Cycling Action Plan for Scotland (CAPS)

More people cycling more often

Consultation
<table>
<thead>
<tr>
<th>INDEX</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ministerial and CAPS Board forewords</td>
<td></td>
</tr>
<tr>
<td>Introduction</td>
<td>1</td>
</tr>
<tr>
<td>The Policy Context</td>
<td>4</td>
</tr>
<tr>
<td>Planning and Design for Cyclists</td>
<td>12</td>
</tr>
<tr>
<td>Day to Day Cycling</td>
<td>22</td>
</tr>
<tr>
<td>Encouragement and Incentives</td>
<td>28</td>
</tr>
<tr>
<td>Legal Powers</td>
<td>37</td>
</tr>
</tbody>
</table>

**ANNEXES**

<table>
<thead>
<tr>
<th>ANNEXES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Consultation Response Forms</td>
<td>A</td>
</tr>
<tr>
<td>References and Related Document Links</td>
<td>B</td>
</tr>
<tr>
<td>Glossary and Abbreviations</td>
<td>C</td>
</tr>
<tr>
<td>CAPS Board Members and Contact Details</td>
<td>D</td>
</tr>
</tbody>
</table>
Ministerial Foreword

“By 2020, 10% of all journeys taken in Scotland will be by bike.”

The above statement is my overall vision for cycling in Scotland. Currently 2% of people cycle to work and only 1% of children cycle to school. However, 88% of respondents to the consultation exercise said they would like to cycle more often. The actions in this draft Cycling Action Plan for Scotland (CAPS) can aid this aspiration, deliver the vision and bring benefits for all. Public opinion is fundamental to good government and the actions described here are a direct response to what you told us during the consultation exercise last summer. You now have a further opportunity to comment and tell us if we have the right actions and agencies in place, working for you in delivering and promoting cycling as a realistic travel choice.

Improved journey times and connections is a key issue in the National Transport Strategy (NTS) which was published in 2006. As part of the NTS commitments, this Scottish Government will promote SMART measures such as travel plans, and high quality travel information to encourage more sustainable travel. As part of this commitment we will promote cycling and walking as sustainable forms of transport especially for short journeys.

In addition, this Action Plan, if endorsed by you, can help achieve sustainable economic growth for the whole country and reduce harmful carbon emissions in protecting our environment. It can contribute to the Scottish Government’s longer term climate change goal of 80% reduction in emissions by 2050. We can live longer healthy lives if we are active and we can enjoy our built and natural environment. I believe Scotland is one of the most beautiful countries in the world, and we should encourage people to make the most of it.

CAPS is about everyone in Scotland who is able to, having the choice to cycle in their everyday life by creating safe, welcoming and inclusive communities. With the correct measures in place to meet the public’s demand for cycling infrastructure and road safety improvements and by working in partnership, we can emulate our European neighbours in The Netherlands and Denmark, who enjoy 27% and 13% share for cycle journeys respectively. My vision of 10% for Scotland is ambitious, but achievable.
Our consultations showed that Scotland aspires to be a cycling nation, not only in sport as Sir Chris Hoy has so ably demonstrated, but in everyday life. The Commonwealth Games in 2014 can be a springboard to a healthier and more sustainable Scotland. With your help and determination we can achieve that goal.

Stewart Stevenson MSP
Minister for Transport, Infrastructure and Climate Change
Cycling Action Plan for Scotland Board Foreword

The Cycling Action Plan for Scotland Board is proud to have been involved with Scotland’s first Action Plan for Cycling. The Board consists of representatives from the fields of transport, health, recreation, education and sport and believes cycling is an essential component in creating a more sustainable and environmentally friendly country, with a healthier population.

The Board fully supports the actions in this Plan. CAPS seeks to make cycling an easy and practical choice for people making short trips to work, to school, for leisure purposes and for longer journeys through integration with public transport.

Working in partnership with the people of Scotland and the many stakeholder groups over the last year, has seen the development of a truly ground-breaking Plan. The actions here will take cycling to the forefront of everyday activity, which will contribute significantly towards tackling climate change and increasing levels of physical activity.

As the Plan commences, it will be essential that everyone is fully engaged and supportive of the role cycling can play in the sustainable development of Scotland. We look forward to working together with all stakeholders to ensure that Scotland develops a vibrant and diverse cycling culture.

Cycling Action Plan for Scotland Board
Introduction

This draft Cycling Action Plan for Scotland has been written after consultation with members of the public, Local Authorities through the Convention of Scottish Local Authorities (COSLA), and key stakeholders from the cycling, active travel and environmental sectors. The purpose of the document is to ask the people of Scotland what they think about the actions we’ve proposed here and to contribute their ideas in relation to those actions.

Scotland’s Vision for Cycling

- By 2020, we will have created communities where people of all ages and abilities can cycle safely and comfortably.
- Everyone will have access to information, materials and incentives to make day to day cycling a realistic choice.
- Our legal powers and investment will assist in achieving a target of 10% modal share for cycling and will reduce carbon emissions.
- We will live longer, healthier lives

The “Vision” for cycling in Scotland is shared by Scottish Government Ministers, stakeholders and members of the public. By working together we can achieve our common goals.

Background

In November 2007, delegates at the Cycling Scotland Conference voted overwhelmingly for the production of a Cycling Action Plan for Scotland. In early 2008, a Board was established to take the project forward (Annex D) with the overarching aim of “to get more people cycling more often”. During the summer of 2008, an extensive consultation exercise was carried out to find out what actions should be included in such a plan. Through telephone surveys, focus groups, public events and a key stakeholder conference, we received over 4,000 responses and the majority of the actions in this document are based upon those responses.

Findings from the Consultation Exercises - What did YOU tell us?

The most significant reason why people did not cycle, or did not cycle more often, was a perception of safety. Simply, people did not feel safe, both in terms of traffic volume and traffic speed. In response to the following questions, the public said:

1. What factors deter you from cycling / cycling more often?

   - Danger from traffic – 29%
   - Not enough road space - 7%
   - Lack of good routes – 6%
2. Which factors deter you from cycling at all / more often

- Danger from traffic – 13%
- Vehicle driver behaviour – 11%
- Not enough road space for cyclists – 10%
- Too much traffic – 9%

3. What are the most important factors in influencing your decision to travel by bicycle

- Personal health and fitness – 30%
- Enjoyment – 23%
- Concern for the environment – 14%
- Travel time and cost – both 9%

4. What, if anything, would lead you to take up cycling / cycle more often?

- Better routes (traffic free routes, cycle lanes on-road) – 33%
- More considerate driver behaviours – 15%
- Improved integration between bikes and public transport – 10%
- Improvements to road surfaces – 9%

When asked to gauge the desire to cycle, 88% of respondents said they would like to cycle more often. When asked about potential improvements:

- 82% said that more off-road cycle routes could encourage them to cycle more
- 78% said that more on road cycle lanes would encourage them to cycle more
- 76% said that less traffic would encourage them to cycle more
- 66% said that slower traffic would encourage them to cycle more

What did the stakeholders say at their conference?

At the Stakeholder conference in Perth in October 2008, 147 delegates, from a range of sectors and professions including transport, education, health, environment, sport and leisure, were asked to prioritise the policy areas which should be the focus of the Action Plan and would deliver an increase in cycling. The results were

1. Cycling and the built environment: 83%
2. Methods to promote behaviour change: 76%
3. Culture and the individual – 68%

Workshops at the conference

The Targeting/Segmentation workshops discussed whether journey types, location or people types should be the focus of CAPS. Six of the eight workshop groups chose journey types as the segment that would return the quickest impact, two of the groups chose people types focusing on 18-25 year olds as potential for growth and older people for prolonged active lives.
The *Prioritisation of Effort* workshop identified priorities in this order:

- On-road facilities
- Off-road facilities
- Promotion
- Regulation (The Law)
- Training for both cyclists and car drivers
- Information (accessible maps, on-line journey planners)

A full set of results from the consultation exercise can be found at [www.cyclingactionplanforscotland.org](http://www.cyclingactionplanforscotland.org) including a Summary report; Background Research report; Focus Group report; Telephone Survey report; Stakeholder Conference report and Public Events Survey report.

**Statutory Duties**

As part of this consultation process, an Equality Impact Assessment and a Strategic Environmental Assessment will be carried out to ensure actions in the plan will not disproportionately affect any single group or have a detrimental impact on the environment.

The Scottish Government will meet with representatives from equality groups during the consultation period. We also welcome responses from environmental organisations and where possible will accommodate meeting requests from other groups.

A consultation response form is at Annex A. The consultation period will begin on 28 May and end on 20 August 2009.
The Policy Context

With tackling climate change, improving public health and strengthening the global economy at the top of most countries’ “to do” lists, there is no better time to highlight the benefits of cycling and how it can be used to achieve individual goals and high level outcomes for both Central and Local Government.

A behaviour change from inactive to active travel through cycling will help the Scottish Government meet its ambitious climate change target. It will help meet the targets in the National Physical Activity Strategy and help to reduce the levels of obesity in Scotland. Cycling can help Local Authorities to meet the targets in the Single Outcome Agreements, for example, to increase the proportion of journeys to work made by public or active transport.

Since 2007, the Association of Directors of Public Health (UK) has led a collaborative partnership initiative (ADPH Active Travel Initiative) to call on government, local authorities and other decision makers to take action on active travel, to bring about a population-wide shift from sedentary travel to cycle and walking by:

- Committing 10% of transport budgets to cycling and walking initiatives
- Setting a 20 mph default speed limit in residential areas
- Creating safe and attractive walking and cycling conditions
- Improving driver training and better enforced traffic laws
- Setting ambitious official targets for increases in walking and cycling

This action plan will consider these and other interventions.

The Government’s Economic Strategy and LAs’ Single Outcome Agreements

The Scottish Government’s National Performance Framework sets out the agenda for making Scotland a more successful country. This Government’s overall purpose is

To focus government and public services on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing economic sustainable growth.

Underpinning the statement above is a range of National Outcomes. Those aligned to active travel include outcomes where:

- We live longer, healthy lives;
- We live in well designed, sustainable places where we are able to access the amenities and services we need;
- We value and enjoy our built and natural environment and protect it and enhance it for future generations;
- We reduce the local and global environmental impact of our consumption and production.
In addition to these outcomes, we also have National Indicators and Targets with which Local Authorities can measure the success and impact of the actions in their Single Outcome Agreements. These include actions that will:

- Increase the proportion of adults making one or more visits to the outdoors per week;
- Reduce the proportion of driver journeys delayed due to traffic congestion;
- Reduce the rate of increase in the proportion of children with their Body Mass Index outwith a healthy range by 2018;
- Increase the average score of adults on the Warwick-Edinburgh Mental Wellbeing Scale by 2011;
- Reduce mortality from coronary heart disease among the under 75s in deprived areas;
- Increase the percentage of adults who rate their neighbourhood as a good place to live;
- Increase the proportion of journeys to work made by public or active transport.

