



Briefing 22-46

November 2022

## **Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030 (Scottish Government consultation)**

To: All Chief Executives, Main Contacts and APSE Contacts in Scotland. For information only to England, Northern Ireland and Wales

### **Key Issues:**

The Cycling Framework and Delivery Plan for Active Travel in Scotland consultation closes on 19 December 2022.

Link to the Consultation: <https://consult.gov.scot/transport-scotland/cycling-framework/>

Link to the Paper: <https://www.transport.gov.scot/media/52035/draft-for-consultation-august-2022-cycling-framework-and-delivery-plan-for-active-travel-in-scotland-2022-2030.pdf>

### **1.0 Background**

The Cycling Framework and Delivery Plan for Active Travel in Scotland consultation was launched to gather feedback on an important part of Scottish Government's Vision for Active Travel. The changes were informed by the previous three iterations of the Cycling Action Plan for Scotland between 2010 and 2020, and the Independent Review of the Cycling Action Plan for Scotland by Professor Tom Rye in 2020, which made recommendations for the future priorities for cycling for active travel. Feedback will be used to develop an ambitious plan for the next 5 to 10 years. The document was

developed collaboratively with Cycling Scotland, Sustrans, local authorities, regional transport partnerships, the Society of Chief Officers of Transport in Scotland (SCOTS) and the Convention of Scottish Local Authorities (COSLA).

## 2.0 Strategic themes

The Framework has six strategic themes:

- **Safe Cycling Infrastructure**  
Deliver dedicated, high quality cycling infrastructure suitable for all. Embed cycling in the design and maintenance of our places and communities and prioritise user comfort and safety
- **Effective Resourcing**  
Provide long-term funding and resourcing for the delivery of infrastructure and supporting behaviour change programmes, informed by local transport strategies. Promote and support innovation across the sector
- **Fair Access**  
Increase equity of access to cycles and cycling opportunities. Ensure modal integration across the transport network including adapted and non-standard cycles, e-cycles, cargo cycles and cycleshare
- **Training and Education**  
Ensure new infrastructure is supported by inclusive promotional programmes, cycling training and other complementary initiatives. Provide opportunities for all to learn to cycle from an early age into adulthood
- **Network Planning**  
Prioritise investment based on local transport strategies. Map existing and planned networks to identify gaps and improve consistency of quality and implementation
- **Monitoring**  
Expand monitoring networks and align monitoring at local and national levels. Embed learning in future investment decisions

### Strategic Theme 1 - Safe Cycling Infrastructure

- we will work with local authorities on creating active travel strategies to prioritise investment in the creation of a dense, coherent network of connected cycling

infrastructure in every town and city that is segregated from traffic and integrated with public transport.

- we will remove barriers to the fast implementation of cycling infrastructure, including through changes to the TRO process, and support the use of temporary and trial schemes.
- we will provide ongoing development and governance of coproduced design guidance.
- develop a national approach to the creation of quiet road/cycle friendly roads in rural areas with everyday journeys prioritised.

### **Strategic Theme 2 – Effective Resourcing**

- we will increase the active travel budget to £320 million or 10% of the transport budget, whichever is greater, by 2024-25.
- we will review options for multi-year, long-term funding for infrastructure, access to bikes and behaviour change programmes.
- we will ensure the appropriate level of resource is in place to develop and deliver active travel strategies and ensure that cycling for transport is prioritised appropriately.

### **Strategic Theme 3 – Fair Access**

- we will review funding criteria to ensure that fair access is appropriately weighted and improving accessibility is given an appropriate level of priority.
- we will expand access to cycles, including adaptive cycles, e-cycles and cycle share.
- we will provide a free bike for all children of school age who cannot afford one.

### **Strategic Theme 4 – Training and Education**

- we will 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.
- we will 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.

- we will provide local authorities with resources and guidance on communication and engagement and share examples of UK and International best practice.

### Strategic Theme 5 – Network Planning

- local authorities in Scotland will be required to produce active travel strategies for each local authority area, setting out plans to improve active travel networks and facilities to 2030.
- We will use these active travel strategies to create a network blueprint for Scotland.

### Strategic Theme 6 - Monitoring

- we will expand and align monitoring and reporting of cycling levels at local, city, regional and national level.
- continuously monitor and evaluate the impact of active travel investment and embed learning in future investment decisions.

## 3.0 Monitoring and Review

Progress will be measured against the indicators and outcomes shown in the table below:

Outcome	Indicator
Increase the number of people choosing walking, cycling and wheeling in Scotland	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	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	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	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	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

## 4.0 Consultation questions

### Framework and Delivery Plan Purpose

1. Do you agree with the above statement of strategic priorities for driving the development of cycling for transport in Scotland?

### Strategic Policy Links

2. The diagram in the consultation sets out how the Cycling Framework is aligned to the wider policy context. Do you agree that this captures the key policy linkages and/or should any policy areas be added or removed?

### Delivery Plan – Strategic Themes

3. Six strategic themes have been identified based on stakeholder feedback. These themes illustrate the overarching approach for cycling for transport in Scotland. Do you agree with these strategic themes as priority areas for action in this framework?

### Delivery Plan – Safe Cycling Infrastructure

4. Do you have any comments on the substance of the delivery plan actions in this section?
5. Do you have any comments on the agencies identified to lead and support these actions?

### **Delivery Plan – Effective Resourcing**

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

### **Delivery Plan – Fair Access**

10. Do you have any comments on the substance of the delivery plan actions in this section?
11. Do you have any comments on the agencies identified to lead and support these actions?
12. Do you have any other comments on this section of the delivery plan?

### **Delivery Plan - Training and Education**

13. Do you have any comments on the substance of the delivery plan actions in this section?
14. Do you have any comments on the agencies identified to lead and support these actions?
15. Do you have any other comments on this section of the delivery plan?

### **Delivery Plan – Network Planning**

16. Do you have any comments on the substance of the delivery plan actions in this section?
17. Do you have any comments on the agencies identified to lead and support these actions?
18. Do you have any other comments on this section of the delivery plan?

### **Delivery Plan - Monitoring**

19. Do you have any comments on the substance of the delivery plan actions in this section?
20. Do you have any comments on the agencies identified to lead and support the actions in this section?
21. Do you have any other comments on this section of the delivery plan?

#### **Active Travel Transformation Project**

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

#### **Impact Assessments**

25. Do you have any comments on the draft Social and Equalities Impact Assessment?
26. Do you have any comments on the draft Business Regulatory Impact Assessment?
27. Do you have any comments on the draft Island Communities Impact Assessment?

### **5.0 APSE Comment**

APSE encourages our members to respond to the consultation. Active travel will play an important part in achieving carbon emissions targets. If local authorities are to implement high quality safe cycling infrastructure, they need the funding to provide this.

APSE also encourages members to continue to share best practice on the development of active travel networks in our [APSE Scotland advisory groups](#) on Roads and Lighting, and Transport. These meetings are free to attend for member authorities.

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