



Cycling Action Plan for Scotland 2017-2020

Cycling as a form
of transport



Foreword

by Minister for Transport and Cllr Stephen Hagan

This third iteration of the Cycling Action Plan for Scotland (CAPS) is the most progressive, representing six years of shared work by partners and an unshakable commitment to the 2020 vision. However, we cannot be complacent and reaching the vision will be challenging which is why we all need to re-double efforts in delivering the actions in this document.

As Chair of the CAPS Delivery Forum, Cycling Scotland produced its progress report on CAPS 2013 so thanks to all the stakeholders who gave feedback to enable national and local governments to look back at what went well, what didn't and what more needs to be done. The report outlines progress to date and future actions we need to take over the next four years to 2020.

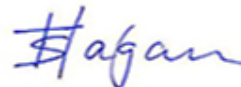
The Scottish Government has committed in the Programme for Government to maintaining record levels of investment for the remainder of this parliamentary term for cycling and walking projects, including more and better infrastructure, behaviour change projects and other innovative ideas such as some of those that have been introduced since CAPS 2013 was published. For example, Cycle Friendly Campus and Communities awards, the Community Links PLUS design competition and the significant developments that build on the creative partnership between the Scottish Government, local authorities and the Regional Transport Partnerships.

Over the next four years we look forward to developing more ambitious, innovative approaches underpinned by partnership working, to make Scotland a more active and safe nation.



HUMZA YOUSAF

Humza Yousaf MSP
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Councillor Stephen Hagan
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Executive Summary

Cycling Scotland's progress report on CAPS 2013 provided an evidence based assessment of CAPS progress to date. It also made recommendations for achieving rapid modal shift to cycling based on the most recent statistical data, examples of best practice in Scotland, stakeholder consultation and evidence of change taken from other European countries.

This new set of actions outlines how the Scottish Government, local authorities and all key partners will respond to the needs of stakeholders and how we will achieve our active travel commitments. This refreshed CAPS document has been split into five distinct sections, the same as in CAPS 2013:

- 1. Leadership and Partnership**
- 2. Infrastructure, Integration and Road Safety**
- 3. Promotion and Behaviour Change**
- 4. Resourcing**
- 5. Monitoring and Reporting**

CAPS 2016 Actions

Leadership and Partnership

1. Transport Scotland will hold an Annual Active Travel Summit hosted by the Minister for Transport. Invitations will be sent to local authority Heads of Transportation, Environment, Health and Economy, Regional Transport Partnerships and relevant local authority Committee Convenors. The purpose of the Summit will be to lead delivery, assess progress and allow local authorities and key stakeholders to showcase progress and share best practice across Scotland.
2. Transport Scotland will review and update the Trunk Roads Cycling Initiative and the commitment within that to improve cycling and walking infrastructure around trunk roads when the opportunity presents itself, for example the dualling of the A9 and A96. We will also consult on an update of Cycling by Design.
3. Transport Scotland's Chief Executive will chair an Active Travel Task Force to tackle the practical barriers to the delivery of ambitious walking and cycling projects in Scotland, to create more attractive places and to encourage more active travel. The Task Force will also consider how to improve the TRO process, community consultation and communication of the benefits of active travel. It will agree its own timeline for reporting to the Transport Minister during 2017, with recommendations on how to achieve our long term vision for active travel.

4. Provide continued support to each local authority and Regional Transport Partnerships to develop/update their active travel plans/strategies which sets out the priorities for delivering new and improved infrastructure in their areas, as well as plans for behaviour change work to increase active travel rates.

Infrastructure, Integration and Road Safety

5. Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys (e.g. through the Community Links and Community Links Plus programmes), including on and off-road routes and associated public realm improvements. Focus will be given to improvements in urban areas where the highest levels of cycling are likely to be achieved and strategic plans are in place to install and improve active travel infrastructure.
6. Continue to grow and maintain the National Cycle Network (NCN) to provide a strategic network of longer distance cycling routes for leisure, recreation, tourism and functional trips. Develop a National Cycling and Walking Network, especially in rural areas, as outlined in the National Planning Framework 3, to promote cycle tourism and to connect rural communities, for example by installing ground level solar lighting and wifi hotspots on rural cycle counters.
7. Continue to support the 3 levels of the UK national standard Bikeability Scotland cycle training programme to encourage 100% of schools participating to deliver training, provide access to cycles and secure parking to increase cycling at all levels.
8. Improve integration with public transport, through partnership working with Scotrail, bus/coach operators and Regional Transport Partnerships and provide secure cycle storage at key destinations including transport interchanges. For example, to install secure cycle parking and encourage bus/coach operators to carry cycles, especially in rural areas where distance is a barrier to cycling.
9. Encourage and support the implementation of 20 mph streets/zones in communities across Scotland to improve road safety and encourage walking and cycling for everyday journeys. For example, through the promotion of SG guidance on the implementation of 20 mph schemes and the sharing of best practice across the country, published in 2015.

Promotion and Behaviour Change

10. Continue to promote a national training programme on cycling design and best practice to planners, designers and engineers, through the delivery of accredited modules such as Making Cycling Mainstream, and promote the use of planning policy - Designing Streets and Smarter Choices, Smarter Places good practice.
11. Develop Active Travel Hubs across Scotland, utilising European Regional Development Funding (ERDF), and drawing upon experience of the Stirling Cycle Hub and the Active Travel Hubs in Ayrshire, to provide advice, services and support for people to walk, cycle and take public transport.
12. Continue to support educational campaigns such as the 'Give Everyone Cycle Space' campaign aimed at all road users to make them aware of cyclists on the road and the space required when sharing the road.
13. Increase levels of access to bikes through projects that support inclusive cycling initiatives, such as community bike library schemes, adaptive bikes and re-conditioned bikes to encourage more cycling, for example through Cycling Scotland's Cycle Friendly and Sustainable Communities Fund, the I-Bike project operated by Sustrans and the Big Bike Revival project run by Cycling UK, working in partnership with all key stakeholders.
14. Work collaboratively across all policy areas to promote cycling and increase participation for young people of all abilities, through inclusive, community and school-focussed active travel, health, sport and recreational cycling programmes, activities and events, such as lead ride programmes for beginners/returners, Wee Jaunts as part of Pedal for Scotland and All Ability Cycling projects at the Trossachs Tryst in Callander.
15. Invest in and deliver a "Cycle Friendly" package of support for workplaces, campuses, communities and schools, to install improved cycling facilities and to incentivise staff and students to cycle more often, including the promotion of workplace and school-based champions and internships at universities and colleges to encourage peer groups to increase their levels of active travel to and from work and places of study.
16. Continue to support the Smarter Choices, Smarter Places Programme to enable local authorities to encourage and support people to choose active travel through local behaviour change initiatives.

