

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****14 MARCH 2017****ACTIVE TRAVEL PROGRESS UPDATE****JOINT REPORT BY ACTIVE TRAVEL OFFICER AND CYCLE TRAINING & DEVELOPMENT OFFICER**

This report provides an update on the CAPS 2017 – 2020 Refresh, an update on award of funding from the 2016/17 Tactran Active Travel Grant scheme and a general update on Active Travel activity undertaken by the Active Travel Officer and Cycle Training and Development Officer.

**1 RECOMMENDATIONS**

1.1 That the Partnership :-

- (i) notes the refresh of the Cycling Action Plan for Scotland (CAPS) for the period covering 2017 – 2020;
- (ii) notes the award of grant funding from the 2016/17 Active Travel Grant scheme for projects as detailed in the report; and
- (iii) notes the progress on various active travel activities undertaken by the Active Travel Officer and Cycle Training & Development Officer as outlined in the report.

**2 BACKGROUND**

- 2.1 At its meeting on 8 March 2016 the Partnership noted that Tactran has secured a third annual allocation of £100,000 during financial year 2016/17 from the Sustrans Community Links programme, under the Partnership arrangement with Sustrans to employ an embedded Active Travel Officer. The Partnership also approved revised 2016/17 Active Travel Grant scheme guidance and criteria (Report RTP/16/08 refers).
- 2.2 At its meetings on 14 June 2016, 13 September 2016 and 6 December 2016 the Partnership received progress reports on Active Travel activity and approved various awards of grant funding under the 2016/17 Active Travel Grant (ATG) scheme (Reports RTP/16/20 and RTP/16/28 refer). At its meeting on 6 December 2016 the Partnership also delegated authority to approve award of the remaining balance of the 2016/17 ATG fund to the Director and Treasurer (Report RTP/16/35 refers).
- 2.3 On 6 December 2016 the Partnership also delegated authority to approve award of a contract for the undertaking of a programme of Active Travel Audits to the Director and Treasurer (Report RTP/16/35 refers).

- 2.4 At the meeting on 8 March 2016 the Partnership approved arrangements for appointment of a Cycle Training & Development Officer in partnership with Cycling Scotland. Marianne Scott took up post on 20 June 2016, working on a range of projects and initiatives to support the development of cycle training in schools through the national Bikeability scheme; early years cycling in nurseries; adult cycle training and other activities to get more people cycling easily and safely, in support of Regional Transport Strategy (RTS) and Cycling Action Plan for Scotland (CAPS) aims and objectives.

### **3 DISCUSSION**

#### CAPS Refresh

- 3.1 On 17 January 2017, Transport Scotland launched a refresh of the Cycling Action Plan for Scotland (CAPS) covering the period 2017 – 2020, maintaining a commitment to the shared vision that 10% of everyday journeys be made by bike by 2020.
- 3.2 In partnership with the RTPs, Tactran submitted comments on CAPS 2013 to be taken into consideration during the refresh process.
- 3.3 CAPS 2017 includes a review of new projects since 2013 and 19 specific actions, many of which commit to a continuation of projects that have been ongoing under the previous CAPS, with relevant updates included as required. Additionally a number of outdated actions have been removed and four new actions have been included within the document, including a commitment of current funding levels during the current term of Parliament, to enable more ambitious and innovative approaches to be adopted to reach the 10% vision.
- 3.4 A comparison of CAPS 2013 and CAPS 2017 actions can be found in Appendix A and the full document can be read [here](#).

#### Active Travel Grant

- 3.5 The revised ATG scheme, as approved on 8 March 2016, has been designed to reflect and support both the national Community Links initiative and implementation of the RTS. The ATG scheme aims to connect communities by providing high quality cycling and walking infrastructure.
- 3.6 A call for ATG applications was made in April 2016, July 2016 and October 2016, with a total of nine submissions received in this period and six projects approved by the Partnership on 14 June 2016, 13 September 2016 and 6 December 2016 (Reports RTP/16/20, RTP/16/28, RTP/16/35 refer).
- 3.7 Additionally, the Partnership approved the award of ATG funding towards the programme of Active Travel Audits, and welcomed the additional £25,000 ATG from the national Community Links Grant for 2016/17 (RTP/16/35 refers).

