



Walking and Cycling Strategy and Action Plan



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1. Setting the scene

1.1 National, Regional and Local Strategies

Development of this Walking and Cycling Strategy has been informed by the following national, regional and local policies.

TABLE 1.1 Relevant National, Regional And Local Policies

National policies	
Transport (Scotland) Act 2005	Disability Discrimination Act 2005
Scotland's National Transport Strategy	Land Reform (Scotland) Act 2003
Second National Planning Framework	SPP17 and PAN 75 Planning for Transport
Government Economic Strategy	The Next Decade – A Tourism Framework for Change
Choosing our Future: Scotland's Sustainable Development Strategy	NPPG11 Sports, Physical Recreation and Open Space
Air Quality Strategy for England, Wales, Scotland and Northern Ireland	
Regional policies	
TACTRAN Regional Transport Strategy	Dundee and Angus Structure Plan
NESTRANS Regional Transport Strategy	Stirling and Clackmannanshire Structure Plan
HITRANS Regional Transport Strategy	Perth and Kinross Structure Plan
SEStran Regional Transport Strategy	
SPT Regional Transport Strategy	
Local policies	
Stirling Council Local Transport Strategy (2006)	Cairngorms National Park Plan
Stirling Council City Transport Strategy (2007)	Perth and Kinross Local Transport Strategy (2000)
Stirling Council National Park Transport Strategy (in production)	Dundee Local Transport Strategy (2000)
Stirling Council Smaller Towns & Villages Local Transport Strategy (in production)	Angus Local Transport Strategy (2000, currently under review)
Loch Lomond and the Trossachs National Park Plan	Angus Countryside Access Strategy (2007-2012)

The key policy principles relevant to the Walking and Cycling Strategy and common themes arising in the objectives of these plans and programmes are:

- encouraging economic development whilst taking account of social and environmental agendas
- encouraging modal shift from the private car to more sustainable modes
- encouraging walking and cycling access to new developments
- conserving and enhancing the natural and cultural heritage of the area
- promoting sustainable economic and social development of the area's communities
- improving access to healthcare
- promoting tourism
- improving connections between regions
- supporting development in rural areas which sustain viable communities
- improving general quality of life and promoting access to opportunity
- increasing transport accessibility for people with restricted options
- promoting safer travel for all, and
- increasing travel choices and enhancing linkages between different modes.

1.2 Strategic Objectives, National Outcomes and Single Outcomes

The Regional Transport Strategy (RTS) was approved by the Scottish Ministers in June 2008. It shows how regional transport can contribute to achieving the Scottish Government's Strategic Objectives and National Outcomes and assist Local Authorities and Community Planning Partnerships to achieve their Single Outcome Agreements.

In addition, TACTRAN will produce an associated Delivery Plan that details the schemes proposed and the finance required to deliver the objectives of the RTS.

1.3 The Need for a Regional Walking and Cycling Strategy

This strategy sets out the principles to help to improve the cycling and walking network across the region and to promote the two most sustainable modes of transport.

It sits within and complements the wider Regional Transport Strategy (RTS). A number of the early actions within the RTS involve developing sub-strategies which set out in more detail the policy and delivery framework for specific strands of the RTS.

A related strategy, dealing with Travel Information provision across the whole transport network has strong links with and complements the policies and actions developed for walking and cycling.

2. Objectives

2.1 Walking and Cycling Objectives

Objectives for walking and cycling developed through analysis and consultation, reflect the appropriate RTS objectives, to maintain consistency with the RTS.

2.2 Regional Transport Strategy Overarching Objectives

The six overarching objectives of the RTS are:

- **Economy:** To ensure transport helps to deliver regional prosperity.
- **Accessibility, Equity and Social Inclusion:** To improve accessibility for all, particularly for those suffering from social exclusion.
- **Environment:** To ensure that the transport system contributes to safeguarding the environment and promotes opportunities for improvement.
- **Health and Well-Being:** To promote the health and well-being of communities.
- **Safety & Security:** To improve the real and perceived safety and security of the transport network.
- **Integration:** To improve integration, both within transport and between transport and other policy areas.