Resourcing

17. Scottish Ministers have committed to maintaining the record levels of funding for active travel for the term of this Parliament.

Monitoring and Reporting

18. Agree with the CAPS Delivery Forum members a suite of national indicators to inform the national picture of cycling participation, and report annually to Transport Scotland.
19. Encourage and support all 7 Scottish cities to develop and publish a Bike Life report by the end of 2018, led by Sustrans Scotland taking the learning and experience from the City of Edinburgh Council in developing its Bike Life Report published in 2015.

Introduction

The first Cycling Action Plan for Scotland was published in 2010 and then refreshed in 2013. The purpose of this third iteration is to gauge progress since 2010, and develop a robust set of actions that will help us achieve our shared vision of **“10% of everyday journeys to be made by bike, by 2020”**. This is no doubt a challenge for all stakeholders and we will work together over the next four years to ensure we have done all we can in tackling this challenge head on.

Cycling Scotland’s progress report outlined six pre-requisites for success:

A shared national vision for a 10% modal share of everyday journeys should remain, with a related clear aspiration for reduction in car use, especially for short journeys, by both national and local government.

A long term increase in sustained funding is required, with year-on-year increases over time towards a 10% allocation of national and council transport budgets as Edinburgh is achieving. The long term commitment to 2030 to dual carriageways between seven Scottish cities should be matched by an equally long term commitment to cycling if modal shift ambitions are to be met and sustained.

The national 10% modal share vision should be supported by local cycling strategies and delivery plans at council and regional levels. Local modal share objectives should be coordinated with the national vision to create a feasible route to 10%. Cities will be the driver of significant modal shift and the national vision should be directly coordinated with a specific focus on reaching at least 10% modal share in the cities and the largest urban areas, implementing best practice. The primary investment focus should be on enabling cycling through changing the physical environment for short journeys to enable anyone to cycle. Government at all levels needs to build and maintain staff capacity to manage cycle infrastructure and the local road network in the present financial climate.

Whilst generally agreeing with five out of the six pre-requisites, the Scottish Government’s position is that levels of transport spend cannot simply be based on percentage allocations for each transport mode. The overall transport budget must reflect existing contractual requirements, planned maintenance and upgrades and it would be wrong to arbitrarily allocate definite amounts to any one mode.

We have, however, committed to record levels of funding to 2021 as outlined in the Programme for Government. From 2014/15 – around £280 million over seven years, not including the match funding that local authorities and other key partners contribute, will be invested in active travel projects.

Also, we do have an Active Travel Vision to 2030 and a commitment to delivering a long distance walking and cycling network, as part of National Planning Framework 3, which along with the National Cycling Network and the community links programmes, will connect our main areas of population. And, in planning for dualling our trunk road network, we are including in those upgrades active travel infrastructure to ensure communities are connected safely and conveniently. Local

consultation meetings for both the A9 and A96 projects have already taken place and will continue to be held over the coming years.

This document outlines in details how we will deliver our actions and priorities, who we will work in partnership with and the timeline for delivery in 2020. It outlines that

- We remain committed to the shared vision of 10% of everyday journeys by 2020, and positively promote modal shift away from vehicle journeys which will over time reduce car use for local trips;
- We will continue to support local authorities and Regional Transport Partnerships in developing local and regional active travel plans/strategies;
- We will support the six remaining Scottish cities in introducing “Bike Life” reports, similar to the City of Edinburgh’s Bike Life report, with additional support through Sustrans who led the project across the UK during 2015/2016;
- We will continue to support local authorities in building community links to the highest standard, including re-allocation of road space in favour of cycling and walking through the Community Links PLUS design competition; and
- As part of the Community Links PLUS competition, we will encourage those bidding to include sufficient and realistic levels of resource funding to enable the best possible infrastructure to be delivered on time and to budget.

1. New projects since 2013

Since the publication of the last CAPS document in 2013, we have introduced seven new and innovative projects, both infrastructure and behaviour change, in partnership with key stakeholders. These are:

The Cycle Friendly Campus Award

The aim of Cycle Friendly Campus is to increase the rate of cycling across the student and staff population through implementation of cycle friendly measures. Glasgow Caledonian University's (GCU) main campus at Cowcaddens was the first to achieve Cycle Friendly status in 2015, having demonstrated commitment to modal shift to cycling through behaviour change and facilitative enablement measures for cycling at the university.

The campus supports 14,000 students and employs more than 1,600 staff. Through GCU's annual Cycling on Campus Survey the Sustainability team is able to identify key barriers and develop action plans to overcome these with support from partners including Glasgow City Council, Strathclyde Partnership for Transport and other key stakeholders including the Glasgow Bike Station.

With financial support from Cycling Scotland to work through the award process, GCU committed to a number of on-site improvements including additional cycle parking, cycle stair ramp, maintenance areas, improved shower and changing facilities and increased drop kerbs. This work was supported by additional activities coordinated via the Cycle Forum including promotion of training, 'Discover Glasgow' cycle tours, security marking, access to maps, locks and lights.

To tackle access to bikes GCU sought support from the Glasgow Bike Station run popular 'Fix Your Own' bike sessions, and secured a deal with the NextBike hire scheme to offer students a 50% discount through membership. The result of this activity has been a 20% increase in the number of bikes recorded on Campus, while the number of students and staff cycling to the university between 2012 and 2015 has almost doubled – to just over 3% for students and 9% for staff.

For more information see the link below:

<http://www.gcu.ac.uk/smarttravel>

<http://www.gcu.ac.uk/cycling>



Bike checks and cycle training at GCU

Cycle Friendly Communities Award

The aim of the Cycle Friendly Communities Award is to support, encourage and recognise communities across Scotland working to embed cycling in the culture of their community and get more people cycling. The award provides a developmental approach that can support communities to take a leading role in improving opportunities and facilities in their environment.

In October 2015, Neilston was the first community to receive Cycle Friendly Community status. The Neilston Development Trust was established by the local community in 2006 to support the regeneration of the area. The aim of the trust is to develop physical, economic and personal assets of our community. They successfully received a Cycling Scotland grant in 2012 to deliver a cycling project called Bike Bank Hub, which they used to train volunteers and staff in bike maintenance and cycle training. Maintenance sessions were held which taught local residents how to fix their own bikes and cycle training was delivered to school children and adults.

As an early adopter of the Cycle Friendly Community Award process, Neilston received funds to support the delivery of events, training and resources to promote and support local cycling. The Trust has supported East Renfrewshire Council to successfully coordinate Bikeability Scotland training resulting in 100% of schools participating. They have helped local schools and businesses to achieve Cycle Friendly status, and worked with local partners including cycle shops to create volunteering and training opportunities.

