys to and from public transport hubs as part of a multi-modal journey. Implement safe cycle routes to public transport interchanges and increase the provision of high quality bike storage.
Transport appraisal: review of how walking and cycling schemes are appraised in relation to road and public transport schemes is required.	Included. Continuously monitor and evaluate the impact of active travel investment and embed learning in future investment decisions. Review how active travel/cycling schemes are appraised – broaden the benefits to include social, economic and equality benefits.

Table 3: CAPS Review - Delivery Plan Actions

3.2.1 CAPS

The review proposed the following recommendations to strengthen the Delivery Plan.

Areas of CAPS to strengthen	Recommendations	Included
Improved active travel strategies	<p>Condition receipt of funding on local authority having adopted a high-quality active travel strategy that includes a well-specified and outline costed plan of new active travel infrastructure, prioritised, and with a timescale for delivery. These active travel strategies should of course take cognisance of infrastructure plans already contained in existing local and regional active travel strategies.</p> <p>Provide direct support to local authorities to produce high quality active travel strategies with new support staff, most likely in government itself rather than in Sustrans or other third party</p>	<ul style="list-style-type: none"> • Included. Receipt of funding not specified. • Included

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	<p>organisation. Given that these posts would be linked to the delivery of infrastructure, it is likely that their funding could be capitalised.</p>	
<p>Support to local authorities on road space reallocation and traffic reduction</p>	<ul style="list-style-type: none"> • Provide guidance on modelling of road capacity reduction and roadspace reallocation. • Provide case studies of road capacity reduction and roadspace reallocation, including evidence regarding local economic impact and of actual traffic impacts compared to previously modelled impacts. Changes to TRO process (see below). • Transport Scotland to pilot at least two schemes of roadspace reallocation to create high quality segregated cycle facilities and pedestrian facilities at Roads for All standard on trunk roads in small unbypassed towns, and to organise for local authority traffic engineers (not just active travel staff) site visits and training based on the experience. These projects must be included in STPR2. • For any authority that does implement a Workplace Parking Levy, condition its Ministerial approval on a certain proportion of the net proceeds being spent on active travel infrastructure. 	<ul style="list-style-type: none"> • Referenced in Network Planning & Monitoring section • TRO process included. • Various actions in Safe Cycling Infrastructure and Effective Resourcing sections.
<p>TRO and redetermination order processes</p>	<ul style="list-style-type: none"> • Accept evidence of ATTF consultation that current processes are barrier to timely scheme delivery. Review experience in terms of public perceptions, awareness and feedback on implementation of works on Edinburgh's Picardy Place which were carried out on the street prior to the approval/adoption of TROs and Redetermination Orders. <p>Consult on:</p> <ul style="list-style-type: none"> • Giving equal legal weight in process to supporters as well as objectors of proposed TRO. • Reducing number/scale of measures requiring any TRO process (for example, a stipulated minimum length of double yellow line that can be implemented without a TRO, in the same way that bus stop clearways currently do not require a TRO). • Removing need for hearings for all measures on local roads. • Removing need for referral to Scottish Ministers of unresolved TROs and objections to Redetermination Orders. • Adopting English process for Experimental TROs (in England, Experimental TROs can be made permanent directly. In Scotland, the identical permanent order must be advertised and adopted before the Experimental Order expires). 	<ul style="list-style-type: none"> • Consultation on TROs underway.
<p>Funding for local infrastructure</p>	<p>Increase national capital funding to a level and duration to provide sufficient funding for high quality local cycle networks to be introduced as specified in the improved Active Travel Strategies.</p> <p>Reduce/eliminate need for match funding for segregated cycleways on arterial streets which involve significant reallocation of road space from private motor vehicles, parked or moving. Consult on modification of road maintenance block grant to be calculated including off-road cycling and core path infrastructure; and consult on whether to remove all or part of the competitive award element of Community Links and Community Links Plus.</p>	<ul style="list-style-type: none"> • Referenced in Safe Cycling Infrastructure section.
		<ul style="list-style-type: none"> • Not included.

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Staff capacity	Offer national funding to local authorities for employment of additional traffic engineering staff to work on design and implementation of active travel infrastructure. Since such posts would be infrastructure related, there is a strong possibility that they could be capitalised.	<ul style="list-style-type: none"> Referenced in Safe Cycling Infrastructure section.
National guidance such as LTNs, DMRB, and TALs do not appear consistent with the new infrastructure designs but will continue to be used in conflict with new guidance	<ul style="list-style-type: none"> Ensure that process for new design guidance clarifies where and when it supersedes other guidance that is currently more relied upon by traffic engineers such as the DfT's TALs, LTNs and DMRB. Ensure that new guidance resolves conflicts between new road design for cycling and walking and older guidance such as DfT TALs. An example for pedestrians is the placing of signalled crossing on desire lines at or very close to junctions. Separate guidance for trunk roads and local urban roads must be produced. The guidance should reflect the requirement of the Equality Act to build reasonable adjustments into new schemes and maintenance schemes. Ensure that any new guidance is consistent with TS' own Roads for All document and any update of DfT's Inclusive Mobility. Guidance should be supplemented with a training course for traffic engineers in the use of the new guidance and its relationship to existing guidance that they use (LTNs, TALs, DMRB more than Designing Streets). Receipt of cycling and walking funds should be conditioned on all traffic engineering staff in a local authority completing the training course. 	<ul style="list-style-type: none"> Referenced in Safe Cycling Infrastructure section.
Increase access to bikes	<ul style="list-style-type: none"> Consider directly funding the purchase of new or second-hand bikes for all or a means tested proportion of the Scottish population. Using bulk purchase discounts, a basic new adult bike could be obtained for around £100. These could either be given to people or rented on a long-term basis to include maintenance (similar to a scheme operated in by way of comparison, the Air Discount Scheme for Scottish Island and Caithness residents' costs around £113 per member per year (and is not means tested). 	<ul style="list-style-type: none"> Included
National leadership	<ul style="list-style-type: none"> See above, pilot small town trunk road schemes by Transport Scotland. Higher national funding levels for active travel. Organise smaller more focused meetings with senior local authority staff and transport convenors to explain the benefits of investment in active travel, and to explain the funding linked to it. Bring local politicians who are already committed to active travel to lead these meetings with their political counterparts in other authorities. 	<ul style="list-style-type: none"> Included
Road safety to reduce ped and cyclist KSIs	<ul style="list-style-type: none"> Study road safety infrastructure and legislation adopted by countries with lower KSI rates per trip or km travelled for cyclists and pedestrians. Implement similar infrastructure on national roads, and legislation. Introduce dedicated fund for local authorities to bid to expand 20mph zones that include speed reducing measures and to implement safety infrastructure found to be effective in other countries with lower KSI rates per trip or km travelled. 	<ul style="list-style-type: none"> Support for the various deliverables set out in Scotland's Road Safety Framework 2030. Delivery Plans under its Active and Sustainable Travel Strategic Action.

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National Planning Framework and high density development	<ul style="list-style-type: none"> • Assess likely economic impact of including in NPF4 presumption against greenfield development, at least in Scotland’s former City Regions. • Assess likely economic impact of stipulating minimum in NPF4 average densities for new residential development. • Seek to influence NPF4 on these issues. • Increase level of call in on planning applications that do not support walking and cycling in their proposed location and/or detailed design of internal street network and permeability. 	<ul style="list-style-type: none"> • Not included
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Table 4: CAPS Review -Areas of CAPS to strengthen

4 Review of Other Cycling and Active Travel Strategies

4.1 Introduction

This chapter reviews a range of active travel, cycling and placemaking strategies from around the world to identify useful insights for the new Framework and Delivery Plan for Scotland. The aim is to draw on good practice to inform the creation of a Framework and Delivery plan which is both ambitious and achievable.



Figure 1: UK and International Strategies

The strategies varied greatly, and we have reviewed them in relation to the following aspects, where applicable, to try to identify useful learning:

- Structure and Contents
- Overall Approach to Cycling
- Strategic Options
- Delivery Plan
- Equalities

4.2 UK Strategies

An Active Travel Action Plan for Wales¹

Structure/contents

- Introduction
- Vision
- Leadership (at national and local levels)
- Legislation, standards and tools
- Infrastructure
- Promotion & Behaviour Change
- Skills & Training
- Monitoring & Evaluation

¹ <https://gov.wales/sites/default/files/publications/2017-09/active-travel-action-plan.pdf>

Overall approach to cycling

The purpose of this plan is to set out the Welsh Government's vision for active travel and how it relates to their wider aims, how they will work with others to achieve the changes required, how they will embed consideration of active travel across different portfolios and how they will monitor progress.

Vision: *For people in Wales, we want walking and cycling to become the preferred ways of getting around over shorter distances.*

Increased rates of active travel in Wales will support the government's well-being goals in the Well-being of Future Generations (Wales) Act 2015. In their programme for government, the Welsh Government made a commitment to introduce legislation in support of increased levels of walking and cycling. They plan to accompany this aim by a range of wider reaching actions and changes by government.

An action plan sets out the priority areas to enable more people to use active travel more often, within the aim of significantly increasing the proportion of the population who walk or cycle for short journeys.

Strategic Options

Leadership

- An **Active Travel Board** was established in 2014 to provide strategic support to the implementation of the Active Travel Act and wider actions to support increases in cycling. It's made up of representatives of the main government departments, voluntary sector and local authorities.
- **Public services boards** have the potential to fulfil an important role in overseeing active travel delivery across partners' activities. Supporting increases in walking and cycling should be tackled as a service-straddling issue in local authorities.

Legislation, standards and tools

- The vision will be incorporated into the **legal, regulatory and advisory frameworks** and tools and extends beyond those focussed on transport. It will be mainstreamed into areas including the **National Curriculum** and **Health Standards**.
- The Welsh Government funded an initial **survey of active travel infrastructure** in all designated localities in Wales, the results of which were captured in a **custom-built data management system**. All local authorities can access and amend data on infrastructure in their area. The system provides mapping capability, which will ensure a level of consistency between local authorities' approaches to meeting their mapping and reporting duties under the Active Travel Act.

Education

- Active travel will be incorporated into the **daily routine for children and young people**.
- Opportunities exist within the **National Curriculum** for schools to develop pupils' knowledge and understanding of the benefits of active travel through Physical Education and the Personal and Social Education Framework for 7-19 year olds.
- Awareness of these resources will be raised in schools including promoting **national standards cycle training**.
- Each local '**Healthy Schools Scheme**' set up by the government employs healthy school practitioners who work directly with schools to identify health improvement needs. Schools involved in the scheme are encouraged to consider walking and cycling as part of their healthy schoolwork.
- The government are funding an **Eco-Schools programme** which 85% of schools in Wales take part in. the programme promotes a number of issues relating to transport including reducing carbon footprint.
- There is a '**Healthy Working Wales**' programme delivered by Public Health Wales including modules on physical activity for employers and employees. This is supported by Sustrans.
- The government will work with partners to identify links to other programmes such as **She Cycles Wales**, a three-year Welsh cycling project to encourage more women and girls to cycle.

Infrastructure

- The strategic focus is to move from a situation where people walk and cycle despite a lack of suitable infrastructure, to a situation where people choose to do so because it's **easy, safe, convenient and desirable**.
- To boost the creation of **good quality infrastructure**, the government will maximise funding from across a range of sources, including the private sector. The funding strategy will consider the merits of setting a **fixed rate of active travel transport funding** against other funding options.
- Children and young people are a priority, and the government will make it a mandatory requirement to **consult with young people** as they plan future active travel networks.
- The government will ensure that all future highway construction and improvement schemes consider walking and cycling from the outset and will seek to **enhance provision** for walkers and cyclists when investing in public transport infrastructure.

Promotion and Behaviour Change

- A core **communication and engagement strategy** will be created by Welsh Government Transport officials to include national events, a newsletter, website, and initiatives to increase the profile of active travel.
- The Welsh Government will also scope the development of an **online active travel portal** for Wales which will be regularly maintained and updated to reflect changes in best practice.
- A **settings-based approach** to behaviour change allows the focus on establishing active travel behaviours linked to journeys that people most regularly make. E.g., they are funding a multiyear intervention, 'Active Journeys', to promote active travel in schools.
- The government will explore how active travel promotion elements can be incorporated into the delivery of **complementary programmes** such as cycle and child pedestrian training and aim to develop and pilot revised training.
- **Health and care professionals** will promote active travel uptake through direct contact with patients and clients.

Delivery plan

A detailed action plan with timescales for each action and responsibility has been produced. Timescales refer to Short (1y), Medium (2-3y), Long (4-5y) and C(continuous).

Equalities

There are no specific measures set out regarding equality.

Ireland's First National Cycle Policy Framework, 2009-2020²

Structure/contents

- Introduction
- Interventions – infrastructure and the physical environment
- Interventions – communication and education
- Instruments – financial resources
- Instruments – legislation and enforcement
- Implementation – human resources and coordination
- Evaluation and effects

² <https://www.hse.ie/eng/about/who/healthwellbeing/our-priority-programmes/heal/healpublications/national-cycle-policy-framework.pdf>

Overall approach to cycling

All cities, towns, villages and rural areas will be bicycle friendly. Cycling will be a normal way to get about, especially for short trips. Next to walking, cycling will be the most popular means of getting to school, both for primary and secondary school. Our universities and colleges will be bustling with bicycles. Businessmen and women will see the bicycle as the best way to travel for part or all of their daily commute. Shopping by bike will be as normal as it is in many of the Northern European cycling friendly countries. The bicycle will be the transport mode of choice for all ages. We will have a healthier and happier population with consequent benefits on the health service. We will all gain economically as cycling helps in easing congestion and providing us with a fitter and more alert work force.