2.3 Walking and Cycling Planning Objectives

Planning objectives have been developed for the Walking and Cycling Strategy that reflect and nest within the RTS overarching objectives, as follows:

- Permanently increase the number of walkers and cyclists and increase the frequency of trips made on foot and by cycle
- Improve information and facilities for walkers and cyclists
- Improve safety and security for walkers and cyclists
- Promote walking and cycling as a leisure activity and as a credible form of utility transport
- Integration with other policies
- Better integration with the existing transport system
- Improve existing expertise in the creation of walking and cycling facilities and promotion
- Establish a regional monitoring plan for walkers and cyclists

3 Key Issues, Gaps and Opportunities

3.1 Introduction

An examination of the key issues and opportunities for walking and cycling across the region was undertaken through an audit of walking and cycling provision. This was supplemented with a wide ranging consultation including local authorities, cycling and walking groups, Health Boards, regional tourism interests, Scottish Enterprise and Transport Scotland.

A separate Audit Report to support this Walking and Cycling Strategy is available at www.tactran.gov.uk

3.2 The Benefits of Walking and Cycling

Walking and cycling are cheap, accessible, healthy, environmentally friendly and enjoyable modes of travel. Over shorter distances they can provide an effective alternative to less sustainable modes of transport.

Walking is central to our daily lives, and is essential in linking other trips by car, rail and bus. Cycling, by contrast, is generally seen as a means of making a specific journey rather than an aid to overall mobility but it can also link to other modes including train travel and Park & Choose. While these differences must be appreciated, it is also important to recognise that walking and cycling have many aspects in common.

Economic

There are numerous economic benefits associated with walking and cycling. These include expenditure not attributable to the NHS, such as enhanced physical and mental function, better physical and mental wellbeing, and improved productivity due to reduced sickness absence and reduced mortality and morbidity among people who are currently irregularly active.

Another key economic benefit is the contribution walking and cycling can make to the reduction of congestion achieved by all or part of a commuter journey being made by cycle or on foot. There are other economic benefits of walking and cycling tourism which contribute to the local and regional economy in terms of tourist spend on accommodation and other services. Enhanced provision for walking and cycling is also likely to widen the availability of employment opportunities to many parts of the community. Similarly there are proven economic effects of pedestrianisation of urban areas due to increased pedestrian activity leading to increased retail activity.

Accessibility

Walking and cycling have a key role to play in meeting local accessibility needs and reducing the pressure on the transport network. They can both help to support local facilities, regenerate communities, tackle social exclusion and, in the longer-term, reduce the need to travel by motorised means.

Environmental

Cycling and walking are more environmentally friendly than the private car. They are completely emissions free, thereby assisting in improving air quality and the reduction of climate changing greenhouse gases. Also, they are noiseless, create no significant visual intrusion and make more effective use of land than vehicular traffic.

3.3 Trends and Patterns

National

Information from the Scottish Household Survey (SHS), shown in Tables 3.1 and 3.2, indicates that nationally the number of people walking to school or work has decreased slightly in recent years. The level

of cycling has remained static but at a very low level of 1 - 2% of all journeys made.

The same survey indicates that the proportion of people walking for pleasure has increased from 40% in 1999 to 47% in 2005. The percentage of people who cycle for pleasure remains largely unchanged at around 4%.

Regional and Local

Table 3.1 shows travel to work by non-motorised modes across the four Council areas within the TACTRAN Region, along with the Scottish average for comparison.

Table 3.1 - Percentage of commuting trips made by on foot and by cycle

Local Authority Area	Mode of transport	1999	2005
Scotland	Walk	14	13
	Cycle	2	2
	Total	16	15
Angus	Walk	15	14
	Cycle	6	3
	Total	21	17
Dundee City	Walk	15	20
	Cycle	1	1
	Total	16	21
Perth & Kinross	Walk	18	16
	Cycle	1	2
	Total	19	18
Stirling	Walk	15	11
	Cycle	1	1
	Total	16	12

With the exception of Stirling, a higher percentage of people walk to work in the TACTRAN area than in Scotland as a whole. This is particularly noticeable in Dundee, where 20% walk to work. This is likely to be attributable to the compact, urban nature of the area, with residential areas and major employers in close proximity coupled with lower car ownership.

In Angus, 3% of the population cycle to work, which is slightly higher than the Scottish average. Cycling in the other TACTRAN constituent authorities is in line with or slightly lower than the Scottish average.

The SHS results are compiled from a relatively small sample of surveys, and therefore any trends should be taken with caution. Comparison of the 1999 and 2005 results indicates that the popularity of walking and cycling to work in Angus and Stirling has declined slightly between 1999 and 2005, remained relatively similar in Perth & Kinross, and increased slightly in Dundee City.

Table 3.2 below shows the recorded mode of travel to schools for students compared with Scotland as a whole.

