

## New Cycling Framework for Scotland

### **1. INTRODUCTION**

- 1.1 Transport Scotland has commissioned the development of a new strategic Cycling Framework for Active Travel in Scotland (working title), building on the progress through three iterations of the Cycling Action Plan for Scotland (CAPS) between 2010 and 2020 and implementing the recommendations of the 2020 Independent Review of CAPS.

### **2. BACKGROUND**

- 2.1 The primary purpose of the new Framework will be 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.
- 2.2 The Framework will align with NTS2, the Walking Strategy, Accessible Travel Framework, Climate Change Plan and other relevant policy documents and approaches such as 20-minute neighbourhoods. The Framework will include a delivery plan setting out priority annual actions, and actions to 2025 and to 2030.
- 2.3 It will also provide a shift in approach, taking into consideration leading cycling strategies from around the globe, 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 climate change and health, recognising in turn the contribution these and other areas can make in supporting everyday cycling.

### **3. SESTRAN RESPONSE**

- 3.1 SEStran, alongside members of SCOTS has been asked to respond to a questionnaire to inform insights and the formation of the new framework.
- 3.2 The response is appended to this report.

### **3. RECOMMENDATIONS**

- 3.1 The Board are invited to note the content of the report.

Policy Implications	Transport Scotland will continue work on the Framework through consultants Arcadis with more stakeholder engagement anticipated later in the year.
Financial Implications	None
Equalities Implications	None
Climate Change Implications	None.

## SEStran Response

1. Your name, organisation, position and contact details

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2. Do you have a cycling, walking or Active Travel Strategy? If yes, please provide details.

*SEStran has a duty to create the Regional Transport Strategy (RTS) for the South East of Scotland. In doing so walking and cycling form part of the key priorities for transport provision in the region. The RTS has clear objectives to support economic growth, increase accessibility, protect the environment, and improve health and safety. Walking and cycling form important roles within each of these objectives with a priority action to promote more cross boundary cycle routes and promote design guidance for inclusion within strategic and local development plans.*

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?

*Since 2009 a number of strategy documents have been formed with the most recent in 2020. The SEStran Strategic Network identifies key strategic active travel routes that are separated from motor vehicle traffic across the region with a strategic plan for implementation. This document has been produced in collaboration with local authority partners and other development stakeholders across the region.*

4. What does your organisation plan to deliver over the next 5 years for cycling, please include estimated timescales and budgets where available.

*The SEStran Strategic Network publication will inform the projects that will be delivered dependant on the support of continued funding from Transport Scotland and Sustrans Scotland. Since 2014 SEStran has delivered projects totalling £1.4 Million in infrastructure design, £0.75 Million in support of community hubs for the promotion of e-bikes and e-cargo bikes.*

5. What are the key issues or barriers that your organisation faces in delivering your Active Travel Strategy or your investment in active travel?

*SEStran have worked with strategic plans to deliver projects as described, however a lack of multi-year funding makes it difficult to deliver whole life-cycle project. Annual resource is required to secure funding and manage projects.*

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)?

*COVID-19 has sharpened the focus in the sector for the need for people orientated towns and cities. This supports the aims of the Strategic Network and other community projects that SEStran work with and as such has not changed the priorities for the future other than to see more work delivered in the short to medium term.*

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)

*Copenhagen Strategic Route development providing fast direct routes into the city from longer distances.*

*French/Belgian authorities pay commuters to cycle over car use.*

*Dutch 'fast' routes – design implications to provide for e-bikes and faster pedelec bikes capable of 45kph.*

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)

*Multiyear funding*

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

*All infrastructure should consider the needs of users of adaptive bicycles and scooter, with designs that support their needs and provide adequate access at any point.*

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 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?

*Vision Zero 2020 and the Cycling Action Plan 2020 did not meet their targets with the biggest reason for choosing not to cycle being safety and a focus on people places, this would be an appropriate time to consider the discussion for presumed liability and support the sustainable travel hierarchy with a legal framework.*