Strategic Options

Infrastructure

- One of the main focusses of Ireland's NCPF is providing the **correct infrastructure to support and encourage an uptake in cycling**, by **enhancing safety** of cyclists through cyclist-friendly urban road infrastructure (new and retrofitted), traffic-management measures, good quality surfaces and lighting along routes, and sufficient signposting. This includes provision of **rural cycling networks** where cycle use is significantly lower.
- As well as improving cycle routes, the NCPF identifies the importance of providing **secure parking** for bikes at key destinations and along routes, and also providing **public bikes** within cities.
- Ensuring proper **integration between cycling and public transport** to promote the uptake of non-car-based travel.

Education

- Education both in schools and cycle-maintenance training is another strategic focus which can help to promote the benefits of cycling and promote cycling infrastructure.
- **Cycle training** should be provided to all school pupils in Ireland along with adequate **cycle parking** facilities within schools.
- Cyclists' cycling standards and behaviour on the roads will be improved through a **mandatory national cycling proficiency programme** for all school children starting at primary level and continuing to through to secondary level. A similar approved national curriculum for adult cyclists could also be developed e.g., Bikeability.
- **Design professionals** should receive suitable **training / guidance** to develop and implement the policies of the NCPF and support the deepening of knowledge of the subject of planning for cyclists in Ireland. This will include **training workshops** and sessions in understanding and using the new guidance produced.
- **Undergraduates and postgraduates** will also be instructed on the safety issues involved in providing for vulnerable road users and planning for more sustainable modes.
- Drivers of motor vehicles will also be educated so that there is a greater appreciation for the safety needs of cyclists. This will be achieved through **awareness campaigns for all drivers**, emphasis on cycle safety in **driving instructors/student curriculum**, **training bus drivers** to understand how best to safely interact with cyclists, review **training curriculum for HGVs** and provide incentives to encourage the retrofitting of Cyclops mirrors to the older fleet.

Perceptions of cycling

- Improving the public perception of cycling as an alternative mode of travel is a strategic focus. This will be achieved through using "soft interventions" such as **promotional campaigns**, events etc.
- The provision of **fiscal incentives** to cycle will also be supported including allowing for the purchase of **subsidised bikes** for those who require financial assistance, **business cycle mileage allowances** and possibly using the **indirect tax system** to reduce the cost of bicycle purchase.
- **Changes to legislation** to improve cyclist safety and change the balance in favour of cycling will be introduced. The adoption of 30kph **speed limits** in core urban areas and reduced limits applied on residential streets and large junctions will be considered. **On the spot fines** will be extended to

infringements by cyclists, and other ideas to facilitate cyclists such as exempting from no-entry/one-way street restrictions and pedestrianised streets will be introduced.

- **Enforcement of traffic laws** to enhance cyclist safety and respect for cyclists will be improved through urban speed enforcement, enforcement of other laws including dangerous driving, illegal parking on cycle tracks, and motorbikes using bus lanes.
- The number of **bicycle-mounted Gardai (police)** will be increased to reinforce the notion that cyclists are an integral part of the city.

Funding and implementation

- It is acknowledged that there needs to be **continuous funding** of the NCPF over the short to long term and appropriate levels of, and timely, financial resources will be provided towards implementing the NCPF.
- A structure will be developed that can coordinate the implementation of activities across the many Government Departments, Agencies and NGO's.
- A **National Advisory Forum** of stakeholders will be established to advise the DfT on the delivery of the NCPF.
- Each local authority will be assigned a **Cycling Officer** and establish a **Cycle Forum** to oversee the formulation and delivery of the local cycling policy.

Delivery Plan

A wide package of measures will be created to reverse the decline in cycling numbers which will integrate with wider transportation policies as well as other policy fields such as land-use planning, road safety and health. The interventions can be grouped into planning and infrastructure (hard engineering measures) and communication and education (soft measures).

There will be many separate bodies that will have a role in implementing the NCPF and implementation will have a multi-level multi-stakeholder approach.

Equalities

Not specially mentioned.

Irish Programme for Government: Our Shared Future³

Structure/contents

1. Introduction
2. Mission: A Better Quality of Life for All
 - a. New Measures of Wellbeing and Progress
 - b. Town Centres First
 - c. A National Clean Air Strategy
 - d. Better Work-life Balance
 - e. Transport
 - i. Walking and cycling
 - ii. Greenways
 - iii. Transport infrastructure
 - iv. Public transport
 - v. Rail
 - vi. Buses

³ <https://www.gov.ie/en/publication/7e05d-programme-for-government-our-shared-future/>

- vii. Decarbonisation of road transport
- viii. Taxis
- ix. Road safety
- x. Other measures

Overall approach to cycling

The government will promote cycling and pedestrian safety and enable this through improved design, increased separation and better signage and marking.

Strategic options

Policy

- The government will mandate that every local authority, with assistance from the National Transport Authority (NTA), adopts a **high-quality cycling policy**, carries out an **assessment of their roads network** and develops cycle network plans, which will be implemented with the help of a suitably qualified **Cycling Officer** with clear powers and roles.
- **Expertise on active travel** will be expanded and enhanced and is needed to dramatically improve infrastructure and participation both in the NTA and local authorities, including by establishing **Regional Cycle Design Offices**, co-located in the seven Regional Design Offices for roads, to support local authorities.
- A **review of road traffic policy and legislation** will be conducted to prioritise the safety of walking and cycling.

Education

- The government aims to dramatically increase the number of children walking and cycling to primary and secondary school by mandating the **Department of Transport to work with schools** across Ireland, local authorities, the Green-Schools programme and local initiatives, including Cycle Bus and School Streets.
- They will also ramp up the **Cycle Right programme** to ensure that all children are offered cycling training in primary school.

Funding

- In 2020, the new programme for government set 20% (€360 million each year) of the transport **budget** to active modes.
- As part of this, **248 new posts in local authorities** are to be funded to expand walking and cycling facilities nationwide. This includes 30 proposed for Regional Cycling Design Offices. The new staff will support the delivery of almost 1,000 kilometres of improved walking and cycling infrastructure by 2025.
- The eligibility of the **Bike to Work scheme** will be widened, and provision of an increased proportionate allowance for e-bikes and cargo bikes.

Delivery plan

Not applicable

Equalities

Not specifically mentioned.

Changing Gear: A Bicycle Strategy for Northern Ireland⁴

Structure/contents

The Bicycle Strategy outline the Minister's vision for cycling in Northern Ireland and how they intend to achieve this vision over 25 years.

- Introduction
- Our Cycling Future
- Our Approach
- Build – A Comprehensive Network for the Bicycle
- Support – People who choose to travel by Bicycle
- Promote – The Bicycle as a mode of Transport for everyday journeys
- How will we deliver this strategy?

Overall approach to cycling

Vision: *“A community where people have the freedom and confidence to travel by bicycle for everyday journeys”*

Higher levels of cycling, walking and public transport use are key to ensuring a transport system that benefits everyone in society. One of the major constraints identified is that funding available has been limited and spread thinly across Northern Ireland. The government want to change this to a prioritised, more focussed approach which provides a comprehensive solution to make sure the full benefits of cycling are realised. They will begin by focussing on a small number of areas where detailed proposals for cycling schemes and pilot projects will be developed and will also build on opportunities that arise as other transport interventions are taken forward.

In developing cycling infrastructure, the government will adopt a three-pillar approach which will evolve over the 25 years:

1. Build – a comprehensive network for the bicycle
 - Infrastructure
 - Design
 - Cycle parking
 - Safety
2. Support – people who choose to travel by bicycle
 - Education and training
 - Safety and security
 - Legibility
 - Mapping
3. Promote – the bicycle as a mode of transport for everyday journeys
 - Respect and understanding
 - Marketing campaigns
 - Flagship events and schemes

They recognise that infrastructure provision alone is not sufficient to generate new bicycle trips, and that a creative approach is required to support that investment and encourage more people to cycle part or all of their everyday journeys.

⁴ <https://www.infrastructure-ni.gov.uk/publications/bicycle-strategy-northern-ireland>

Strategic Options

Objectives:

- Making urban areas in Northern Ireland more accessible for people using the bicycle – improvements to cycling infrastructure will enable more people to access facilities in our urban centres by bicycle or by multi modal journeys.
- Improve opportunities for social interaction – 22% of households in Northern Ireland do not have access to a car/van. Improved cycling infrastructure enhances the travel opportunities for those who don't have access to a car/van. Perhaps more importantly, cycling is a social form of transport. It allows people to interact and engage with their surroundings, their community and their neighbours. This can help build a sense of community and contribute to personal well-being and social inclusion.
- Improvements in public health – increased levels of bicycle use have both direct (personal fitness) and indirect (improvements to air quality) benefits for public health.
- Increase safety for people using the bicycle – this includes reducing the proportion involved in collisions and increasing the 'feel safe' factor for people riding a bicycle.

Build

- Urban areas will be made more accessible for people by bike by developing **bicycle network plans** which will cover defined geographical areas and set out detailed proposals for bicycle infrastructure. The plan will first be focussed on Belfast as it is the most populated area and there is a perception that levels of commuter cycling here are higher than in other areas. These bicycle network plans will be considered within existing Transport Plans.
- Provision of cycling infrastructure measures will be integrated and coherent by providing a '**whole of route**' treatment.
- Opportunities will be taken to **improve bicycle provision locally** whilst road maintenance and upgrade schemes are being undertaken.
- The development of **off-road traffic-free Greenways** will be encouraged to provide routes between urban areas reaching out into more rural areas.
- The government will continue to invest in enhancing physical infrastructure in **rural areas** where opportunities arise and there is demand.

Support

- Drawing on the Welsh experience, options will be explored to develop **active travel legislation** for Northern Ireland.
- A legible and easily identifiable **brand standard** for the transport network can help people find their way and increase a sense of security for all road users. It will also improve Northern Ireland's potential as a cycle tourism destination.
- Greater respect and understanding between all users of the transport network will be approached through various **training programmes** including cycle training and Bikeability; driver cycle awareness training; HGV, bus and taxi driver training providing drivers with the opportunity to experience the roads on a bicycle; and media campaigns delivering tailored safety messages.
- The government will **work with the education sector** to influence travel behaviour of young people. They will build on established education programmes including the Active School Travel Programme, Dept. of Environment funded cycle proficiency training and school cycle infrastructure.
- Interchange between modes will be facilitated by **secure cycle parking** at access to public transport, the use of folding bikes, encouraging subscription to the Belfast Bike Share schemes and carriage of bicycles on public transport.
- To date, 500 **20mph zones** have been introduced to create calmer traffic environments. These have been implemented where local residents have expressed a desire for reduced speed limits following consultation. 20mph zones are self-enforcing whereas 20mph limits are mandatory. The Department of Environment Road Safety Strategy has set out a commitment to pilot 20mph limits with 5 pilot schemes currently being implemented.

Promote

- Work will be continued to **collaborate with retail and service provider groups** to encourage staff, customers and clients to cycle their everyday journeys. This includes targeted activities such as Bike Week and Bike to Work Day, Workplace Travel Plans, Cycle to Work Scheme and other one-off events.
- The government will produce a publication called **‘Bike Life’**, similar to the Copenhagen Bicycle Account, to provide current information about Belfast as a cycling city, initiate **ongoing sustainable exchange** with how they will monitor, evaluate and communicate cycling, and assist in producing a consistent method of collating data to enable benchmarking and comparative statistics to be carried out.

Delivery plan

A funding allocation of €40 million in the Interreg V programme has been granted for sustainable transport, with a significant emphasis on cycling.

This is a 25-year strategy. The government want to priorities the Build and Promote pillars of the strategy in the first 10-15 years to reach the point of having high quality infrastructure on the ground. At this point there will then be more focus on the support pillar.