Table 3.2 - Mode of travel to school

Local Authority Area	Mode of transport	1999	2005
Scotland	Walk	55	52
	Cycle	1	1
	Total	56	53
Angus	Walk	52	67
	Cycle	0	1
	Total	52	68
Dundee City	Walk	66	63
	Cycle	0	0
	Total	66	63
Perth & Kinross	Walk	39	49
	Cycle	1	1
	Total	40	50
Stirling	Walk	56	49
	Cycle	2	1
	Total	58	50

The average percentage of school pupils walking to schools in Angus and Dundee City in 2005 was significantly higher than the Scottish average, whilst the percentages walking in Perth & Kinross and Stirling were in line with the national average. The percentage of pupils cycling to school was in line with the national average, around 1%.

Comparison of the 1999 and 2005 results shows that the popularity of walking to school in Dundee and Stirling declined slightly. However a more encouraging picture is revealed in Angus and Perth & Kinross, with these authorities experiencing increases of 29% and 26% respectively of pupils walking to school. It would appear that the presence of a School Travel Plan Officer in these two authorities, who has been able to assist and encourage schools to implement School Travel Plans has ensured that they counter the national trend of fewer pupils walking to school.

3.4 Cycling Scotland Assessment of Local Authority Cycling Policy

Cycling Scotland published the National Assessment of Local Authority Cycling Policy in May 2008. This assesses local authority performance and highlights both the successes in implementing cycle policy and recommendations for improvement.

Among the successes identified were Angus Council's development of strategic routes and integrating consideration of cycling into planning and transportation processes; Dundee City Council's extensive Core Path Network incorporating cycle users and promotional work around active travel to schools; Perth & Kinross Council's events and programme-specific marketing and development of a cycle network plan; and Stirling Council's "excellent" Development Advice Note to support sustainable transport and the delivery of strategic routes and cycle parking at public transport nodes.

Areas identified for development included carrying out market research and segmentation to develop a more formal promotional strategy, developing more coordinated marketing outcomes and effective indicators for strategy evaluation, delivering on-road cycle training, and, finally, providing more resources.

3.5 Current initiatives

National Cycle Network

The development of the National Cycle Network (NCN) co-ordinated by Sustrans has shown how the provision of well-designed and easy-to-use routes can encourage more people to take up cycling or to cycle more regularly. There are now over 11,300 miles of the NCN in the United Kingdom. During 2006 the NCN carried more than 338 million trips, an increase of over 5% on the previous year¹. This equates to over 900,000 trips a day during 2006, close to a third of all journeys made on the UK's rail network each day.

NCN routes in the TACTRAN area are:

- NCN 1 - Edinburgh to Aberdeen
- NCN 7 - Inverness to Glasgow (via Callander)
- NCN 76 - Round the Forth and Stirling to Callander
- NCN 77 - Dundee - Pitlochry (via Perth).

There are gaps in the NCN within the region at Manor Powis (NCN 76) and Doune to Callander (NCN 76).

Core Path Plans

The Land Reform (Scotland) Act 2003 gives the public a right of responsible, non-motorised access to virtually all land and inland water in Scotland, and also introduced the term 'Core Path'. The Act states that all Access Authorities (Councils and National Park Authorities) have a duty to produce a Core Paths Plan for their individual areas. A Core Paths Plan is described as a system of paths sufficient for the purpose of giving the public reasonable access throughout their area.

The Core Paths network aims to satisfy the needs of local people and visitors for travel and recreation, and provide key links to the wider path network.

Each of the constituent Local Authorities within the TACTRAN area has submitted a Draft Core Paths Plan, which has undergone initial public consultation. Dundee City Council adopted its Core Paths Plan in January 2009. The remainder of these Plans are likely to be finalised within 2009. The Core Paths comprise a mixture of existing paths and some new paths, which aim to bring cohesion to the overall path network.

The TACTRAN Walking and Cycling Strategy complements the development of Core Path networks at a regional strategic level. It is envisaged that enhancements and additions to walking and cycling links as part of the Strategy will be adopted as part of the Core Path network.

Education

A number of initiatives are under way to promote walking and cycling in Scotland's schools

Active Schools Policy

The aim of the Active Schools² programme is to offer school-aged children the motivation and opportunities to adopt active, healthy lifestyles – both now and into adulthood. Physical activity is introduced into young

¹ Sustrans (2006) Route User Monitoring Report.

² <http://www.healthpromotingschools.co.uk/practitioners/topics/physicalactivity/activeschools.asp>

people's daily lives through active travel, play and dance, all in the context of a health promoting school. These opportunities are available before, during and after school, as well as in the wider community.