One of the key arguments for taking forward infrastructure and other projects is to measure the likely economic benefits the project will bring. For example, the numbers of jobs created or safeguarded, the financial benefits for the local economy through tourism or regeneration opportunities for the local community. The economic argument for the promotion of cycling projects is just as valid. Making places welcoming and attractive, where people want to go and spend time in, encourages businesses to flourish in both the retail and the leisure sectors. In Denmark, the attractiveness of public places is measured by the increase in and the occupancy rates of tables outside cafes and restaurants.

In the Transform Scotland Trust report “Towards a Healthier Economy” it is estimated that if Scotland had a 13% modal shift for cycling, using the World Health Organisation’s HEAT for Cycling Tool, the Scottish economy would realise a benefit of between £1-2 billion. This is calculated on the basis that those who are active will require less health services and will take fewer sick days off work therefore increasing productivity and increasing profits for businesses.

Conversely, the negative economic and health impact of doing nothing also provides a compelling argument. Places that are less attractive to spend time in through lack of facilities or poor maintenance promote sedentary behaviour which takes it toll on all of us individually as well as increasing the burden on the NHS. The Foresight Report Tackling Obesities – Futures Choices (2007), states that UK obesity levels have more than doubled over the past 25 years and that over half of the UK adult population could be obese by 2050 if we don’t tackle the underlying causes now. From the economic forecasts in the Foresight report we can estimate that, if left unchecked, obesity in Scotland could cost us £5 billion by 2050. Of this, £4 billion would be attributable to expenses other than those borne directly by the NHS, for example costs to local services and to the economy from productivity lost to poor health.
Tourism

In 2007, Visit Scotland research showed that almost 16 million tourists took overnight trips to Scotland, spending just over £4.2 billion. Activities undertaken while on holiday range from walking/rambling at 49%, golf and fishing at 4% and cycling close by at 3%.

Over the past 20 years mountain biking has become established as a major sport and recreational pursuit in Scotland. Our country has proved that it is truly a world class venue for the activity, as recognised by the International Mountain Bicycling Association, which in 2005 and 2006 declared Scotland as a “Global Superstar”. Last year, and again this year, Scotland will host the World Mountain Bike championships at Fort William in June, attracting over 20,000 spectators to the area and boosting the local economy.

Major trail facilities in Scotland are producing significant economic benefits for local communities too. For example, the 7stanes Network in the South of Scotland has generated £9 million for the local economy through some 400,000 visitors to October 2007. The UK Tourism Survey shows that trips in Scotland involving mountain biking were 108,000 in 2006 and had risen to 197,000 in 2007. The estimated spend for these visits were £39m and £65m in each year respectively.

With an upgrade in the standard of current facilities and with more new facilities, Scotland can grow as a top destination for cycling holidays and cycle sport.

Health

The recommended daily amount of physical activity for adults is to accumulate at least 30 minutes of moderate activity on most days of the week, and children should accumulate at least one hour of moderate intensity activity each day. For most of us, the easiest and most acceptable forms of physical activity are those that can be incorporated into everyday life. Encouraging more people to cycle regularly would help achieve and outperform these recommended levels.

- 67% of women and 56% of men aged 16-74 years are not active enough to benefit their health.
- 26% of boys and 37% of girls are not active enough to benefit their health.

The health effects of an inactive life are serious and associated with disease, disability and poor mental health. The Cycling Action Plan for Scotland can make a significant contribution to a Healthier Scotland. People who are active can enjoy:

- a longer life;
- less risk of developing many chronic diseases;
- greater mental wellbeing and fewer symptoms of depression;
- lower rates of smoking and substance misuse;
- the ability to function better at work and at home.
People cycling regularly in mid-adulthood typically have a level of fitness equivalent to being 10 years younger, and a life expectancy 2 years above the average. The health benefits of cycling far outweigh the risks involved thanks to these extra life-years by a factor of 20:1 according to one estimate. A study of the population of Copenhagen found that people who did not cycle to work had a 39% higher mortality rate (i.e. risk of dying in a given year) than those who did, regardless of any other physical activity they might take part in.

Indeed, the greatest health benefits occur when the least active people become moderately active. The National Physical Activity Strategy underlines the importance of creating and maintaining an environment which supports physical activity. The Cycling Action Plan can also make a significant contribution to the goals in the Scottish Government’s Equally Well document.

As part of its role in promoting and supporting evidence-informed action for health improvement in Scotland, NHS Health Scotland (HS) produces Commentaries on NICE Public Health Guidance. In Scotland, NICE Guidance has no formal status but nevertheless provides a useful source of reviewed evidence. The commentaries consider the evidence cited and the recommendations presented in the NICE Guidance, in the context of policy and practice in Scotland. One of the key recommendations in the commentary on the NICE Guidance PH8, Physical Activity and the Environment, is that Local Authorities should ensure that pedestrians, cyclists and users of other modes of transport that involve physical activity are given due priority when developing or maintaining streets and roads.

The Scottish Government's Healthy Eating Active Living action plan (2008) sets out the current range of our investment in improving diet, increasing physical activity and tackling obesity. This Action Plan makes a commitment to developing a long-term cross-sector approach to tackling obesity in Scotland by modifying our environments to support healthier everyday behaviour, of which active travel is a key example.

Events

**Bike Week** happens every June in the UK. In 2009, Bike Week will run from 13-21 June. Cycling Scotland promotes events and offers advice and publicity to event organisers. In 2005 there were 15,000 participants in Bike Week events. In 2008, this grew to 42,400. Visit [www.bikeweek.org.uk/event_search.php](http://www.bikeweek.org.uk/event_search.php)

**Pedal for Scotland** is a 50 mile charity cycle ride from Glasgow to Edinburgh which is organised annually by Cycling Scotland. In 2005 there were 1,700 participants. In 2008, 5,700 people took part. The ride this year will take place on Sunday 13 September. To register visit [www.pedalforscotland.org](http://www.pedalforscotland.org)

Education and school travel

**2008 Scottish Transport Statistics**

- 22% of children travel to school by car
- 21% go by bus
- 53% walk
- 1% cycle to school
A research study in California (Shepherd R, J) showed that children who walk or cycle to school arrived more ready to learn and achieved higher exam results than those who were driven to school. The recent Sustrans’ Hands-Up Survey of how children travel to school, showed that of the 400,000 children survey, 2.8% cycled. This is compatible with the 2008 Scottish Transport Statistics above which has a much lower data set.

As well as the improved health benefits, children who cycle to school learn a sense of responsibility for their travel and for looking after their bikes. They connect more directly with their surroundings, the changing weather and seasons. They can develop social skills and become independent travellers.

The Scottish Government will continue to work in partnership with Sustrans and other partners to tackle the “school run” by offering those schools who wish to promote cycling new cycle shelters, new off-road and on-road safe routes, resources to incorporate active travel into the curriculum and lesson plans.

“In addition to planned physical education sessions, physical activity and sport take place in the classroom, during travel such as walking and cycling, in the outdoor environment and in the community.”

Curriculum for Excellence, Health and Wellbeing: experiences and outcomes

It is vital that everyone knows and respects the rules of the road and the needs of all road users. Through education we can make cycling a more attractive and safer option. By promoting cycling training at school and by making the case for a cycling module to be included in the UK Driving Test, we can all become better road users.

We will continue to work with Road Safety Scotland and Cycling Scotland to provide on-road cycle training in schools for P6 pupils, as supported by the Royal Society for the Prevention of Accidents. Cycling Scotland will also provide resources for P5 and P7 pupils for playground training and advanced road skills, respectively.

Climate Change

Travel Diary 2004/05

- 23% of all journeys under a mile made by car
- 57% of all journeys of between 1 and 2 miles made by car

Personal transport and freight traffic will continue to grow year on year. If the Scottish Government is to meet its Climate Change target of reducing emissions by 80% by 2050, we must be willing to take action now. Journeys under 2 miles can easily be made by bike. The average speed on a bike is 12 miles per hour and a 2 mile journey should take about 10 mins. This compares favourably to the average
speed of motorised traffic in residential areas, which is often slower than travelling by bike. Cycling can be truly a door to door experience without spending time in traffic congestion, looking for a parking place or waiting for a bus.

In the Netherlands, where cycling is given due consideration as a mode of transport in its own right, there is a modal share of nearly 30%. Scotland can achieve this if we all play our part and make a small change. For example, by cycling one day a week - instead of driving to work - we will already have increased cycling by 20% and reduced car levels by the same amount. If we achieve our overall aim of 10% modal share for cycling, we will be saving over half a million tonnes of harmful carbon emissions each year. Small personal changes can achieve larger goals if we all play our part.

**Funding**

For Scotland to work towards achieving the cycling levels enjoyed in northern European countries, funding must be targeted at cycling. Currently funding for cycling projects comes from two main sources - the Scottish Government and local authorities. In 2008/09 funding for cycling was less than 1% of the Scottish Government’s transport budget, although additional funding was also available for active travel projects that tackle obesity and from the Climate Change Challenge Fund. Funding for cycling in 2008/09 was broken down into Scottish Government investment of:

- £5.015m for National Cycle Network and school travel projects
- £1.4m to promote cycling in Scotland
- £9.09m for Cycling, Walking and Safer Streets projects
- £2m as part of the Trunk Road Cycling programme

The Smarter Choices, Smarter Places initiative, currently operating in seven areas in Scotland to encourage people to change their travel behaviour, will benefit from £15m of investment over 3 years. Other Scottish Government Directorates, Health and Wellbeing and Environment, are contributing 20% of this funding. All seven project areas have elements of cycling in their plans including new cycling and walking routes, public bike hire schemes, free cycle maps and school and family based promotions.

However, health experts and academics readily acknowledge that the current levels of investment will not increase levels of cycling. The responses to this action plan and the evidence from health and environmental research will strengthen the case for a higher level of investment in the next spending review period which begins in April 2011. The Scottish Government will review all current funding streams in order to provide scope for consideration of increased levels of investment to achieve a better aligned cycling budget across policy areas. This exercise will contribute to the 2011 spending review process.
The CAPS will be reviewed periodically. As our vision is for 2020, the main timelines for action, in relation to funding, are in the table below:

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<td>Launch</td>
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<tr>
<td>2010</td>
<td>Evidence and data gathering for SR bid</td>
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<tr>
<td>2011</td>
<td>Spending Review Announcement</td>
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<tr>
<td>2012</td>
<td>Review Actions and progress</td>
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<tr>
<td>2013</td>
<td>Evidence and data gathering for SR</td>
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<td>2014</td>
<td>Spending Review Announcement</td>
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<td>Sending Review Announcement</td>
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<td>2018</td>
<td>Review Actions and progress</td>
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<td>2019</td>
<td>Evidence and data gathering for SR</td>
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<td>2020</td>
<td>Sending Review Announcement</td>
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Monitoring and Evaluation

The overall objective of this action plan is "to get more people cycling more often". In the action and activity table at the end of each section we have outlined how we will measure the impact of the individual actions proposed. To measure the overall impact of the Action Plan we will

- Carry out an annual Hands-up Survey in schools to capture the travel behaviour of pupils;
- Work with LAs in developing a comprehensive monitoring tool to capture the number of cyclists using on and off road facilities;
- Continue to carry out a two yearly National Assessment of cycling investment by Local Authorities;
- Evaluate the results of the Scottish Transport Statistics, the Scottish Travel Diary, the Scottish Household Survey and the Tourism statistics.