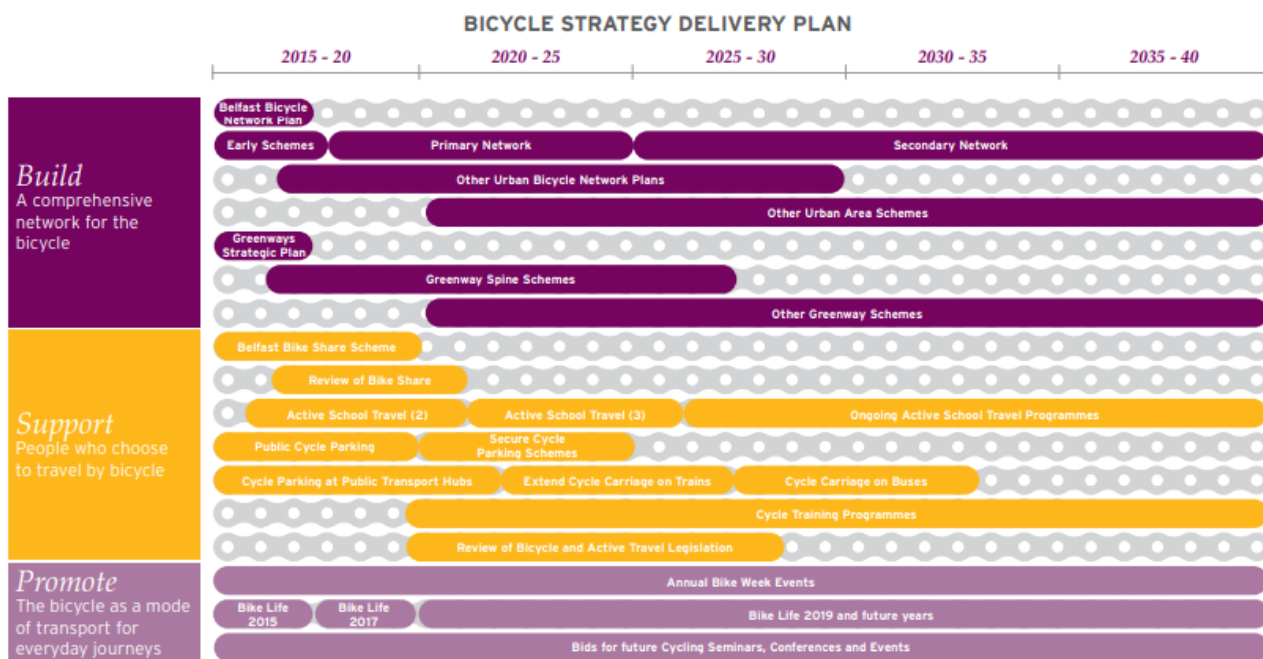


Figure 2: Northern Ireland Bicycle Delivery Plan

Equalities

Implementing the strategy will result in improved access to a greater range of services and facilities and will support social equality and integration.

Gear change: a bold vision for cycling and walking, DfT⁵

Structure/contents

- A case for change
- Vision
- Actions
 - Better streets for cycling and people
 - Cycling at the heart of decision making
 - Empowering and encouraging local authorities
 - Enabling people to cycle and protecting them when they do
- Summary principles for cycle infrastructure design

Overall approach to cycling

To transform the role cycling and walking can play in our transport system and get England moving differently. Bold action will help to create places people want to live and work with better connected, healthier and more sustainable communities.

Due to recent Covid-19 restrictions which have impacted the way people live, work and travel, the changes can now be embedded in people's travel behaviour and increase active travel and transform how people move around permanently.

Vision: *England will be a great walking and cycling nation. Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.*

Strategic Actions

Not applicable

Delivery Plan

Not applicable

Equalities

Not applicable

West Midlands Cycling Charter and Action Plan⁶

Overall approach to cycling

Vision: *To realise the full potential of cycling's contribution to the health and wealth of the West Midlands – creating more sustainable suburbs, towns and cities that are healthier, safer and more desirable places to live, work and learn.*

Objectives:

- By 2023 5% of all trips made by bike
- 400% increase in cycling journeys
- By 2033 10% of all trips made by bike
- Increased overall participation in cycling whether for exercise, leisure or commuting

⁵https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

⁶ <https://corporate.tfwm.org.uk/media/69496/cycling-charter-action-plan-final.pdf>

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- Improved health and air quality
- Decreased car dependency

Four themes:

- Leadership and raising the profile
- Cycling network
- Promotion and encouraging cycling
- Funding

Strategic options

The following strategic actions will be delivered by a Cycling Charter Steering Group.

Leadership and raising the profile

- TfWM will **engage with the Mayor and local councillors** to influence decision on funding for active travel and ensure that cycling is included in stakeholder's strategic and policy frameworks.
- Larger events in the West Midlands building on the **legacy** of the **2022 Commonwealth Games** will be held to raise the profile of cycling.

Cycling Network

- The physical cycling network will be planned and built, and **new and existing infrastructure** will be well maintained.
- Provisions for cycling at **public transport interchanges** to provide better choices to combine modes of travel will also be provided.
- A West Midlands **Bikeshare scheme** will also be created.

Promotion and encouraging cycling

- A **customer-based approach** to promoting cycling will be developed through behaviour change.
- TfWM will work with partners and stakeholders to develop a **plan for resilience** that includes cycling.
- Work with stakeholders to improve safety on roads for cyclists.
- Collaborate with West Midlands Police, British Transport Police and other stakeholders to **reduce cycle crime**.

Funding

- A **coordinated approach** to work with partners and stakeholders to bid for funding will be used.

Delivery Plan

Not applicable

Equalities

Not applicable

TfL Liveable Neighbourhoods Programme Guidance⁷

Structure

- A new radical policy direction
- Policy, context and aims

- Liveable neighbourhoods' projects
- Liveable neighbourhoods funding bids
- Delivering a liveable neighbourhoods project
- Monitoring
-

Overall Approach to Cycling

Given London's limited space, a steady reduction in car use is necessary and walking, cycling and public transport use must increase. London must become a place where walking, cycling and public transport are the most appealing and practical choices for many more journeys.

The Liveable Neighbourhoods programme is a TfL funded programme, delivered by TfL and the boroughs, to improve the public realm and the experience of walking, cycling and using public transport while increasing opportunities to use streets as public spaces and reducing car trips. The aim is for 80% of all journeys in London to be conducted on foot, by cycle or by public transport by 2041.

Active and sustainable transport choices not only support the health and wellbeing of Londoners, but also support the city as a whole by reducing congestion and providing the most efficient use of valuable and finite street space.

Strategic Actions

Strategic Objectives

- Increasing the number of trips made by walking, cycling and public transport, and improving local connections by these modes
- Reducing car dominance, and increasing the active use of streets and public spaces
- Creating safer neighbourhood environments, including reducing road danger and improving personal security
- Improving the efficiency and safety of freight movement
- Improving air quality and green infrastructure to create more attractive neighbourhoods for people
- Improving the quality and resilience of the public realm
- Ensuring neighbourhoods have good connections to public transport
- Delivering outcomes across a wider area rather than individual streets or junctions, creating vibrant streets that help local businesses to thrive and provide places for the community to come together and interact

Infrastructure

Changes to town centres and their surrounding residential areas to improve conditions for walking and cycling and reduce traffic dominance.

- Traffic calming
- A network of good cycle routes including safe routes to stations
- Reduced motor vehicle parking provision

⁷ <http://content.tfl.gov.uk/tfl-liveable-neighbourhood-guidance.pdf>

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- Redesigned junctions
- Restrictions on motor traffic in town centres
- Modal filtering to limit through traffic
- Timed closures to vehicles on streets
- Play streets to improve ambience and things to do and see
- New cycle parking and high-quality cycle facilities
- Signage and wayfinding
- New segregated cycle lanes on busy streets

Engagement with stakeholders and communities

A crucial factor will be the development of proposals through early and ongoing engagement. By being more responsive to the needs of communities, projects will have a broader range of interventions that deliver the right solutions in the right locations. Consequently, projects will vary depending on local context, and borough and community aspirations

- Take a proactive and collaborative approach to supporting boroughs in developing bids and delivering projects
- Seek to ensure behaviour change and non-infrastructure activities are included as part of projects
- Ensure early engagement with communities in the development of proposals, including using innovative approaches such as trials and open streets events
- Behaviour change initiatives

Delivery Plan

London's local authorities will be vital in making the mayor's vision a reality, and the mayor wants to work with local politicians and officers, building on their strong history of achievement across London, to ensure successful delivery of the Liveable Neighbourhoods programme.

Equalities

Each Liveable Neighbourhood application is required to undergo an Equality Impact Assessment (EQIA) to improve the benefits to local communities by making sure there are no discriminatory outcomes and that, where possible, Liveable Neighbourhoods promote equality and build upon the duties bestowed upon local authorities under individual pieces of legislation.

4.3 International Strategies

Denmark – on your bike! The national bicycle strategy, July 2014⁸

Structure/contents

- Summary
- Everyday cycling
- Active holidays and recreation
- New and safe cyclists

Overall approach to cycling

The downward trend in cycling popularity in Denmark must be reversed so that more people again choose the bicycle every day for work, education and leisure activities. Children are a particular area of focus as far more children are driven to school by car compared to earlier generations and this must be changed. Today's child cyclists are the adult cyclists of the future.

There are three pillars to the national bicycle strategy, each containing a number of specific initiatives to support and increase the use of bicycles as a means of transport for the benefit of mobility, the environment and public health.

- Everyday cycling
- Active holidays and recreation
- New and safe cyclists

Strategic options

Everyday cycling – can lead to increased mobility, a cleaner environment and better climate with the bicycle as the means of transport

- **Door-to-door strategy** focussing on making it convenient and flexible to combine cycling with public transport
- The Ministry of Transport is establishing many more **safe and attractive parking facilities** for cyclists at train stations and at other hubs, including spaces for carrier bikes and bicycles with trailers.
- **Charging stations** for e-bikes should be considered
- The Ministry of Transport has set up an **expert monitoring group** to explore ways to reduce the number of bicycle thefts at stations, including a **design competition** inviting citizens to submit their best ideas on how to reduce bicycle thefts
- The Ministry of Transport will also set up a **task force** to focus on parking conditions for cyclists when constructing new stations
- The Ministry of Transport supports **Cycle Superhighways** for improved accessibility in more cities
- Ministry of Transport supports **Cycling Cities** that invest in promoting cycling through holistic solutions e.g., in Dronningborg the cycling city has held a series of events including family trips and BMX shows, loans of e-bikes and learner bicycles, and free spinning classes for employees of the cooperating companies.
- Companies and workplaces should take more responsibility for providing **better cycle solutions for employees**. A company bicycle policy may involve commuter bicycle schemes, good parking facilities on site, service bicycles for transport during working hours, good facilities for employees such as shower, changing rooms and towel schemes, and bicycle services such as bicycle pumps and repair schemes

⁸ <https://www.trm.dk/en/publications/2014/a-new-national-bicycle-strategy-denmark-on-your-bike/>

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- The Ministry of Transport is working to allow bicycles to turn right at suitable intersections when the lights are red. This is intended to make commuting easier for cyclists.
- Improved opportunities for **combining cycling with public transport**
- Increased focus on **cycling by employers**, with new bicycle solutions, commuter bicycles and mobility schemes.

Cycling on **active holidays and recreation** can lead to healthier lifestyles and new experiences with recreational cycling

- Greater investment in **bicycle tourism**
- The Ministry of Transport is working on **improving signposting** on the national cycle routes.
- The Ministry of Transport is setting up a group of experts to develop cycling tourism and award the Cycle Tourist Solution of the Year.
- More **recreational cycling routes**
- A **well-connected network** of bicycle routes with good accessibility, also in relation to cycling tourists.

New and safe cyclists – safe to school and other activities promoting good traffic culture

- The Ministry of Transport supports the development of **bicycle paths at schools** and near leisure activities.
- The Ministry of Transport is working to achieve **School Cycling Cities** with coherent road safety solutions at schools.
- The Danish Cyclist's Federation public a **School Cycling Handbook** which identifies a range of intervention tools to promote more school cycling. Interventions include bicycle play, cycling tests, road traffic education workshop and maintenance courses, helmet policy and adult school crossing guards, signage and bicycle paths.
- **Happy Bicycle School** in Odense – the bicycle has been integrated into and enrich the teaching processes through the following measures: training of 20 teachers as cycling instructors; bicycle play day for 6th graders; pimp my bike workshop; cycling as an optional subject.
- The Ministry of Transport is **tackling risk zones**, including with measures to combat right-turn accidents and achieve safer railway level crossings
- Further development of tools for teaching better **cycling culture**

Delivery Plan

Not applicable

Equalities

Not applicable

Finland's National Strategy for Walking and Cycling 2020⁹

Overall approach to cycling

The strategy is designed to enhance the political status of walking and cycling to the point that they will be recognised by policy makers as equal to other modes of transport. The strategy and action plan target an increase in the number of journeys undertaken on foot or by bicycle by 20% by 2020 and a corresponding decrease in the number of car journeys.

The objective is to encourage and enable people to opt for walking or cycling at least for a portion of their journeys.

A major shift in transport habits cannot be affected through new walking and cycling routes alone. A shift in attitudes and improvement of the existing route network, along with community structures and service networks favourable to walking and cycling, are needed too.

Strategic options

Key choices

The objective is to change people choices of transport so that walking or cycling offers a viable, practical, and desirable alternative. Small changes made by a large group of people can make a great impact.

Key methods

- Measures for **marketing** walking and cycling, and other instruments designed to guide mobility
- Development of **walking and cycling equipment and services**, alongside promotion of their use

Clear routes

Finnish experiences show that the popularity of cycling depends on the ease and practicality of undertaking daily journeys by bicycle. The right conditions must be created for pleasant, safe, and fast cycling, along with a smooth flow of traffic.

Key measures:

- Drawing up **local guidelines** to address the status of walking and cycling, and revising the planning principles for bicycle traffic
- Building an attractive environment for pedestrian traffic and introducing **traffic-calming measures** for motor vehicles
- **Improving the quality** of cycling routes and adding the missing route links
- Providing appropriate **bicycle stands** and similar facilities
- Ensuring proper **maintenance** of pavements and cycle paths

Short distances

Distance is a key factor in the choice of a mode of transport. Simultaneously, increasing car ownership significantly reduces the use of other modes of transport. Ensuring that the right conditions are created for cycling must become a key factor in land-use planning. The development of public and private service networks must be steered towards ensuring access by bicycle.

