



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Cycling Framework for Active Travel - A Plan for Everyday Cycling

April 2023

Contents

Foreword	3
Background	4
Summary	
Strategic Themes	6
Delivery Plan at a Glance	7
<i>Safe Cycling Infrastructure</i>	
<i>Effective Resourcing</i>	
<i>Fair Access</i>	
<i>Training and Education</i>	
<i>Network Planning</i>	
<i>Monitoring</i>	
Context	12
Delivery Plan	20
Monitoring and Review	26
Active Travel Transformation	27

Foreword

By 2030 the Scottish Government's vision is that people will make walking, wheeling and cycling their most popular choice for short journeys. That will have huge benefits for health, wellbeing, the quality of neighbourhoods and the environment.

This Cycling Framework for Active Travel is a plan for everyday cycling. Everyday cycling plays a major role in realising that vision. To maximise cycling's potential as a mode of transport we need to ensure the right building blocks are in place.

We are already investing record amounts in active travel and will continue to do so, with the active travel budget rising to £320 million or 10% of the overall transport budget by 2024-25. That investment will help to build more, safe cycling infrastructure, support people, for example through training, to ride safely and help ensure fair access to bikes for all. Our newly updated design guidance, [Cycling by Design](#), published in late 2021, will ensure consistency and a high standard of infrastructure for our investment.

To make a difference on the ground, change must be delivered locally. The Cycling Framework makes clear the importance of local active travel strategies in network planning and investment decisions and our recently published [active travel strategies guidance](#) provides local authorities with advice on the development process, placing greater emphasis on using data and evidence to inform network development.

This Cycling Framework is another important piece of the jigsaw, setting out Transport Scotland's strategic priorities and shared actions for growing cycling for transport. The Framework has been developed in partnership with Cycling Scotland, Sustrans and Local Authorities via the Society of Chief Officers of Transportation in Scotland (SCOTS) and informed by extensive stakeholder engagement and public consultation. The shared actions will help drive behavioural change and remove barriers to cycling across the country, support Scotland's green recovery and help deliver a transport system that supports the vision of the National Transport Strategy – one which reduces inequality, takes climate action, helps to deliver a sustainable economy and improves our health and wellbeing. This Framework will be a reference point for how we deliver programmes and policies in the coming years.

So I am pleased to present this Cycling Framework and Delivery Plan, with thanks to our delivery partners whose contributions have been invaluable. By continuing to work together we can make sure that our vision for 2030 is turned into reality.

Patrick Harvie MSP

Minister for Zero Carbon Buildings, Active Travel and Tenants Rights

Background

This Cycling Framework for Active Travel builds on the progress made through three iterations of the Cycling Action Plan for Scotland (CAPS) between 2010 and 2020. It reflects our aim to move beyond CAPS and to develop an ambitious plan for Scotland for the next 10 years.

It takes account of the recommendations of the Independent Review of CAPS in 2020, which was carried out by Professor Tom Rye. The CAPS review made recommendations for the future priorities for cycling for active travel in Scotland. These recommendations are reflected in this Framework.

Framework and Delivery Plan Purpose

The Cycling Framework sets out our strategic priorities and shared actions to maximise cycling's contribution to realising the Scottish Government's long term [Vision for Active Travel in Scotland](#): *That Scotland's communities are shaped around people, with walking and cycling the most popular choice for everyday short journeys.*

The **top priority** for the achievement of our vision is for the delivery of **more dedicated, high quality, safe cycling infrastructure, effectively resourced, where fair access is ensured** and uptake is **supported with training and education**.

The actions in the delivery plan will drive forward work across national and local government, business and the third sector, which will support the building of connected cycling infrastructure, protected from motor traffic, integrated with public transport, and interfacing with rural routes and the trunk road network. This infrastructure will be truly world class, properly maintained, inspected, repaired and enforced.

While this Framework acknowledges the importance of all types of cycling, it is the *Cycling Framework for Active Travel*. Therefore, its focus is on increasing rates of cycling for everyday journeys. It is aligned with wider active travel outcomes including in the Scottish Government [walking strategy](#) and [accessible travel framework](#) but does not consider active travel modes other than cycling. In this context, "cycling" includes the use of e-cycles, cargo cycles, and other adapted and non-standard cycles.

Framework and Delivery Plan Development

This Framework recognises the ongoing contributions that will be made by a wide range of partners to deliver the identified actions. The document has been developed in close collaboration with Cycling Scotland, Sustrans, Local Authorities, Regional Transport Partnerships, the Mobility and Access Committee Scotland (MACS) the Society of Chief Officers of Transport in Scotland (SCOTS) and the Convention of Scottish Local Authorities (COSLA), in recognition of the important roles that these and many other organisations play in its implementation.

Key stakeholders were consulted in the development of this Framework and their views are reflected in the document. The Delivery Plan distinguishes between actions that can be delivered in the short to medium term and actions for the longer-term. However, work is already underway to support many of these longer term actions.