- 3.8 Overall, the six approved projects, along with the contribution to the Active Travel Audits programme, committed £106,948 of the revised £125,000 2016/17 ATG budget. It was noted by the Partnership that the Active Travel Officer would continue to engage with potential partners to identify other projects for funding in 2016/17, with authority to approve award of the remaining balance of the ATG budget delegated to the Director and Treasurer (Report RTP16/35 refers).
- 3.9 The Active Travel Officer has been liaising with partners for potential projects within the region and it is expected that applications will be submitted in the coming weeks allowing assessment and allocation before the end of the financial year.
- 3.10 As Report RTP/16/35 refers, £10,000 was allocated to Blackford Community Council, towards a total project cost of £20,000. It has been agreed to increase the Active Travel Grant contribution for this project to up to 75% or £15,000. The Partnership is asked to note the increased allocation of funding as summarised above and agreed by the Director and Treasurer.
- 3.11 The projects approved for funding, along with the previously approved contribution to the Active Travel Audits programme, commit a total of £111,948 at the time of writing. There is a remaining balance of £13,052 available to support further activity/projects in 2016/17. The Active Travel Officer is continuing to engage with potential partners to identify eligible projects to be funded from the remaining balance of the 2016/17 ATG budget.
- 3.12 Based on the success of the 2016/17 Active Travel Grant scheme, the intention is for the process, as agreed on 8 March 2016, to be replicated in the next financial year, subject to the continued funding arrangement with Sustrans.

#### Active Travel Audits

- 3.13 Following the approval on 13 September 2016 to pursue the development of a programme of Active Travel Audits in the region (Report RTP/16/28 refers) and the delegation of authority to award a contract to the Director and Treasurer in consultation with the Chair (Report RTP/16/35 refers), a procurement process was undertaken via Public Contracts Scotland during December 2016 and January 2017.
- 3.14 Following tender assessment a contract was awarded on 27 January 2017 to Arup for the completion of an initial programme of key settlement audits at a cost of £81,059.27, to be completed by 30 June 2017. Additional work for future Phases will be awarded under this contract, subject to future funding becoming available, up to a total contract value of £164,000.
- 3.15 A programme of work for Phase 1 to 30 June 2017 has been agreed with Arup to complete Active Travel Audits in 8 locations, including:

- Angus - Arbroath, Forfar and Monifieth
  - Perth & Kinross - Crieff and Bridgend, Gannochy & Scone
  - Dundee City – North East Ward and Lochee Ward
  - Stirling – Braehead
- 3.16 Arup will be undertaking a programme of desktop study, targeted consultation, on-site audits, data analysis and action plan development for each of the above. Each settlement/area will then be provided with a final report summarising the findings of the study, inclusive of an action plan that will provide details of potential walking and cycling developments that will help to create a cohesive walking and cycling network.
- 3.17 The Active Travel Audit contract and programme of work is being managed by the Active Travel Officer with oversight from the Senior Partnership Manager. Monthly progress meetings are being held with Arup to ensure that work is completed to the specification agreed and to monitor progress of the programme.

#### Cycling Monitoring Framework

- 3.18 Tactran, in coordination with the Angus, Dundee City and Perth & Kinross Councils, has submitted an Expression of Interest to Cycling Scotland's National Monitoring Framework programme. Stirling Council has submitted a separate Expression of Interest. This programme looks to create a Scotland-wide approach to monitoring cycling modal share, complementing existing monitoring schemes within each settlement with 10,000+ populations.
- 3.19 Dundee City, Arbroath and Perth were proposed by Tactran as initial settlements to take part in the National Monitoring Framework, and all 3 have been selected as sites for the programme, with the Councils and Tactran working to agree on programme details with Cycling Scotland. Stirling Council has also been selected for the programme and are working directly with Cycling Scotland to agree on programme details.
- 3.20 Each settlement will be provided with cycle counter(s) in strategic locations, which are in the process of being finalised with Councils. This is to be supported with other monitoring activities coordinated by Cycling Scotland, the final programme of which is to be agreed.