Fife’s Travel Diary

Fife Council carries out a travel diary survey ever 5 years. This is used to establish a baseline for cycle use throughout Fife.

They also continuously monitor cycling levels at 10 telemetry sites across Fife which are situated on key, designated cycle routes, with good facilities. The monitoring is reported every quarter and is also used to set targets within the Local Transport Strategy every 6 months. Once these targets are reached, new targets are set.

The cost of a telemetry site is around £2,200 with a monthly subscription of £7 for each site.
Implementation Plan

During the roll out of this Action Plan the Scottish Government and the CAPS Board will be developing an implementation plan to ensure all the actions are acted upon and progress measured. Where local authorities are the Lead/Delivery Body, we will agree with COSLA (the Convention of Scottish Local Authorities) a plan of implementation. Where Scottish Government is the lead/delivery body, the Sustainable Transport Team within the Transport Directorate will work with policy colleagues to agree policy buy-in across Government and secure the best use of resources for delivering the actions.

Stakeholder organisations and local community groups will be involved at all stages where applicable. This Cycling Action Plan for Scotland will be inclusive, progressive and focussed in delivering its outcomes, objectives and actions.

Summary

The outcomes and actions in this document were identified by public and stakeholder consultation. Last year the CAPS Board identified several potential objectives that would be crucial to the success of the Action Plan. These were:

- to identify which organisations would be best placed to deliver specific actions;
- to ensure national agencies are working towards shared outcomes;
- to optimise the use of resources across Scotland;
- Scottish Government had to show commitment to cycling through increased funding levels, better planning guidelines, forward thinking legislation, recognition of the transport hierarchy;
- Local Authorities need to recognise that cycling and walking can meet their many and varied local objectives and obligations in their Single Outcome Agreements;
- the need to seriously consider reallocating road space in favour of the bicycle;
- increase the public’s awareness of the benefits of cycling and the individual willingness to cycle;
- mainstream the changes/ policies needed to achieve the overarching aim;
- influence the design of the built environment; and
- integrate transport modes, e.g. cycles on trains, buses and trams, and public bike hire schemes.

The actions in this document will aim to enhance policies and interventions that will:

- improve Planning and Design for Cyclists;
- encourage Day to Day Cycling;
- suggest Incentives for individuals, Local Authorities, employers and schools;
- promote the use of our Legal Powers; and
- ensure that we Monitor and Evaluate the impact of any new policies and projects.
Planning and Design for Cyclists

Strategic Objective 1

By 2020, we will have created communities where people of all ages and abilities can cycle safely and comfortably.

During the consultation exercise, the overwhelming factor highlighted that prevented people from cycling or cycling more often was the perception of safety on the roads due to high levels of traffic. Altered driver behaviour and segregated cycle paths were needed to increase the numbers cycling or to help those considering taking up cycling. Some consultees also said that more road space for cyclists would make them feel safer. From these responses it is clear that a comprehensive package of actions is required.

Focus group quotes:

“So, sometimes planners will put a particular cycle route in place, but its actually counter productive, better to just have enough room for cars and bikes to share the same bit of road.”

“Cycle paths, cycle paths! (Should be a) designated place for cyclists. I mean, it could be next to it (the road), but not actually part of the road.”

This section of the Action Plan has many ideas and actions that could be taken forward by the Scottish Government, Local Authorities and developers. However, although this Action Plan is ambitious, we need to be realistic about what can and what cannot be changed. This is an opportunity to highlight what actions will work and if there are any actions missing that should be considered.

Outcomes

Through better planning, design and communication this Action Plan will:

- increase awareness and understanding among transport planners and engineers of the importance of cycling, and the principles and practice of cycle-friendly planning and design;
- create communities which are attractive, accessible and safe places to be, where people want to socialise and spend time in the outdoors;
- encourage transport integration at major transport hubs with facilities for “park and choose” options, especially cycling facilities;
• promote the use of common signage and cycle route grading that complies with existing guidance;
• integrate the cycle network between functional cycle routes (mostly on-road cycle lanes) with recreational cycle routes (mostly off-road multi-purpose routes);
• require Local Authorities and developers to use guidance documents, particularly ‘Cycling By Design’ in the first instance, and also ‘Cycle Infrastructure Design’, “Designing Streets”, Sustrans’ Connect2 Greenway Design Guide and the “Trunk Roads Cycling Initiative” when planning and building cycle facilities;
• bring all current cycle infrastructure up to the guideline standards during ongoing planned maintenance programmes, ensuring the principles behind the guidance is followed;
• make use of green space corridors, disused railway lines and Sustainable Urban Drainage Systems (SUDS) paths where applicable; and
• ensure all routes and surfaces are all of a high quality, fit for purpose and maintained to a high standard, including ‘Lowland Path Construction’ and ‘Countryside Access Design Guide’.

Solutions and considerations

Traffic systems incorporating all transport modes (walking, cycling, and motor vehicles) should be designed with consideration for all road users. Local Authority transport development plans should take account of Scottish Government and other guidance on planning and implement the preferred hierarchy of road users which is:
1. Pedestrian
2. Cyclist
3. Public Transport (bus, train, taxi)
4. Private Motorised Transport

Focus group quote:

“The cyclists hate the pedestrians because the pedestrians jump out in front of cyclists and the cars hate the cyclists and the pedestrians hate the cars. I guess at least (in) the car, the guys have got a big box round them whereas cyclists and pedestrians have not much protection there.”

Current traffic planning in the UK favours the motor vehicle. More consideration needs to be given to space allocation, particularly for pedestrians and cyclists. Changes in emphasis, especially within our current urban areas, would make short trips of 1-2 miles, usually taken by car, more realistic, accessible and usually quicker by bike, and in some case, also quicker by walking.

As outlined in the Department for Transport Note 2/08, *Cycle Infrastructure Design*, measures to manage the impact of motorised traffic are based on a hierarchy of consideration. This is:

1. Traffic volume reduction
2. Traffic speed reduction
3. Junction treatment, hazard site treatment, traffic management
4. Reallocation of carriageway space
5. Conversion of footways/footpaths to shared use for pedestrians and cyclists

The Mobility and Access Committee for Scotland (MACS) does not think that pedestrians and cyclists should share routes because of the risks to less mobile pedestrians and those with hearing and sight impairments. Shared space aims to slow motor traffic, but even at a slow speed visually/mobility impaired people can still be vulnerable. There is too much presumption that shared space is successful at slowing down traffic. However, short pedestrian and cycle only links can be acceptable if designed well.

The Disabled Persons Transport Advisory Committee (DPTAC), which MACS supports, has four overarching principles on which it bases advice to government, other organisations and disabled people. Those principles are that:

- Public investment should only take place if those who provide and spend the money take into account the accessibility of disabled people
- Those who provide transport services will make accessibility for disabled people part of the main stream of their activity
• Those who provide transport services will fully and meaningfully involve disabled users and non-users in deciding the accessibility of transport services

• Those who provide transport services are responsible for accessibility for disabled people.

The Joint Committee on Mobility of Blind and Partially Sighted People recommends that where shared routes are unavoidable, pedestrians and cyclists should be separated by a verge, a raised white line, by a change in surface material or a change in level, i.e. a kerb.

One of the most innovative pieces of legislation on access, the Land Reform (Scotland) Act 2003, requires planning of Core Path networks by Access Authorities across Scotland. Where appropriate, it is anticipated that core paths will link up with other path networks to improve access. This legislation has highlighted the many existing segregated routes operating as a shared resource for pedestrians, horse riders and cyclists. These routes are used by both commuting and recreational cyclists. All paths require further development to become fully integrated with on and off-road links, be joined up to planned new routes and be adopted into the existing cycle network.

Core Paths can enable communities, particularly if ‘severed’ by road construction, to be re-joined by an active travel route and re-link with existing on and off-road cycle routes. The Sustrans Connect2 winning bid to the 2007 Big Lottery’s “Living Landmarks” competition highlighted the many examples of severance and the popularity with the public of bridging such gaps.

Traffic control and management

Reducing the volume and speed of traffic is a significant way of tackling the public’s concern about cycling in busy traffic. Cyclists usually want to go in the most direct way and it is not always possible to provide alternatives to main roads that are much less busy. Reallocating road space from motor vehicles to cyclists will encourage and reassure cyclists. It may also encourage some motor traffic to seek out alternative routes, thereby creating a safer, quieter route. Motor traffic tends to increase to occupy the space available. The opposite is also true.

Examples of reallocation that are beneficial to cyclists include widening nearside lanes, sharing bus lanes and contra-flow cycle lanes. When road space becomes unavailable, by design or short term road works, the volume of motor traffic reduces, by finding alternative routes or by changing mode of travel. The same is true for parking spaces. Not having somewhere to leave a motor vehicle is a major disincentive to driving, and becomes a powerful incentive to use public transport or adopt active travel. These are also visual examples to prospective cyclists that they are being catered for and to motorists to remind them that the roads are shared space. The roll-out of clearly marked “advanced stop lines” throughout Edinburgh is frequently linked to the increased cycling in that city.
Many places around the world are removing parking from open spaces as well as urban streets and making welcoming places for people to come to and stay in. This has resulted in significant economic benefits, as well as reducing the amount of motor traffic, hazard, noise and emission pollution.

Copenhagen, Denmark

The pedestrianisation of medieval streets in Copenhagen limited car traffic to some extent but squares and open places were still much dominated by parked cars. Since 1973, the City has been freeing square after square of car parking and relaying the surface and renewing street furniture. Generally, this approach allows for very good access for cyclists and goods delivery. It also allows for exhibitions, markets, performances and a pleasant and safe place to meet friends.

www.eltis.org

One way to calm motor traffic to a slower speed is by promoting the road space as a shared resource between pedestrians, cyclists and motor vehicles, making everyone responsible for their own behaviour and moving with care and consideration for the others. The Designing Streets guidance gives examples of how roadway layout design, street furniture and trees can combine to make drivers take extra care and drive at modest speeds. Calming existing roads may require hard measures, such as speed cushions or chicanes, but also need careful design consideration to include the cycle traffic safely. Cycle lanes and the mere presence of cyclists can have a calming effect.

Road Safety in The Netherlands

Since 1980, the annual number of road accident victims has halved, both in terms of cyclists and those in cars. In Dutch municipalities with high bicycle use, the risk of a cyclists being injured in a traffic accident is on average 35% lower than in municipalities with fewer cyclists. This is due to:

- Modified behaviour of all road users
- Most Dutch car drivers also being cyclists
- Higher bicycle use often equals lower car use
- High bicycle use creates more support for bicycle policy and so more is invested in a safer cycling infrastructure

Cycling in the Netherlands 2009  www.verkeerenwaterstaat.nl/english/

Speed restrictions, such as 20mph areas, if complied with through community or policing pressure, can also reorder the whole safety, attractiveness and usability of an urban area. It has been shown that even slight reductions in average speeds can have a significant reduction in casualty numbers (Road Safety Scotland).
Junction treatment

There are several interventions, for example at roundabouts, that can be implemented to create a more ‘cycle-friendly’ environment. With the correct design adjustments and reduction of entry speeds, most safety issues can be addressed relatively easily. The junction layout below clearly marks the route for cyclists.