The Trust is a key delivery partner of the Neilston Charter, ensuring a community focus. Under the Cycle Neilston brand, an active website promotes opportunities from training and bike hire to events and rides. This includes a series of maps distributed widely across the local authority.



Neilston gets the first Cycle Friendly Community award

Cycling Scotland School Camps

The aim of Cycling Scotland's School Camps is to support secondary school pupils to develop transferable skills to become cycle champions and lead projects to embed cycling in the curriculum. Since launching in 2014, 194 pupils representing 36 secondary school teams have completed the 5 day School Camp programme, with training in project management, cycle maintenance, first aid and disability inclusion training. The programme was shortlisted for a Scottish Transport Award in 2016.

Pupils from Montrose Academy in Angus attended Camp in October 2014 in Dalguise. Having surveyed the school they identified barriers including poor storage facilities and lack of maintained bikes. During the camp they developed the project and were awarded £1,500 to tackle storage issues and develop maintenance training. Montrose Get Going ran a logo competition and a cycling related quiz to publicise the project. Pupils used grant funding to purchase a 20ft container vessel, used as a hub for storage of bicycles and maintenance tools. The facility is available to use by associated primary schools.

Camp participants delivered an interactive workshop to all new S1 students on the benefits of cycling to safe routes to school, delivered during P7 transition or induction days. Senior pupils have also completed Cycle Training Assistant training to support delivery of Bikeability Scotland at local primary schools.



Montrose Academy went on to secure Cycle Friendly Secondary School status in November 2015

Community Links PLUS Design Competition

Following discussions at the Cross Party Group on Cycling in the Scottish Parliament, the Minister for Transport and the Islands announced a new design competition for an “exemplar” active travel project which would prioritise people and place over motorised vehicles. Part of the criteria was also to take away road space in favour of segregated cycle paths and also to improve the public realm for pedestrians.



Design of the South City Way

The first winner of this new competition was Glasgow City Council’s South City Way which when completed will provide a segregated cycle route and improvements to the public spaces along Victoria Road from Queen’s Park to The Merchant City. Around 25,000 residents will benefit from this project which will see £3.25 million from the Scottish Government, through Sustrans, matched by Glasgow City Council. The project is due to be completed by the end of 2018.

Workplace Active Travel Champions

“By inspiring action at an individual level, Active Travel Champions create a ground swell of positive personal change that influences the culture of entire workplaces.”

Markus Hiemann, Sustainability Manager, NHS National Services Scotland

Currently delivered in Edinburgh and Glasgow, Sustrans’ Active Travel Champion project engages with workplaces in order to deliver a series of site specific activities, events and training opportunities. The project engages with staff in order to target single occupancy car journeys for commuting and business travel by promoting active travel alternatives. Project Officers engage with passionate individuals within workplaces in order to create a legacy of empowered, experienced and skilled workplace Champions who in turn promote active travel choices to their colleagues.

The project encourages both modal shift toward more sustainable modes of transport, as well as increased levels of physical activity within workplaces. Since 2014, the project has established –

- 15 workplace sites with a total reach of over 25,000 employees;
- 143 trained Active Travel Champions; and
- An estimated 16,000 contacts made with individuals across Edinburgh and Glasgow

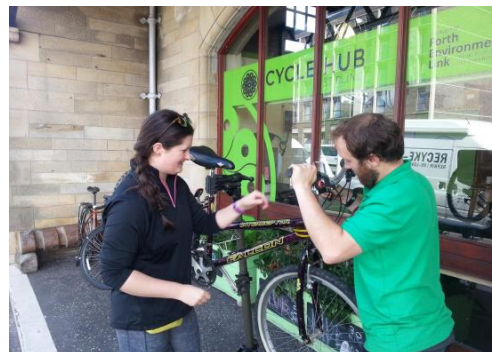
Employer Engagement - Outreach work in Stirling and Forth Valley

Working together, the Edinburgh Bike Station, Recyke-A-Bike, Stirling Bike Hub and Stirling Council have set up the “Cycle Friendly Stirling Partnership” which has provided a year round series of Dr Bike sessions. Partners have engaged with workplaces and community locations across Stirling to support active travel, in addition to locations such as local schools, with 2,500 individuals benefiting from a Dr Bike safety check in 15/16, in the Stirling area.



The project has identified barriers to cycling, and developed a range of z-cards that address these, and are handed out these free of charge at the events.

<http://www.thebikestation.org.uk/edinburgh/whats-going/projects/cycle-friendly-cities/>



Cyclists are rewarded for their participation with an incentive to positive behaviour, such as oil for their chains, pumps to inflate their tyres, or lights to see and be seen in the darker months and at night.

The Edinburgh Bike Station is now working across the seven cities in Scotland to share good practice as part of its Dr Bike Cycle Safety and the Cycle Friendly Partnership Programme. The Bike Station is happy to share resources and information within other local authority areas. For further details contact - ruairidh@thebikestation.org.uk



2. Leadership and Partnership

This Scottish Government has an obvious role in providing leadership by committing to investment and working closely with all partners, especially local government, to ensure we are doing all we can to improve the health and wellbeing of people in Scotland. By offering active travel as a realistic choice we are improving health, saving harmful emissions, contributing to the local economy and making the roads safer by building segregated infrastructure and encouraging a slowing of speeds in built up areas.

One of the measures of this partnership working is the annual **Active Travel Summit**.

In CAPS 2013, the Scottish Government committed to establishing a “Cycling Summit” involving the Minister for Transport, local authority Heads of Transportation and Convenors of relevant committees. Whilst we have held two of these summits, it was suggested by stakeholders that we should consider widening out the remit to include walking and make the Summit an “Active Travel” Summit, which we did in 2015 and again in 2016.

The second annual Active Travel Summit took place in November 2016 in Stirling, and for the first time invitations were extended to local authorities to take part in a “market place” session where projects that have made an impact locally could be showcased and shared with other delegates. In total there were 76 delegates, including 7 elected members. Local authority attendance was the highest so far with 25 represented and 5 Regional Transport Partnerships also present.

Delegate feedback suggested that this format was better and more inclusive than previous formats and therefore we will run the same event in 2017.

Trunk Road Cycling Initiative (TRCI)

The refresh of the Trunk Roads Cycling Initiative is already underway and Transport Scotland staff will consult with key stakeholders early in 2017, ahead of publication.

Cycling by Design

Transport Scotland has recently commissioned the update of Cycling by Design. In order to inform the update we will be consulting with a wide range of stakeholders as part of an overall stakeholder consultation plan. As part of this plan, we have recently commenced a process of initial targeted consultation which will inform the update.