Evidence Review

To inform the new Framework a review of a range of active travel, cycling and place making strategies and concepts from around the world was carried out. This has considered if the work done in Scotland to date is aligned to good practice and has identified useful insights.

The aim was to draw on good practice that has worked elsewhere in the UK and around the world to inform the creation of a Framework and Delivery Plan that is both ambitious, achievable and looks forward to the next 10 years. The evidence review was further informed by the feedback from stakeholder consultation and the recommendations of the Independent Review of CAPS. The evidence review is published in full alongside this Framework.

Summary – Strategic Themes

Six strategic themes for the Framework have been identified based on feedback from stakeholder consultation, taking account of the wider policy context and through review of good practice examples. These themes illustrate the overarching approach to cycling for transport in Scotland.

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

Summary – Delivery Plan at a Glance

Strategic Theme 1 – Safe Cycling Infrastructure

It is clear from UK and international evidence that the provision of high quality, safe cycling networks in both urban and rural areas is key to increasing rates of cycling for transport. This is consistent with the findings of Cycling Scotland's 2015 [International Comparator Study](#) of what has brought about a change in cycling levels in other European cities and countries. To achieve this, **we will work with local authorities to prioritise investment in the creation of connected cycling infrastructure protected from traffic and integrated with public transport.** The 4th iteration of the National Planning Framework (NPF4), supports the delivery of cycling infrastructure in new developments. Including direct, protected links to existing routes, electric bike charging and safe and convenient cycle parking.

Within the Second Strategic Transport Projects Review (STPR 2), we have committed an additional £50 million to 'Active Freeways' in 2025-26 which will involve identification and design development of the strategic active travel network, to provide protected active travel routes on main travel corridors to city and town centres and major trip attractors linking communities throughout Scotland. We will begin feasibility and design work on suitable sites in 2023-24.

We know from stakeholder feedback, that it is often difficult for local authorities to build new cycling infrastructure quickly. New regulations were passed in 2021 to allow roads authorities to use Experimental Traffic Regulation Orders (ETROs) to introduce experimental schemes following 7 days' notice. These new regulations have been positively received, however there has been an inconsistent application of these new regulations across local authorities. **We will work with local authorities to ensure these new regulations are used to their full extent and continue to engage with stakeholders to ensure the regulatory environment is conducive to delivering cycling infrastructure at pace.**

Protected cycling infrastructure is not possible or desirable on every road and, in some locations such as residential streets, protected infrastructure is not feasible due to available space, cost and other factors. As a result, it will be necessary to implement a combination of different measures that may include bespoke infrastructure, a network of protected routes and lower speed limits. Cycling infrastructure isn't just about building cycle lanes, and the benefits of more cycling don't just accrue to people on bikes. So we will ensure that we maximise the opportunities to attract additional resource from public, private and community sectors to surround routes with green space and improve place making and biodiversity.

To ensure that local authorities have the flexibility they need when it comes to designing schemes we will **provide ongoing development and governance of co-produced design guidance**, including on the improvement of existing routes and the need to future proof infrastructure for emerging technologies such as e-cycles and cargo cycles. And we will **develop a national approach to the creation of quiet road/cycle friendly roads with everyday journeys prioritised**.

Strategic Theme 2 – Effective Resourcing

The delivery of our ambitious vision for cycling for transport requires increased levels of investment and for this investment to be sustained over a period of time. International evidence ([Cycling Scotland International Comparator Study](#); [The Pedestrian Pound](#); [Cycling and Walking Investment Strategy – Active Travel Investment Models](#)) suggests that sustained investment of £30-40 per head of population is needed to create the necessary change and ensure that dense well connected networks are produced. In response, we will **increase the active travel budget to £320 million or 10% of the transport budget, whichever is greater, by 2024-25**. This will equate to approximately £58 per head, which is significantly more than the rest of the UK and compares favourably with our continental neighbours such as The Netherlands and Denmark.

The experience of leading cycling nations suggests that alongside investment in infrastructure, having the capacity and capability to deliver cycling networks is key. For example, [Finland’s National Strategy for Walking and Cycling](#) includes a commitment to appropriate levels of financial and human resources, and stakeholder feedback highlighted the lack of funding certainty as a barrier.

Increased investment in active travel infrastructure therefore needs to consider the cost of people and skills and not just materials. Through this Framework, we want to **ensure the appropriate level of resource, including for staffing and maintenance, is in place to develop and deliver active travel strategies and ensure that cycling for transport is prioritised appropriately**. It is essential that local authorities have the support necessary to increase the capacity and capabilities of their workforce, with a focus on skills development and long term funding.