Off-road facilities

The creation of high quality off-road routes that give improved access, shorten journey times and provide a real feeling of safety can be a major encouragement to cycling especially when they avoid busy roads and complex junctions. They can also be extremely pleasant and highly attractive to new or inexperienced cyclists, not least by creating opportunities for recreational and family cycling.

Conversion of footways/footpaths to shared use for pedestrians/cyclists/mobility vehicle users

Converting footways and footpaths to shared-use paths can provide an environment for cyclists using these routes that are free from interaction with motor traffic. As this would widen access for off-road cycling, it is also envisaged that this will have an impact on the uptake of cycling among those who currently do not cycle often, or at all. Bristol shares all its public space with all non-motorised users, a decision that has been linked to increases of cycling in that city.

However care must be taken in the design of such facilities as they are not without their problems. Firstly, they can create conflict between cyclists and other users if there is insufficient width and sightlines to enable the space to be shared comfortably.
and safely. Secondly, if they involve regular loss of priority at side-road turnings or driveways, the perceived safety benefits between junctions will be outweighed by a worsening of cyclists' safety at junctions, where around 75% of cyclists' collisions occur. At junctions, cyclists need to be able to see, to be seen and to avoid being overtaken where this could be dangerous. They also want to maintain momentum – being forced to stop and restart typically involves the same amount of energy as it would take to keep going for another 100 metres.

Footways should therefore only be converted for shared use where there is good continuity and sufficient width for safe sharing with other users. These conditions will very rarely apply in urban areas. It is for this reason that the “hierarchy of consideration” prioritises solutions which create safe and attractive cycling conditions on the carriageway (rather than on the footway), e.g. through reducing traffic volumes and speeds, redesigning junctions and reallocating road space.

**Increased and improved awareness**

Having information about quieter routes can lead to a more pleasant cycling experience. Alternatives to using main roads and the option of using quiet roads and off-road paths is often more attractive. However, there is a high proportion of road traffic accidents in rural areas, compared to urban, and the issue of excessive speed on country roads needs to be tackled. If we are to promote these routes as alternative cycling routes, we must ensure that the awareness of cyclists is raised as well looking at speed restrictions. The UK Government is currently considering a reduction in the national speed limit from 60 mph to 50 mph for single carriageway roads.

**Better integration with public transport**

As well as understanding the bicycle’s importance as a means of transport in its own right, it has to be recognised as a transport mode that provides a realistic way to extend the catchment area of other modes of transport. In particular, people with disabilities may use non-standard cycles as mobility aids. Wherever cycling schemes link in to the rest of the transport system, improvements in connectivity and integration should be considered to ensure the multi-modal journey remains a realistic choice.

Facilities for cyclists at “Park and Choose” interchanges should be mandatory and part of the planning process. Secure parking should also be available at bus stations and major stops, railway stations and all other transport hubs.

In negotiating franchise contracts, the Scottish Government will look to transport providers to take account of all modes of transport and how integration can be improved. This will include the carriage of cycles on buses, trains and trams. Transport Initiatives Edinburgh has agreed to run a pilot scheme for the carriage of bikes on trams during off peak hours once travel trends on the trams can be monitored. This is welcomed by Scottish Government, stakeholders and the cycling residents of Edinburgh.
Cycle parking at car sharing site

Questions

1. Are there any actions or activities on planning and design that are missing and that would encourage you to cycle more often?

2. How do we achieve these actions effectively? Who is best placed to deliver these changes?

Focus group quotes:

“I think you are considered to be somewhat quirky or eccentric if you ride your bike.”

“Well, you’ve got no parking problems, you just chain it to the railing outside wherever you want to go to.”
**Objective 1 – To create communities where people of all ages and abilities can cycle safely and comfortably**

<table>
<thead>
<tr>
<th>ACTION and ACTIVITY</th>
<th>LEAD / DELIVERY BODIES</th>
<th>INDICATORS</th>
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</thead>
<tbody>
<tr>
<td>Develop policies and procedures that promote the needs of cyclists during the construction and/or maintenance of all new and/or existing roads, through the Design Manual for Roads and Bridges, Cycling by Design</td>
<td>Transport Scotland, Local Authorities, RTPs, National Park Authorities, Scottish Government</td>
<td>All Local Authorities sign up to implementing standard guidance</td>
</tr>
<tr>
<td>Promote the effectiveness of various cycling provision at junctions, and install Advanced Stop Lines (ASLs) and/or other measures as necessary.</td>
<td>All stakeholders</td>
<td>Improvements in the indicators in the National Assessment of Local Authorities</td>
</tr>
<tr>
<td>Promote off-road cycle routes to link specific destinations and community resources and other relevant guidance documents relating to Path Planning.</td>
<td>Transport Scotland, Sustrans, RTPs, National Park Authorities, Local Authorities.</td>
<td>Increase in cycle use</td>
</tr>
<tr>
<td>Promote/provide Continuing Professional Development of all relevant staff dealing with cycle provision</td>
<td>Scottish Government, Local Authorities, Stakeholders</td>
<td>No of people trained and implementing guidance and good practice</td>
</tr>
<tr>
<td>Work with universities and colleges to ensure planning and designing for cycling and wider sustainable transport modules are included in relevant courses.</td>
<td>Scottish Government, Scottish H&amp;F Ed Funding Council</td>
<td>Number of HEIs/FEIs offering modules in sustainable transport planning</td>
</tr>
<tr>
<td>Develop and promote procedural guidelines for Local Authorities, architects and developers through collection of best practice examples which are to be maintained in a live and accessible database.</td>
<td>Cycling Scotland, All Stakeholders</td>
<td>Numbers of hits on the database – ongoing feedback of resource</td>
</tr>
<tr>
<td>Review the road and cycle route network and record sources and destinations of cycle traffic. Carry out cycle counts regularly.</td>
<td>Local Authorities, stakeholders</td>
<td>Increase in numbers of people cycling. Increased number of local area network audits conducted</td>
</tr>
<tr>
<td>Grade the level of cycle paths provision on all routes to a standardised set of criteria taking account of Sustrans’ ‘Guidelines for Route Numbering on the NCN’ and ‘Outdoor Access Signage Guidance’ (Paths for All Partnership, June 2007)</td>
<td>All Stakeholders, Local Authorities.</td>
<td>Improvements in the indicators in the National Assessment of Local Authorities</td>
</tr>
<tr>
<td>Ensure that in planning and developing cycle routes barriers such as intersections and bottlenecks do not disrupt the continuity of the route</td>
<td>Local Authorities, Scottish Government, Transport Scotland</td>
<td>Number of Local Authorities implementing their own good design practice</td>
</tr>
<tr>
<td>Expand safe routes to schools to include routes to public transport hubs, park and ride, hospitals, supermarkets, through advisory speed limits, or</td>
<td>Local Authorities, Sustrans, other stakeholders</td>
<td>Measure usage through Travel Plans and customer surveys</td>
</tr>
<tr>
<td>Action</td>
<td>Stakeholders</td>
<td>Outcome</td>
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<tr>
<td>A statutory reduction in speed limits where necessary.</td>
<td>Local Authorities, RTPs, stakeholders</td>
<td>On travel choice</td>
</tr>
<tr>
<td>Map and promote lesser used roads as safer and quieter cycle routes: e.g. B, C and Unclassified roads.</td>
<td>Increase in cyclists using minor roads</td>
<td></td>
</tr>
<tr>
<td>Integrate links with the on and off-road networks.</td>
<td>Local Authorities, stakeholders.</td>
<td>Increase in length of local NCN network and quieter routes</td>
</tr>
<tr>
<td>Introduction of a (standardised) distinction between bus lanes and cycle lanes, at the most basic level of a painted line, or possibly a kerbstone to enable parallel cycle lanes.</td>
<td>Scottish Government, Local Authorities.</td>
<td>Measure of perception of safety on the road</td>
</tr>
<tr>
<td>Include main cycling routes in street cleaning, winter maintenance planning and tree lopping measures.</td>
<td>Decrease in number of complaints from users</td>
<td></td>
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<tr>
<td>Ensure sufficient lighting is provided on both on and off-road cycle routes, and maintained to the same standard as the road network lighting provision.</td>
<td>Feedback from users, number of Local Authorities with cycle route maintenance programmes in place</td>
<td></td>
</tr>
<tr>
<td>Provision of secure cycle parking at public buildings, schools, transport interchanges (short and long-term parking). Design should deter theft and vandalism and provide shelter from weather. Replace unsuitable old facilities.</td>
<td>Scottish Government, Local Authorities, Sustrans, Public Transport Operators</td>
<td>Usage of facilities – perceptions of safety and increase of ease of access.</td>
</tr>
<tr>
<td>Work with Public Transport Operators to encourage the carriage of cycles on buses, trains and trams.</td>
<td>Increase in integration of transport modes</td>
<td></td>
</tr>
<tr>
<td>Define needs and a range of cycle parking options at all key destinations including bus stops and rail stations (e.g. cycle parks, cycle stations, cycle boxes, secure cycle rooms, free cycle stands)</td>
<td>Public Transport Operators, Local Authorities</td>
<td>Demand led</td>
</tr>
<tr>
<td>Encourage employers, universities and colleges to promote active travel through travel planning and cycle promotion</td>
<td>Energy Saving Trust, stakeholders</td>
<td>Increase in the number of staff/students cycling, number of businesses and institutions implementing a travel plan</td>
</tr>
</tbody>
</table>
Day to Day Cycling

Strategic Objective 2

For cycling to be the natural choice for your daily journeys

Walking, for most of us, is the first journey of the day, whether to the car, the bus or to the workplace. If you have a longer journey to make to your destination, cycling could make the first part of your journey quicker. If we are to realise the Vision statement above, we need to ensure that cycling, for whichever part of the daily journey, is a realistic choice. Cycling is quicker for short journeys compared to taking the bus or walking. By cycling, you are setting your own timetable, not relying on anyone else, saving money and being physically active at the same time.

By providing quality cycle facilities at transport interchanges and in the workplace, cycling can become the natural choice. For example, at the Central Amsterdam Train Station there are 12,000 cycle parking spaces, which are almost full every day. The Netherlands has one of the highest levels of cycling in the world, enjoying a 30% modal share for cycling, but it wasn’t always that way. Between 1950 and 1970, bicycle use declined when car ownership rose. As in many cities worldwide, the rise of the car coincided with pro-car policy on planning and design for open spaces with the car as the priority. Pro-cycling planning policies and investment in cycling over the last 30 years has made The Netherlands the top cycling country in Europe.