Our current outline plan is:

- To consult leading professionals, partners and user groups to gather views on strategic fit and importance, technical content and ease of use.

- To conduct desktop research of other local, national and international guidance and project developments since 2010 (the current Cycling by Design publication date).
- Following this exercise, Transport Scotland will consider the summary findings and decide on the scope of the update in 2017.

Cross Portfolio Working

The Sustainable and Active Travel Team at Transport Scotland will continue to work with Scottish Government colleagues across policy areas such as Health, Education and Environment, but not exclusively, to ensure proposals, policies and funding complement each other. For example, the Climate Challenge Fund has recently given more priority to community active travel bids for cycling and walking.

The Active Scotland Division from Health Directorate has been working with Transport Scotland to further develop the cycling for all project in Callander called “Blazing Saddles”. This project, launched by Aileen Campbell MSP, Minister for Public Health and Sport, enables young people with disabilities to try cycling on adaptive bikes or tandems with a pilot guiding from the front. The project is situated at the Trossachs Tryst just outside Callander.

Strategic Approach

The Scottish Government remains supportive of local authorities and Regional Transport Partnerships in developing cycling/active travel strategies/plans. In 2010, there were 5 cycling plans adopted by local authorities; in 2013 there were 6 and in 2016 this figure had risen to 15 adopted plans.

We will continue to provide support to Sustrans to work with the remaining authorities to develop cycling/active travel plans to ensure a strategic approach in delivering active travel infrastructure where it is planned for and needed most.

Actions Summary for Leadership and Partnership

1. Transport Scotland will hold an Annual Active Travel Summit hosted by the Minister for Transport. Invitations will be sent to local authority Heads of Transportation, Environment, Health and Economy, Regional Transport Partnerships and relevant local authority Committee Convenors. The purpose of the Summit will be to lead delivery, assess progress and allow local authorities and key stakeholders to showcase progress and share best practice across Scotland.
2. Transport Scotland will review and update the Trunk Roads Cycling Initiative and the commitment within that to improve cycling and walking infrastructure around trunk roads when the opportunity presents itself, for example the dualling of the A9 and A96. We will also consult on an update of Cycling by Design.
3. Transport Scotland’s Chief Executive will chair an Active Travel Task Force to tackle the practical barriers to the delivery of ambitious walking and cycling projects

in Scotland, to create more attractive places and to encourage more active travel. The Task Force will also consider how to improve the TRO process, community consultation and communication of the benefits of active travel. It will agree its own timeline for reporting to the Transport Minister during 2017, with recommendations on how to achieve our long term vision for active travel.

4. Provide continued support to each local authority and Regional Transport Partnerships to develop/update their active travel plans/strategies which sets out the priorities for delivering new and improved infrastructure in their areas, as well as plans for behaviour change work to increase active travel rates.

3. Infrastructure, Integration and Road Safety

Scotland enjoys over 2,300 miles of National Cycle Network in both urban and rural settings. Between April 2011 and April 2015, 330 miles of newly constructed walking and cycling infrastructure was created (both Community Links and NCN), with a further 95 miles upgraded or resurfaced. These will increase with the £18 million investment in 2016/17.

To put the Scottish Government's investment in perspective, in 2013/14, £6.4 million was invested in Sustrans' Community Links projects funding 104 cycling and walking projects in communities across the country. In 2015/16, £20.8 million was invested in 254 projects, generating a further £26 million in matched funding from partners, mostly local authorities. In 2016/17, £18 million was invested generating a further £23 million in matched funding, again mainly from local authorities. So there is a very big appetite out there to work in partnership and to deliver high quality projects.

Figures for NCN trips and savings made (Sustrans annual report)

- In 2014, 121 million trips were made on the NCN – an increase of 13% on 2013 (50% walking, 50% cycling)
- Health benefits derived from the number of trips on the NCN is estimated to be around £321 million
- 41% of the population now live within 0.3 miles of the NCN

Working with Abellio ScotRail - Cycling Implementation Plan

Since taking over the rail franchise in 2015, ScotRail have installed 875 new cycle spaces to date with plans to increase this to 1270 by the end of the 2016/17 financial year. ScotRail remain on target to complete 3,500 spaces largely at the new Cyclepoint and Cyclepark PLUS facilities at larger category 1 stations – Edinburgh, Glasgow, Stirling, Dundee, Inverness, Aberdeen and Perth. These are all scheduled to be completed by 31 March 2018.

West Highland Line

The Sustainable and Active Travel Team and the Rail Franchise Team are working collaboratively with ScotRail and HiTRANS to look into demand and solutions for cycle carrying capacity on the West Highland Lines and Serco Caledonian Sleeper service and how to manage capacity during peak times.

The early work will be looking at existing demand/opportunities which will be backed up by surveys of cycle numbers and potentially questionnaires for both cyclists and non-cyclists.

The Scottish Government remains committed to its Road Safety Framework and to aim for “A steady reduction in the numbers of those killed and those seriously injured, with the ultimate vision of a future where no one is killed on Scotland's

roads, and the injury rate is much reduced.” A mid-term review of the Road Safety Framework in 2016 identified three Priority Focus Areas for further consideration:

- Speed and Motorcyclists
- Pre-drivers, Drivers aged 17 to 25 and Older drivers
- Cyclists and Pedestrians

We will continue to work with road safety colleagues and stakeholders in delivering projects that make cycling and walking safer for all

Actions Summary for Infrastructure, Integration and Road Safety

5. Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys (e.g. through the Community Links and Community Links Plus programmes), including on and off-road routes and associated public realm improvements. Focus will be given to improvements in urban areas where the highest levels of cycling are likely to be achieved and strategic plans are in place to install and improve active travel infrastructure.

6. Continue to grow and maintain the National Cycle Network (NCN) to provide a strategic network of longer distance cycling routes for leisure, recreation, tourism and functional trips. Develop a National Cycling and Walking Network, especially in rural areas, as outlined in the National Planning Framework 3, to promote cycle tourism and to connect rural communities, for example by installing ground level solar lighting and wifi hotspots on rural cycle counters.

7. Continue to support the 3 levels of the UK national standard Bikeability cycle training programme to encourage 100% of schools participating to deliver training and provide access to cycles and secure parking to increase cycling at all levels.

8. Improve integration with public transport, through partnership working with Scotrail, bus/coach operators and Regional Transport Partnerships and provide secure cycle storage at key destinations including transport interchanges. For example, to install secure cycle parking and encourage bus/coach operators to carry cycles, especially in rural areas where distance is a barrier to cycling.

9. Encourage and support the implementation of 20 mph streets/zones in communities across Scotland to improve road safety and encourage walking and cycling for everyday journeys. For example, through the promotion of SG guidance on the implementation of 20 mph schemes and the sharing of best practice across the country, published in 2015.

