

Cycling Framework For Active Travel Consultation

1. INTRODUCTION

- 1.1 Transport Scotland are consulting on a draft Cycling Framework ¹for Active Travel for the period covering 2022-2030.
- 1.2 This document is the replacement to the Cycling Action Plan for Scotland (CAPS) ² that was in place between 2010-2020.

2. BACKGROUND

- 2.1 The Cycling Framework for Active Travel sets out our strategic priorities and shared actions to maximise cycling's contribution in realising the Scottish Government's long-term Vision for Active Travel in Scotland³:
That Scotland's communities are shaped around people, with walking and cycling the most popular choice for everyday short journeys.
- 2.2 CAPS was critically reviewed in 2020 independent of Transport Scotland and the overall recommendation was that the next version of CAPS should be a strategic level plan that placed emphasis on the delivery of key actions that international evidence shows are required to increase levels of everyday cycling.
- 2.3 The draft Cycling Framework places an emphasis on six strategic themes based on the approach to cycling in Scotland:
 - Safe Cycling Infrastructure
 - Effective Resourcing
 - Fair Access
 - Training & Access
 - Network Planning
 - Monitoring
- 2.4 A delivery plan has been developed alongside these themes with key actors identified with responsibilities for delivery over the short-, medium- or long-term basis, with a review at 4 year intervals.

3. RESPONSE

¹ [Draft Cycling Framework](#)

² [Cycling Action Plan 2017-20](#)

³ [Vision for Active Travel in Scotland](#)

- 3.1 SEStran intends to submit a formal response, and welcomes the views of members of the Partnership Board on the main suggested points of feedback of regional integration, effective resourcing, and roles and responsibilities.
- 3.2 SEStran has long supported the need and ambition for greater delivery of high-quality cycling infrastructure, and in line with the SEStran Strategic Network will continue to work with local partners to deliver on this.
- 3.3 SEStran would like to emphasize the strategic role that RTPs play within the transport sector, and this has not been clearly represented in the proposed Delivery Plan.
- 3.4 While supportive of the strategic themes identified, SEStran do not believe that there is a clear route map for how the delivery plan will be resourced nationally, regionally, or locally, to attain the level of infrastructure change that would meet the long-term vision as set out in 2014, especially if there is policy or legislative change required.
- 3.5 While SEStran intend to reflect the significance of regional input to the Delivery Plan, the final publication and recommendation of the Active Travel Transformation Project may have influence on the responses as drafted.

4. RECOMMENDATIONS

- 4.1 The Board are asked to note content of the report and review the draft document for consultation. SEStran would welcome further comments from the Board to be integrated into a final submission.

Peter Jackson
Active Travel Officer
 November 2022

Appendix A8: Cycling Framework Response Draft

Policy Implications	SEStran submit funding bids for projects that have outputs that are clearly linked to Active Travel Outcomes Framework already, so this new framework will not dramatically change this approach.
Financial Implications	SEStran will continue to submit bids under the available mechanisms for funding of projects, subject to any change in criteria.
Equalities Implications	While this framework is listed as cycling it makes provision for all active modes and in turn SEStran will ensure that projects that are advanced for development align with the RTS equalities outcomes.
Climate Change Implications	This framework will not substantially change SEStran projects and the aspiration for greater active travel in the region, therefore will may minimal implication on current climate change action undertaken by the Partnership.

unintended impacts on vulnerable road users and that infrastructure is suitable for non-standard cycles			
Develop a national approach to the creation of quiet road/cycle friendly roads in rural areas with everyday journeys prioritised	Transport Scotland	RTPs, Local Authorities, Sustrans	Medium
Update design and asset management guidance to enable national, consistent principles of infrastructure	Transport Scotland	SCOTS, Sustrans	Long
Engage the business sector to embed active travel in wider corporate culture including through the use of cargo cycles as the normal choice for local deliveries	Sustrans, Local Authorities	Local Authorities, Freight Transport Association (FTA)	Short
Support communities to close roads to allow for community events such as Play Streets and Car Free Days and to transition successful schemes to more permanent arrangements	Local Authorities	Transport Scotland, Sustrans, Living Streets	Medium
Support the various deliverables set out in Scotland's Road Safety Framework 2030 under its Active and Sustainable Travel Strategic Action, ensuring that road safety remains a key focus of active and sustainable travel in Scotland	Transport Scotland	Police Scotland, Local Authorities	Long