Focus group quotes:

“I actually think they (cyclists) make you more ashamed that they're keeping fit and they're cycling and you can see them.”

“What I saw in Holland was that everyone was a potential cyclist, the bikes were the first mode of transport, ahead of cars, (ahead of ) everything else. And nobody was that fashion conscious, as long as it (the bike) did what it was meant to do, (and) the bikes were ancient!”

The Outcomes from this section of the Action Plan could be achieved if we get the actions in the rest of the document right. We think the Scottish public will be proud to live in a country where they:

- have a bicycle, or access to one, with suitable routes and places to ride it;
- have the ability and skills, or access to cycle training, and the information needed to make journeys by bike;
- no longer get stressed on the way to work due to the bus being late;
- save money on car or public transport costs;
• can cycle with their family or friends at weekends or cycle with their kids to school;
• are more confident on the road but still aware of their place in the traffic;
• are fitter, healthier and happier because they are increasing their daily levels of physical activity.

Solutions and Considerations

There needs to be a fundamental change in the attitude of the majority of other road users towards cyclists. We all have the right to be on the road and tackling attitudes and conduct of all road users will help us understand each others’ needs and priorities.

The extent of the negative attitudes towards cyclists exhibited by other road users may change if there is an increased exposure to cycling. One of the recommendations in this Action Plan is to include a cycling element (both practical and theoretical) in the driving test. The UK Government is looking at this proposal as part of its consultation on the UK driving test.

Pedestrians and cyclists can usually share the same spaces and often do with respect and consideration. In Exeter, Devon, cyclists and pedestrians share the pavement where it is wide enough. As a “cycling demonstration town”, Exeter and Cycling England invested £3m, a 30% increase in cycling investment, over 3 years in

• Infrastructure: safe and direct shared use route to schools and workplaces;
• Soft measures: an extensive programme of schools and workplace travel planning, including Exeter college and university; and
• Cycle training: rolling out National Standard Training to children and adults.

Changes to the local regulations to allow pavement cycling and targeted investment as above has achieved a 37% increase in daily cycle trips since 2005. In 2006, 8% and 14% of children cycled to primary and secondary school respectively. Today those figures are 14% and 20%. The Legal Powers section of this Action Plan outlines more options for local changes.

Cycling to School/College

The number of children who currently cycle to school is at a very low level – 1% (Key Transport Statistics Dec 2008), although Sustrans data tells us that over 30% of children would like to cycle to school. Parents and teachers need to be reassured that the health and economic benefits of cycling outweigh the risks and that active children are more ready to learn than those who are driven to school. There are schemes and projects already in place which will be enhanced and implemented across Scotland. For example:

• Cycle training in primary schools P5-P7 will be further promoted
• Cycle promotion for children and parents
• High profile ‘champions’ and local role models will be used to promote and encourage more people to take up cycling
Having more children cycling is the key to making Scotland a cycling nation and other initiatives will be designed to encourage this such as:

- School cycling trains, where parents and older children supervise the trip to school;
- Promotion of how cycling can contribute to delivering the experiences and outcomes across the school curriculum; and
- After school cycle clubs, events and cycle trips.

Most of the above examples are aimed at primary school children and it is hoped that when pupils graduate to secondary school, that they will continue to cycle. In its 2007 report on the Primary-Secondary transition, Sustrans found that in most cases this does not happen for a variety of reasons – the journey is longer; there are more books and kit to carry; there is a school bus that drops pupils at the door or parents drop children at the school on their way to work. In secondary school cycling is just not perceived as a “cool” thing to do, especially amongst young girls and cycling levels drop at this stage. We will continue to work with secondary schools in promoting travel plans.

Colleges and universities are where the bike is discovered again as part of the student experience. With 60% of school leavers going into further and higher education, this sector provides a key transition point for behaviour change. The Energy Saving Trust travel plan advisory service offers further and higher education institutions free advice on how to develop a travel plan. A partnership of active travel organisations is also working with the Environmental Association of Universities and Colleges to promote active travel.

**Cycling to Work**

Commuting by bicycle is increasingly becoming a significant choice for many and will be encouraged. Increasing the proportion of journeys to work made by public or active transport is in the National Indicators and Targets set by the Scottish Government in 2007. Employees and workers who ride to work are better time keepers, are more alert and ready to do their jobs, are fitter and have less absenteeism. Employers will be encouraged to reap the benefits themselves from their staff who cycle to work and who use a bike for company business by:

- Providing secure cycle parking;
- Providing showers, changing rooms and lockers in which to store clothing;
- Encouraging and supporting a bicycle user group (BUG) for employees;
- Initiating ‘Travel plans’ for all members of staff;
- Introducing a company bike purchase scheme to gain the tax benefits, bike loan arrangement or supplying bikes for company use;
- Paying a bike mileage allowance similar to that paid for car use;
- Taking part in Bike to Work and the Cycle Friendly Employer Award schemes.

Through marketing and communication, we will let employers know about schemes and any financial benefits that may be available.
Community Cycling

Most car journeys are very short and generally made to local facilities such as work, school and for shopping. To counter this and provide a healthy alternative, we need to create an environment where cycling is a realistic choice for local journeys. Creative measures that involve and engage with local communities in different ways and across different locations can successfully raise the profile and uptake of cycling as a utility mode of transport. Links to and facilities at community resources such as health centres, schools and libraries will encourage people to cycle more for short, local trips.

Cycling for Leisure and Pleasure

The development of the bicycle more than a century and a half ago was driven by the fun, thrill and the pleasure it gave. These characteristics are still very much to be found with the modern machine. The bicycle also brought about an explosion in social mobility, but the fun element has sustained cycling through the period when the car dominated utility travel in the UK.

As long as cyclists have enjoyed their activity they have wanted to share the experience. The Cyclists’ Touring Club (CTC) the UK’s national cyclists’ organisation, was started 130 years ago and continues to flourish to this day with local groups around the country running regular ride programs for varying levels of fitness.

The modern CTC and the many other cycle clubs and volunteer workers play a major role in supporting cyclists and all forms of cycling for work health and most of all enjoyment and socialising.
Cycling as a sport

For some cycling is more than a mode of transport or a pastime. Scotland is the top destination in the world for mountain biking, and with the achievements of Sir Chris Hoy and others at the Beijing Olympics in 2008, now enjoys a higher profile in the world of sports cycling. In February 2007, the Scottish Executive published a sports strategy document called “Reaching Higher” which has a target of “60% of adults taking part in sport at least once a week by 2020”. If we are to increase participation levels and achieve this target we need to work together with the sport’s governing bodies, schools and clubs to encourage cycling from an early age.

Questions

3. Would an improvement in local facilities for cycling encourage you to cycle more often? If not, what else could be done to change your mind?

4. How do we achieve these actions effectively? Who is best placed to deliver these changes?
## Objective 2 - For cycling to be the natural choice for your daily journeys

<table>
<thead>
<tr>
<th>ACTION and ACTIVITY</th>
<th>LEAD / DELIVERY BODIES</th>
<th>INDICATORS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scottish Cycle Training Scheme to promoted as delivering the experiences and outcomes of the school curriculum</td>
<td>Road Safety Scotland, Local Authorities</td>
<td>Percentage of children receiving on-road training – up from 10% Target – 50%</td>
</tr>
<tr>
<td>Complementary cycle training to be delivered in P5 (playground) and P7 (advanced skills) through Ready Steady Bike and Go By-cycle. Access to P6/7 SCTS training is dependent on completion of P5 playground training.</td>
<td>Cycling Scotland, Local Authorities</td>
<td>Number of children receiving playground and advanced skills training. Demand for P5-P7 advanced cycle training</td>
</tr>
<tr>
<td>Develop the Making Cycling Mainstream courses to show the contribution cycling can make to achieving targets in Single Outcome Agreements. Offer to Local Authority officials, elected members, community councils</td>
<td>Cycling Scotland/Local Authorities</td>
<td>Measure need by demand for courses</td>
</tr>
</tbody>
</table>
Encouragement and Incentives

Strategic Objective 3

For people to have the confidence and the right information to make cycling a realistic choice for some journeys

Potential cycle users need the information that will make them want to cycle. There are obvious benefits to cycling: it improves health, it’s a cheap mode of transport, it’s usually the quickest mode for short journeys, and has almost zero impact on the environment. However, being told that it is good for you or that for environmental reasons you must give up your car will not bring about a change of heart. Cycling is good for your health and for tackling climate change, but we need to implement measures that will empower people to make up their own minds and think of cycling as a realistic alternative to motorised transport.

The term “Smart Measures” covers a range of interventions including cycling. Smart Measures aim to reduce the social, economic and environmental costs associated with the commute to work, as well as business-related trips. They provide the infrastructure and promote the benefits of more active and sustainable travel. They change travel behaviour towards more active and sustainable options. A key element of Smart Measures is “The Travel Plan”, which provides schools, employers, hospitals and any other organisation with a framework to engage with all individuals that will visit or work at a particular site. Individual Travel Planning is also a good way of identifying the best route, mode and general travel behaviour of individuals and families when undertaking a journey.

Experience has shown that successful Travel Plans do deliver change (Ref: Cairns et al). They can help reduce costs, increase workforce productivity, improve the wellbeing of individuals and will reflect positively on any organisation’s corporate responsibility.

Cycle Aylesbury

During its first three years as a Cycling Town, Aylesbury focused on using ‘soft measures’ such as route signing and promotions to encourage local people to get on their bikes. The town named and coloured its seven main cycle routes after gemstones to make them easily identifiable to the public, and pioneered a radical new approach to signage, counting down to destinations in minutes rather than miles. A town-wide promotional campaign, route-specific guides and numerous events have been successful in launching routes and spur residents to action. In 2005/06 1.7% of kids cycled to school. In 2007/08 this was up to 5%. Today, 11% ride their bike to the train station as the first journey of the day, and 11% enjoy riding their bike into town.

See http://www.cycleaylesbury.co.uk/ for more ideas.
Outcomes

By providing maps of safe, quieter routes and off-road routes, local people can gain knowledge of where the best routes are. Often people are not aware of what is on their doorstep. Individualised travel planning tools can help. In Edinburgh, a network of paths connecting to NCN 75 saw an increase of 50% in usage in just one year following the distribution of a free map with the local free newspaper. People need the right information to make the right choices.

Local Authorities, especially in rural areas, should promote routes which make use of roads that are classified as “B”, “C” or are “unclassified” roads. In most cases these roads will have less traffic and will provide the user with a safer, quieter route.

Changes are needed to the way information is distributed. Information packages and facilities to encourage active travel need to be more readily available and visible at transport hubs, shopping centres, new construction developments (whether housing, hospitals, businesses or industrial estates) and in places where the public naturally congregate, for example, G.P. surgeries, libraries, health centres, educational establishments.