Strategic Theme 3 – Fair Access

Enabling access to cycling by all was a key theme of the evidence review and stakeholder engagement. For example, [Sydney’s Cycling Strategy and Action Plan](#) commits to ensuring that its programmes and communications are inclusive and respond to the needs of its diverse community by reflecting the diversity of people who ride in the city and acknowledging the significant gender gap in uptake.

So whilst we know that to be successful we need to build much more cycling infrastructure much more quickly. We also need to ensure, through co-production and effective community engagement, that the broadest possible range of needs are accounted for at the concept/design stage. We will therefore **review funding criteria to ensure that fair access is appropriately weighted and improving accessibility is given an appropriate level of priority**. And to ensure that new infrastructure can be used as widely as possible, we will **expand access to cycles, including adaptive cycles, e-cycles and cycle share**.

In Scotland, household access to bikes scales with income. According to [Transport and Travel in Scotland 2017](#), whilst 34% of all Scottish households have access to one or more bikes, this falls to just 16% for households with an annual income under £10,000. So it is fundamentally important that we target our access to bikes initiatives to maximise impact and help redress that balance. Enabling inclusive access to cycling is crucial to protecting communities and groups whose incomes limit access to cars.

The pilot phase of the free bikes for schoolchildren programme ended in 2022 and we will use the learning from the pilots to **develop a partnership approach to deliver free bikes to children of school age, targeted at low income households**.

Strategic Theme 4 – Training and Education

In countries where cycling for transport levels are high, there is strong and sustained Government investment in active travel behaviour change. [Finland's National Strategy for Walking and Cycling](#) acknowledges that a major shift in transport habits cannot be achieved through new cycling routes alone. In Scotland, the Smarter Choices Smarter Places scheme has shown the benefits of supporting behaviour change.

Alongside our investment in infrastructure we will continue to invest in complementary programmes such as cycle training, and focus behaviour change efforts on establishing habits linked to journeys that people most regularly make, for example on the school run, to use local amenities or as part of a multi modal journey.

Through this Framework we will **provide a comprehensive cycle training offer for all life stages, including learning to ride in pre-school, learning to ride on-road through school Bikeability training, and for adults of all ages, including cycle awareness training**.

The review of CAPS found that events to support cycling to schools and workplaces and promote cycling more generally were important to increase cycling levels. Therefore, alongside our training offer, we will **develop a long-term**

communications plan that represents cycling as something that anyone can do, including with assistance/adaption and is a transport mode that brings many benefits to Scotland.

We need to take people with us on this journey of change. When delivering new cycling infrastructure, the process should excite the local community and make them confident and enthusiastic about using it. Stakeholder feedback consistently highlights the importance of good public engagement, communications and local political leadership, and international evidence backs up this conclusion. Under this Framework, we expect local authorities to provide communities with the tools they need to engage effectively and shape their own local areas. To support this, **we will provide local authorities with resources, including guidance and best practice examples, to enable effective local community engagement.**

Strategic Theme 5 – Network Planning

We need to ensure coherence and consistency in the planning and delivery of cycling networks across the country. In Ireland, the Government mandates that every local authority adopts a high-quality cycling policy, carries out an assessment of their roads network and develops cycle network plans. In Wales, the Government requires local authorities to prepare detailed active travel network plans for every settlement which is linked to the provision of Government funding for active travel routes.

Through this Framework, **local authorities in Scotland will be asked to produce active travel strategies , setting out plans to improve active travel networks and facilities to 2030.** These strategies should include detailed mapping and use an evidence led approach to network planning. In March 2023 we published [guidance](#) to support local authorities in producing these strategies.

We will use these active travel strategies to **create a network blueprint for Scotland**, so that everybody can see at a glance the current and planned network of cycling infrastructure in every local authority area, links to and from public transport interchanges and services where the carriage of bikes is included. This will be a crucial resource to help plug gaps in provision and aid regional coordination and cooperation.

Strategic Theme 6 – Monitoring

As our strategic cycling network grows and develops, it is vitally important that we are able to gather data on key metrics, such as usage, quality, distance and others. We already have a comprehensive monitoring network in place but we need to

continue to strengthen the existing evidence base with more data, and more robust data. Through this Framework we will **expand and align monitoring and reporting of cycling levels at local, city, regional and national level.**

We will use our improved and expanded monitoring network to **monitor and evaluate the impact of active travel investment and embed learning in future investment decisions**, enabling local authorities to act with the confidence that they are making the right interventions in the right places, supported by the best available evidence.

Context

Strategic Policy Links

The table below highlights the key wider policies which impact the Cycling Framework through their strategies and plans. The Cycling Framework also sits within a hierarchy of active travel documents including the Active Travel Outcomes Framework and Active Travel Vision for Scotland.