#### Low Carbon Travel & Transport Hubs

- 3.21 As reported in December 2016, Transport Scotland has been awarded up to £13.9 million until the end of 2018 under the European Regional Development Fund (ERDF) 2014-2020 programme to deliver a Low Carbon Travel & Transport (LCTT) programme of Low Carbon Hubs and Active Travel Hubs, and has appointed the Energy Savings Trust to deliver the LCTT Challenge Fund.

- 3.22 Of the 6 projects that received funding from the Pre-Application Support Funding (PASF) established by Transport Scotland, all have either completed, or are in the process of completing work to develop ideas for the LCTT Challenge Fund, of which Tactran's Active Travel Officer was consulted where appropriate.
- 3.23 Applications for the LCTT Challenge Fund were due on 28 February 2017, with award of funding expected to be announced by late spring 2017. Applications within the Tactran region were submitted by the following:
- Dundee City Council
  - Perth & Kinross Council
  - Stirling Council
- 3.24 The Active Travel Officer has contacted the above organisations to offer support and will continue to liaise with all potential applicants as needed.

#### Public Transport Integration

- 3.25 Abellio/ScotRail released a Cycling Innovation Plan (CIP) in 2015, outlining its franchise commitment to promoting cycling. This included the provision of 3500 cycle parking spaces, enhanced facilities for cyclists at stations, as well as the provision of Bike & Go hire bikes at 10 stations in Scotland by the end of 2017.
- 3.26 Abellio/ScotRail is in the process of developing a second progress update on the CIP, expected to be released later in 2017. They have invited comments from members of the ScotRail Cycle Forum on inclusions by the end of February 2017. Comments submitted by Tactran are summarised below:
- An inclusion of stations scheduled for cycle parking facilities upgrade/improvement in 2017/18
  - Monitoring data as collected by Abellio/ScotRail for various schemes
  - Action plan for 2017/18 activities
- 3.27 Currently, additional or upgraded cycle parking has not been installed at stations within the Tactran region, but a number of stations in the region have been included in the list of proposed cycle parking facilities in the CIP. It is expected that the third phase of stations to receive increased cycle parking provision will be released in March 2017. Tactran provided additional location recommendations, beyond what is included in the CIP, to Abellio/ScotRail in 2016 and would expect to see a number of these included in the third phase, including:
- Arbroath
  - Carnoustie
  - Monifieth
  - Broughty Ferry
  - Invergowrie
  - Montrose

- Gleneagles

3.28 Abellio/ScotRail have incorporated the Bike & Go bike rental service at 11 stations in Scotland, including Perth, Stirling and Dundee in the Tactran region. The Active Travel Officer is liaising with Abellio/ScotRail to discuss potential opportunities to further promote the scheme in the Tactran region in 2017/18.

#### Bikeability Support Plus Funding

3.29 Deployment plans are in place and running in Angus Council, Perth & Kinross Council and Stirling Council. Dundee City Council is in the process of recruiting a Bikeability Coordinator.

3.30 The percentage of schools across the region completing Level 2 training in 2015/16 was 50.7%, comparing favourably against a national average of 37.5%. Whilst both Dundee and Angus have recorded a drop in participation in 2015/16, as a result of the updated deployment plans outlined above, the target delivery rate for the current academic session is to increase participation to 60% across the region. Dundee and Angus will see a substantial increase in 2017 along with a steady increase in Perth & Kinross and Stirling maintaining the same level as 2015/16 at their already high delivery rates. A notable increase has been recorded already in Angus with the provision of 4 Cycle Trainer Assistant courses with 38 participants registering and completing the courses and in Dundee & Perth further Cycle Trainer Courses are being planned.