Individualised Travel Marketing (personal travel planning) is one tool which has been used effectively in Inverness by Sustrans. Providing 1500 homes with information and advice on active travel has resulted in a relative reduction in car driver trips of 13% and a corresponding relative increase in sustainable travel modes of 22% for walking and 27% for cycling.
On-Line

- Dumfries and Galloway Green Travel Map: including walking, cycling and public transport routes – [www.dumgal.gov.uk/greentravel](http://www.dumgal.gov.uk/greentravel)
- Sustrans provides free maps for its NCN routes in Scotland. For example, a 100 mile route from Clyde to Forth, a 501 mile route from Aberdeen to John O’Groats, and much, much shorter routes: see [www.nationalcyclenetwork.org.uk](http://www.nationalcyclenetwork.org.uk)
- Online packages like the Cambridge Cycle Mapping [www.camcycle.org.uk](http://www.camcycle.org.uk) could be useful in letting people see the route they would be travelling.
- For all you need to know about active travel go to [www.Chooseanotherway.com](http://www.Chooseanotherway.com)

Planning journeys through online cycle mapping will provide up-to-date routes and information. All cycle paths and routes should be signed to the highest standards, including length of path and average journey times. By 2012, all large employers and schools will have the status of being “Cycle Friendly” and 10% of all journeys will be made by bike.

A package of Smart Measures will be available for everyone in order to make informed travel choices. This means that all local cycling information will be available free of charge (including maps) and that online mapping will allow bike users to plan journeys from “A to B” along safe routes and quiet roads where possible. Employers will offer incentives for staff who wish to travel to work sustainably by introducing a Bike to Work Scheme, mileage allowance for travelling by bike while on business – advisory rate currently 20p per mile - and facilities at the workplace for those who cycle longer distances in all weathers.

The “Bike to Work Scheme” is a UK wide tax exemption scheme for bikes. It was introduced by the Finance Act 1999 and encourages employees to purchase a tax free bike, through their employer, and pay off the costs of the bike over a set period of time through their salary. Because the re-payments are taken at source from salary, both the employee and the employer save on NI and tax contributions. For information about cycling and the Cycle to Work Scheme visit [www.bikeforall.net](http://www.bikeforall.net)

Scottish Government’s Bike to Work Scheme

- In March 2009, the Scottish Government introduced the Bike to Work scheme for its 7000 employees and is aiming for 12% of the workforce to access the scheme. In 2007, the Government building at Victoria Quay was awarded the Cycling Scotland’s Cycle Friendly Employer Award. Currently at Victoria Quay there are 200 bike racks which are nearly always full. And, as part of its Travel Plan, the Scottish Government will aim to achieve this award at other buildings through an upgrade of cycling facilities across the estate.
Schools should actively encourage children to cycle to school and should ensure that all children receive cycle training to the national standard by delivering the Scottish Cycle Training Scheme on road (level 2) and consider multi stage delivery using Ready Steady Bike and Go by Cycle which are both aligned to the national standard levels 1 and 3.

**Cycle Friendly Schools and Cycle Friendly Employers Awards**

Cycling Scotland run two schemes which help and encourage businesses and schools to become “Cycle Friendly”. Incentives for businesses include small grants for new facilities and advice on staff incentives and promotions. For more information visit [www.cyclingscotland.org](http://www.cyclingscotland.org)

All major workplaces (50 people or more) and all schools should have a Travel Plan in place. All homes should have a local information pack detailing local active travel choices.
Good Practice Example

Ninewells Hospital in Dundee, through free help from the Energy Saving Trust, developed a Travel Plan for Dundee and North Fife. While the Travel Plan mainly focussed on staff travel, there were spin-off benefits for patients and visitors. Actions included:

- improving the onsite network of footpaths
- introducing marked and signed cycleways
- providing accessible and covered cycle parking for 70 bikes
- provision of 40 “Bikeaway” upright lockers
- 35 cycle spaces in a secure bike cage (65 keys in circulation on a first come first served basis)
- facilities are monitored by CCTV and the car park is supervised 24hrs a day
- at the same time, Sustrans produced a free map for cyclists and walkers for the South East Dundee area

Since these Actions have been introduced and as a direct response to need, Ninewells Hospital has:

- Installed a further 70 lockers for immediate use and is managing a waiting list
- Negotiated with Dundee City Council that the extension of the Dundee Cycle Way will go through the hospital grounds
- Introduced a pool bike resource with 4 bikes available for hire
- A 2% modal share for bikes

Solutions and Considerations

To encourage more people to cycle more often, information needs to be free of charge and easily accessible to everyone. Information is vital to us if we are to make informed decisions about our travel behaviour. To do this we need information that promotes cycling as:

- a quick and easy mode of transport for short journeys;
- an independent way of travelling that is not reliant on timetables or road-works;
- an easy way to stay healthy;
- a cheap way to travel; and
- a way of “doing your bit” for the environment.

By encouraging a culture of mutual respect between all road users, cycling will become a more attractive and safe option for short journeys. We will do this by raising awareness of the needs of cyclists, pedestrians and drivers through campaigns and potential changes to the driving test and by the provision of cycle training more widely.
We do not currently have a cycling culture in Scotland, but we do aspire to become a cycling nation and will look towards our northern European neighbours in Denmark, for example, as exemplars. Copenhagen enjoys a 36% modal share for bikes and wants to increase this to 50% by 2015. There are many reasons for this high level of cycle use in Copenhagen, principally the provision of over 300kms of segregated cycle track, cycle integration with public transport and strict liability on the vehicle driver in the event of an accident. Some home contents insurance policies cover the theft of bikes, where this has been included. Should, for example, insurance cover, where negotiated, include claims against a cyclist in the event of an accident where the cyclist is deemed to be at fault?

The Scottish Government, Local Authorities and public transport operators need to consider all possible interventions if we are to successfully deliver the actions in this Action Plan and to promote a cycling culture.

Groningen has the highest modal share of cycling in the Netherlands at 40%, although traffic restrictions played a large part in achieving this. Cycling is a way of life in both Groningen and Copenhagen and we can learn a lot from these two cities.

Closer to home, we have the Smarter Choices, Smarter Places programme which aims to promote and encourage active travel in 7 towns and cities across Scotland. Interventions in these towns will include “soft measures” to make cycling an attractive option. One such measure is the introduction of a public bike hire facility. Cycling must be a visible alternative and be nurtured and valued in Scotland. Bike hire in cities and towns should be available to those who wish to travel in urban settings, but do not have access to a bike or storage facilities at home, for example, people who live in tenement flats. Existing examples of successful public bike hire schemes operate in Paris, Barcelona, Munich, Amsterdam and Brussels.

From research carried out by consultants, cities enjoying the highest modal share - Copenhagen, Odense and Groningen - all have a high level of engineering interventions compared to Portland, Oregon, USA. York and Melbourne have less infrastructure, but a higher modal share than Scottish towns and cities. So, although it is recognised that planning and engineering solutions offer the highest returns by way of numbers cycling, softer measures such as travel plans, incentives and promotions do have an important contribution to make to the overall objective of this Action Plan.

At the stakeholder conference on 7 October 2008, 76% of the delegates voted for Methods to Promote Behaviour Change as their second overall priority. This could include:

- Greater use of Individual Travel Marketing Plans
- Greater local cycle map availability
- Improved signage on existing cycle ways
- Increased numbers of small community cycling projects
- Significantly reduced congestion
- More transport hubs with high quality changing and cycle-storage facilities
- All schools to achieve Cycle Friendly Schools award by 2012
Short Term Solutions

- Further promotion of www.ChooseAnotherWay.com travel plan guidance;
- Further promotion of Bike Week – annual week-long UK cycling festival every June;
- Cycle routes and quieter roads should be signed so that people know where they are, where they go to and how far the journey will be;
- Employers should consider offering the Salary Purchase Scheme for bikes. Benefits include: less sick days, a more productive workforce, higher profits and lower car park costs;
- Employers could provide “pool bikes” for business use and introduce the Government recommended 20p per mile allowance (folding bikes can be used more easily in conjunction with public transport);
- Encourage all public sector bodies to achieve Cycle Friendly Employer status by 2012 – Cycling Scotland award;
- Encourage all schools to achieve the Cycle Friendly Schools award by 2012 – Cycling Scotland Award;
- Encourage businesses to offer discount incentives for those customers arriving by bike. Saving money on leisure activities or day-to-day journeys is attractive to all of us.

In Cornwall, The Eden Project offers a £4 discount on the cost of admission (£16) if you cycle or walk to the attraction.

Longer Term Solutions

- Consideration should be given to providing bikes to school children instead of a bus pass;
- Promote a bike loan scheme for children where schools receive 30 bikes provided by Local Authority/SG which are allocated to pupils who do not have access to a bike;
- Promoting more uptake of the bike to work scheme by focussing on the economic, social, environmental and health messages. Focus on targeting Finance and HR within businesses. Also to target those who already own bikes and don’t use them. Provide central guidance for businesses; and
- Build links through Third Sector partnerships to promote community cycle groups and cycle training for adults;

Questions

5. If your employer introduced the Bike to Work Scheme would this encourage you to take up cycling? What else could your employer do to encourage you to cycle?

6. Did you know that the route you drive to work may not be the same route you would use if you were cycling? Would free local maps encourage you to cycle? What other information do you think is missing?
7. Would you use a public bike hire scheme in your town or city such as those running successfully in Paris and Munich? See this link for answers to 33 important questions on how the scheme works. 

8. Which organisation/s in your opinion are best placed to deliver the actions in this section
Objective 3 – For people to have the confidence and the right information to make cycling a realistic choice for some journeys

<table>
<thead>
<tr>
<th>ACTION and ACTIVITY</th>
<th>LEAD / DELIVERY BODIES</th>
<th>INDICATORS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide access to adult on-road cycle training, available in all Scottish Local Authorities which is both affordable and easy to access</td>
<td>Scottish Government, Local Authorities, stakeholders</td>
<td>Number of places taken up/demand for training</td>
</tr>
<tr>
<td>Active travel and cycling offered as advice in healthcare consultations. Develop cycling packages similar to Paths to Health walking resources</td>
<td>NHS Scotland</td>
<td>Numbers of packs given out by GPs</td>
</tr>
<tr>
<td>Cycle Maintenance courses to be made available.</td>
<td>Local Authorities, local bike shops</td>
<td>Demand for places</td>
</tr>
<tr>
<td>Publicise the Bike to Work scheme more widely</td>
<td>Scottish Government</td>
<td>Number of employees able to access the scheme and number who apply</td>
</tr>
<tr>
<td>Encourage more employers to achieve the Cycle Friendly Employer Award</td>
<td>Cycling Scotland, all Employers</td>
<td>Numbers of employees covered by the Award</td>
</tr>
<tr>
<td>Encourage more schools to achieve the Cycle Friendly Schools Award</td>
<td>Cycling Scotland, Sustrans,</td>
<td>Number of pupils covered by the award</td>
</tr>
<tr>
<td>Train cycle instructors to recognised national standard for both adult and child training</td>
<td>Cycling Scotland, stakeholders</td>
<td>Increase in numbers of trained instructors</td>
</tr>
<tr>
<td>Produce free high quality printed maps for all Local Authority on road and core path networks</td>
<td>Local Authorities, cycling organisations</td>
<td>Demand led</td>
</tr>
<tr>
<td>Create an online cycle journey planner using a postcode to postcode system with intelligent planning to take into account different users needs and capabilities</td>
<td>Scottish Government, Local Authorities, Stakeholders</td>
<td>Number of hits on website and map downloads</td>
</tr>
<tr>
<td>Support the development and implementation of community education programs that encourage more people (particularly adults, including those new to cycling) to cycle for transport, recreation and health.</td>
<td>Scottish Government, Local Authorities, stakeholders</td>
<td>Number of community projects set up or aided</td>
</tr>
<tr>
<td>Promote the introduction of public bike hire schemes</td>
<td>Local Authorities.</td>
<td>Number of customers signed up to use the scheme</td>
</tr>
</tbody>
</table>
Legal Powers

Strategic Objective 4

Legal powers will promote access and keep people safe and active

The term “roads” for the purpose of this document includes pavements, footways and pathways. Some legal powers relating to roads and cycling and walking in Scotland are the responsibility of the Scottish Government and Scottish Local Authorities. For example, Scottish Government, through Transport Scotland, is responsible for the trunk road network which consists of all motorways and sections of A-class roads such as the A9 linking Perth and Inverness. Local authorities are responsible for local roads within their authority boundaries such as high street shopping areas and residential streets.