An 'Active School' provides pupils with the opportunity to get active to the extent that it benefits their health. Active School Coordinators work closely with School Travel Coordinators to incorporate active travel into physical activity provision.

Cycle Friendly Schools³

This national award has been developed by Cycling Scotland to encourage all primary schools in Scotland to become more cycle friendly and ultimately to increase the number of children cycling to school which will benefit both their health and the environment.

The scheme aims to encourage cycling as part of the whole school culture and increase the number of children cycling to and at school. It is part of a whole school approach to cycling which can contribute to Health Promoting School and Eco-School initiatives. Additionally, the scheme links directly with cycle training that is offered at schools, in particular the Scottish Cycle Training Scheme and Cycling Scotland's Ready Steady Bike and Go ByCycle programmes.

School Travel Plans

A School Travel Plan puts forward a package of measures to improve safety and reduce car use, backed by a partnership involving the school, education and transport officers from the local authority, the Police and the Health Board. It is based on consultation with teachers, parents, pupils and School Boards and the wider community.

Review of Best Practice

A review of best practice in walking and cycling initiatives was undertaken to identify successful walking and cycling policies and measures. The Best Practice Review is available at www.tactran.gov.uk.

3.6 Constraints to Walking and Cycling

In common with other parts of the country over recent decades, the potential of walking and cycling within the TACTRAN area has not been fully realised. A factor in this has been the growth of out-of-town developments that, due to their location and design, are only practically accessible by car. Nevertheless, the potential for encouraging modal shift is highlighted by the fact that in 2004/5, 39% of all trips in Scotland of under two miles were undertaken by car⁴.

Another key constraint is the way that road design and traffic management have tended to favour the free flow of motor vehicles, to the detriment of the mobility of non-motorised road users.

The net effect of these factors has been to contribute to making the population more car-dependent and walking and cycling less pleasant and more difficult for people to undertake on an everyday basis. The resulting decline in active travel has served to make lifestyles more sedentary, people less healthy, and contributed to the rise in emissions from motorised transport.

3 <http://www.cyclingscotland.org/cyclefriendlyschoools.aspx>

4 <http://www.scotland.gov.uk/News/Releases/2007/01/22103453>

Physical Barriers

Physical barriers to walking and cycling that are directly relevant to the TACTRAN area are:

- Disparate settlement pattern – reduces the chance that people will walk/cycle between residential areas, places of employment and services.
- Terrain – parts of the TACTRAN area are characterised by hilly terrain which is likely to deter casual cyclists from making some journeys, particularly over longer distances.
- Inclement weather conditions – in common with much of Scotland, the climate is not always ideal for walking/cycling. This is a particular deterrent for novices, the less dedicated and families. It is also a much greater deterrent to cycling than to walking.

The physical barriers identified above are characteristics of the TACTRAN area, and as such cannot be directly addressed. However, they can be mitigated by the provision of improved facilities.

The following barriers to walking and cycling are common to all geographical areas. Their importance will vary depending upon the age, confidence and dedication of the cyclist and pedestrian. For example, more experienced cyclists will be less concerned about traffic levels than less confident bike users.

Safety

- Personal security – particularly for vulnerable groups.
- Lack of controlled crossing points at busy roads.
- Concerns about cycling in busy traffic environments, particularly at junctions.
- High numbers of Heavy Goods Vehicles.
- High traffic speeds and volumes.
- Concerns about cycle security at destination.
- Lack of segregated road space or traffic free options for cycling.

Knowledge

- Lack of confidence e.g. no formal cycle training and experience.
- Lack of awareness about the opportunities to walk and cycle.
- Lack of awareness about the benefits of cycling and walking.

Walking and Cycling Environment

- Infrastructure that has been designed primarily for the needs of motor vehicles.
- Exposure to pollution.
- High levels of noise.
- Perceived or real lack of priority of pedestrians and cyclists.

Convenience

- Poor facilities at destination, including lack of secure workplace cycle parking, changing facilities, showers, etc.
- Distance to destination.
- Lack of a direct route, severance of routes by roads, railways, waterways, etc.
- Non-cycle ownership and lack of residential cycle parking.
- Poor integration with other modes of transport (cycle parking at interchanges/ cycle carriage on public transport).

3.7 Opportunities

Economic

Measures to encourage walking and cycling can benefit the economy in a number of ways. An increase in people walking and cycling to work will help reduce traffic congestion, increasing the efficiency of movement for goods, people and services. Smarter Choices⁵ research estimates that for every £1 spent on smarter travel choices, £10 worth of benefits in terms of congestion relief are accrued⁶, with further potential gains from environmental improvements and other effects.