Key measures:

- **Improving and extending cycling zones** on the basis of short distances and mixed functions
- Strengthening and **public and commercial local services**
- Outlining and demonstrating the provisions for **property-specific bicycle facilities** and a cycling network appropriately linked to land use in planning at different levels

⁹ https://julkaisut.vayla.fi/pdf3/ls_2012-02_summary_web.pdf

Working systems

Choices that facilitate walking and cycling are called for when decisions are being made and resources allocated for the development of communities and transport systems. Both financial and human resources should be allocated to the various modes of transport in accordance with their target share of overall use.

Key measures:

- Making cycling an integral part of central and local **government transport policies**
- Introducing **financial incentives** to support commuting to work on foot or by bicycle
- Providing adequate and skilled **human resources** for the planning and promotion of cycling, and monitoring the cycling statistics
- Introducing and monitoring **traffic regulations** that support the growth and safety of cycling, and providing information about these

Delivery Plan

The proposed measures will be employed in the central and local government plans guidelines and implementation procedures. The implementation of the Action Plan will be subject to regular assessment.

The action plan sets out four priorities:

- A shift in attitudes
- Infrastructure
- Community structure
- Administrative structure and legislation

Each priority involves the following central strategies:

- Key choices
- Clear routes
- Short distances
- Working systems

Equalities

Not applicable

Sydney Cycling Strategy and Action Plan 2018-2030¹⁰

Structure/contents

- Executive summary
- Four priorities to increase cycling
- Connecting the network
- Supporting people to ride
- Supporting businesses
- Leadership and advocacy
- Measuring the outcomes
- More cycling delivers broader goals
- Cycling in the city: progress since 2007

¹⁰ <https://www.cityofsydney.nsw.gov.au/strategies-action-plans/cycling-strategy-and-action-plan>

Overall approach to cycling

The efficient and safe movement of people and goods is essential for economic growth and is a hallmark of a globally competitive city. Cycling and walking are integral to our transport future because they are the most accessible, equitable, sustainable and reliable forms of transport.

We are committed to making bicycle transport easier and safer, so it is an attractive and feasible option for more people.

Our Sustainable Sydney 2030 target for 10% of all trips in the city to be made by bike is ambitious. This strategy builds on the progress made over the last 10 years and keeps us moving toward this target.

Strategic Options

Connect the network – build a bike network to make it safer for people to ride in Sydney

- Substantially **complete the local bike network**
- Build regional routes as **separated cycleways** where feasible
- Add local **wayfinding** signs
- Improve safety and access through providing new **contra-flow provisions, kerb ramps, reducing through traffic and speed** on local streets
- Provide **public bike parking** where needed and on request, including on-street bike parking corrals in high demand locations and for public schools
- Work with the government and developers for **safe, connected and comprehensive bicycle infrastructure** for large developments and precincts
- Provide **shared paths** on state roads where the City isn't permitted to reallocate road space
- **Consult with the public** for suggestions and comments about the bike network, safety, access and comfort
- Advocate to the government for new **lower speed limits** and to complete the Sydney City Centre Access Strategy bike network
- Advocate for Transport for NSW to fully fund their portion of the network and pursue **multi-year funding agreements**
- Investigate opportunities for more **children's riding areas** and **learn to ride tracks**

Support people to ride – understand and address barriers and help people to start, and continue riding

- Target activities in areas where existing and new infrastructure is connected
- Provide opportunities for people to **build skills and capabilities**
- Distribute information about the bike network including **maps and digital navigation**
- Ensure programmes are informed by a **strong evidence base** that addresses local needs and barriers, and that they are inclusive and respond to the needs of a diverse community
- **Support children and families** to ride safely and increase cycling **participation by women**
- Create and support events that incorporate bike riding
- Work to **improve relations between road users** and encourage people to look out for each other
- **Monitor and evaluate** effectiveness and incorporate learnings into future programs
- Work with state government to improve compliance with **road rules**, targeting high risk behaviours

Support business – partner with employers to encourage staff to ride

- **Work with employers** to encourage cycling, particularly in locations with job growth and change and where new cycling infrastructure is built
- **Work with venues and tourism**, entertainment and accommodation sector to encourage cycling by visitors

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- Deliver **public end-of-trip facilities** in the city centre, connected to the bike network
- Provide information and support for workplaces wanting to set up a **bike fleet** or encouragement programs, and support a **bicycle friendly workplace accreditation scheme**
- Support and encourage **bike based or related enterprises or activities** and work with operators to maximise beneficial outcomes for Sydney, including bike share and food delivery
- **Work with the bike industry** to increase the range of bikes available, to meet varying needs

Lead by example – share expertise and be a positive influence for improvements for cycling within and beyond Sydney’s boundaries.

- Lead by example in **encourage staff to ride to work** and for work trips
- Continue to integrate cycling throughout the organisation’s **policies, operations and community planning**
- **Share knowledge and expertise** with other councils, cities, agencies and the community
- **Support research and innovation**, including for service and delivery in the city centre
- Build the community’s capacity to contribute to, and advocate for, **improved cycling conditions and culture**
- Identify and advocate for **higher capacity separated cycleways** along the most direct and flat routes with priority at intersections
- Pursue funding and implementation of the Inner Sydney Regional Bike Network
- Push for **integration between cycling and public transport operations**, incorporation of cycling into transport projects and for building paths alongside rail lines
- Advocate for **fairer prioritisation of street space** and allocation of time at signals, and for more action from state and national governments
- Encourage the NSW Government to facilitate successful operation of **bike share**
- Advocate for **changes to practices, legislation, training and technical guidance** which will improve and increase cycling, and for more NSW government action on driver education and road safety

Delivery Plan

Not applicable

Equalities

All bike network users, including those on cargo bikes, e-bikes, trishaws and mobility scooters should be considered in the design of infrastructure.

Germany 2030 – a cycling nation, National Cycling Plan 3.0¹¹

Structure/contents

- Shaping cycling together
- Germany – a cycling nation in 2030
- A vision for more, better and safer cycling
- The potential of cycling for people, the economy and the environment
- Enormous potential: the initial situation
- Living the vision: more, better and safer cycling
- At a glance
- Principles of active cycling promotion

¹¹ https://www.nationaler-radverkehrskongress.de/wp-content/uploads/NRVP_3.0_EN_RZ.pdf

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- The four pillars of cycling promotion
 - Cycling & politics
 - Bicycle & infrastructure
 - Cycling & people
 - Cycling & business
- Fields of action
- Urban & rural areas
- Innovation & digitalisation

Overall approach to cycling

Mobility is a basic need for everyone. The bicycle stands for personal, sustainable, resilient, time-flexible and cost-effective mobility that is also good for one's health.

In 2030, cycling will be a matter of course and diverse. People will enjoy cycling and feel safe doing so. In short, cycling will be attractive to everyone, a way of life and an opportunity to experience and engage with the world in a new way. The bicycle will be the means of transport of choice on more and more routes, both in everyday life and for leisure.

Strategic Options

Cycling & politics

- Anchor cycling in building and planning law. The Federal Government, federal states and local authorities will integrate cycling needs in regional planning, planning law and building regulations.
- Lay the foundations for safe coexistence. The Federal Government will review the obligation to use cycle lanes for cargo bikes and the right to use cycle lanes outside urban areas for speed pedelecs. It will align the legal framework for visibility rules at intersections with technical standards and rules. In this way, cyclists will become more visible in road traffic.
- Strengthen the legal framework for commercial bicycle use. The Federal Government will examine a clarification of the technical regulations for cargo bikes. It will support the efforts of the associations to create uniform European standards for superstructures and digital interfaces.
- Set standards. The Federal Government will create the legal basis for opening data interfaces of mobility service providers and thereby enable municipalities to control their offerings and to integrate these into their mobility planning.
- Push & pull for relaxed coexistence in traffic. The Federal Government, federal states and local authorities will promote cultural change in the way road users interact with each other. Essential preconditions for this are educational measures as well as communication and information tailored to specific situations and target groups. Compliance with traffic rules must be consistently monitored and offences must be punished. The federal states will support the police and municipal authorities in their enforcement measures. The Federal Government will constantly review the catalogue of fines.

Bicycle & infrastructure

- Roads with a regional or supra-regional connection function and a high volume of motor vehicle traffic, a high proportion of heavy goods vehicles or a high permitted motor vehicle speed will be made safe for cyclists by providing dedicated cycling infrastructure. The requirements of pedelecs and speed pedelecs will be taken into account.
- Agricultural roads will become infrastructure elements in cycling networks and can fill numerous network gaps.
- Flexible solutions will be tested on other roads outside cities.
- Protected bike lanes will become a standard design element in Germany.
- Safe junctions will be implemented. A prerequisite for this is the establishment of a safe crossing design.
- Concepts for flexible road cross-sections, for instance, with low-speed lanes, will be developed to enable diverse inner-city traffic.

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- Bicycle lanes will create bicycle routes in the secondary network with low motor vehicle traffic. Clear priority rules with regard to intersecting roads will allow cyclists to move forward quickly and safely.
- Commuters, in particular, will benefit from well-developed express cycle connections, priority cycle routes and directly guided cycle paths, as well as their good connections to public transport

Cycling & people

- A comprehensive mobility management system will be introduced at all schools, with cycling being given a central role.
- Mobility education at schools will be intensified and extended to all grades. It will introduce children and young people to the use of bicycles and thus lay the foundation for integrating cycling into active everyday life.
- The Federal Government will have further developed driving school training (for driving a motor vehicle) to include aspects for increasing safety for cyclists.
- Bicycle retailers will offer buyers of pedelecs additional cycling training to complement existing training.
- Target-group-specific communication measures will ensure widespread and safe use of the bicycle as an everyday means of transport. The measures will be designed as a long-term programme that is evaluated regularly.
- Despite significantly more cycling, the number of cyclists killed on roads will be reduced by at least 40% compared to 2019. This will contribute to the achievement of national road safety targets.
- Safety and integrity of vulnerable road users will be paramount in all cycling promotion measures.
- Safety-relevant technologies will be used, for instance, in new motor vehicles. Existing fleets (HGVs, buses, waste disposal vehicles) will be rapidly retrofitted and a high level of penetration achieved.
- The federal states will arrange for additional information relevant to cycling safety management to be recorded in police accident reports.
- The Federal Government and the federal states will include appropriate data in official road traffic accident statistics. They will, for instance, create the conditions for hospital data to be used for road safety management. The Federal Government will commission further studies on near misses in order to make a broader database available for road safety management.
- The federal states and, above all, municipal authorities will make intensive use of available accident data and tools for data evaluation. They will introduce mandatory accident analyses and use the findings in planning, operation and maintenance. They will identify safety-relevant aspects of new forms of mobility through regular monitoring.
- Road traffic authorities will inspect accident-prone junctions even faster than before, draw up action plans and implement them promptly.

Cycling & Business

- The German bicycle sector will continue to record dynamic growth and will have consolidated its leading position in the world market.
- The German bicycle sector will contribute to increased bicycle use through further innovation. It will be seen as one of Germany's particular strengths.
- A high density of bicycle retail outlets, a wide range of services and information on cycling as well as networking platforms will reflect the increased importance of cycling.
- Cycling for tourism and leisure will be popular among all groups of the population. The share of cycling tourism in German tourism will have increased.
- Cities and regions will make use of the locational advantages associated with cycle tourism. Germany will also be increasingly perceived internationally as an attractive cycling destination. The number of foreign cyclists will have increased significantly.
- The German cycling network, the German sections of the EuroVelo network and other long-distance cycle routes will have been developed and signposted according to uniform standards.
- Germany will be perceived as a cycling nation at both national and international level.

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- Germany will regularly host international conferences and congresses in the cycling sector, including a Velo-City.
- Cycling will be an integral part of the curricula of relevant studies and of training programmes in vocational education.
- A central training facility for sustainable and multimodal mobility systems will have been firmly established for public administration as well as the construction and transport industries.
- There will have been a noticeable increase in the number of trainees and employees in the bicycle sector, as well as in the number of well-qualified specialist planning personnel.
- Bicycles will be widely used by businesses and administrations as an alternative mode of transport.
- Courier, express and parcel (CEP) services will increasingly use cargo bikes. Logistics companies will integrate them into supply chains in a targeted manner.
- For many employees in companies and public institutions, the bicycle will be the means of transport of choice for commuting to work.
- Many large and medium-sized companies as well as public institutions will have a corporate or official mobility management system in place that specifically promotes cycling.

Delivery Plan

N/A

Equalities

N/A

Paris en Velo ¹²

Overall approach to cycling

Following on from the Plan Velo 2015-2020 which provided 150 million euros of investment to move Paris towards becoming the cycling capital of the world, Paris' Mayor has announced plans to make Paris 100% cycle friendly by 2024. A new traffic plan will be implemented to promote walking, cycling and public transport.

Strategic Actions

Some of the strategic actions include:

- At least one cycle route will be created in each borough: a street where pedestrians and bikes have priority over motor vehicles
- Two-way cycling will be generalised in 30kmh zones
- All bridges will be equipped with secure cycle paths
- The green thread, a network of planted lanes, will be reserved for pedestrians and bikes to connect Paris to neighbouring municipalities
- The completion of the Vélopolitain and the RER V – a new network of major cycle routes – in addition to the 1,000km already existing
- Apply and enforce the Street Code, which gives priority to the most vulnerable, pedestrians and cyclists
- Regulate the access of heavy goods vehicles which are not equipped with anti-blind spot devices
- Learn to cycle from school – increase school bikes to promote learning for all and create spaces dedicated to learning to cycle

¹² <https://www.intelligenttransport.com/transport-news/95335/mayor-announces-plans-to-make-paris-100-per-cent-cycle-friendly-by-2024/#:~:text=Currently%2C%20Paris%20offers%20approximately%201%2C000,are%20cycle%20friendly%20by%202024>

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- Install Véloboîtes for secure residential parking of bikes, equipped with free pumping stations and repair tools
- Install secure Vélostations in 15 Parisian stations to promote train / RER / metro and bike interchange
- Offer a multi-park bike pass giving access to the 100 underground car parks in the city
- Provide secure bike shelters wherever possible, in condominiums, social housing and in corporate buildings
- Investment in cycling will be increased to €26 per inhabitant per year – a total of €350 million in six years.
- 72% of on-street car parking spaces will be removed.

