5a Cycling Action Plan for Scotland (CAPS) Re-fresh

Purpose of Report

The purpose of this report is to update members regarding the Scottish Government's Cycling Action Plan and to homologate a response on consultation to a refresh exercise..

Background

Members will recall that the Scottish Government's Cycling Action Plan was published in June 2010 and contained an aspiration to increase the proportion of journeys by bicycle to 10% of all trips by 2020.

Nestrans Board considered the CAPS at a seminar on 25 August 2010 and concluded that to achieve the targets, significant resource and focus would be required both locally and nationally.

Nestrans has invested significantly in cycling in recent years, both capital investment in infrastructure development notably in Aberdeen, in Peterhead and on the Aberdeen-Westhill cycle route, and also in promotional activities through the Getabout partnership.

Generally, however, it is felt that if the Government are serious about meeting their target of 10% of trips by bicycle then there is a need for a significant culture shift, a refocusing of budgets towards local schemes which can best be delivered by RTPs and Councils and substantial additional funding to reflect the priority that would be needed. The current practice of national bodies providing short lead-in times for funding bids, not being prepared to help fund development of schemes such as staff time or design, and focussing on a few high profile tourist routes will not succeed in enabling modal shift.

The attached response reflects these comments and members are asked to endorse the letter and attachment. Due to a response date for comments of 15 February, the response has been sent with a caveat that any additional comments on the CAPS refresh will be passed onto the Government following the Board meeting.

Recommendation

It is recommended that Members:

- note the contents of this report; and
- homologate the attached response to the consultation on the CAPS refresh as Nestrans' views.

RD/DK/11 February 2013

APPENDIX A

11 February 2013 Our Ref RD/N13/11

Your Ref

Karen Furey
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2D North
Victoria Quay
Edinburgh
EH6 6QQ

Dear Karen

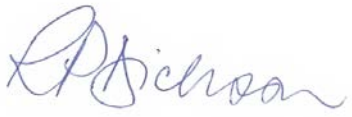
Cycling Action Plan for Scotland – Refresh Exercise

Thank you for the opportunity to contribute to the refresh exercise on the Cycling Action Plan for Scotland.

I attach a response which will be considered by the Nestrans Board at its meeting on 20 February, and I will inform you if there is anything further that the Board wish to be included in our response.

I hope you are able to take account of these comments in developing your updated CAPS document. Please do not hesitate to contact me if you require any further information or wish to discuss the above.

Yours sincerely



Rab Dickson
Transport Strategy Manager

nestrans

Cycling Action Plan for Scotland refresh

1.	**What themes should the refresh include, with what priorities?** The original CAPS document covers a substantial number of themes and Nestrans would not recommend any further themes/actions to add or remove from this; all identified actions are important and require to be fully addressed as part of a Scotland-wide Action Plan. However, whilst we believe that the refresh should acknowledge all actions already identified and consider further interventions, the focus of the refresh should be on Leadership and Funding.(as already identified in the CAPS Progress Report). In particular, the leadership issue is very important, the evidence from all countries and cities that have achieved cycling levels at or above the CAPS targets is that strong, consistent leadership and political consensus over several decades is essential to see significant cycling growth. Generally, active travel measures and infrastructure are prioritised over other transport infrastructure in towns and cities. In particular, active travel improvements will require a cultural shift and strong cultural leadership.
2.	**What interventions are missing from the set of actions in the current CAPS, and what updates might be made to this set?** <u>Infrastructure</u> As most trips of all modes are under five kilometres (62.1% according to Scottish Household Survey Travel Diary results 2009/10), infrastructure needs to be local and needs to be built in conjunction with a reallocation of road space towards active travel. It has been reported that three quarters of individuals surveyed indicate that less traffic would result in them cycling more, therefore the Scottish Government should shift focus towards ensuring town and city centres, and access to them, are 'cycleable' rather than prioritising long distance tourist routes where cycle traffic is minimal. Yet the recent announcement of funding for cycling provided for routes, Important though these routes are for tourism, achieving ambitious targets for cycling growth will require significant success in the towns and cities - which will also help to meet other targets for carbon emissions, air quality, improving health etc <u>The role of RTP's</u> Regional Transport Partnerships have a good record in funding cycle infrastructure and promoting the use of cycling for utility trips. Nestrans spends an average of 30% of its capital budget on cycling infrastructure and funds the "Getabout" behaviour change programme along with its partners. Such investment has shown promising results with Aberdeen now the third highest local authority for cycling in Scotland – SHS indicated 3.6% of journeys to work or study by bicycle, up from 1% in 2001/02. This is an example of the difference that targeted expenditure can make, recognising local needs and reflecting opportunities on which RTPs can deliver. National organisations such as Sustrans and Cycling Scotland have not been able to reflect local needs or directly influence numbers cycling in urban centres. In many areas