3.31 Cycling Scotland released a joint working partnership with Sustrans to support Bikeability and iBike, providing an opportunity for all local authority Bikeability Coordinators in Tactran to work closely with the Sustrans iBike Officers to best support each other's projects and activity for the continuation and promotion of Bikeability. This has included discussion with Sustrans on a significant rise in cycling in Angus across the Education sector and on the scope to embed an iBike Officer in Angus Council to reflect and provide ongoing support for this. Sustrans has agreed to investigate the possibility of funding an iBike Officer in Angus.

#### All Ability & Adult Cycling Opportunities

3.32 The Cycling Officer is working with the Live Active Wellbeing Steering group to develop a programme for All Ability Cycling with user groups across Perth & Kinross, using the equipment provided by Live Active and by targeted referrals through NHS Physiotherapy groups. Work is also ongoing with Angus Cycle Hub and Angus Alive All Ability Cycling with user groups across Angus & Dundee and through links with FABB (Facilitating Access Breaking Barriers) Scotland there will be continued effort to ensure broader participation.

- 3.33 Cycling Scotland staff are attending a bespoke British Cycling Inclusive Cycle Training Course in February to review the course and to ascertain it's suitability to roll out to Cycling Scotland instructors involved in Bikeability Scotland training as a CPD module (Career Personal Development). This in turn will be available to support all hubs/clubs/groups across Tactran.
- 3.34 Since December 2016 a further three delivery outlets have been recruited and trained to offer the Essential Cycling Skills course, taking the total delivery outlets to eleven in the Tactran area. In March 2017 Tactran is updating and providing support to set up rides with the aim to have 2 rides a month organised by June 2017.
- 3.35 The offer has been promoted via local authorities, NHS Forth Valley and NHS Tayside and the Cycling officer is consulting with partners across the region to run a pilot project aimed at promoting social benefits of cycling via led-rides to people of retirement age.
- 3.36 Case studies and data from existing adult cycling projects in Tactran are being collated to identify needs, requirements and opportunities. Contact has been made with various companies/organisations, including Age Scotland, Discovery Awards, NHS, Cycle Hubs, University of Dundee – Active Living & Seniors Programme, Dundee Association for Mental Health, All Ability projects FABB, Live Active & Angus Alive.

#### Cycle Friendly School

- 3.37 There are currently twenty four active Cycle Friendly Schools (CFS) schools in the Tactran area: Stirling (12 schools), Perth & Kinross (6 schools), Angus (5 schools), Dundee (1 school).
- 3.38 It is expected that this number will rise in 2017 across the Tactran area, but particularly in Dundee and Angus Council areas as a reflection of the recent Bikeability projects running in the two local authorities.

#### Cycle Friendly Campus

- 3.39 As reported to the Partnership at its meeting on 6 December 2016, the University of Dundee has achieved Cycle Friendly Campus status, with a 10% rise in the number of students and staff cycling. The University of Stirling, Forth Valley College and Dundee and Angus College are all registered with the award scheme. Through funding from Cycling Scotland, the University of Stirling is hosting a student intern to develop cycling policy. Cycling Scotland is awaiting confirmation from Perth College and Abertay University to garner interest in CFC.

#### Cycle Friendly Employer

- 3.40 The number of Cycle Friendly Employers (CFE) across the Tactran area is increasing and this is expected to increase further during 2017.

- 3.41 Large employers across the region have been contacted about working towards Cycle Friendly status. Angus Cycle Hub is now a Cycling Scotland Cycle Friendly Employer service centre in 2017 supporting the rollout of the award across Dundee and Angus. Recyke-a-bike in Stirling is an existing Cycling Scotland service centre supporting the rollout across Stirling. In Perth & Kinross there is currently no service centre, however discussions are ongoing with one cycle outlet to provide this service.

#### Cycle Friendly Communities

- 3.42 Within the region, three community led cycling projects were awarded funding through the Cycle Friendly Communities Fund in 2016/2017, including Dundee Association for Mental Health, Angus Cycling Hub and Coupar Angus Cycle Hub. Coupar Angus is well placed to undertake the Cycle Friendly Community Award process.