If more of the population cycle or walk regularly, the health of the general population will improve. This will result in a reduced strain on local health services, and should result in fewer days lost to illness, as well as cutting the incidences of premature death across the region.

Less tangible economic benefits also arise from the reduced environmental impact of these sustainable modes of travel compared to motorised means.

Cycling Scotland makes the financial case for cycling at an individual level, stressing that apart from walking, cycling is the cheapest way to travel. They state that the shorter trips most suited to cycling, are those which are the most expensive in terms of fuel consumption and wear and tear if made by private car. The cyclist usually incurs no parking charge, and benefits from a cheap form of exercise.

The sustainable transport charity Sustrans has taken the Government's own methods of assessing the economic benefits of transport schemes and applied them to a number of local walking and cycling routes. The results show such schemes to have a Benefit to Cost Ratio (BCR) of around 20:1. This is in contrast to the typical ratio of 3:1 for other transport schemes such as rail and roads⁷.

A study by Sustrans of four National Cycle Network Routes in north-east England found that route users contributed £9.6m directly to the north-east economy in 2006, supporting 216 jobs in the immediate vicinity⁸. Income of a similar magnitude could be generated by cycle routes in the TACTRAN area. An increase in cycle tourism can also be an important contributor to the local economy due to the accommodation and local services required. Cycle tourism in the UK in 1999 was valued at £635 million per year⁹. There is potential for growth, with the projected income from cycle tourism across Europe rising to £14 billion per year by 2019.

5 DFT Smarter Choices (<http://www.dft.gov.uk/pgr/sustainable/smarterchoices>)

6 Cycling England (2007) Valuing the benefits of cycling.

7 SUSTRANS (2006) Economic Appraisal of local walking and cycling routes

8 One Northeast (2007) The Economic Impact of Cycle Tourism in North-East England.

9 SUSTRANS (1999) Cycle Tourism Information Pack TT21,

Pedestrianising and reducing the priority of motorised travel in town centres can make them more attractive to shoppers, and therefore boost local businesses.

Accessibility

31% of TACTRAN households do not have access to a car. Distances to services have increased over the last two decades, as witnessed by the growth of out-of-town superstores at the expense of local shops. Many people, particularly those without access to a car, find it difficult, to get to the services they need.

Improving facilities for walking and cycling can help to address this imbalance by reducing the need for car-based trips, and improving links between communities and services. This can be achieved by improving the safety of journeys, for example, providing controlled crossing points over busy roads, and by providing more direct access to local services, such as creating links across barriers that sever communities such as railway lines or watercourses.

Investment in cycling and walking infrastructure is a comparatively equitable investment compared with the construction of car-based infrastructure.

Cycling can add to the mobility of people, living in both rural and urban areas, for whom a car is not a viable method of transport. Providing secure cycle parking at public transport interchanges can promote 'joined up journeys', allowing longer distance trips to be accessed by those without a car.

Environmental

Improvements in noise, local air quality and greenhouse gas emissions will occur if there is a reduction in motorised traffic as a result of the Walking and Cycling Strategy

Increasing levels of walking and cycling will have the effect of restricting traffic growth and pollution associated with queuing traffic. This will be particularly beneficial in towns, where the number of potential pedestrians and cyclists is likely to be highest. In addition, substituting car based trips for walking and cycling results in reduced pollution and its associated costs.

Walking and cycling represent flexible modes of transport, with infrastructure that typically requires less investment and has a lesser impact upon the environment during both construction and life cycle compared to motor-vehicle based transport.

Recreational walking and cycling will add to the awareness and appreciation of the natural and built environment.

Health and Well-Being

Cycling and walking reduce the risk of serious conditions such as heart disease, high blood pressure, obesity and the most common form of diabetes. Everyday cycling is an effective and enjoyable form of aerobic exercise, the type of exercise that is most effective at promoting good health. Regular walking, like cycling and all 'aerobic' exercise, can have a dramatic effect on cardio-respiratory fitness or 'aerobic power'. Regular exercise carried out three times a week for 30 minutes or more at the right intensity will result in increases of aerobic power.

The implementation of cycling and walking schemes can have a positive effect on physical fitness where new or extended trips are generated, either where the trip has been previously made by motorised means or is completely new.

Walking and cycling can help to promote more independent lifestyles amongst children. Dealing with today's busy and complex street environment is not a naturally occurring skill. Developing pedestrian skills in children can encourage them to be less sedentary and commence the process of acquiring road sense.

Walking and cycling are generally more sociable than private car based transport. They can help to promote a sense of community, and enhance social ties.