	of Scotland, the RTP is the only major organisation with active travel and smarter choices staff and budget. With this in mind, it is recommended that infrastructure and behaviour change funding should be given to accountable region-wide bodies who are better placed to deliver meaningful interventions towards achieving the CAPS targets. Long term programmes for development of cycle infrastructure are not possible if funding is not known or secure over a number of years. RTP's are well placed to manage and develop such funds
3.	**Who should play roles in delivering these interventions?** If the Scottish Government is serious about achieving targets of 10% of trips being made by bicycle by 2020, a complete culture change and review of resource reallocations will be required. National Government, Local Authorities, Regional Transport Partnerships, Transport Scotland, Cycling Scotland and Sustrans should all be helping to deliver interventions and be properly funded to do so. Additionally, the private sector and planning departments have a key role in ensuring that cycle infrastructure is built into as part of and to access new developments. The Government should recognise the Welsh lead on active travel, and give consideration as to whether the provision of active travel routes should be a requirement on Local Authorities. The Welsh White Paper sets out proposals which require Local Authorities in Wales to: • identify and map the network of routes within their areas that are safe and appropriate for walking and cycling; • identify and map the enhancements that would be required to create a fully integrated network for walking and cycling and develop a prioritised list of schemes to deliver the network; • deliver an enhanced network subject to budget availability and following due process; • Consider the potential for enhancing walking and cycling provision in the development of new road schemes.
4.	**What resourcing (and from what sources) would be required to deliver these interventions and make steady progress towards the CAPS vision?** There requires to be clarity on budgets with consistent and long-term budgetary provision. RTP's and Local Authorities should not be required to bid or compete for funding and where grants or partner budgets are available, there is a need to be given longer lead-in time for identification, design and implementation work than currently exists. Quite often, calls from funding bodies such as Sustrans and Cycling Scotland come AFTER annual budgets have been set. This makes it very difficult to amend schemes to take into account the extra funding, if it is made available, and therefore the opportunity to add value to any scheme is limited. If 'last minute' funding is offered, then authorities should at least be able to bid for 'design' money (with no match funding required) so that 'bottom drawer schemes' can be developed and in place in case funding is available close to the end of a future financial year. A simpler arrangement would be for RTPs and Local Authorties to be allocated funding on at least a 2 year rolling programme basis.

5.	**What monitoring arrangements should be put in place, with what suggestions for appropriate milestones?** Although commitment has been given to monitoring, Cycling Scotland should be liaising further with the organisers of the Scottish Household Survey. Given that this is the only relevant and reliable producer of cycling and other national statistical transport data, further work should be undertaken to ensure annual, rather than biennial, data is released with regards to cycling levels. The survey should also be extended to provide greater detail by local authority areas. Those that have 'cycled in the last 7 days breakdown by LA' has also been removed recently and this was a helpful indicator for general levels of cycling for both recreational and utility cycling rather than just commuting to school or work. It is also recommended that funding for all new infrastructure should be sufficient to ensure that cycle counters are included and usage is monitored.