4. Promotion and Behaviour Change

Cycling Scotland's annual campaign "Give me Cycle Space" which was aimed at drivers during the school run to look out for children cycling to school, was widened in 2015 to include all cyclists and is now known as "Give Everyone Cycle Space" and has been run nationally as a TV advert across Scotland.

The Smarter Choices, Smarter Places partnership project with CoSLA is designed to increase walking and cycling for short journeys, car sharing and public transport use for longer journeys, while reducing single occupancy car use. Local Authorities target specific populations for travel behaviour change interventions. The projects include travel planning (at work, school or home), public awareness events, signage and mapping, supporting car clubs and work with public transport operations.

In 2015-16 and 2016-17 the £10 million funding attracted over £13 million in match funding for the local projects. Over 340 projects have been supported locally. An independent evaluation of the 2015-16 programme stated 'It is clear that the current Smarter Choices, Smarter Places programme has been successful at enabling smarter travel work to be undertaken in many areas where it would not otherwise have been funded.

Actions Summary for Promotion and Behaviour Change

10. Continue to promote a national training programme on cycling design and best practice to planners, designers and engineers, through the delivery of accredited modules such as Making Cycling Mainstream, and promote the use of planning policy - Designing Streets and Smarter Choices, Smarter Places good practice.
11. Develop Active Travel Hubs across Scotland, utilising European Regional Development Funding (ERDF), and drawing upon experience of the Stirling Cycle Hub and the Active Travel Hubs in Ayrshire, to provide advice, services and support for people to walk, cycle and take public transport.
12. Continue to support educational campaigns such as the 'Give Everyone Cycle Space' campaign aimed at all road users to make them aware of cyclists on the road and the space required when sharing the road.
13. Increase levels of access to bikes through projects that support inclusive cycling initiatives, such as community bike library schemes, adaptive bikes and re-conditioned bikes to encourage more cycling, for example through Cycling Scotland's Cycle Friendly and Sustainable Communities Fund, the I-Bike project operated by Sustrans and the Big Bike Revival project run by Cycling UK, working in partnership with all key stakeholders.
14. Work collaboratively across all policy areas to promote cycling and increase participation for young people of all abilities, through inclusive, community and school-focussed active travel, health, sport and recreational cycling programmes, activities and events, such as lead ride programmes for beginners/returners, Wee

Jaunts as part of Pedal for Scotland and All Ability Cycling projects at the Trossachs Trust in Callander.

15. Invest in and deliver a “Cycle Friendly” package of support for workplaces, campuses, communities and schools, to install improved cycling facilities and to incentivise staff and students to cycle more often, including the promotion of workplace and school-based champions and internships at universities and colleges to encourage peer groups to increase their levels of active travel to and from work and places of study.

16. Continue to support the Smarter Choices, Smarter Places Programme to enable local authorities to encourage and support people to choose active travel through local behaviour change initiatives.

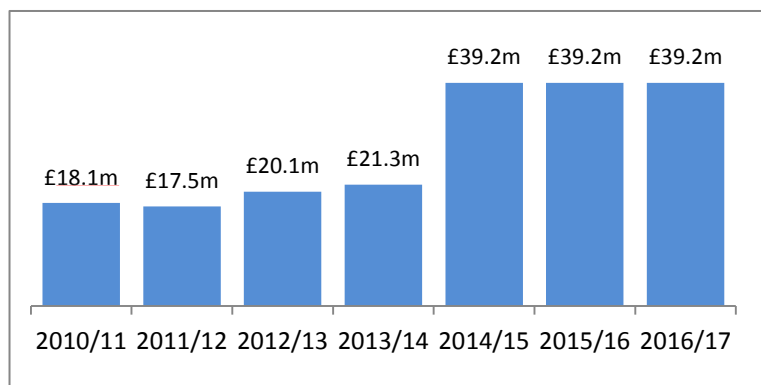
5. Resourcing

Scottish Ministers have made a manifesto commitment to maintain record levels of funding in active travel. This is also reiterated in the Programme for Government.

We will continue to support the creation of walking and cycling infrastructure, developing a people-centred approach to place. As well as providing physical infrastructure, we will support a range of behaviour change initiatives, such as our Smarter Choices, Smarter Places Programme, in partnership with local authorities, the third sector and other stakeholders.

And we will work with all seven cities to encourage Bike Life reports for our most populous places, taking into account the lessons learned from Edinburgh's experience in producing its report.”

To put this funding into perspective, this Scottish Government has increased the budget for active travel since 2010 by just over 116%. The graph below outlines funding since 2010 when the first Cycling Action Plan for Scotland was published:



SG Active Travel

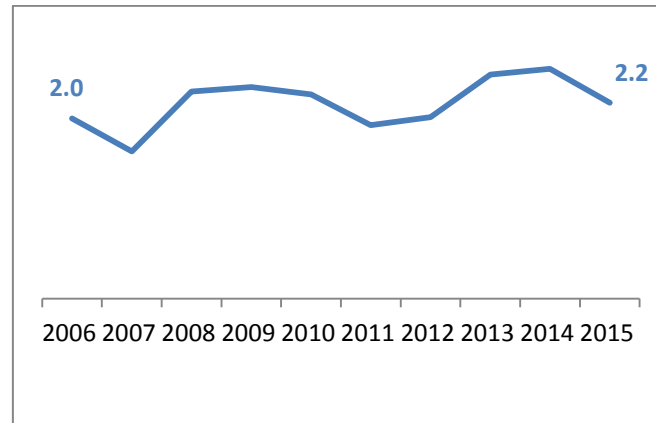
Since the start of the Community Links and Community Links PLUS projects, the Scottish Government investment has generated £61.9 million from mainly local authorities and other key stakeholders such as Regional Transport Partnerships and Scottish Canals.

Actions Summary for Resourcing

17. Scottish Ministers have committed to maintaining the record levels of funding for active travel for the term of this Parliament.

6. Monitoring and Reporting

The Scottish Household Survey – Transport and Travel in Scotland - published in September 2016 is the data collected by which we measure everyday journeys, i.e. travel to work. The report shows a decrease in cycling as the main mode of travel to work for adults in Scotland from 2.6% in 2014 to 2.2% in 2015. Although a decrease, this is within normal year-on-year variation.



Cycle to work (SHS)

Although the year on year figures for cycling are slightly down, the long term trend is rising. In 2006, 2% of adults commuted by bike to work. However, achieving the 10% vision will be challenging and that is why we have to work in partnership over the next 4 years and do all we can to ensure everyone has the option of cycling as a commuting mode.

We will continue to collect the Scottish Household Survey data and use this to measure progress against the 10% vision.