Safety & Security

Safety and security are commonly viewed as obstacles or a deterrent to walking and cycling. This can be attributed to the proximity of motor vehicles and/ or the unprotected environment in which the walker/ cyclist travels. The National Cycling Forum believes that creating a 'critical mass' of cyclists on the nation's roads can address this problem. Creating a safer environment for cycling will encourage more people to do so, and better training will create safe, responsible and confident cyclists. More cyclists on the roads will increase interaction with drivers, whose awareness of cyclists will increase, reducing the risk of accidents.

This 'critical mass' is evident in locations such as Cambridge, where good infrastructure (as well as favourable topography) promotes cycling as a means of transport, and other road users drive defensively in light of the high numbers of cycles with which they share the road.

In terms of walking, more councils are exploring the principles of fully or partially pedestrianising streets and areas within towns and cities. Home Zones which redress the balance between motorised vehicles and other users of street space are also becoming more common for new and existing residential developments. Measures such as these segregate vulnerable road users or increase their presence in public spaces.

Integration

Linkage with the wider agenda of non-transport policies is also critical to the success of the strategy as many such policies can have a powerful influence on travel patterns and behaviour.

The objectives, either singly or in combination, aim specifically to integrate cycling with land use planning. Opportunities will be taken to integrate walking and cycling within the emerging Development Plan system, and through Local Transport Strategies

4 The Strategy and Action Plan

4.1 Strategy Overview

An integrated strategy has been developed to improve the cycling and walking network across the region and to promote the two most sustainable modes of transport. The strategy has five key strands:

- **Strategic Integration**
- **High Quality Infrastructure**
- **Making Better Use Of the Transport System**
- **Developing Technical Excellence**
- **Influencing Travel Behaviour**

4.2 Strategic Integration

The success of this Strategy will depend on how well it is supported by the wider transport policy framework. It will also rely heavily on support from a range of non-transport policies and programmes including those for land use planning, education and health. A key objective of this Strategy is to secure this support and encourage delivery through cross-cutting action.

The **TACTRAN Walking and Cycling Forum** involves a regular meeting of representatives from each of the constituent authorities, along with members of local walking and cycling groups. It provides a central platform and focal point for information sharing, consultation and debate, and the consideration of opportunities for cross-cutting policies and actions.

A1: Ensure that delivery of the Strategy's aims is supported by non-transport policies and programmes	Priority
Produce regional guidance on national, regional and local policies for transport, land-use planning, education and health Support Active Travel Plans at significant Health work places Support and encourage schools to incorporate Active Travel initiatives, such as becoming a Cycle Friendly School, adopting an Active Schools Policy and mainstreaming School Travel Plans	H

4.3 High Quality Infrastructure

The development of the NCN has shown how the provision of well-designed and easy-to-use routes can encourage more people to take up cycling or to cycle more regularly. This Strategy seeks to build on the success of the NCN through the expansion and improvement of the strategic network at a regional level.

The regional network will link existing long distance routes and local walking and cycling links, such as the emerging Core Path network, to create a high quality network serving a range of travel and access needs. This will be complemented through the provision of cycle parking at key trip destinations. Emphasis will be given also to developing walking and cycling links to schools backed up by School Travel Plans.

B1: Improved walking and cycling links within the region	Priority
Develop walking and cycling links to and within town and city centres and to employment, health facilities, services, leisure and tourism activities in conjunction with Travel Plans	M
Support development of the National Cycle Network, develop a complementary regional network connecting key settlements, and provide local links to the NCN in cooperation with Sustrans. The proposed network is shown in Appendix A	
Make the existing highway more cycle and pedestrian friendly including carrying out non-motorised user audits of all new transport schemes to ensure that all opportunities are taken to improve conditions for walking and cycling	
B2: Improved walking and cycling links to education facilities	Priority
Develop walking and cycling links to education facilities, including expansion of School Travel Plan programmes incorporating Safer Routes to Schools	M
B3: Cycle parking	Priority
Provide secure cycle parking at key trip destinations	M

4.4 Making Better Use of the Transport System

Walking and cycling have an important part to play in enabling existing transport facilities to be used more efficiently. A high proportion of car travel is over relatively short distances. With safe and convenient routes in place, walking and cycling provide practical and sustainable means of making these short journeys whilst helping to ease pressure on the local road network.

The provision of good walking and cycling facilities can help in making services and amenities including bus and rail interchanges more locally accessible. This is particularly important for members of the community who might otherwise be socially excluded through lack of access to a car, poor public transport and factors of community severance.