Paris, the 15-minute city

In addition to the 'Paris en Velo', Paris' Mayor announced in 2020 the concept that would make Paris a 'fifteen-minute' city, to create neighbourhoods where every essential resident's needs are within reach in 15 minutes by walking or cycling. The 15-minute city requires minimal travel between housing, offices, restaurants, parks, hospitals and cultural venues. Each neighbourhood should fulfil six social functions: living, working, supplying goods, caring, learning and enjoyment.

Traffic Circulation Plans

Traffic circulation plans are used by urban planners to manage and monitor traffic and pedestrian patterns to help make future improvements to the traffic system. This links to the general move away from motor traffic to more sustainable modes.

The plans aim to pull traffic off more local residential roads and onto main thoroughfares to separate non-local traffic from commuter traffic, for example. Methods can include simple signage and wayfinding, parking charges and traffic restrictions along certain routes, and one-way streets.

Ghent, Belgium, has implemented a traffic circulation plan and has converted some streets to one-way systems and bicycle lanes and wider pavements have taken the place of the other lane. There are also some completely car-free sections, and others where only public transport, taxis and permit holders can enter with speed limits. Ghent also has a 'parking route' around the circumference of the city centre with a parking guidance system. Links to the underground at all car parks have been provided to reduce traffic in the city centre.

In Groningen, in the Netherlands, the rate of all trips made by bicycle is 61% and rising to 70% for trips made for education. Groningen has implemented a traffic circulation plan and has now become a cycling template for cities all over the world. Existing and planned cycling infrastructure implemented in Groningen to priorities active travel includes:

- Cycle paths and tree planting in the city centre
- Transformation of the main central square from a parking centre to its historical function as a market
- Traffic lights with rain sensors to give quicker priority to cyclists on wet days
- Heated cycle paths for frosty conditions
- Park and bike areas with bike rental services on access roads to encourage commuters to leave their cars behind and enter city by bike
- 5,000 new parking places for bikes near the main train station
- 'Bicycle effect analysis' will be obligatory for each territorial development project to ensure that provision is made for bikes right from the start

Vision Zero Policies

The Vision Zero policy was adopted by the Swedish parliament in 1997 in an attempt to improve road traffic safety. The aim of the policy is that there should be no casualties or serious injuries as a result of traffic accidents and that the road system should be designed to adapt to this requirement.

Vision Zero policies require Local Authorities to implement clear busy arterial/quiet local access street hierarchies backed up by closely aligned street design guidance. This strongly supports successful active travel delivery by clarifying where & when segregated cycleways are required, where safe on-carriageway cycling is appropriate & how both should be designed as part of a holistic system where safety is design in from the outset.

Transport for London is implementing Vision Zero for London. The Mayor's Transport Strategy sets out the goal that by 2041 all deaths and serious injuries will be eliminated from London's transport network.

Strategic actions include:

- **Safe speeds:** Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits
- **Safe streets:** Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes
- **Safe vehicles:** Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles
- **Safe behaviours:** Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders
- **Post-collision response:** Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents

5 Stakeholder Engagement

5.1 Introduction

This section summarises the stakeholder engagement that has been carried out to inform the development of the Framework and Delivery Plan. The following means of consultation have been used:

- Local authority MS Teams focus groups
- Local authority survey
- Stakeholder interviews
- Stakeholder survey

The survey questions are provided at Appendix A.

5.2 Local Authorities

Two virtual focus groups were held on 19 and 20 May 2021. The following local authorities attended the focus groups:

- Aberdeenshire Council
- Argyll & Bute Council
- Comhairle nan Eilean Siar
- Dumfries & Galloway Council
- East Lothian Council
- City of Edinburgh Council
- East Ayrshire Council
- East Renfrewshire Council
- Fife Council
- Glasgow City Council
- Highland Council
- Inverclyde Council
- Midlothian Council
- Moray Council
- Perth & Kinross Council
- Renfrewshire Council
- South Lanarkshire Council
- Shetland Islands Council
- Stirling Council
- West Dunbartonshire Council
- West Lothian Council

Representatives from the following regional organisations were also in attendance:

- SEStran
- HITRANS
- Tactran
- Nestrans
- SPT

5.2.1 Existing Cycling/Active Travel Strategies

The following update on regional transport strategies was provided:

- SPT Regional Transport Strategy – case for change consultation – preparing new RTS Spring 2022. Sub-strategies to follow.
- SEStran Regional Transport Strategy & new Strategic Network for Active Travel infrastructure (approx. £300k per year on route development).
- Nestrans Regional Transport Strategy update. Both local authorities embarking on reviews.

Error! Reference source not found. denotes the existing active travel strategies confirmed by Local Authorities, including update on work in progress where applicable:

Local Authority	Cycling / active travel strategy (external link)	Year of Council adoption
Aberdeen City Council	Active Travel Action Plan	2021 (refresh of 2017 plan) (NESTRANS area five Integrated Travel Town (ITT) Masterplan documents)
Aberdeenshire Council	Walking and Cycling Action Plan	2009 (New Local Transport Strategy scheduled for March 2022 – may contain further document around Smarter and Active Travel Delivery Plan. Also have five Integrated Travel Town (ITT) Masterplan documents which have walking and cycling embedded)
Angus Council	Angus Active & Sustainable Travel Strategy Appendix	2021 (refresh of 2016 ATS)
Argyll & Bute Council	HITRANS Regional Active Travel Strategy	2018

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Comhairle nan Eilean Siar	HITRANS Regional Active Travel Strategy. Working on strategy, consulting in 2021.	2018
Dumfries & Galloway Council	<u>Active Travel Strategy</u>	2015 (Expected end of 2021 road strategy update building upon Regional Transport Strategy)
Dundee Council	<u>Dundee Cycling Strategy</u>	2019 (refresh of 2016 plan)
East Dunbartonshire Council	<u>Active Travel Strategy</u>	2015
East Lothian Council	<u>Active Travel Improvement Plan</u>	2018
City of Edinburgh Council	<u>Active Travel Action Plan</u>	2016 (refresh of 2010 plan. Aim of 2022 for new Active Travel Strategy. City Mobility Plan updated in 2020 – sets framework for active travel strategy update)
East Renfrewshire Council	Active Travel Action Plan	2015
Falkirk Council	Local Transport Strategy (2014) due for review in 2021. Draft sustainable travel strategy (in review). Form part of LTS as separate document with action plan attached. No timescales.	
Fife Council	Review of LTS over next 18 months. Last updated 2006. High level document but working with active travel leads to develop Active Travel Action Plan from strategy over next few years.	
Glasgow City Council	<u>Glasgow's Strategic Plan for Cycling. Active travel strategy being updated during 2021.</u>	2016 (refresh of 2010 plan)

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Highland Council	HITRANS Regional Active Travel Strategy	2018
Inverclyde Council	Inverclyde Active Travel Strategy	2018
Midlothian Council	Midlothian Active Travel Strategy 2018-2021	2019 (Consultation on Strategy update scheduled for 2021 with plans to publish the updated Strategy in future years 2022/23)
Moray Council	The Moray Council Active Travel Strategy 2016-2021	2017 (Currently renewing Strategy for 2022-2026)
North Ayrshire Council	LTS and active travel strategy to be produced by the end of 2022 as one document.	
North Lanarkshire Council	Walking and Cycling Strategy	2005
Orkney Islands Council	Green Travel Plan	2016
Perth & Kinross Council	Active Travel Strategy	2018
Renfrewshire Council	Renfrewshire Cycling Strategy 2016-2025	2016
South Lanarkshire Council	Cycling Strategy 2015-2020	2016 (Extension of cycling Strategy to 2022. Active travel studies – 2020)
Shetland Islands Council	Active Travel Strategy	2021 (Overlaps with Regional Transport Strategy)
Stirling Council	Walking and Cycling to a Healthier Stirling, Active Travel Action Plan	2016
West Lothian Council	Active Travel Plan for West Lothian 2016-2021: Making Active Connections	2016 (Awaiting funding for consultant review and renew document for the next 5 years).

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Table 5: Local Authority Cycling/Active Travel Strategies

5.2.2 What is Guiding Active Travel Investment

Local Authorities indicated that investment in Active Travel/walking and wheeling infrastructure is predominantly guided by Local Transport Strategies. Common amongst some representatives was the view that investment plans can vary between settlements within a Local Authority due to the differing demands between rural and urban areas. Difficulties in the application and practicalities of rural active travel infrastructure development was discussed at length by representatives, particularly surrounding land purchase issues, design application, topography and the length or road network per capita, all of which are significant barriers to Active Travel Investment.

A series of cabinet reports setting out priorities for the next 3-4 years also inform Active Travel investment, with the outcome of specific Active Travel Strategies in development further expected to have further direct impact on investment priorities. The regional SEStran strategic document was referenced as guiding Active Travel/walking and wheeling infrastructure investment.

School Travel plans were further cited as guiding Active Travel Investments with safer routes to schools as a priority. Direct community engagement regarding walking routes and routes to school was highlighted as further directing investment. Other Local Authorities echoed these sentiments with response to local demand from communities and trying to deliver projects that are community-led/community-focussed taking priority.

An observation emerged noting a discrepancy between policy that guides investment in Active Travel and the pragmatic and practical aspects which sit beneath active travel plans to determine scheme progression. Political pressures were cited as underpinning this disjuncture too and the realisation of schemes was seen to lie at an interface between Active Travel Plans and practicalities/community pressures.

5.2.3 Cycling Delivery Plans

Whilst uncertainty over budgets and annual funding prevented definitive comment on cycling delivery plans over the next 5 years, one council disclosed plans to convert specific 'pop-up' cycling routes into permanent ones. Such plans contrast to a significant barrier to Active Travel Investment identified as community (including business) backlash against 'spaces for people' initiatives.

Specific plans and documents were shared from select Local Authorities that outlined plans to link cycling infrastructure from residential locations to emerging centres of employment. A committee paper was also shared that outlined specific plans to develop an Active Travel Action Plan (2020-30), emphasising delivery of several large-scale projects to join up the QuietRoutes cycle network, with significant investment in on-street segregation, major public realm and walking upgrades and a number of projects focussed on improvements for pedestrians and wheelchair/mobility scooter users (e.g., installing dropped kerbs and raised crossings).

5.2.4 Key Issues and Barriers to Active Travel Investment

A focus of discussions from Local Authorities related to the issues and barriers experienced in Active Travel Investment/delivery. Topics discussed, such as funding conditions, design standards, maintenance budgets and lack of community consent stemming from imposition of active travel measures during the 'spaces for people' initiative recurred in other question responses throughout the focus groups. Key issues/barriers to Active Travel were identified as follows:

Funding

- Capital funding – competing with other projects of different nature and competing priorities (e.g., budget to deliver road safety and active travel). Associated with this is the issue of political buy-in for spending to prioritise active travel in capital budgets.
- Up until recently, funding has had lots of strings attached. There is a lot more certainty now but previously variability in funding availability has determined project progression. Such funding uncertainties/pragmatics were said to lead to piecemeal delivery of schemes in small stages which can be problematic as communities do not see delivery of the broader project.

- Difficulties in achieving match funding. Although design guidance has been updated and improved it is still very difficult for rural scheme designs to be proportionate for the locality and competitive in regard to adhering to design standards when applying for match funding.
- Often funding is available for a short section of active travel route so people can access the network, however, there is a lack of existing routes which makes creating a joined-up network difficult.
- The 1-year funding cycle does not work for projects because of the time involved in procurement and waiting for funding.
- Uncertainty around funding and challenging timescales involved (the automatic release of funding stages is reportedly useful for construction/design phases).
- Sometimes funding stipulations required a 'gold standard' of design that is not feasible in the location or not proportionate.
- The grant application process for funding is deemed by some representatives as onerous and can favour larger Local Authorities/populous areas.
- Funding is for commuting journeys- could leisure journeys be supported? Leisure cyclists can become commuting cyclists.

Political support

- Public opinion and elected Member opinion are often in opposition to anything which takes road space away from a network congested by cars.
- Some resistance amongst elected members for active travel initiatives.
- Still significant perception both political and public of cycling being a leisure activity.
- Experience of spaces for people – push back with taking out parking. Any road reallocation is being met with huge resistance from businesses/locals.
- Spaces for People used up a lot of energy and political capital in many areas.
- Prioritising cross border links with neighbouring local authorities is difficult as each have different active travel priorities.

Land purchase cost and timescale

- Trying to link smaller communities to larger service centres is difficult with third party land issues. The timescales for land purchases and associated processes also creates barriers to Active Travel scheme delivery as communities are forced to wait lengthy periods for interventions.
- Land ownership presents major challenges for interventions.