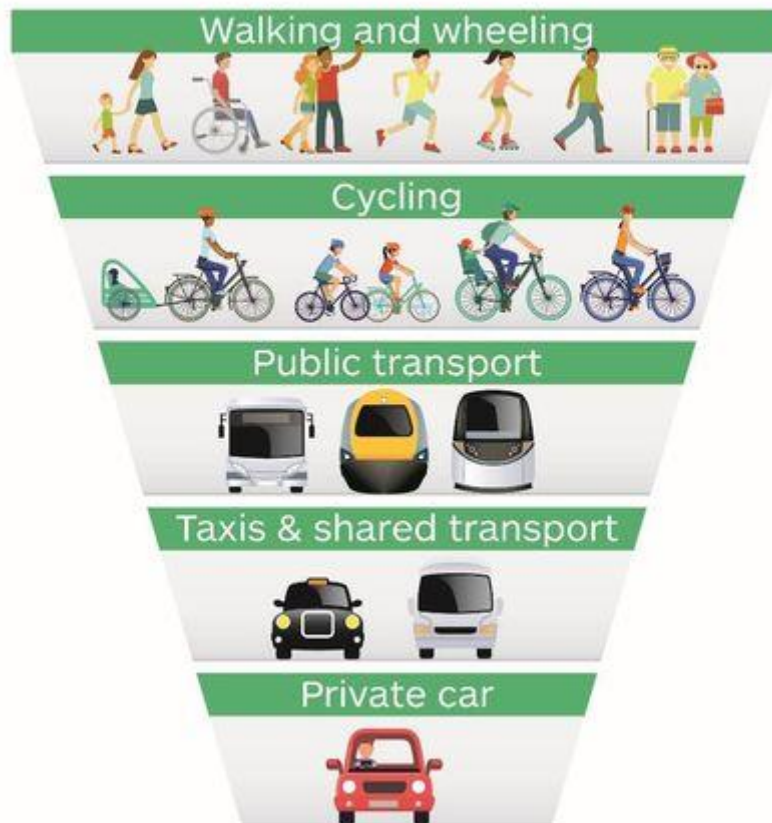


There is more detail on the key strategic linkages in **Annex A**. The diagram helps illustrate, however, the wide range of policy areas which impact, or are impacted by, active travel.

Sustainable Travel Hierarchy

In addition, the Sustainable Travel Hierarchy, embedded in the National Transport Strategy is fundamental to the Cycling Framework, and illustrates how we will prioritise walking, wheeling, cycling, public transport and shared transport over single occupancy car use.

Prioritising Sustainable Transport

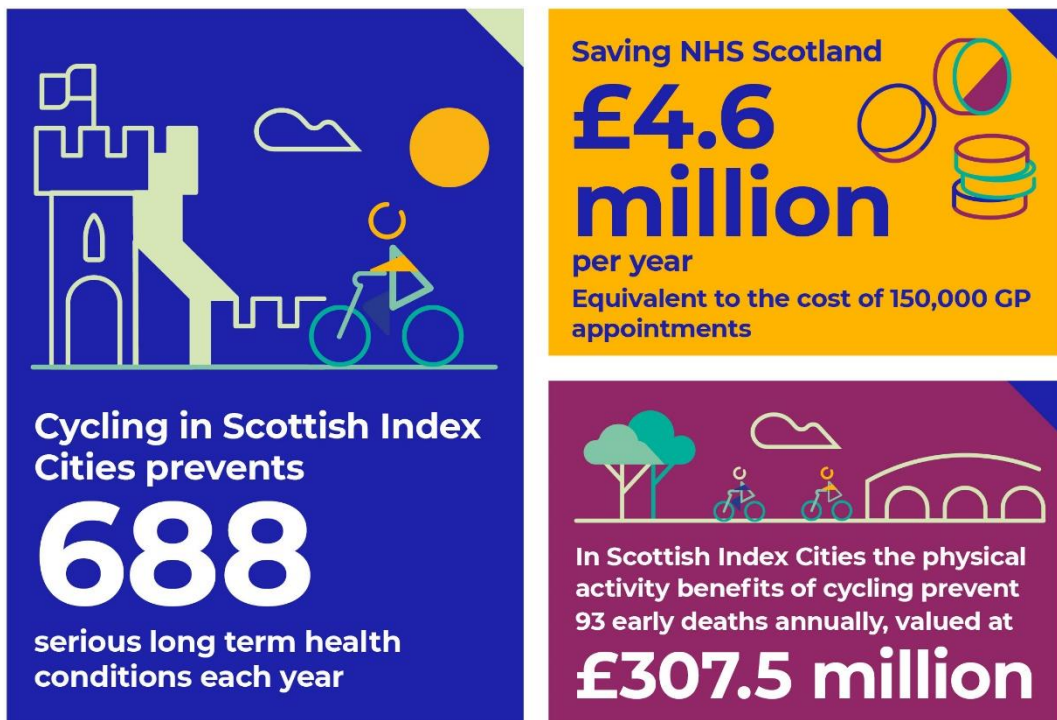


The Case for More Every Day Cycling

Cycling is good for your health. It is a low-impact, aerobic exercise, great for your heart and lungs as well as for maintaining a healthy weight. Regular cycling can help reduce anxiety, stress and depression. Increased rates of cycle use as an alternative to the car brings wider health benefits from improved air quality, reduced road danger and increased community cohesion.