Creating short traffic-free links to overcome physical barriers can make an important contribution to easing local traffic pressures and promoting local accessibility. Another way of achieving this is to assign pedestrians and cyclists much greater priority within the design and management of the road network by reallocating road space for good quality cycle lanes and footways, and transferring priorities at road junctions and crossings to people on foot and bicycle.

A key aim of this Strategy is to ensure that these measures become standard practice in the planning and design of new local transport facilities. To achieve this, it is intended to give consideration to introducing non-motorised user audits (or at least cycle audits) for all new schemes to maximise the potential for improvements to the cycling and walking environment.

C1: Public transport	Priority
Improve walking and cycling access and facilities at public transport interchanges and on trains/buses	H
C2: Road network	
Assign greater priority to pedestrians and cyclists in the design and management of the road network	H

4.5 Developing Technical Excellence

It is essential that the design and quality of walking and cycling facilities fully meet the needs of both existing and potential users. Continuity of routes is a priority, and coupled with high quality design and construction, will help to reverse the existing tendency to put the needs of motorists above those of cyclists and pedestrians. Issues to be addressed include the design of cycle lanes, footways, road layouts and crossings.

To ensure the best standards are attained in the TACTRAN area, this Strategy seeks to combine the promotion of good practice in design with a rolling programme of training for key transport and non-transport practitioners.

D1: Technical and design guidance	Priority
Produce guidance on implementing good practice in the provision of walking and cycling facilities	H
D2: Technical training	
Develop a rolling programme of training to encourage implementation of good practice and increase inter-disciplinary skills and awareness	H

4.6 Influencing Travel Behaviour

While the provision of good facilities is essential, the role of 'soft' measures in encouraging people to switch from their cars to other modes and take up walking and cycling is now widely recognised and is a key part of the RTS. This Strategy includes a range of practical 'soft' interventions designed to complement hard measures and maximise use of the improved infrastructure.

E1: Travel planning	Priority
Encourage walking and cycling through a programme of workplace travel planning projects	M
E2: Marketing pilot project	Priority
Encourage walking and cycling by developing at least one area-based, individualised marketing pilot project	M
E3: Promotion	Priority
Promote walking and cycling through publicity, information provision and joint marketing with transport operators	M
E4: Cycle training	Priority
Promote the development of a regional programme of accredited cycle training in schools to meet National Cycle Training Standards	M



5 Strategy Appraisal and Monitoring

5.1 Introduction

An overarching appraisal of the Strategy has been undertaken. This has involved three separate appraisals:

- Scottish Transport Appraisal Guidance (STAG) compliant appraisal
- Strategic Environmental Assessment (SEA), and
- Equalities Impact Assessment (EqIA).

A separate Appraisal Report is available at www.tactran.gov.uk

5.2 Appraisal

Scottish Transport Appraisal Guidance

The STAG process requires that the Strategy is tested against:

- the Planning Objectives (in this case walking and cycling objectives)
- the implementability of the Strategy
- the Government's five objectives (environment, safety, economy, integration and accessibility).

This Strategy has been developed in keeping with the principles of STAG, including an in-depth consideration of issues/opportunities, the setting of objectives, and the consideration of a range of Actions. These were refined and developed with the help of the stakeholder consultation.

The appraisal indicates the prioritised Strategy will have a positive impact on the Planning Objectives.

Strategic Environmental Assessment

The Environmental Assessment (Scotland) Act 2005 requires transport plans and programmes developed by public bodies to be subject to Strategic Environmental Assessment (SEA).

Environmental Assessment has made an input at all stages of the Strategy development process. An SEA Screening Report was produced which concluded that a full SEA was not required as the Strategy is unlikely to have significant environmental effects.

Equalities Impact Assessment (EqIA)

An EqIA requires transport strategies to include a description about how transport will be provided, developed, improved and operated so as to, amongst other things, encourage equal opportunities and in particular, the observance of statutory equal opportunities requirements.

Throughout the preparation of the strategy, TACTRAN has taken into account the requirements of equalities groups. It is believed that these groups are generally best served by “mainstreaming” their requirements throughout the Strategy, rather than by developing targeted Strategy Principles.

The EqIA concludes that at all stages in the development of the strategy the potential impact on equalities groups was taken fully into account.