4. Do you have any comments on the substance of the delivery plan actions in this section?

Given the legal requirements for the production of strategies or plans there is a resourcing question across smaller authorities, where active travel may be incorporated into a LTS or even LDP. This may be less flexible to speeding up delivery but should not be used to penalise authorities in their efforts to attract funding. In addition to this the RTPs have made regional assessments for active travel though these again may not be specifically stated as a strategy, and should be considered

Safe Cycling Infrastructure Actions

5. Do you have any comments on the agencies identified to lead and support these actions?

Safe Cycling Infrastructure Actions - Lead Agency

Role of LTS and Active travel strategies integrating cross boundary schemes is key to identifying regionally important schemes. There is no legal requirement/approval of strategies so partnership working and agreement is critical to success.

6. Do you have any other comments on this section of the delivery plan?

Safe Cycling Infrastructure Actions – Other

Crucial that Transport Scotland/SCOTS and Sustrans fully consider and include view of local authorities delivery partners in developing the co produced design guidance.

Quiet roads in rural areas- Develop a national approach short be a short term priority although delivery will be medium to longer term.

Effective Resourcing

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Review options for multi-year, long-term funding for infrastructure and behaviour change programmes where appropriate	Transport Scotland	RoadSafety Scotland	Medium

Increase active travel budget to £320 million or 10% of the transport budget, whichever is greater, by 2024-25	Transport Scotland		Medium
Ensure the appropriate level of resource is in place to develop and deliver active travel strategies ensuring that cycling for transport is prioritised appropriately	Local Authorities	Sustrans, Regional Transport Partnerships (RTPs), Transport Scotland	Medium
Work with manufacturers, social enterprises and industry vocational partners to increase cycle and cycle parts production and recycling in Scotland with a focus on green skills and materials research and development	Transport Scotland	Energy Savings Trust (EST), Cycling UK, Scottish Credit and Qualifications Framework Partnership, Cycling Scotland, Scottish Enterprise	Medium

7. Do you have any comments on the substance of the delivery plan actions in this section?

Effective Resourcing Actions

Identifying the resources needed to assure the delivery with increased budget availability should be a short term priority although how resources and skills gaps can be mitigated will be a medium to longer term action. The issue of resources will be under consideration by the ATTP.

8. Do you have any comments on the agencies identified to lead and support these actions?

9. Do you have any other comments on this section of the delivery plan?

The timeframe for changing multiyear funding should be accelerated and should be a short term outcome of the ATTP.

How will effective resources be assured in a climate of higher inflation and reducing budgets?

What scale of growth exists for securing manufacturing and production, given there is a market for Scottish Cycling products on a global scale the ambition would need to be met with the demand of some national scale of cycle production whether associated to accessibility or a bike share system similar to the Dutch OV bikes.

Delivery Plan - Fair Access

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Expand access to cycles, including adaptive cycles, e-cycles and cycle share	Local Authorities, Transport Scotland	Active Travel Delivery Partners	Short
Review funding criteria to ensure that fair access is appropriately weighted and improving accessibility is given an appropriate level of priority	Transport Scotland and Sustrans	Local Authorities	Medium
Improve quality and level of service of carriage of bikes on trains and require rural and island bus services to carry cycles, where appropriate	Transport Scotland	RTPs, Local Authorities, ScotRail, Bus Operators	Medium
Support cycling journeys to and from public transport hubs as part of a multi-modal journey	Sustrans, Local Authorities	ScotRail, Network Rail	Medium
Provide a free bike to all children of school age who cannot afford one	Transport Scotland		Short

10. Do you have any comments on the substance of the delivery plan actions in this section?

The action on expanding access to cycles needs to identify that maintaining and managing these access schemes is an on going revenue cost which impacts on the ability to deliver widely and equitably.