Cycling Scotland also produces the Local Authority Assessment and more recently through the CAPS Delivery Forum, the Annual Cycling Monitoring Report first published in 2016.

Sustrans Scotland produces the Hands Up Scotland Survey as official statistics which measures school travel in Scotland. Active Travel makes up for 50% of all school journeys, excluding nurseries. In 2015 – across all state primary schools, excluding nurseries - the percentage of pupils who normally cycle to school was 5.1% - in 2008, the first year of the Hands Up Survey, this figure was 3.4%.

The table below shows the fluctuation in both primary and secondary schools. Whilst we will continue to invest in Bikeability Scotland cycle training, there needs to be a concerted effort to increase the numbers of secondary students cycling to school, and receiving the Bikeability Scotland level 3 training. We will also continue to invest in Sustrans I-Bike Officers, who work with P7 pupils in making the transition from primary to secondary school and continuing to cycle, a realistic option .

Table 2.3 Travel modes at a national level by school type - HUSS 2016

| School Type | Year | Walk | Cycle |
|-------------|------|-------|-------|
| Primary | 2008 | 51.6% | 3.4% |
| Primary | 2009 | 49.5% | 3.0% |
| Primary | 2010 | 48.7% | 3.7% |
| Primary | 2011 | 48.8% | 4.0% |
| Primary | 2012 | 47.8% | 4.1% |
| Primary | 2013 | 46.0% | 5.0% |
| Primary | 2014 | 46.1% | 5.0% |
| Primary | 2015 | 44.6% | 5.1% |
| Secondary | 2008 | 42.8% | 1.6% |
| Secondary | 2009 | 42.8% | 1.2% |
| Secondary | 2010 | 41.9% | 1.2% |
| Secondary | 2011 | 41.8% | 1.3% |
| Secondary | 2012 | 42.2% | 1.1% |
| Secondary | 2013 | 42.0% | 0.9% |
| Secondary | 2014 | 42.7% | 0.9% |
| Secondary | 2015 | 42.7% | 1.0% |

Actions Summary for Monitoring and Reporting

18. Agree with the CAPS Delivery Forum members a suite of national indicators to inform the national picture of cycling participation in the 7 cities, extending to larger urban areas in due course, and reporting annually to Transport Scotland.

19. Encourage and support all 7 Scottish cities to develop and publish a Bike Life report by the end of 2018, led by Sustrans Scotland taking the learning and experience from the City of Edinburgh Council in developing its Bike Life Report published in 2015.

ANNEX A

Cycling Action Plan 2013 Actions

1. Establish an annual national cycling summit involving the Minister for Transport and local authority Heads of Transportation and relevant Committee Convenors, to lead delivery and gauge progress.
2. Develop for each local area the strategic approach to supporting functional cycling (and active travel more broadly), mapping the appropriate infrastructure improvements required along with supporting promotional work to achieve tangible changes in travel choices.
3. Continue to promote a national training programme on cycling-integration design and best practice to planners, designers and engineers, through the delivery of accredited modules such as Making Cycling Mainstream, and promote the use of planning policy - Designing Streets, Cycling by Design cycle guidance and Smarter Choices, Smarter Places good practice.
4. Continue to develop and maintain community links – i.e., high quality, local infrastructure to support active travel (routes and public realm improvements) particularly in urban areas where high levels of cycling can be achieved, along with associated infrastructure such as cycle parking facilities at key destinations including schools, bus and rail stations, shopping areas and workplaces
5. Continue to develop and maintain the National Cycle Network to provide long distance cycling routes, connecting rural communities and promoting tourism
6. Develop better integration with public transport, through partnership working with interests such as rail and bus/coach operators and Regional Transport Partnerships
7. Establish the Cycle Hub at Stirling Station as a pilot and evaluate it pilot for potential wider roll-out at other railway stations
8. Promote the implementation of 20 mph schemes in all residential areas and share best practice across the country.
9. Develop and deliver a 'Mutual Respect' Campaign for all road users (complementing the 'Give Me Cycle Space' campaign aimed at drivers).
10. Continue the roll-out of Bikeability Scotland cycle training through schools, steadily expanding participation, particularly in on-road training (Bikeability level 2). Develop and promote support for this, including volunteer-led delivery and parental involvement.
11. Develop Adult Cycle Training resources, building on Bikeability Scotland standards, including an essential skills module as a pilot for potential roll-out nationwide.

12. Promote and support community-led cycling initiatives, through signposting resources and providing support for projects that will promote cycling participation in an inclusive, accessible way. Evaluate the delivery of the Cycle Friendly Communities Fund programme to date and promote the learning to further develop approaches to supporting communities.
13. Continue to promote projects which encourage primary school pupils to continue cycling when progressing to secondary schools, such as I-Bike and delivery of Bikeability Scotland level 3.
14. Promote cycling for young people more broadly, for leisure or travel, for fun, health and sport, through the promotion of cycling activities, events and led cycle rides
15. Develop approaches to promoting access to bikes – e.g., develop Bike Library schemes for schools and communities to promote access to bikes in areas of low cycle use or deprivation, as taster cycling sessions.
16. Encourage all employers across all sectors to become Cycle Friendly (e.g., by offering support for workplace cycling facilities and promotional resources, active travel champions, travel planning)
17. Develop follow-up work from the Smarter Choices, Smarter Places evaluation report, applying learning to encourage active travel as part of community-based sustainable transport promotion.
18. Report annually on an appropriate suite of national indicators to inform the national picture of cycling participation
19. Develop local monitoring, using data from local cycle counts and surveys etc., with support from national delivery bodies to develop a coordinated approach to data collection.