Some matters are reserved to the UK Government, for example, the national speed limit and the content of the UK driving test. The Highway Code also covers the whole of the UK and any changes would be made under reserved powers. Any legislative changes to UK wide laws would be carried out by the UK Government.

Powers and duties of local roads authorities

Under the Roads (Scotland) Act 1984 (Part 1), the Road Traffic Regulation Act 1984 (section 122) and the Road Traffic Act 1988 (section 39) Scottish Local Authorities, as the local roads authority, have some responsibility for road safety on the local road network. These Acts, give Local Authorities the power to deliver an appropriate road safety education service and for the provision of a safe local road network. These powers include traffic calming, setting speed limits for individual roads and provision of facilities for cyclists and pedestrians.

Focus group quote:

“Drivers just do not see cyclists; they just don’t see them, because it’s not on their radar. Its like when you’ve lost something and you look for it, you can actually be looking at it but not see it, well that’s what drivers are like. Cyclists? They just don’t see them.”

Other pieces of legislation can also be relevant. The Land Reform (Scotland) Act 2003 is one of the most innovative pieces of access legislation in the world. It places a duty on landowners to manage land and to conduct ownership in a way which respects access rights. It places a duty on local authorities to protect and keep open any route, waterway or other means by which access rights can reasonably be exercised. The access rights under this Act includes cycling and walking for recreational purposes.
The Planning etc. (Scotland) Act 2006, allows Scottish Ministers and local authorities to be prescriptive regarding certain obligations when planning a development. This could allow, for example, the provision of sustainable travel facilities such as cycle parking at business premises.

**Outcomes**

More people will take up cycling because it will be quicker, safer and be a more attractive travel option. The Scottish Government will work in partnership with local authorities to encourage a better use of current powers. We will also work with the UK Government and the European Parliament where required, in supporting UK and European wide changes which promote cycling and walking.

**Solutions and Considerations**

Whilst road safety clearly emerged as the greatest concern and biggest deterrent to increased levels of cycling, specific concerns were raised which related to the potential need for legislative change. For some, better enforcement of current legislation, from a safety perspective, was the only solution if they were going to consider taking up cycling. A quarter of respondents called for a slowing of traffic through speed reductions.
Better use of current powers for the benefit of cycling could include, for example:

- More traffic calming measures (sleeping policemen, 20 mph speed limits on designated roads);
- Better enforcement of 30 mph on restricted roads (ones where lamp-posts are not more than 185 metres apart);
- Better enforcement of on-road cycle lanes (free from parked vehicles);
- Better use of planning powers (e.g. Town and Country Planning (Scotland) Act 1997 section 75 provides that a person may enter into a planning obligation, relating to, for example, the provision of road improvements, community facilities or extensions to schools).

Key to the process of encouraging greater levels of cycle use is the nurturing of a cycling culture. The consultation recognised that we must establish a situation where there is a far greater understanding and respect amongst all road users. In this Action Plan we seek to establish a series of actions and/or changes which could be taken to support such a culture.

The Scottish Government will review current powers with the purpose of improving access and facilities for cyclists where this can be achieved, without the rights of other road users being disproportionately affected.

Focus group quote:

“I think they [cyclists] should abide by the rules of the road and a lot of them don’t and that’s what annoys me”
Stricter enforcement of current powers

Cyclists and non-cyclists alike recognise that cycling is not common practice in Scotland. There are now more cars and cycles on the road than ever before which means that we all need to be more aware of our own behaviour on the road and have regard for others’ safety. We all have the right to use the road, along with the responsibility to use it properly.

The consultation demonstrated that cyclists and other road users felt that there needs to be stricter enforcement of existing powers. Leaving aside quality of infrastructure and the extent of segregation, if drivers and cyclists were motivated to respect each other’s space and rights, because of the potential costs of non-adherence, how much might behaviour change in terms of creating a more positive road environment?

Focus group quote:

“If they [drivers] ever got on a bike themselves they’d see what it’s like. I think a lot of drivers just don’t understand what it is like to be on a bike. And so they just ignore us, or they drive dangerously.”

Implementation of existing powers

Local authority powers can enhance cycling provision by, for example, the redetermination in the use of footpaths/footways or the reduction in vehicle speeds on certain roads. If a local authority wishes under sections 1 and 152 of the Roads (Scotland) Act 1984 to redetermine the public right of passage over a road to create a cycle track which is either for use by cyclists or by cyclists and pedestrians within their area, they may do so by means of an Order of which public notice has to be given. Members of the public then have the right to object to the Order. Where objections are maintained the order is forwarded to the Scottish Government Transport Directorate for the Scottish Ministers determination, otherwise, where there are no objections the local authority can confirm the order.

Focus group quote:

“Safety would do it for me, the weather – O--K – but its not the major thing…safety is the major thing.”
Liability Issues

In most Western European countries, the liability in any collision involving a motor vehicle and a cycle (or a pedestrian) lies with the driver of the vehicle, other than in the case of an adult cyclist who is shown to have been responsible for the accident. In the UK, this is not the case. As the majority of cycling accidents involve a motor vehicle, and given the vulnerability of cyclists and pedestrians, the Scottish Government will undertake to explore a “Hierarchy of Care for Road Users”. This consultation document is asking whether the liability should always lie with the vehicle driver, until proven otherwise.

Liability and insurance issues are a UK wide matter and if feedback from this consultation document highlighted a public desire to research this area further, the Scottish Government would undertake to write to the UK Government about this.

Examples of good practice - Vehicle Standards

There has been a European-wide call for Fresnel mirrors to be fitted to all HGV vehicles as standard. The UK Department for Transport estimates that this intervention could save 18 lives a year throughout the UK. A Fresnel Mirror allows drivers to see what is alongside their vehicle at axle level and therefore have a better nearside view of cyclists. The UK Government’s response to the EU Directive is:

“The UK is implementing this measure through changes to national legislation, in accordance with the timescale set out in Directive 2007/38/EC. This requires vehicles within the scope of the Directive to be retrofitted with wide angle mirrors, and a close proximity mirror on the passenger side by 31 March 2009. Vehicles will be checked at annual test from 1 April 2009 onwards to ensure that the mirrors comply with the relevant requirements.”

Cautionary advice notes on the back of larger vehicles can help raise awareness for other road users, for example, the length of the vehicle if it is particularly long or of the dangers of passing the vehicle on the left hand side due to a tight turning circle or restricted viewing of smaller vehicles, cyclists and pedestrians.

The Scottish Government and stakeholders welcome all developments that make the road a safer place and will retain strong links with the European Union in adopting other Directives that promote cycling.
Questions

9. Should the liability laws be changed to give cyclists (and pedestrians) more protection? If so, how?

10. Should all road users pay road tax? If so, how much should it be for cyclists and how could it be enforced?

11. Should current powers of enforcement be better used? If so, which ones and how?

12. Should local authorities make greater use of their powers to redetermine the use of roads which are footways/pathways to create cycle tracks which can be used by both cyclists and pedestrians, where it is suitable to do so? Would this encourage you to cycle more?

13. Who is best placed to deliver these changes?
**Objective 4 – Legal powers will promote access and keep people safe and active**

<table>
<thead>
<tr>
<th>ACTION and ACTIVITY</th>
<th>LEAD / DELIVERY BODIES</th>
<th>INDICATORS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Raise awareness for better driver education through cycling awareness in theory and practical driving test (UK wide)</td>
<td>Driving Standards Agency, all stakeholders</td>
<td>Increased number of people cycling. Reduced number of KSI road casualties</td>
</tr>
<tr>
<td>Explore a “Hierarchy of Care” for all Road Users</td>
<td>Scottish Government</td>
<td>Reduced number of KSI road casualties</td>
</tr>
<tr>
<td>Promote access and right of passage to ensure cycle routes (and equestrian usage) is not restricted due to landowners refusing access</td>
<td>Scottish Government, Local Authorities, all stakeholders</td>
<td>Decreased number of objections to planning applications from landowners</td>
</tr>
<tr>
<td>Consider the proposals for a reduction in the national speed limit</td>
<td>DfT, Scottish Government</td>
<td>Reduced number of KSI road casualties</td>
</tr>
</tbody>
</table>
Responding to this consultation paper
We are inviting written responses to this consultation paper by 20 August Please send your response to:

CyclingActionPlanforScotland@scotland.gsi.gov.uk

or to

Karen Furey
The Scottish Government
CAPS Consultation
Sustainable Transport Team
Area 2-D (North), Victoria Quay
Edinburgh
EH6 6QQ

Please indicate in your response which questions or part of the consultation paper you are responding to as this will aid our analysis of the responses received.

If you have any queries on the content of the consultative draft or the consultation process please contact Karen Furey (karen.furey@scotland.gsi.gov.uk) on 0131 244 4074.

Handling your response
We need to know how you wish your response to be handled and whether you are happy for your response to be made public. Please complete and return the Respondent Information Form included with this consultation paper as this will ensure we treat your response appropriately. If you ask for your response not to be published we will regard it as confidential, and we will treat it accordingly.

All respondents should be aware of that the Scottish Government is subject to the provisions of the Freedom of Information (Scotland) Act 2002 and would therefore have to consider any request made to it under the Act for information relating to responses made to this consultation exercise.

Publishing responses
Where respondents have given permission for their response to be made public, these will be made available to the public in the Scottish Government Library within 6 weeks of the close of the consultation and on the SEconsult web pages within 6 weeks of the close of the consultation. Where agreement to publish has been given, we will check all responses for any potentially defamatory material before logging them on the website. You can make arrangements to view responses by contacting the Scottish Government Library on 0131 244 4556. Responses can be copied and sent to you, but a charge may be made for this service.
What happens next?
Following the closing date, all responses will be analysed and considered along with any other available evidence to help us reach a decision on the shape of the final CAPS.