11. Do you have any comments on the agencies identified to lead and support these actions?

RTPs should be included in this section. SEStran has developed bike hire schemes and the importance of a regionally developed and managed scheme needs to be incorporated.

12. Do you have any other comments on this section of the delivery plan?

Delivery Plan - Training and Education

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Provide a comprehensive cycle training offer for all life stages, including learning to ride in pre-school, learning to ride on-road through school bikeability training, and for adults of all ages, including cycle awareness training	Transport Scotland, Cycling Scotland	Education Scotland, Local Authorities, Sustrans	Short
Use the Cycling World Championships (CWC23) to inspire people, especially young people to cycle	CWC23		Short
Promote the new Highway Code and implement requirements for cycle training	Transport Scotland	Local Authorities, Cycling Scotland, Road Safety Scotland	Short
Provide local authorities with resources, including guidance and best practice examples, to enable effective local community engagement	Transport Scotland	Sustrans, Cycling Scotland, Local Authorities	Short
Develop a long-term communication plan that represents cycling as something that anyone can do, including with assistance/adaption and is a transport mode that brings many benefits to Scotland	Transport Scotland	Scottish Government, Active Travel Delivery Partners	Medium

13. Do you have any comments on the substance of the delivery plan actions in this section?

Training and Education Actions

While recognising the unique opportunity for CWC23 there must be solid support measures in the form of access and functional cycling incorporated across the various venues to truly encourage a wider segment of the population on cycling as a functional activity. This should also not be exclusive to a single event in the short term but across multiple sporting events ensuring that cycling and active travel and easy options for accessing venues.

With respect to giving appropriate resources, guidance, and best practice, this has been provided for multiple years through the SCSP programmes. In order to increase the effectiveness more integration of policy areas within local authorities and health boards is required.

22. *For large infrastructure projects, conditions of funding should be delivery on agreed targets for: timescales, expenditure and meeting project objectives.*

Strongly Agree/Agree/Neither Agree or Disagree/Disagree/Strongly Disagree

The main issue with this is measuring against the project objectives which may not be easily quantifiable. This links to the points raised in comments on monitoring in Q21.

23. *In order to ensure maximum value for money and impact, active travel funding in the short term should be prioritised for those local authorities with the greatest capacity to deliver, with capacity building support offered to those with the least.*

Strongly Agree/Agree/Neither Agree or Disagree/Disagree/Strongly Disagree

Whilst some benefit from this approach is acknowledged it does not tackle cross boundary schemes. It does not necessarily identify the best places to invest as the availability of delivery resources does not mean the most appropriate schemes are being developed.

In reducing car kms, longer cross boundary trips need to be tackled which the proposed approach does not do.

24. *Future funding for active travel infrastructure should include a mechanism for re-distributing investment from local authorities unable to deliver to agreed standards and timescales.*

Strongly Agree/Agree/Neither Agree or Disagree/Disagree/Strongly Disagree

The resources needed should be identified at the outset. If a scheme justifies being funded then the resources should be “found” to ensure that it is delivered. It should not be delayed because local resources cannot be found to deliver the proposal.

Impact Assessments

As part of the development of this policy framework, and to comply with our statutory obligations, a number of impact assessments have been carried out. These impact assessments are currently in the draft - or pre-screening - stage and are available to read alongside the framework and delivery plan.

The impact assessments that have been carried out are: Social and Equalities Impact Assessment (SEQIA), Business Regulatory Impact Assessment (BRIA), and Island Communities Impact Assessment (ICIA).

In order to inform the next phase of the development of the framework and delivery plan we welcome your comments on the draft impact assessments.

22. *Do you have any comments on the draft Social and Equalities Impact Assessment?*

Social and Equalities Impact Assessment

23. *Do you have any comments on the draft Business Regulatory Impact Assessment?*

Business Regulatory Impact Assessment

24. Do you have any comments on the draft Island Communities Impact Assessment?

Island Communities Impact Assessment