ANNEX B

CAPS Actions 2016

| ACTION | LEADING PARTNER/S |
|---|--|
| <p>1. Transport Scotland will hold an Annual Active Travel Summit hosted by the Minister for Transport. Invitations will be sent to local authority Heads of Transportation, Environment, Health and Economy, Regional Transport Partnerships and relevant LA Committee Convenors. The purpose of the Summit will be to lead delivery, assess progress and allow local authorities and key stakeholders to showcase progress and share best practice across Scotland.</p> | <p>Transport Scotland in partnership with local authorities, Regional Transport Partnerships, Sustrans, Paths for All, Cycling Scotland, Living Streets</p> |
| <p>2. Transport Scotland will review and update the Trunk Roads Cycling Initiative and the commitment within that to improve cycling and walking infrastructure around trunk roads when the opportunity presents itself, for example the dualling of the A9 and A96. We will also consult on an update of Cycling by Design.</p> | <p>Transport Scotland</p> |
| <p>3. Transport Scotland's Chief Executive will chair an Active Travel Task Force to tackle the practical barriers to the delivery of ambitious walking and cycling projects in Scotland, to create more attractive places and to encourage more active travel. The Task Force will also consider how to improve the TRO process, community consultation and communication of the benefits of active travel. It will agree its own timeline for reporting to the Transport Minister during 2017, with recommendations on how to achieve our long term vision for active travel.</p> | <p>Transport Scotland leading with representation from CoSLA, Regional Transport Partnerships, Third Sector Delivery Bodies and Society of Chief Officers of Transport in Scotland, with contributions from key stakeholders</p> |
| <p>4. Provide continued support to each local authority and Regional Transport Partnerships to develop/update their active travel plans/strategies which sets out the priorities for delivering new and improved infrastructure in their areas, as well as plans for behaviour change work to increase active travel rates.</p> | <p>Sustrans working in partnership with local authorities and Regional Transport Partnerships</p> |
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| <p>5. Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys (e.g. through the Community Links and Community Links Plus programmes), including on and off-road routes and associated public realm improvements. Focus will be given to improvements in urban areas where the highest levels of cycling are likely to be achieved and strategic plans are in place to install and improve active travel infrastructure.</p> | <p>Sustrans in partnership with local authorities and other key stakeholders</p> |
| <p>6. Continue to grow and maintain the National Cycle Network (NCN) to provide a strategic network of longer distance cycling routes for leisure, recreation, tourism and functional trips. Develop a National Cycling and Walking Network, especially in rural areas, as outlined in the National Planning Framework 3, to promote cycle tourism and to connect rural communities, for example by installing ground level solar lighting and wifi hotspots on rural cycle counters.</p> | <p>Sustrans in partnership with Scottish Natural Heritage, Tourism Scotland and other key stakeholders</p> |
| <p>7. Continue to support the 3 levels of the UK national standard Bikeability cycle training programme to encourage e 100% of schools participating to deliver training, provide access to cycles and secure parking to increase cycling at all levels.</p> | <p>Cycling Scotland in partnership with the Bikeability Scotland Delivery Group</p> |
| <p>8. Improve integration with public transport, through partnership working with Scotrail, bus/coach operators and Regional Transport Partnerships and provide secure cycle storage at key destinations including transport interchanges. For example, to install secure cycle parking and encourage bus/coach operators to carry cycles, especially in rural areas where distance is a barrier to cycling.</p> | <p>Transport Scotland</p> |
| <p>9. Encourage and support the implementation of 20 mph streets/zones in communities across Scotland to improve road safety and encourage walking and cycling for everyday journeys. For example, through the promotion of SG guidance on the implementation of 20 mph schemes and the sharing of best practice across the country, published in 2015.</p> | <p>Transport Scotland, Sustrans, Living Streets</p> |

| | |
|---|---|
| <p>10. Continue to promote a national training programme on cycling design and best practice to planners, designers and engineers, through the delivery of accredited modules such as Making Cycling Mainstream, and promote the use of planning policy - Designing Streets and Smarter Choices, Smarter Places good practice.</p> | <p>Cycling Scotland in partnership with Sustrans and Regional Transport Partnerships</p> |
| <p>11. Develop Active Travel Hubs across Scotland, utilising European Regional Development Funding (ERDF), and drawing upon experience of the Stirling Cycle Hub and the Active Travel Hubs in Ayrshire, to provide advice, services and support for people to walk, cycle and take public transport.</p> | <p>Transport Scotland leading with contributions from key stakeholders with experience of Active Travel/Cycling Hubs</p> |
| <p>12. Continue to support educational campaigns such as the 'Give Everyone Cycle Space' campaign aimed at all road users to make them aware of cyclists on the road and the space required when sharing the road.</p> | <p>Cycling Scotland working in partnership with key stakeholders</p> |
| <p>13. Increase levels of access to bikes through projects that support inclusive cycling initiatives, such as community bike library schemes, adaptive bikes and re-conditioned bikes to encourage more cycling, for example through Cycling Scotland's Cycle Friendly and Sustainable Communities Fund, the I-Bike project operated by Sustrans and the Big Bike Revival project run by Cycling UK, working in partnership with all key stakeholders.</p> | <p>Cycling Scotland, Cycling UK, community groups</p> |
| <p>14. Work collaboratively across all policy areas to promote cycling and increase participation for young people of all abilities, through inclusive, community and school-focussed active travel, health, sport and recreational cycling programmes, activities and events, such as lead ride programmes for beginners/returners, Wee Jaunts as part of Pedal for Scotland and All Ability Cycling projects at the Trossach's Tryst in Callander.</p> | <p>Cycling and Young People's Group members - Transport Scotland, SportScotland, Cycling Scotland, Sustrans, Scottish Cycling, Cycling UK, FABB Scotland (Facilitating Access, Breaking Barriers)</p> |
| <p>15. Invest in and deliver a "Cycle Friendly" package of support for workplaces, campuses, communities and schools, to install improved cycling facilities and to incentivise staff and</p> | <p>Cycling Scotland</p> |

| | |
|---|---|
| <p>students to cycle more often, including the promotion of workplace and school-based champions and internships at universities and colleges to encourage peer groups to increase their levels of active travel to and from work and places of study.</p> | |
| <p>16. Continue to support the Smarter Choices, Smarter Places Programme to enable local authorities to encourage and support people to choose active travel through local behaviour change initiatives.</p> | <p>Paths for All</p> |
| <p>17. Scottish Ministers have committed to maintaining the record levels of funding for active travel for the term of this Parliament.</p> | <p>Scottish Government</p> |
| <p>18. Agree with the CAPS Delivery Forum members a suite of national indicators to inform the national picture of cycling participation, and report annually to Transport Scotland.</p> | <p>Cycling Scotland and CAPS Delivery Forum Members</p> |
| <p>19. Encourage and support all 7 Scottish cities to develop and publish a Bike Life report by the end of 2018, led by Sustrans Scotland taking the learning and experience from the City of Edinburgh Council in developing its Bike Life Report published in 2015.</p> | <p>Sustrans, Transport Scotland, local authorities and key stakeholders as required</p> |

ANNEX C

Case studies:

SOUTH WEST CITY WAY AND TRADESTON BRIDGE – GLASGOW

Before



After



From 2014 to 2016, the estimated number of cycling trips on the route of the South West City Way increased by 70%, from 115,450 trips by bike in 2014 to 195,800 in 2016. In 2016, cycling trips made up 22% of all estimated trips on the route. An estimated 43.5% of journeys made on the South West City Way in 2016 were journeys to or from work.

Physical activity

In 2016, 70.5% of survey respondents on the South West City Way said the route helped them to be more physically active, and 32% of route users were reaching the recommended amount of weekly physical activity. At the Community Cycle Survey in October 2015, 76.5% of respondents strongly agreed that the route provides them with a form of exercise.