Maintenance costs

- Maintenance costs/funding presents issues.
- Some Local Authorities report a desire to expand networks, but they need revenue funding to maintain support for existing schemes before putting more capital schemes in.

Design Standards/processes

- Very strict design standards from funders and issues around their feasibility in rural areas. Not a lot of flexibility within the standards/guidance.
- Legal orders required for taking away carriageway space, such as traffic regulation/redetermination orders, is a time-consuming process.
- The reallocation of road space as guidance dictates to create safe routes to school and creating safer infrastructure is not possible on rural single-track roads.
- Cycle design guidance appropriateness for rural areas - Cities and rural areas are held to the same design standards when interventions to the same design specifications in rural areas may not be possible due to topography or road widths.
- Discrepancy in design standards for narrower roads (e.g., 2.2/2.3m width roads and the minimum required cycleway needed by design standards).

- Design processes can be lengthy and 'stretched-out'.
- Need to look at linking up cycling with other kinds of sustainable transport (e.g., problems surrounding ability of bikes to travel on buses).
- Speed limits – 60mph or 50mph limit can be more dangerous for cycles. Road Departments are not willing to deviate from national guidance on speed limits and therefore changes to national guidance on speed limits should be considered. Low accident numbers on such routes but that is potentially because cyclists do not feel safe to travel on them.

Resources

- Skills at local authority level to design and push schemes through the development process are needed.
- Resource to prepare documents and undertake design is key to delivering ambitions (taking road space in old established towns is difficult).
- Having capacity within teams is a potential barrier. Resource in estates and procurement is a further issue and it is not just internal resource to design or manage projects that is lacking in Local Authorities, but the other parts of the council that are facing pressures is quite challenging too.
- The skill set in Transportation tends to be focused on roads maintenance.
- Staff capacity issues.

Developer support

- Interventions that are more commercially viable (i.e., roads) are prioritised and delivered, not active travel.
- New developments – some developers are easier to work with, but others require specific prescribed active travel details (issue with walking/cycling route). It would be beneficial if the active travel requirements were included in the planning guidelines.

5.2.5 Covid 19 Impacts

A common theme in discussions regarding the impact of COVID-19 pandemic on Local Authority plans/priorities for cycling related to the impact of the 'Spaces for People' initiatives. Whilst some representatives articulated strong positives from the pandemic regarding active travel and uplift in cycling, albeit to different temporal patterns than might have been expected previously, several authorities noted strong resistance to some of interventions deployed. In particular, local businesses were cited by some Local Authorities as providing a particularly emotional and strong objection to schemes that reduced parking. The imposition of such measures was perceived as a threat to the survival of local businesses during such difficult economic circumstances. Related to this, some representatives noted fatigue/deflation from the removal of schemes deemed to be 'good' put in place under the 'Spaces for People' initiatives that were removed through resistance. Some authorities noted apprehension over future plans because of the push-back experienced and noted work with businesses would be important for future schemes to highlight the opportunities of local trips/changing working patterns from Covid-19.

Some Local Authorities noted that due to challenges in staff capacity and funding, cycling priorities have not changed due to the Covid-19 pandemic. Other authorities noted how pop-up cycle route funding from the pandemic was being furthered to trial permanent routes. Further observations emerged that the pandemic had illustrated a desire for leisure cycling, however, this is not an area that funding is typically available for. Observations were made regarding the need to facilitate behavioural changes in attitudes towards cycling amongst communities but also amongst public bodies as well.

5.2.6 Strategic Actions Identified

Representatives were asked to consider key strategic actions they would like to see incorporated into the delivery plan of the new Cycling Framework during the focus group and document them in the comment section. The following is a list of actions submitted, some of which were also discussed:

Design

- Clarity of design guidelines is required (particularly regarding lack of road space and issues with rural infrastructure being able to meet such standards).
- Flexible design standards.
- Quality of rein statements on cycle lanes/tracks; resolving the 'to band or not to overband' question and friction of yellow lining and lining.
- Spaces to store a bike securely (especially flats).
- Footways / cycle infrastructure from new developments needs to extend to destination, not just stop at the 'red line' boundary. Having appropriate mixed development can reduce travel distances.
- Linking with 'emerging place' plans and '20 minute neighbourhoods'.

Funding

- More pragmatic approach to making funding available and trust local authorities to deliver to a standard that is proportional to an area.
- Capital Budget allocated on a per capita basis and left to the Local Authority to decide how to spend.
- Allow budget allocation over more than one financial year, we cannot get project consistency within a year because of funding assessment and procurement periods.
- 100% funding eligibility including for Project Management.
- Localising decision making.
- Finding ways of funding maintenance/ more emphasis on revenue funding - either for maintenance or promotion.
- Consider guidance on scoring matrix to help prioritise schemes.
- Diversity and confidence in funding availability.
- Supporting behaviour change further (i.e., not just capital funding).
- Differentiation between leisure cycling and active travel is not entirely separate. Funding is for active travel but behaviour change process from covid is that people want to walk/cycle as leisure.
- SCSP has been hugely beneficial, but it is still a tiny amount of money compared to other funding streams and leads to very small 'one off' behaviour change projects rather than sustained levels of engagement and promotion.

Community engagement/behavioural change

- Engaging with communities is important - not just consultation (bottom-up approach versus the prevalent top-down approach 'imposed' on communities).
- A strategic marketing approach (nationally) to the kind of messaging around cycling and sustainable travel.
- Internal resources available to local authorities.
- Shift in attitude amongst council staff from a focus is on roads and how we change this attitude,
- Community engagement, with a particular focus on the older population and ability to trial bikes (facilities or funding for those people).
- Behavioural change.

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- Change the stereotype for cyclists. Health is the key, as highlighted by the Covid message for mental and physical health wellbeing.

Local Authority Powers/Resourcing

- Changes in the powers of local authorities in relation to their suitability to be able to implement Active Travel as they were designed for road-building intervention predominantly (e.g., road space allocation, land purchase powers).
- The flow from policy to delivery on the ground needs thought and strategic action.
- Trial of provision of cycles as a suitable alternative to putting buses on under the s51 of the Education Scotland Act duty about school transport.
- Wider policy- A deeper discussion on presumed liability.
- More Scottish Government involvement in ensuring that all local authorities and their health boards interact with one another and report annually with figures published for each local authority area.
- As recommended in the CAPS review of next steps 2019 – offer national funding to local authorities for employment of additional traffic engineering staff to work on design and implementation of active travel infrastructure.

5.2.7 Addressing Inclusivity and Inequalities

A broad consensus emerged during discussions that inclusive design is critical to promoting travel by people using wheelchairs, mobility aids and non-standard bicycle. Such designs have potential further benefit for people using prams and pushchairs. Removing street clutter, obstructions and improving the quality of pavements/surfaces in pedestrian environments is seen as important for inclusivity and whilst improving active travel routes, would serve to further benefit those with visual impairments too. Some representatives mentioned a need for the Cycling Framework delivery plan to think about those disabilities that are not necessarily visible.

Representatives also discussed the need to address inequalities through the framework in terms of urban and rural accessibility and improving access to education. A need to prioritise deprived areas also emerged, although to be conscious that the demand for infrastructure in deprived neighbourhoods should be thoroughly understood. A cycleway may not be top of the priority list for those still aspiring to car ownership.

Examples of potential initiatives to include in the plan included:

- Adapted bikes for those with specific needs/bikeability going into specialist schools.
- Cycling schemes for schools under section 51 of the Education act, including every eligible child being issued with a bike, helmet, waterproofs, bike lock, and training on maintenance skills.
- Dementia friendly-signage,
- Access to bikes, maintenance, safe storage, waterproofs, bike locks for those facing transport poverty.
- Targeted interventions and focussed community involvement in areas suffering deprivation, or in communities of interest.

5.2.8 Relevant Other Government Strategies

The following government strategies and National Performance Framework outcomes were discussed as relevant to contributing to increased cycling uptake for everyday journeys:

- 20-minute neighbourhoods.
- Encouraging shopping/leisure amenity development in local centres.

Comment was made regarding the need for statutory Government policy for all health boards to promote active travel for health reasons and Councils to implement infrastructure as per strategies.

Further examples of successful active travel strategies to increase cycling were stated as follows:

- SCOTS work with Sustrans, MACS, LAs, RTPs on spaces for people benefits & challenges and future learning including impacts on people with a disability, and public and political support.
- Amsterdam's PlusNet and Brussel's active travel investment plan
- Make Your Move Kirkcaldy - Sustrans & Fife Council joint active travel project
- Barcelona's superblock plan
- London's LTN strategy
- City of Edinburgh's active travel work.

5.2.9 Monitoring and Review

The following recommendations were made for potential monitoring and review processes based on the following existing sources:

- Transport Scotland active travel monitoring network.
- Cycling Scotland's have open data portal for monitoring (<https://usmart.io/org/cyclingscotland/>).
- Citizen science style approaches to monitoring (e.g., <https://telraam.net/Telraam>).
- New technologies (e.g., Strava metro, phone location data).
- Health data/local NHS data (including annual reports by local authorities and health boards for that local authority area regarding walking and cycling uptake in their area and the impact on health).
- Climate change target contributions.
- Comprehensive programme to put in IoT enabled counter devices across the whole of Scotland

Some representatives stated that arbitrary numbers and targets do not help in monitoring and reviewing the success of the framework. Representatives stated the challenge is to frame targets in such a way as to not be discouraging. Representatives also noted that it is difficult and expensive to monitor growth in a statistically meaningful way year on year. One representative noted that as cycling is seen as contributing to net zero ambitions, there is perhaps scope to determine what levels of cycling would be needed to achieve those climate targets and then implement a monitoring plan to track this.

5.2.10 Other Comments

No other comments were made beyond discussion topics detailed.

Local authorities also had the opportunity to complete an online survey, and this was shared with the SCOTS Chief Officers of Transport. A telephone interview was held with the Chair of the Scots Transport Working Group. The survey was also circulated to the directors of the Regional Transport Partnerships.

5.3 Stakeholders

5.3.1 Telephone Interviews

The following stakeholders were consulted in 2021 by telephone and the questions asked of them are provided at Appendix A.

- Active Nation Commissioner
- MACS representative
- Scottish Enterprise Innovation Team
- Cosla
- Education Scotland

An online survey was also circulated to the following organisations for them to give their feedback.

Sustrans	Cycling UK	Energy Saving Trust
Paths for All	ComoUK	Living Streets
Forth Environment Link	Scottish Cycling	Cycling Scotland
Cycling World Championships	Public Health Scotland	Scottish Towns
Development Trusts Association	CPT	Scottish Youth Parliament
Scottish Government Tourism and events	Scottish Government PAG	Scottish Government/Active Scotland

Table 6: Stakeholders Consulted

The key findings were as follows:

Strategy for Scotland

The document should reflect the whole of Scotland and the various types of communities, including rural areas and islands. Consideration of the whole cycling landscape, and varying drivers and motivations to cycle, is crucial to succeed in achieving modal shift in cycling. There are opportunities for cycling agencies to collaborate to keep people cycling by signposting them to clubs, groups and other cycling programmes. Recognising the need for this collaboration and providing strategic direction for the holistic development of the cycling landscape should be a priority for the new framework. It was suggested that there should be one plan for cycling which covers transport, health & wellbeing, tourism, recreation and sport. Active travel is only one part of the cycling landscape.

Cycling Infrastructure

A preference for continuous, direct, safe and segregated cycling infrastructure with consistent design was expressed. It is important to learn from the Spaces for People programme which enabled us to see what could make us happy during the first lockdown. It is crucial that work is done to keep people cycling after the pandemic. This means continuing to make cycling safe, and easy with permanent segregated cycle paths and lanes. However, the infrastructure required for cycling is different from walking, and conflating the two transport modes into 'active travel' is not always helpful.

The Framework should support the Place Principle and 20-minute neighbourhoods should be able to constrain car development and offer local services within realistic cycling and walking distance on infrastructure that is safe and pleasant. Streamlining the Traffic Regulation Order (TRO) process would make the installation of cycle lanes quicker while integration with public transport is essential. Investment in on-street cycle storage is needed.

Funding

The whole life costs of infrastructure should be considered to include maintenance. Bidding for funding can be time consuming so that smaller local authorities can be disadvantaged. There should be a significant increase in budget commitment for all types of cycling.

Children and Young People

Learning to ride a bike and having access to a bike should be a right for every child. Policy interventions should be targeted at schools and at different stages of young peoples' lives using the curriculum, where possible. This includes early years where training should be provided for professionals and bikeability should be made available. Curriculum resources could include bike maintenance and explain how a bike works. The joy of the journey should be promoted throughout a person's life, enabling children to see the fun of cycling and the freedom it offers. Teacher training providers could include training in cycling in a systematic way. Parents should be involved to co-create programmes e.g., for road safety.

Safety

This is key and can be supported through initiatives such as 20mph streets, School Streets and a system to report and record dangerous driving behaviour. It is linked to training in cycling, including for children.

Supporting Businesses and Social Enterprises

There's an opportunity to support innovation and new businesses to meet the demand for manufacturing of new bikes, e-bikes, bike parts, refurbished bikes, clothing and for servicing bikes through capacity building of the supply chain. This could support new jobs through vocational pathways.

Equalities Considerations

There's a need to be conscious of the potential negative impact of cyclists on disabled people who feel a heightened level of anxiety if they cycle on pavements and the conflict between cyclist and pedestrians. It was suggested that more disabled people should be employed to represent their communities and to inform accessibility considerations. Effective consultation with them on plans and projects is needed.