Comments and complaints
If you have any comments about how this consultation exercise has been conducted, please send them to Karen Furey (karen.furey@scotland.gsi.gov.uk) or the Scottish Government, Transport Directorate, Sustainable Transport Team, Area 2-D (North), Victoria Quay, Edinburgh EH6 6QQ)
Consultation Response Form on Cycling Action Plan for Scotland

Planning and Design for Cyclists

Q1. Are there any actions or activities on planning and design that are missing and that would encourage you to cycle more often?

Q2. How do we achieve these actions effectively? Who is best placed to deliver these changes?

Day to Day Cycling

Q3. Would an improvement in local facilities for cycling encourage you to cycle more often? If not, what else could be done to change your mind?

Q4. How do we achieve these actions effectively? Who is best placed to deliver these changes?

Encouragement and Incentives

Q5. If your employer introduced the Bike to Work Scheme would this encourage you to take up cycling? What else could your employer do to encourage you to cycle?
Q6. Did you know that the route you drive to work may not be the same route you would use if you were cycling? Would free local maps encourage you to cycle? What other information do you think is missing?

Q7. Would you use a public bike hire scheme in your town or city such as those running successfully in Paris and Munich? See this link for answers to 33 important questions on how the scheme works. http://www.scribd.com/doc/361657/The-Velib-in-Paris33-questions

Q8. Which organisation/s in your opinion are best placed to deliver the actions in this section?

Legal Powers

Q9. Should the liability laws be changed to give cyclists (and pedestrians) more protection? If so, how?
Q10. Should all road users pay road tax? If so, how much should it be for cyclists and how could it be enforced?

Q11. Should current powers of enforcement be better used? If so, which ones and how?

Q12. Should local authorities make greater use of their powers to re-determine the use of roads which are footways/pathways to create cycle tracks which can be used by both cyclists and pedestrians, where it is suitable to do so? Would this encourage you to cycle more?

Q13. Who is best placed to deliver these changes?
Please continue any answers on a separate sheet of A4 as required.

Responses can be returned via email to
CyclingActionPlanforScotland@scotland.gsi.gov.uk

or posted to

The Scottish Government
CAPS Consultation
Sustainable Transport Team
Area 2-D (North)
Victoria Quay
Edinburgh
EH6 6QQ
RESPONDENT INFORMATION FORM:
CONSULTATION ON THE CYCLING ACTION PLAN FOR SCOTLAND

Please complete the details below and return it with your response. This will help ensure we handle your response appropriately. Thank you for your help.

Name:
Postal Address:

1. Are you responding (please tick one box)
   (a) As an individual □ go to Q2 and Q4
   (b) On behalf of a group/organisation □ go to Q3 and Q4

INDIVIDUALS

2a. Do you agree to your response being made available to the public in the Scottish Government library and/or on the Scottish Government website?
   Yes (go to 2b below) □
   No, not at all □ We will treat your response as confidential

2b. Where confidentiality is not requested, we will make your response available to the public on the following basis (please tick one of the following boxes)
   Yes, make my response, name and address available □
   Yes, make my response available, but not my name and address □
   Yes, make my response and name available, but not my address □

ON BEHALF OF GROUPS OR ORGANISATIONS:

3. The name and address of your organisation will be made available to the public (in the Scottish Government library and/or on the Scottish Government website). Are you also content for your response to be made available?
   Yes □
   No □ We will treat your response as confidential

SHARING RESPONSES/FUTURE ENGAGEMENT

4. We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for the Scottish Government to contact you again in the future in relation to this consultation response?
   Yes □
   No □
EQUAL OPPORTUNITIES QUESTIONNAIRE

This Equal Opportunities Questionnaire is requested in order that the Scottish Government can build an accurate picture of the make-up and diversity of the people that our Cycling Action Plan for Scotland (CAPS) will impact on, and to ensure that the in which we carry put our consultations is inclusive and not unwittingly discriminatory. If you have responded to this consultation as an individual, it would be helpful if you could complete this form. This information is only used for this purpose. If you have a disability that requires us to make a reasonable adjustment to enable you to complete this form, please notify us.

<table>
<thead>
<tr>
<th>Name</th>
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<tr>
<td>Consultation to which you are responding</td>
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<tr>
<td>Gender</td>
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</tbody>
</table>

**Ethnic Origin**

**How would you describe your ethnic or cultural group**

<table>
<thead>
<tr>
<th>White Scottish</th>
<th>White British</th>
<th>White European/Other</th>
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</thead>
<tbody>
<tr>
<td>Black Scottish</td>
<td>Black British</td>
<td>Black African</td>
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<tr>
<td>Black Caribbean</td>
<td>Black Other</td>
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</tr>
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<td>Asian Scottish</td>
<td>Asian British</td>
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<td>Indian</td>
<td>Pakistani</td>
<td>Chinese/Other Asian</td>
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<tr>
<td>Bangladeshi</td>
<td></td>
<td>Mixed Race Origin</td>
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<td></td>
<td></td>
<td>Other</td>
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</table>

**Age**

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<th>25-34</th>
<th>35-44</th>
<th>45-59</th>
<th>60-74</th>
<th>75+</th>
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</thead>
</table>

**Disability**

<table>
<thead>
<tr>
<th>Do you have a disability as defined by the Disability Discrimination Act 1995 (DDA)?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
</tr>
</tbody>
</table>

The definition of a disability under the DDA is “a physical or mental impairment which has substantial and long term adverse effect on a person’s ability to carry out normal day to day activities.”
REFERENCES AND RELATED DOCUMENTS

- Transform Scotland Trust report “Towards a Healthier Economy”

- HEAT for Cycling (Health Economic Assessment Tool)
  http://www.euro.who.int/transport/policy/20081219_1

  http://www.dh.gov.uk/en/Publichealth/Healthimprovement/Obesity/DH_079713

- Scottish Government’s ‘Equally Well’ document
  http://www.scotland.gov.uk/News/Releases/2008/06/19155721

- National Institute of Clinical Excellence (NICE)

- Scottish Government’s ‘Healthy Eating Active Living’ action plan (2008)
  http://www.scotland.gov.uk/Publications/2008/06/20155902/0

- ‘Cycling by Design’ guidance document
  http://www.scotland.gov.uk/library2/cbd/cbd-00.asp

- ‘Designing Streets’ guidance document
  http://www.scotland.gov.uk/Publications/2009/01/27140909/0

- Sustrans’ Connect2 Greenway Design Guide
  http://www.sustransconnect2.org.uk/resources/01%20front.pdf

- ‘Trunk Roads Cycling Initiative’

- Technical and Core paths planning guidance including ‘Lowland Path Construction’ and ‘Countryside Access Design Guide’

- Cycle Infrastructure Design (Department for Transport – Note 2/08)
  http://www.dft.gov.uk/pgr/roads/tpm/lnotes/

- Copenhagen, Denmark – Good Practice
  www.eltis.org

- Cycling in the Netherlands 2009
  www.verkeerenwaterstaat.nl/english/
Scottish Government’s ‘Reaching Higher’ strategy document
http://www.scotland.gov.uk/Publications/2007/03/07105145/0

Cycle Aylesbury http://www.cycleaylesbury.co.uk/

Dumfries and Galloway Green Travel Map www.dumgal.gov.uk/greentravel

National Cycle Network www.nationalcyclenetwork.org.uk

Cambridge Cycle Mapping www.camcycle.org.uk

Choose Another Way www.Chooseanotherway.com

Cycle to Work Scheme www.bikeforall.net

Cycling Scotland www.cyclingscotland.org

Smarter Choices, Smarter Places programme
http://www.scotland.gov.uk/Topics/Transport/sustainable-transport/home-zones

Public Bike Hire Scheme

Land Reform (Scotland) Act 2003

Legislative Directive 2007/38/EC

Cyclists Tourist Club
http://www.ctc.org.uk/

Road Safety Scotland
http://www.road-safety.org.uk/

Roads (Scotland) Act 1984 (Part 1); The Road Traffic Regulation Act 1984 (section 122); Road Traffic Act 1988 (section 39)
http://www.tso.co.uk/

Key Transport Statistics Dec 2008
http://www.scotland.gov.uk/Publications/2008/12/24104405/0
## Glossary and Abbreviations

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Travel</td>
<td>Travel or transport focused on physical activity</td>
</tr>
<tr>
<td>ADPH</td>
<td>Association of Directors of Public Health (UK)</td>
</tr>
<tr>
<td>BUG</td>
<td>Bicycle User Group</td>
</tr>
<tr>
<td>CAPS</td>
<td>Cycling Action Plan for Scotland</td>
</tr>
<tr>
<td>COSLA</td>
<td>Convention of Scottish Local Authorities</td>
</tr>
<tr>
<td>DfT</td>
<td>Department for Transport</td>
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<td>EU</td>
<td>European Union</td>
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<tr>
<td>FEIs</td>
<td>Further Education Institutions</td>
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<tr>
<td>HEAT</td>
<td>Health Economic Assessment Tool</td>
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<tr>
<td>HEIs</td>
<td>Higher Education Institutions</td>
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<tr>
<td>HGV</td>
<td>Heavy Goods Vehicle</td>
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<tr>
<td>KSI</td>
<td>Killed or Seriously Injured</td>
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<tr>
<td>Modal Share</td>
<td>% of travelers using a particular type of transportation</td>
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<tr>
<td>MSP</td>
<td>Member of the Scottish Parliament</td>
</tr>
<tr>
<td>NCN</td>
<td>National Cycle Network</td>
</tr>
<tr>
<td>NHS</td>
<td>National Health Service</td>
</tr>
<tr>
<td>NICE</td>
<td>National Institute for Clinical Excellence</td>
</tr>
<tr>
<td>RTPs</td>
<td>Regional Transport Partnerships</td>
</tr>
<tr>
<td>SCTS</td>
<td>Scottish Cycle Training Scheme</td>
</tr>
<tr>
<td>SMART</td>
<td>Specific, Measurable, Achievable, Realistic and Time</td>
</tr>
<tr>
<td>SUDS</td>
<td>Sustainable Urban Drainage Systems</td>
</tr>
<tr>
<td>TROs</td>
<td>Traffic Regulation Orders</td>
</tr>
</tbody>
</table>
ANNEX D

CAPS Board Members

- Diane McLafferty, Scottish Government - Diane.mclafferty@scotland.gsi.gov.uk
- Karen Furey, Scottish Government - Karen.furey@scotland.gsi.gov.uk
- Cllr. Ruth Simpson, COSLA (until March 2009)
- John Lauder, SUSTRANS - John.Lauder@sustrans.org.uk
- Peter Hayman, Cyclists Touring Club - peterhayman@care4free.net
- Graeme King, Falkirk Council - Graeme.King@ea.edin.sch.uk
- Ian Findlay, Paths for All - Ian.Findlay@pathsforall.org.uk
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- Ian Aitken, Cycling Scotland - IanAitken@cyclingscotland.org
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