Economic effectiveness and benefits

Based on the increase in cycling trips measured by the manual count of cyclists in 2014 and route user survey in 2016, we estimate that the economic value of the health benefits of the South West City Way over a 30 year appraisal window amount to £1,644,000.

Perceptions of safety

Respondents to a Community Cycle Survey in October 2015 at Scotland Street School were asked what they thought of the South West City way, and 70.6% of respondents strongly agreed that the route “feels safe”. All respondents either strongly agreed or agreed with this statement. By contrast, the 2016 Glasgow Travel Behaviour Survey found that 48% of residents would feel either very safe or quite

safe cycling around Glasgow in daylight hours, and only 15% in hours of darkness. 76.5% of respondents to the Community Cycle Survey either strongly agreed or agreed that the route “is well lit”.

Levels of walking and cycling

Clyde bridge crossings



Manual count data from both the two day counts and the four day counts have been extrapolated to produce annual usage estimates for each of the bridges. The total annual usage estimate for cycling trips crossing all bridges in 2016 is 440,942 northbound trips and 367,503 southbound trips.

By estimating the total usage across each of the river crossings we are able to estimate a 71% growth in cycling between 2010 and 2016 for northbound trips and a 76% growth for southbound trips.

The Tradeston Bridge accounts for a large proportion of the estimated trips in both directions on all of the crossings. Between 2009 and 2016 there was an estimated 146% increase in northbound cycle trips, and a 101% increase in southbound cycle trips.

Although Tradeston Bridge has had the largest increase of the sites, the Victoria Bridge is the most used bridge by cyclists over the period and also had large increases in usage in both directions, a 84% increase in northbound trips and a 72% increase in southbound trips.

In addition, the Tradeston Bridge is reporting the highest increase in cycling of the 6 bridges across the Cycle, and it also had the highest number of pedestrian trips both northbound and southbound. In 2016 it is estimated that 950,771 pedestrian trips were made heading north and 846,552 trips were made heading south. Annual usage estimates indicate year on year growth in pedestrian numbers between its opening in 2009 and 2015, with a 22% increase northbound and a 19% increase southbound for 2009 to 2016.

Clickimin Path Upgrade Project – Lerwick, Shetland Isles



Highlights

- 25% increase in trips
- Pedestrian and cycling trips increased
- Route enables access to education
- 90% agree the path feels safe
- 46% agree the route has improved the sense of community
- £3.20 return on investment for every £1 spent

Scheme Overview

An off road cycle and footpath around a loch, connecting residential areas and a leisure complex, have been upgraded and extended in preparation for additional trips generated by a new high school which is currently under construction, due to be completed in 2017.

The existing path around Clickimin loch to the leisure centre was upgraded and widened with a smooth tarmac surface, bollards, dropped kerbs, reduced gradients, straighter routes and tactile paving in order to comply with the Equality Act 2010 and planning conditions. New path sections were added to connect the upgraded path around the loch to the site of the new high school, providing off-road access to the high school from residential areas and from Lerwick harbour and the town centre. Planned 20mph speed limits in the Westerloch area will create a safer environment for cyclists and pedestrians.

Location

The scheme is located at the south end of Lerwick, in Shetland. Upgraded paths run from the roundabout at a local supermarket, north around the loch past the leisure centre, and around the loch to the West to Westerloch Drive. A new path section runs from the western end of the path uphill to Stanley Hill Road. Another new

section of path runs from the new high school site north around the back of the existing rugby pitches, meeting North Lochside towards Lerwick town centre.

Levels of walking and cycling

The estimated number of trips made annually by all users on the route has increased by 25% since 2014, from 77,765 to 97,046 in 2015. Pedestrian use has increased by 24%, from 68,962 in 2014 to 85,586 in 2015, whilst cycling has seen a 111% increase, from 1,574 to 3,317.

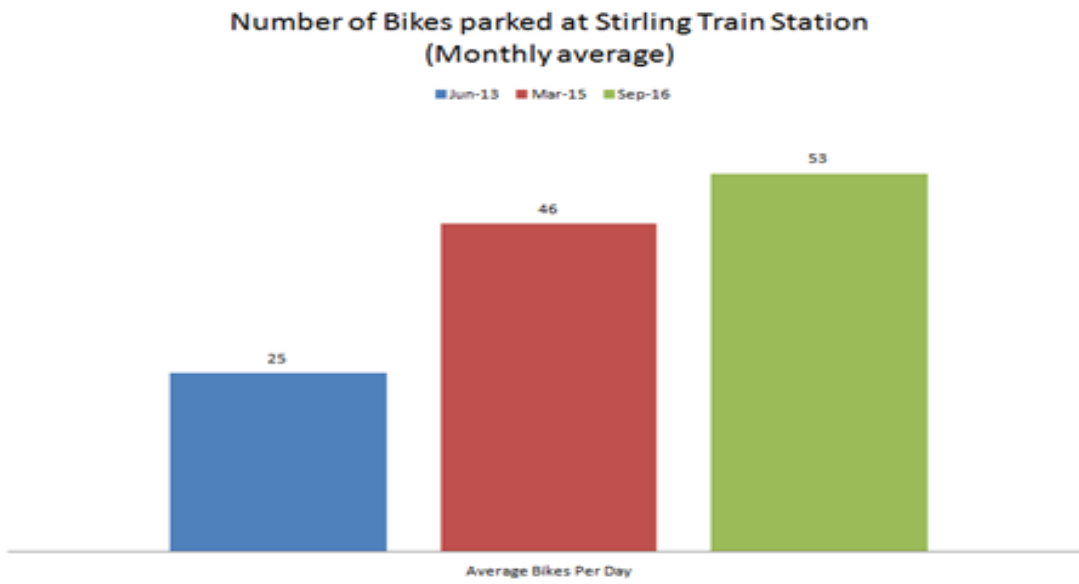
A major reason for improving these paths was to provide safe routes to school for students at the New Anderson High School. It is not yet possible to measure the scheme's contribution to journeys to school as the new school is not yet open. The information presented below details a surge in usage of the path for purposeful journeys, even before the school is open.

Stirling Cycle Hub



The Scottish Government in partnership with Scotrail has funded the Stirling Cycle Hub since May 2013 to increase cycling and active travel more widely in the areas in and around Stirling. In that time over 16,000 people have been through the doors, there has been 312 Events/Led Rides, 3825 route planning enquiries, over 13,000 journeys made by the Nextbike hire scheme in two years, averaging 64 a day in October 2016.

In the period Stirling Cycle Hub has been open, the average number of bikes parked at Stirling Train Station per day has increased by 112% and continues to grow.





**TRANSPORT
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