Cycling is not always accessible if people can't afford a bike, equipment, somewhere safe to store the bike or need an adaptive bike. Easy access should be provided. There could be a mandate to local authorities to deliver cycling programmes in SIMD communities which gives cycling purpose and motivates people to cycle.

Behaviour Change/Attitudes

Changing attitudes to cycling is needed- there is too much focus on cars. Promoting the benefits of cycling is needed. Alongside this, more evidence of the benefits – health, environmental, social, economic. Equalities etc, should be shared, especially from Scotland. Campaigns need to relate to a wide audience to help break down barriers and reinforce the benefits – we need to make it inspiring and emphasise the fun, social and health benefits of cycling.

Preparing people for the changes in their habits that are needed to support carbon reduction and the reduction in car kms is important. The value of time should be reconsidered, and active travel should not be thought of as 'lost' time. Involving people through Citizens' Panels would be beneficial. For young people, consideration could be given to ways to make cycling cool and interesting and schools could include books that are linked to cycling.

Data

There is a need to gather and utilise robust data in decision making to determine what interventions work and what will make the biggest difference and return on investment. Evaluation needs to be more longitudinal – has the investment in various programmes one of two years later made any difference to the behaviours and habits of how people cycle or not? More investment in automatic cycle counters will help to inform trends.

5.4 Stakeholder Survey

Following initial consultation in 2021, a Draft Framework and Delivery Plan has been produced taking into account the feedback above from stakeholders. A second wave of stakeholder consultation took place in January-February 2022 in the form of an online survey distributed to key stakeholders.

The survey comprised of a review of key issues and evidence and an initial, high-level assessment of potential impacts associated with the strategic themes and actions within the draft Framework. 22 stakeholder responses were received. Survey questions are provided in Appendix B.

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The questions and key findings are outlined below:

Additions and/or changes to the proposed Strategic Themes

Theme	Suggestions
Behaviour change	<i>Under 'Effective Resourcing' and 'Training and Education', the emphasis should be on supporting behaviour change programmes in the first instance</i>
Resourcing & Funding	<i>The statement that the top priority is dedicated, high quality, safe cycling infrastructure...needs to include a commitment that long-term resourcing in the form of both Capital and Revenue funding is necessary. Can more detail be added and greater clarity on budgets be given...? Does this Cycling Framework and Delivery Plan have cross party support in the Scottish Parliament to ensure change can be implemented across Scotland and at greater pace? Without a clear steer on the way forward, change will continue to be slow.</i>
Future Mobility	<i>Include something in the Strategic Themes 'about technology. Recognising the rise of eBikes, cargo bikes etcbe aware of and monitor these technologies. It would also be useful to have something about...cycling forming part of future MaaS solution. The Training & Education strategic theme will require significant Revenue funding commitment to ensure effective long-term behavioural change...Resourcing also needs to recognise the need for ongoing maintenance with an increased and extended cycling infrastructure network and facilities...</i>
Formatting / Wording changes	<i>The word 'prioritise' is used in two of the statements supporting the strategic themes...amend to ensuring/promoting/increasing. While there is an argument that network planning belongs under safe cycling infrastructure, the themes should primarily give an effective structure for this policy rather than replacing the strategic objectives and outcomes of the active travel outcomes framework.</i>
Suggested themes	<i>...recommend a strategic theme of Safe Road Infrastructure to emphasise the importance of these actions, such as 20mph zones, speed management reviews, junction redesign and physically redesigning roads to slow traffic speeds.</i>

Additions and/or changes to the Policy Overview section

Theme	Suggestions
Additional policy documents	<ul style="list-style-type: none"> • Clean Air for Scotland 2 • Draft Infrastructure Investment Plan for Scotland 2021 22 to 2025 26 • Scotland's Mental Health Strategy • Green Networks • Local Active Travel Strategies • Sustainable Investment and Travel Hierarchy • Housing to 2024
Elected Members	<i>Elected members to be directly accountable for implementation of national policies</i>
Active Travel	<i>STPR2 specifies active travel routes to schools and on trunk roads *in urban areas* only...these are equally important in rural areas.</i>
Formatting / text changes	<i>The word 'capital' should be deleted from this sentence to bring the document into line with the Programme for Government: "In Scotland, a commitment has been made that 10% of the transport capital budget will go towards active travel by 2026." The Scottish Government commitment is to "spend at least £320 million, or 10% of the total transport budget, on active travel by 2024-25"</i>

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Suggest that page 12, Paragraph 3, sentence 2 is updated to reflect that all forms of sustainable transport are preferable to the car and better reflects wording of NPF4. "... building 20 minute neighbourhoods that promote high quality walking, wheeling and cycling infrastructure, minimising the need to travel unsustainably."

Delivery of related documents *It would be useful if this section was clearer on how the Cycling Framework and Delivery Plan relates to the various documents, beyond noting it aligned to the documents. For example, is the Cycling Framework and Delivery Plan going to deliver elements of the documents?*

Additions and/or changes to the Evidence Base section

Theme	Suggestion
Rural areas	<i>STPR2 seems to have an emphasis on Urban areas but active travel routes are just as important in rural areas.</i>
Accessibility	<i>Enabling access to cycling by all. Could include different bike types e.g., e-Bikes, adapted bikes, Cargo bikes.</i>
Behaviour change	<i>Greater emphasis is required on future action to disincentivise the use of the car, particularly for short everyday journeys. For example, reference to road pricing/congestion charge initiatives.</i> <i>Greater emphasis should be given to the development of people's competence and confidence on bikes and having fun. Having cycling facilities and communities such as cycle clubs can provide these opportunities.</i> <i>Training for Children is a key area. Potential to expand to skills awards and cycling sports festivals etc.</i>
Additions	<i>Training for adults</i> <i>Maintenance</i> <i>The earlier National Transport Strategy (NTS2) review included a Roles & Responsibilities Review, the outputs from which should be available and used to inform development of more effective and appropriate delivery models for Scotland.</i> <i>Refer to documents such as the TfL plan on implementing cycle parking...and the official Government reporting on active travel progress in England.</i> <i>We recommend discussion of other measures that can be employed to make shared road space safer especially by reducing the speed of traffic, for example redesigning road layouts to slow traffic.</i>
Delivery of the plan	<i>It would be useful if the evidence base was clearer on what this means for Scotland and the Cycling Framework and Delivery Plan in terms of how the system is going to be changed in Scotland to ensure a step change in cycling infrastructure and behaviour change and therefore an increase in cycling and the resulting health, environmental and other outcomes.</i> <i>It would add clarity in terms of what the budget can achieve and therefore whether it is enough to deliver the actions.</i>
Other considerations	<i>We must bear in mind that the Scottish climate and lifestyle are not always conducive with Active Travel. The challenges faced are therefore greater than in some of the examples provided.</i>
International comparison	<i>Paragraph 6, funding: final sentence: clarification needed on how this figure of 10% compares internationally. We hear amounts of investment in Paris but percentages for Scotland, can this be standardised, so comparisons are more useful?</i>

Additions and/or changes to be included in the Action Plan

Additions	Changes
<p><i>Include estimated dates in the actions section for when actions are to be completed by.</i></p>	<p>Expand the safe cycling infrastructure actions:</p> <ul style="list-style-type: none"> • <i>Support cycling journeys to and from public transport requires investment to install cycling parking facilities at stations or near stations.</i> • <i>Promote cargo bikes as the normal choice for local deliveries. If cargo bikes are to be carried on trains, then significant investment is required to carry out feasibility studies into new fixings to secure them and also potentially removing seats that generate revenue.</i>
<p><i>Add funding sources to actions.</i></p>	<p><i>Fast implementation of temporary cycling infrastructure has failed through lack of adequate pre-consultation and should not be encouraged again.</i></p>
<p><i>Actions should be numbered for ease of reference.</i></p>	<p><i>Effective resourcing – Funding should include money for maintenance. The section should also be clear that ‘human’ resources are as much a constraint/necessity as financial resources.</i></p>
<p><i>The standards newly released in Cycling By Design are worth incorporating with acknowledgement that this will apply to maintenance of existing infrastructure as well as production of new infrastructure.</i></p>	<p>Education</p> <ul style="list-style-type: none"> • <i>Adult training is equally important... For promotion, target girls as they are a particular group who struggle and also use real life examples of people to promote cycling as everyday people relate better to others like them.</i>
<p><i>Support the travel demand management measures aligned with the national 20% car km reduction route map.</i></p>	<p>Fair access</p> <ul style="list-style-type: none"> • <i>Continue to facilitate trials for businesses and individuals of eBikes, cargo bikes etc.</i>
<p><i>The role of regional active travel strategies should be included in the actions.</i></p>	<p><i>Network planning and monitoring – Not just 20% reduction but also imbedding the concept of 20-minute neighbourhoods.</i></p>
<p><i>RTPs should be included as delivery partners for actions related to integration matters and movement of goods.</i></p>	<p><i>There are a number of references to ‘Produce Active Travel Strategies for each local authority area’. It should be made clear that this includes improving, developing and rapidly implementing existing strategies, as opposed to starting from scratch.</i></p>
<p><i>Actions related to integration with public transport should include ferries and suggest considering including a reference to mobility hubs to link with STPR2.</i></p>	<p><i>The following two areas arguably belong under effective resourcing:</i></p> <ul style="list-style-type: none"> • <i>Highway Code</i> • <i>Road Safety Framework</i>
<p><i>In line with the independent review of CAPS (2020), specific dates and/or timescales should be added to the actions wherever possible</i></p>	<p><i>Recommend splitting the ‘Action’ category to show if these are short or med term actions.</i></p>
<p><i>Clear concise actions in the Delivery Plan are key and longer-term aspirations, if they’re felt necessary, should be discrete actions</i></p>	<p><i>Recommend including more detail and clarity regarding who is leading, responsible and accountable for each action.</i></p>

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<p><i>There is a need for a better analysis of the current barriers to delivery of, in particular, local infrastructure; and then a clear set of steps to reduce or eliminate these barriers.</i></p>	<p><i>Recommend ensuring, where possible, that actions in the plan are SMART</i></p>
<p><i>It is not clear what form of support and encouragement local authorities will receive from Transport Scotland and others to develop and implement their Active Travel Strategies, nor what these Strategies should, as a minimum, contain.</i></p>	<p><i>Action 1</i></p> <ul style="list-style-type: none"><i>Expand access to bikes, including adaptive bikes.' This action is particularly lacking in detail. We recommend expanding to describe the action to make this happen.</i>
<p><i>Leadership is mentioned a number of times and the international experience shows that this is very important, but few specific actions are listed to develop either national or local leadership.</i></p>	<p><i>Action 2</i></p> <ul style="list-style-type: none"><i>We believe that Active Freeways should be viewed as trunk roads for cycling and active travel around which Local Authorities create denser local networks. We therefore recommend that the wording of this action be changed to show that the blueprint should inform the Local Authority AT Strategies.</i><i>Requires further clarity on funding sources.</i><i>If blueprint is to be informed by LA AT Strategies, the first step must be to identifying gaps across Scotland and resourcing LA's to prepare these strategies.</i>
<p><i>It is not clear what types of measures will be implemented, and by whom, to achieve the ultimate road safety goal of no deaths or serious injuries on Scotland's roads, as set in the Road Safety Framework.</i></p>	<p><i>Action 3</i></p> <ul style="list-style-type: none"><i>It won't always be possible for a network of fully traffic-free routes. Low-volume and low-speed streets might also have to be part of this network.</i> <p><i>Remove emphasis on town and city so that rural settlements are not left without a coherent network of footpaths and cycle routes.</i></p>
<p><i>Additional action – recommend, an urgent piece of work is done to understand a realistic and achievable target in terms of increasing cycling rates or modal shift by 2030. We recommend looking at the example of other countries and cities which have made great strides in increasing cycling rates.</i></p>	<p><i>Action 5</i></p> <ul style="list-style-type: none"><i>Emphasis on town and city seems to exclude AT links to public transport in rural areas.</i> <p><i>'Introduce pilot schemes at schools to provide an alternative to the school bus with segregated cycle routes, cycle training, provision of bikes, facilities at school' We want to see cycle lanes separated from traffic to help children cycle to school safely</i></p>
<p><i>Add Scottish Cycling for responsibility for training cycling coaches and leaders</i></p>	<p><i>Action 6</i></p> <ul style="list-style-type: none"><i>The wording 'Avoid delays in implementation of cycling infrastructure by adapting and adopting the TRO process' is unclear. There does not appear to be any background in the document as to the issues and what this means.</i><i>Consideration should be given to more emphasis on CPO powers to deliver AT infrastructure.</i>
	<p><i>Action 11</i></p> <ul style="list-style-type: none"><i>We would like councils to more actively use the compulsory purchase powers that they already have to create cycle infrastructure. We would like to see a this included as an action in the Delivery Plan.</i>

Action 21

- As well as Police Scotland enforcing dangerous driving towards cyclists further emphasis needs to be placed on the requirement for Police Scotland to enforce 20mph speed limits wherever the Roads Authority consider it necessary regardless of methods to influence driver speed.

Highway Code

- This action is one that would benefit from more detail as changing behaviour on this matter will require ongoing promotion and should start at a national level.

Clarity on the implications of classifying something as an aspiration rather than an action is required in the document.