People cycle for various purposes – for sport, leisure, tourism, commuting and other everyday journeys. All types of cycling journeys make people more active and can contribute to improving their health and wellbeing.

According to the UK's biggest every study of walking, wheeling and cycling in urban areas, the Sustrans Walking and Cycling Index 2021, cycling in the Scottish index cities prevents 688 serious long term health conditions each year. This saves NHS Scotland £4.6 million per year. In the Scottish index cities the health benefits of cycling prevent 93 early deaths annually, equivalent to £307.5 million.



Source: [Walking and Cycling Index 2021: UK report \(sustrans.org.uk\)](https://www.sustrans.org.uk)

Cycling is an efficient, green and generally affordable mode of transport. It supports local retailers and is a multi-billion pound industry. Cycling brings wider opportunities too, including major sporting and leisure events which create economic benefits and inspire more people to participate in cycle-sport and recreational cycling. Increased demand for bikes and bike maintenance creates opportunities for innovation and job creation, and reuse and recycling contributing to the green recovery.

The increasingly urgent need to address both the impacts of climate change and physical inactivity make it essential that this Framework establishes ambitious strategic actions that will contribute to giving people opportunities to reduce car use and the resultant health costs and climate impacts.

The net annual economic benefit of cycling in the index cities is £1 billion. £537 million of which is from people with a car choosing to cycle as an alternative for certain journeys.



Engagement with the fullest range of people can therefore support more cycling for everyday journeys. This Framework will set out how the Scottish Government and our partners will engage with the widest range of people, making cycling for travel truly accessible for all.

Enabling inclusive access to cycling is fundamental to the success of the Cycling Framework, especially to protect communities and groups whose incomes limit access to cars and to enable everyone to take advantage of better access to employment, education, leisure and healthcare. It is however important to recognise that not everyone can cycle and ensure that measures taken to increase access don't create unintended conflict, particularly for those with reduced mobility or visual impairment.



The South City Way in Glasgow is a good example of what can be achieved in traffic heavy, city centre environments. It delivers 3km of segregated cycling between Queens Park and the River Clyde, linking parks, hospitals, local businesses, public transport links and other key amenities.



Meanwhile the The Rannoch Riverside All Abilities Path demonstrates the often very different requirements of rural and island communities. Opened in Highland Perthshire during June 2022, this rural connection now allows local residents and visitors to make healthier and more sustainable journeys to and around Kinloch Rannoch village year-round.

It is acknowledged that there is a need for both direct on-road infrastructure and off-road quiet routes to take account of concerns about personal safety and to account for local need. Providing supportive infrastructure, such as parking and secure cycle storage is vital to maximise uptake. We also need to consider the role played by placemaking. The ability to cycle safely in our local areas is crucial to the success of 20 minute neighbourhoods, and the growth of more liveable neighbourhoods will in turn drive demand for more everyday cycling.

During the Covid-19 pandemic, we witnessed the impact on travel behaviour of the introduction of “Spaces for People”, temporary protected cycling infrastructure across Scotland. This illustrated the potential for more people to cycle for their everyday journeys, making them more active and able to take advantage of local amenities.