5.3 Monitoring and Evaluation

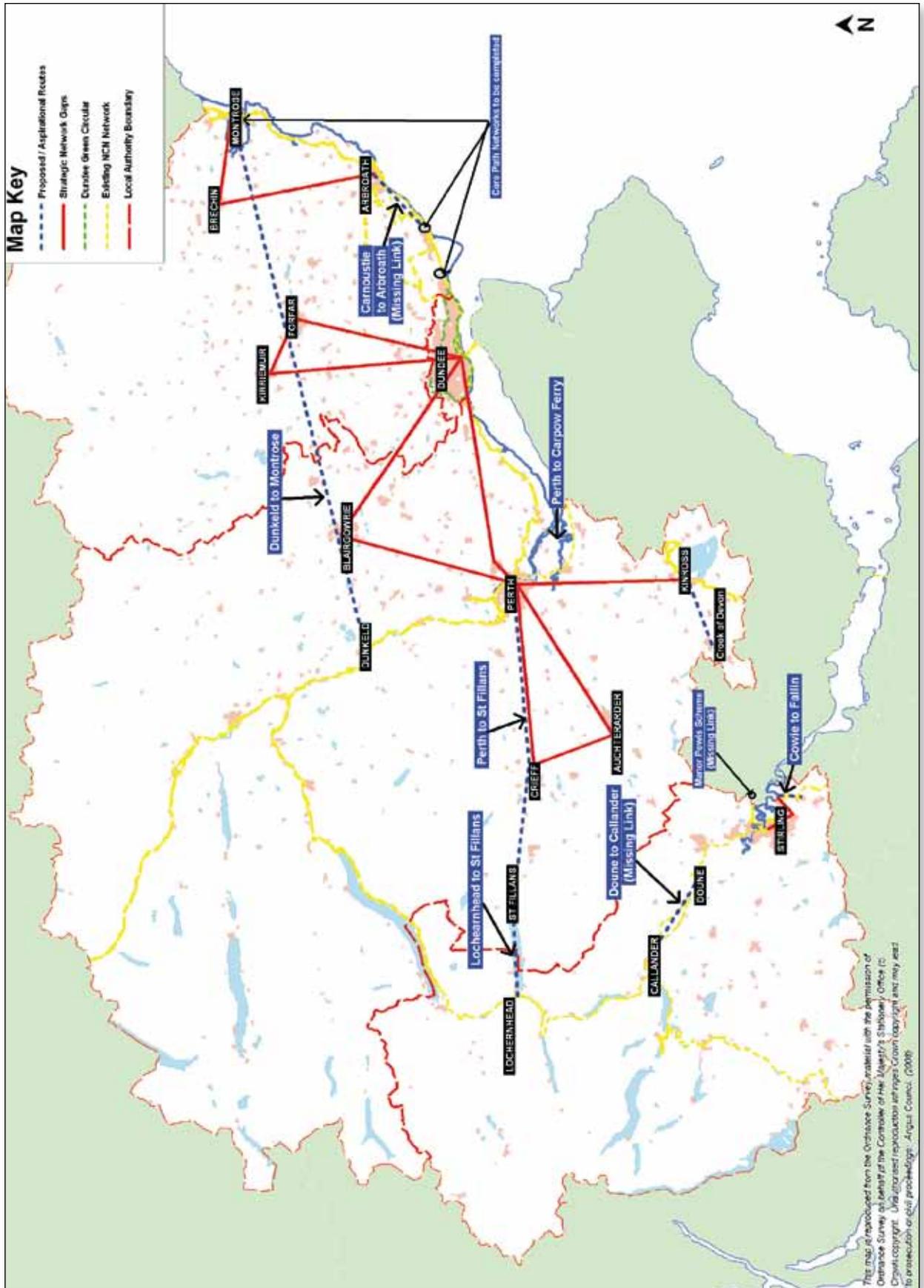
Monitoring will play a key role in ensuring that:

- the Actions are meeting the Strategy Objectives.
- the Actions are achieving their intended outcomes.
- the assumptions behind the Objectives remain relevant.

As the Strategy develops and is implemented, a series of Specific, Measurable, Achievable, Realistic and Time bound (SMART) Targets will be developed, against which delivery progress will be measured and reported annually. Targets will also be determined in the context of available delivery resources, both financial and human. These will be included in the RTS Delivery Plan and will be the subject of further detailed consultation with constituent Councils and other potential delivery partners, to determine delivery priorities and responsibilities. This will include discussion and agreement on appropriate delivery targets.



Appendix A



Sections of this document can be translated on request into Chinese, Urdu, Hindi, Punjabi or Gaelic, or can be made available in large print, audio or Braille.

tactran,

Bordeaux House,

31 Kinnoull Street,

Perth, PH1 5EN

Email: info@tactran.gov.uk

Telephone: 01738 475775