Additions and/or changes to address inequalities Theme	Suggestion
Equal access	<p>Consider whether the existing TRO process is an effective means of public engagement. Its reform if done correctly should not reduce the influence of people with disabilities.</p> <p>Specify groups and communities, including children, to be targeted for expanding access to free bikes, with regard to fair access.</p>
Expand the NCN network	<p>Skye has no NCN, and many parts of Highland have no trunk road, so action would have little benefit to them.</p> <p>Build on NCN and proposals for active freeways. Action needs to commit to reinstating NCN routes where they were declassified & expanding to areas where NCN does not exist.</p>
Inclusive funding criteria	<p>The specific action around funding criteria requires the involvement of different groups, especially of voices which may otherwise be marginalised.</p>
Adjust impact assessment scoring	<p>Some of the scoring in the impact assessments unjustifiably scores impacts of actions too negatively.</p>

Additions and/or changes to the Monitoring and Review section

Theme	Suggestion
New action	<p>A further action is required concerning monitoring the impacts of new cycle infrastructure on disabled people, including lessons for future designs</p>
Specify targets	<p>Without specified measurable targets for each indicator, progress towards 2030 cannot be shown. Indicators to be developed to be quantifiable.</p>
2022 census	<p>The imminent Census could be useful to inform some aspects of baseline information.</p>

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	<p>'Increase the number of people choosing walking, cycling and wheeling in Scotland'</p> <ul style="list-style-type: none">• <i>Define short journeys and why would you not have people travelling to work as an indicator if you have travel to school and walking and cycling for pleasure/ exercise?</i> <p>High quality walking, cycling and wheeling infrastructure is available to all</p> <ul style="list-style-type: none">• <i>How will "Quality of walking and cycling infrastructure" be measured? Is it based on condition reports or perceptions of users? Or both?</i>
Detail on indicators required	<p>Walking, cycling and wheeling is available to all</p> <ul style="list-style-type: none">• <i>Household access to a bike (with focus on regional and socio-economic variation). Will this just take into account bikes in a household, or will it reflect if users have joined a bike hire scheme, have access to pool bikes at work etc?</i> <p>Will there be monitoring reports throughout the life of the plan and, if so, how frequently?</p>
Indicators at different levels	<p><i>It would be helpful if indicators are disaggregated automatically at local level (and regional, where possible), to facilitate consistency in strategy monitoring at various levels.</i></p>

Additional comments at the end of the survey included:

- A national media campaign to educate the public in the need for change is needed to break the message out beyond just interested individuals and industry specialists
- Include reference to ferry terminals in access public transport integration
- Include 'wheeling' in the vision
- Refer to the resilience of cycling during Covid-19
- These actions must go hand in hand with the tougher policies aimed at changing behaviour to get people out of their car
- The difference between expected change to cycling journeys in rural and urban areas should be considered.

6 Strategic Actions

6.1 Introduction

This chapter sets out the strategic actions that have been identified through the CAPS review and consultation with stakeholders.

6.2 Potential Strategic Actions

Theme	Potential Strategic Option	Source
Local Authority Active Travel Strategies	Condition receipt of funding on local authority having adopted a high-quality active travel strategy that includes a well-specified and outline costed plan of new active travel infrastructure, prioritised, and with a timescale for delivery.	CAPS Review
Local Authority Capacity Support	Provide direct support to local authorities to produce high quality active travel strategies with new support staff, most likely in government itself rather than in Sustrans or other third party organisation. Given that these posts would be linked to the delivery of infrastructure, it is likely that their funding could be capitalised.	CAPS Review Local Authority Feedback
Support to local authorities on road space reallocation and traffic reduction	<p>Provide guidance on modelling of road capacity reduction and roadspace reallocation.</p> <p>Provide case studies of road capacity reduction and roadspace reallocation, including evidence regarding local economic impact and of actual traffic impacts compared to previously modelled impacts. Changes to TRO process (see below).</p> <p>Transport Scotland to pilot at least two schemes of roadspace reallocation to create high quality segregated cycle facilities and pedestrian facilities at Roads for All standard on trunk roads in small unbypassed towns, and to organise for local authority traffic engineers (not just active travel staff) site visits and training based on the experience. These projects must be included in STPR2.</p> <p>For any authority that does implement a Workplace Parking Levy, condition its Ministerial approval on a certain proportion of the net proceeds being spent on active travel infrastructure.</p>	CAPS Review Local Authority Feedback
TRO and redetermination order processes	<p>Accept evidence of ATTF consultation that current processes are barrier to timely scheme delivery. Review experience in terms of public perceptions, awareness and feedback on implementation of works on Edinburgh's Picardy Place which were carried out on the street prior to the approval/adoption of TROs and Redetermination Orders.</p> <p>Consult on:</p>	CAPS Review Local Authority Feedback

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	<ul style="list-style-type: none"> • Giving equal legal weight in process to supporters as well as objectors of proposed TRO. • Reducing number/scale of measures requiring any TRO process (for example, a stipulated minimum length of double yellow line that can be implemented without a TRO, in the same way that bus stop clearways currently do not require a TRO). • Removing need for hearings for all measures on local roads. • Removing need for referral to Scottish Ministers of unresolved TROs and objections to Redetermination Orders. <p>Adopting English process for Experimental TROs (in England, Experimental TROs can be made permanent directly. In Scotland, the identical permanent order must be advertised and adopted before the Experimental Order expires).</p>	
<p>Funding for local infrastructure</p>	<p>Increase national capital funding to a level and duration to provide sufficient funding for high quality local cycle networks to be introduced as specified in the improved Active Travel Strategies.</p> <p>Reduce/eliminate need for match funding for segregated cycleways on arterial streets which involve significant reallocation of road space from private motor vehicles, parked or moving. Consult on modification of road maintenance block grant to be calculated including off-road cycling and core path infrastructure; and consult on whether to remove all or part of the competitive award element of Community Links and Community Links Plus.</p>	<p>CAPS Review Local Authority Feedback</p>
<p>Local authority staff capacity</p>	<p>Offer national funding to local authorities for employment of additional traffic engineering staff to work on design and implementation of active travel infrastructure. Since such posts would be infrastructure related, there is a strong possibility that they could be capitalised.</p>	<p>CAPS Review Local Authority Feedback</p>
<p>National guidance such as LTNs, DMRB, and TALs do not appear consistent with the new infrastructure designs but will continue to be used in conflict with new guidance</p>	<p>Ensure that process for new design guidance clarifies where and when it supersedes other guidance that is currently more relied upon by traffic engineers such as the DfT's TALs, LTNs and DMRB.</p> <p>Ensure that new guidance resolves conflicts between new road design for cycling and walking and older guidance such as DfT TALs. An example for pedestrians is the placing of signalled crossing on desire lines at or very close to junctions.</p> <p>Separate guidance for trunk roads and local urban roads must be produced.</p>	<p>CAPS Review Local authority feedback</p>

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	<p>The guidance should reflect the requirement of the Equality Act to build reasonable adjustments into new schemes and maintenance schemes.</p> <p>Ensure that any new guidance is consistent with TS' own Roads for All document and any update of DfT's Inclusive Mobility.</p> <p>Guidance should be supplemented with a training course for traffic engineers in the use of the new guidance and its relationship to existing guidance that they use (LTNs, TALs, DMRB more than Designing Streets). Receipt of cycling and walking funds should be conditioned on all traffic engineering staff in a local authority completing the training course.</p>	
<p>Increase access to bikes and bike storage</p>	<p>Consider directly funding the purchase of new or second-hand bikes for all or a means tested proportion of the Scottish population. Using bulk purchase discounts, a basic new adult bike could be obtained for around £100. These could either be given to people or rented on a long-term basis to include maintenance. By way of comparison, the Air Discount Scheme for Scottish Island and Caithness residents' costs around £113 per member per year (and is not means tested).</p> <p>Deliver an action plan to remove income barriers and ensure anyone who requires access to a bike and storage at home/work is supported.</p> <p>Provide a free bike to every child taking account of the different needs by providing a range of options.</p>	<p>CAPS Review</p> <p>Stakeholder Feedback</p>
<p>National leadership</p>	<p>Organise smaller more focused meetings with senior local authority staff and transport convenors to explain the benefits of investment in active travel, and to explain the funding linked to it. Bring local politicians who are already committed to active travel to lead these meetings with their political counterparts in other authorities.</p> <p>Lead by example in national Government</p>	<p>CAPS Review</p> <p>Stakeholder Feedback</p>
<p>Road safety to reduce pedestrian and cyclist KSIs</p>	<p>Study road safety infrastructure and legislation adopted by countries with lower KSI rates per trip or km travelled for cyclists and pedestrians.</p> <p>Implement similar infrastructure on national roads, and legislation.</p> <p>Introduce dedicated fund for local authorities to bid to expand 20mph zones that include speed reducing measures and to implement safety infrastructure found to be effective in other countries with lower KSI rates per trip or km travelled.</p> <p>Enable Police Scotland to increase enforcement, introducing Third Party Reporting of dangerous driving infrastructure above all, improving access to bikes and storage,</p>	<p>CAPS Review</p> <p>Stakeholder Feedback</p>

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	improving road safety and increasing cycle training	
National Planning Framework and high-density development	<p>Assess likely economic impact of including in NPF4 presumption against greenfield development, at least in Scotland's former City Regions.</p> <p>Assess likely economic impact of stipulating minimum in NPF4 average densities for new residential development.</p> <p>Seek to influence NPF4 on these issues.</p> <p>Increase level of call in on planning applications that do not support walking and cycling in their proposed location and/or detailed design of internal street network and permeability.</p>	CAPS Review
Cycle Training	Every child to receive on-road Bikeability cycle training in school	Stakeholder feedback
Flexibility in Design Standards	<p>Enable flexibility in design standards for different types of local locations by establishing a panel that would review proposed deviations from standards.</p> <p>Clarify when and where is a segregated cycle route appropriate.</p>	Local authority feedback
Cycle route infrastructure	Build and maintain a network of cycle routes, separate from traffic, to enable more people to cycle, particularly in urban areas	Stakeholder feedback
Community Engagement	Introduce Peoples Panels to understand views on cycling and to effectively consult on proposals	Stakeholder feedback
Integration with public transport	<p>Improve capacity in trains for long distance journeys to enable a reduction in car mileage by tourists.</p> <p>Trial dedicated buses to transport bikes to tourist destinations.</p>	Stakeholder Feedback
Behaviour Change Campaign	<p>Build on Spaces for People by promoting the benefits through real life examples. Focus on joyful journeys, freedom and mental health</p> <p>Develop a communications campaign that will start to prepare people for the changes that they will have to make to support net zero carbon targets. This could be at a national and local level</p>	Stakeholder Feedback
Equalities	Enable non-standard bikes to be used on cycling infrastructure and available through cycle hire schemes	Stakeholder Feedback
Equalities	Mitigate conflict between cyclists and other users, including disabled people	Stakeholder Feedback

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Data	Develop a means of data gathering to consider trends and distinguish between utility and leisure journeys.	Stakeholder Feedback
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APPENDIX A

Local Authority Questionnaire

Cycling Framework for Active Travel in Scotland Local Authority Questionnaire

1. Your name, organisation, position and contact details
2. Do you have a cycling, walking or Active Travel Strategy? If yes, please provide details.
3. If you do not have an Active Travel Strategy, what is guiding your investment in active travel infrastructure and in walking and wheeling infrastructure?
4. What does your organisation plan to deliver over the next 5 years for cycling, please include estimated timescales and budgets where available.
5. What are the key issues or barriers that your organisation faces in delivering your Active Travel Strategy or your investment in active travel?
6. How has the COVID-19 pandemic changed your plans/priorities for cycling in the short (1-2 years), medium (3-5 years) and long term (5 years plus)?
7. Do you know of any important or successful active travel, placemaking or other strategies relevant to increasing cycling from other councils, regions or around the world? (please be specific)
8. What strategic actions do you think should be included in the delivery plan of the new Cycling Framework? (please be as specific as possible)
9. What should the new Cycling Framework and Delivery Plan include to ensure that they are inclusive, and inequalities are addressed? e.g., increase investment in infrastructure that connects more deprived neighbourhoods and meets the needs of the people who live there
10. What are the other key Government strategies and National Performance Framework outcomes that can contribute to increased uptake in cycling for everyday journeys (such as planning, placemaking, housing, sport (including 2023 World

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Championships), health and education?

11. How should the new Cycling Framework be monitored and reviewed, including the wider benefits e.g., in health?

12. Do you have any other comments?

Stakeholder Questionnaire

1. Your name, organisation, position and contact details.

2. What is your role in supporting cycling?

3. What are the key issues or barriers to achieving modal shift to cycling in Scotland? What impact has the COVID-19 pandemic had on cycling in Scotland? What lessons can be learned from this that can be included in the Framework and Delivery Plan?

4. Do you know of any important or successful active travel, placemaking or other strategies relevant to increasing cycling from other councils, regions or around the world? (Please be specific)

5. What strategic actions do you think should be included in the delivery plan of the new Cycling Framework? (please be as specific as possible)

6. What should the new Framework and Delivery Plan include to ensure that they are inclusive and inequalities are addressed? e.g., increase investment in infrastructure that connects more deprived neighbourhoods and meet the needs of the whole population

7. What are the other key Government strategies and National Performance Framework outcomes that can contribute to increased uptake in cycling for everyday journeys (such as planning, placemaking, housing, sport (including 2023 World Championships), health and education?

8. Do you have any other comments?

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