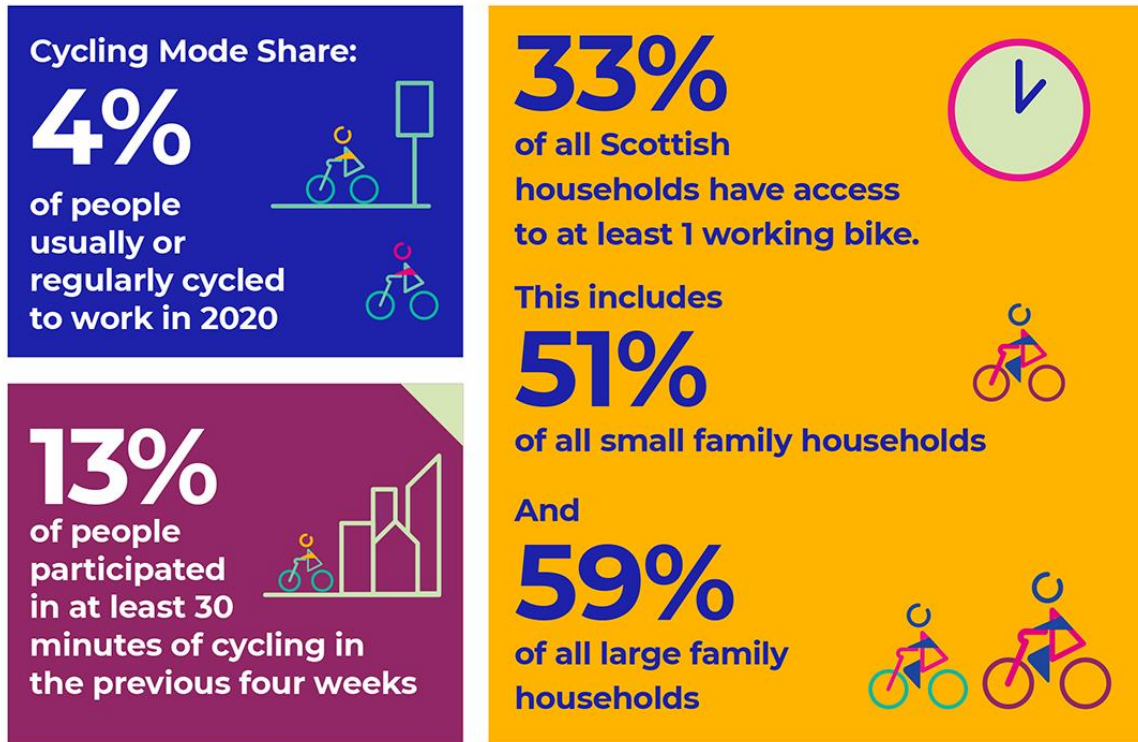
An example of a Spaces for People School Street in East Ayrshire: Traffic volumes reduced by up to 78% after implementation and over 80% of respondents to a post implementation survey were in favour of the scheme remaining in place permanently.



One successful Spaces for People scheme transformed Union Street in Dundee into a fully pedestrianised street that became a destination with traffic free space for shopping and socialising, or for people to walk, wheel or cycle through

Although the Spaces for People programme was largely successful, it didn't work for everyone, particularly those with accessibility requirements. This Framework seeks to acknowledge the successes of Spaces for People, but also demonstrate that lessons have been learned.

According to the [Cycling Scotland Annual Cycling Monitoring Report](#), 4% of people usually or regularly cycled to work in 2020 and 13% participated in at least 30 minutes of cycling in the previous four weeks. And according to [Transport Scotland's Transport and Travel in Scotland \(TATIS\) 2019](#), 33% of Scottish households have access to at least one bike.



Sources:

[Cycling Scotland Annual Monitoring Report 2021](#)

[Transport and Travel in Scotland \(TATIS\) 2019](#)

Cycling in Different Settings

In developing this Framework, we have attempted to strike a balance between providing clear strategic direction on, for example, the importance of safe cycling infrastructure suitable for all, and allowing partners the freedom to decide which interventions work best for their local communities, taking into account local issues of demography, geography and so on. However we recognise that the discussion of topics such as protected cycling infrastructure and route density can be alienating for those who don't live or work in towns and cities and may imply misleading expectations of route specifications.

To ensure all communities are included in opportunities to develop cycle networks that link to services, consideration should be given to the types of infrastructure most appropriate to different settings. This may be through creating new off-road paths, or through linking existing core paths or rights of way that may need upgrading to support functional cycle journeys. In this respect, flexibility will be required in the application and interpretation of design standards in order to accommodate rural character and topography, always accepting that safety is key.



The Lochearn Railway Path is a good example of an upgrade to an existing off road facility to improve usability for cycling and wheeling. The project was funded by NatureScot and Sustrans.



The path uses the trackbed of a disused railway line and has been a popular informal walking route. The path provides 13km of shared surface linking St Fillans to Lochearnhead

This Framework recognises that ensuring fair access is vital to successful delivery and uptake and that whilst fair access is usually understood to be about providing for all ages and abilities it must also embrace the needs of different locations and communities.

Central to the development of this Framework is the recognition that investment must be prioritised strategically and the mechanism for ensuring this is through local authority active travel strategies. However, we recognise that active travel strategies will not be the most relevant plan in certain circumstances, and all proposals should be considered, provided they are set within a coherent strategic context.

Delivery Plan

The Delivery Plan has been developed using the information gathered through the evidence review, from stakeholder engagement and the CAPS review.

The result is a series of actions for each of the strategic themes that have been identified in the Framework. The Delivery Plan outlines the actions that will be delivered during the timeframe of the Framework and identifies the stakeholders responsible for delivery, acknowledging that partnership working is essential to achieve our vision.

The Delivery Plan distinguishes between short term actions that can be delivered quickly or where substantial work is already underway, medium term actions that will be delivered by 2030 or within the life of the framework and actions for the longer-term.

Some of the things that we may want to do over the lifespan of this Framework may necessitate policy, delivery or legislative changes and this will be considered as we take forward work on the Delivery Plan.

Safe Cycling Infrastructure

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Work with local authorities to prioritise investment in the creation of connected cycling infrastructure, protected from traffic and integrated with public transport	Local Authorities	Transport Scotland, Sustrans, RTPs, ScotRail, Network Rail, Access Panels	Short
Provide guidance and support to local authorities to ensure new ETRO powers are used to their full extent and continue to engage with stakeholders to ensure the regulatory environment is conducive to delivering cycling infrastructure at pace	Transport Scotland	SCOTS, Local Authorities	Short
Make it safer to walk, cycle and wheel across and along the trunk road network, both where it passes through towns and villages and where it links two or more settlements	Transport Scotland, Operating Companies	Local Authorities	Medium

Use the Scottish Government's compulsory purchase reform programme to consider whether powers to acquire land for the purposes of cycling infrastructure are fit for purpose	Transport Scotland, Scottish Government		Medium
Provide ongoing development and governance of co-produced design guidance, including mitigation of unintended impacts on vulnerable road users and ensuring that infrastructure is suitable for non-standard cycles	Transport Scotland	SCOTS, Sustrans, Local Authorities, Access Panels	Short
Develop a national approach to the creation of quiet road/cycle friendly roads with everyday journeys prioritised	Transport Scotland	RTPs, Local Authorities, Sustrans	Medium
Update design and asset management guidance to enable national, consistent principles of infrastructure	Transport Scotland	SCOTS, Sustrans	Short
Support communities to close roads to allow for community events such as Play Streets, School Streets and Car Free Days and to transition successful schemes to more permanent arrangements	Local Authorities	Transport Scotland, Sustrans, Living Streets	Medium
Support the deliverables set out in Scotland's Road Safety Framework 2030 under its Active and Sustainable Travel Strategic Actions, ensuring that road safety remains a key focus of active and sustainable travel in Scotland	Transport Scotland	Police Scotland, Local Authorities	Medium

Effective Resourcing

The delivery of more and safer cycling infrastructure alongside other complementary measures requires the provision of an appropriate level of funding and resource.

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Increase active travel budget to £320 million or 10% of the transport budget, whichever is greater, by 2024-25	Transport Scotland		Medium
Ensure the appropriate level of resource, including for staffing and maintenance, is in place to develop and deliver active travel strategies which prioritise cycling for transport appropriately	Local Authorities	Sustrans, RTPs, Transport Scotland	Medium
Work with manufacturers, social enterprises and industry vocational partners to increase cycle and cycle parts production and recycling in Scotland with a focus on green skills and materials research and development	Transport Scotland	EST, Cycling UK, Scottish Credit and Qualifications Framework Partnership, Cycling Scotland, Scottish Enterprise	Medium

Fair Access

Prioritising equity of access to cycles and cycling opportunities is essential to enable everyone to cycle for their everyday journeys, including multi-modal trips that use public transport networks.

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Expand access to cycles, including adaptive cycles, e-cycles and cycle share, and provide funding for improved storage and parking	Local Authorities, Transport Scotland	Active Travel Delivery Partners, Access Panels, ComoUK	Short
Review funding criteria to ensure that fair access and improving accessibility is given an appropriate level of priority	Transport Scotland and Sustrans	Local Authorities	Short

Improve quality and level of service of carriage of bikes on trains and require rural & island bus services to carry cycles, where appropriate	Transport Scotland	RTPs, Local Authorities, ScotRail, Bus Operators	Medium
Support cycling journeys to and from public transport hubs as part of a multi-modal journey	Sustrans, Local Authorities	ScotRail, Network Rail	Medium
Develop a partnership approach to deliver free bikes to children of school age targeted at low income households	Transport Scotland		Short

Training and Education

Creating an environment in which children can learn to cycle at school and continue to cycle throughout their lives is important to increase cycling journeys and reduce the reliance on the private car in later life. Travel behaviour change programmes are identified as vital to complementing the new infrastructure that will be delivered. Providing training in cycling to adults will support behaviour change and help to create a feeling of enjoyment for adult cyclists.

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Provide a comprehensive cycle training offer for all life stages, including learning to ride in pre-school, learning to ride on-road through school bikeability training, and for adults of all ages, including cycle awareness training and accessible cycles	Transport Scotland, Cycling Scotland	Education Scotland, Local Authorities, Sustrans	Short
Use high profile events to inspire people, especially young people to cycle	CWC23	Transport Scotland, Scottish Government	Short
Promote the Highway Code and implement requirements for cycle training	Transport Scotland	Local Authorities, Cycling Scotland, Road Safety Scotland	Short
Provide local authorities with resources, including guidance and best practice examples, to enable effective local community engagement	Transport Scotland	Sustrans, Cycling Scotland, Local Authorities	Short
Engage the business sector to embed active travel in wider corporate culture including	Sustrans, Local Authorities	Local Authorities, FTA	Short

through the use of cargo cycles as the normal choice for local deliveries			
Develop a long-term communications plan that represents cycling as something that anyone can do, including with assistance/adaption and is a transport mode that brings many benefits to Scotland	Transport Scotland	Scottish Government, Active Travel Delivery Partners	Medium

Network Planning

There is an ongoing need to expand the evidence base for investment in cycling and to demonstrate the multiple benefits of cycling through research, evidence gathering and knowledge sharing

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Produce active travel strategies for each local authority area, setting out plans to improve active travel networks and facilities to 2030 Strategies should be in line with regional transport strategies, include detailed mapping and use an evidence-led approach to network planning	Local Authorities	SCOTS, RTPs (Regional Transport Partnerships), Sustrans, ScotRail, Access Panels	Medium
Produce digital active travel mapping (“a network blueprint”) for Scotland, which is informed by local authority transport strategies	Transport Scotland	RTPs, Local Authorities, Active Travel Delivery Partners, ScotRail	Medium
Work with other policy areas to introduce localised active travel networks as part of a larger package - eg 20 minute neighbourhoods, transport interchanges - to create efficiencies	Local Authorities	ScotRail, Network Rail	Medium
Support the travel demand management measures contained within the national 20% car km reduction route map	Transport Scotland	Local Authorities	Short
Review how active travel/cycling schemes are appraised –	Transport Scotland	Local Authorities, Active Travel	Medium

broaden the benefits to include social, economic and equality benefits		Delivery Partners, Public Health Scotland	
--	--	---	--

Monitoring

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Expand and where possible align monitoring and reporting of cycling levels at local, city, regional and national level and share learning	Transport Scotland	Local Authorities, RTPs, Cycling Scotland, Sustrans,	Short
Continuously monitor and evaluate the impact of active travel investment and embed learning in future investment decisions	Local Authorities	ATDPs, RTPs	Short
Conduct research on the social, environmental and economic factors influencing network planning, for example pandemic recovery and climate change impacts	Sustrans		Medium

Monitoring and Review

Progress will be measured using the indicators in the [Active Travel Outcomes Framework](#), published in 2019 (reproduced below), which feed in to the National Performance Framework. Identifying how a proposal will meet these outcomes will be a crucial part of the decision making process for allocating the active travel budget. The Active Travel Outcomes Framework will be regularly reviewed to make sure the data we collect best captures the progress we are making.

The Delivery Plan will be reviewed in 2026 and again in 2030 to measure progress and refresh the actions. A review of findings will be produced.

Outcome	Indicator
Increase the number of people choosing walking, cycling and wheeling in Scotland	<ul style="list-style-type: none"> Proportion of short everyday journeys by walking and cycling Attitudes towards/propensity to walking, cycling and wheeling Proportion of journeys to school by walking, cycling and wheeling Frequency of walking and cycling for pleasure/exercise
High quality walking, cycling and wheeling infrastructure is available to all	<ul style="list-style-type: none"> Km of traffic-free walking and cycling facilities Distance to traffic-free cycling infrastructure Quality of walking and cycling infrastructure
Walking, cycling and wheeling is safer for all	<ul style="list-style-type: none"> Casualties by mode of transport and distance travelled (number and proportion) Perceptions of safety of walking, wheeling and cycling
Walking, cycling and wheeling is available to all	<ul style="list-style-type: none"> Household access to a bike (with focus on regional and socio-economic variation) Proportion of people identifying barriers to walking, cycling and wheeling
Delivery of walking, cycling and wheeling is promoted and supported by a range of partners	<ul style="list-style-type: none"> Level of inclusion of active travel in local development plans Level of public sector spend on walking, cycling and wheeling Perception of community involvement in walking, cycling and wheeling initiatives Proportion of primary schools delivering on-road cycle training

Active Travel Transformation

Commitment has been made for a generational shift in funding for active travel over this Parliament. The Scottish Government announced record funding for active travel in its draft budget proposal for 2023-24, with almost £190m allocated for active travel, and through the Bute House Agreement between the Scottish Government and the Scottish Green Party in 2021, it was agreed that at least £320m or 10% of the total transport budget will be allocated to active travel by 2024-25.

This record level of funding underscores the need to ensure that our delivery practices maximise outcomes and provide infrastructure at the pace and scale we need for transformational change.

An Active Travel Transformation Project was set up to assess the current delivery model and develop proposals for an alternative holistic system for active travel delivery, and make recommendations on the delivery model required to implement this system.



**TRANSPORT
SCOTLAND**

CÒMHDHAIL ALBA

© Crown copyright 2021

You may re-use this information (excluding logos and images) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit <http://www.nationalarchives.gov.uk/doc/open-government-licence> or e-mail: psi@nationalarchives.gsi.gov.uk

Where we have identified any third party copyright information you will need to obtain permission from the copyright holders concerned.

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at info@transport.gov.scot

This document is also available on the Transport Scotland website: www.transport.gov.scot

Published by Transport Scotland, March 2023

Follow us:



transport.gov.scot



**Scottish Government
Riaghaltas na h-Alba
gov.scot**