#### Nursery Play on Pedals

- 3.43 Early years teams across Stirling, Perth & Kinross and Dundee are established partners for the rollout of Play on Pedals training to staff in the nursery setting. Angus Council Early Years team has confirmed interest for the roll out of Play on Pedals training to all early years' staff, focusing on a pilot project in the Arbroath cluster in 2017. This would result in all four local authorities in Tactran delivering Play on Pedals in the Early Years setting.

#### Bikeability Scotland Conference

- 3.44 Cycling Scotland's Bikeability Scotland Conference for Tactran will be held in Carnoustie on the 23 March 2017 with a further two conferences being held in Edinburgh and Glasgow.

#### Pedal for Scotland

- 3.45 In discussion and agreement with Dundee City Council and Perth & Kinross Council Wee Jaunts are being confirmed for Dundee (Caird Park) on the 11 June 2017 and Perth (North Inch) on the 6 August 2017. Wee Jaunts are smaller rides leading up to the Pedal for Scotland event and are held in a town/city using a route of between 5 to 10 miles and ideally flat, circular and traffic free, that is suitable for any age or ability from young children to adults who are getting back on their bikes.
- 3.46 The Wee Jaunts in Dundee and Perth will highlight and support the continued growth in Bikeability, Cycle Friendly School, Employers, Campus and Communities across Tactran.
- 3.47 The possibility of a longer distance Pedal for Scotland event in 2018, for example Perth to Dundee/Angus, is being investigated.

## Dr Bike

- 3.48 Perth Bike Station has offered Tactran free 2-hour bike maintenance sessions, which are being offered to community groups and other organisations to support encouragement of and increased take-up of cycling. These commenced at the end of February 2017 with Ladies Leisurely Cyclists in Angus & 2<sup>nd</sup> Orwell Brownies in Kinross.

## Practical Cycle Awareness Training for PCV/LGV Drivers (PCAT)

- 3.49 All local authorities have been invited by Cycling Scotland to apply for funding to carry forward the PCAT training. In the Tactran area Stirling and Perth & Kinross Councils have both developed their own JAUPT (Joint Approvals Unit for Periodic Training). Discussions are ongoing with Angus Council and Dundee City Council on extension of PCAT in these areas

## Activity Mapping Exercise

- 3.50 As reported to the Partnership at its meeting on 6 December 2016, the Cycling Officer is undertaking an ongoing exercise to identify and map existing gaps and opportunities in the promotion and delivery of cycle training and development across the Tactran region, including uptake of and progress on the various schemes and initiatives offered by Cycling Scotland. This will be reported on in detail at a future meeting.

## **4 CONSULTATIONS**

- 4.1 The report and relevant proposals have been the subject of consultation and agreement with Sustrans, Cycling Scotland, the Sustainable Travel Liaison Group, Transportation Officers Liaison Group and other appropriate stakeholders.

## **5 RESOURCE IMPLICATIONS**

- 5.1 An initial allocation of £100,000 for the Tactran Community Links Active Travel Grant scheme has been supplemented by an additional £25,000 allocation from the 2016/17 Sustrans Community Links programme.
- 5.2 Provision for the costs associated with appointment and activity of the Active Travel Officer and Cycle Training & Development Officer exists within the approved 2016/17 RTS Revenue Programme Budget.

## **6 EQUALITIES IMPLICATIONS**

- 6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified.

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#### **NOTE**

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing this Report:

Report to Partnership RTP/16/08, Active Travel Progress Update, 8 March 2016

Report to Partnership RTP/16/20, Active Travel Progress Update, 14 June 2016

Reports to Partnership RTP/16/28, Active Travel Progress Update, RTP/16/32,  
General Consultations, 13 September 2016

Report to Partnership RTP/16/35, Active Travel Progress Update, 6 December 2016

<b>CAPS 2013 Action</b>	<b>Our Comment</b>	<b>CAPS 2017 Action (aligned by action – new numbering in CAPS 2017)</b>	<b>Notes</b>
<p>Establish an annual national cycling summit involving the Minister for Transport and Heads of Transportation and relevant Committee Convenors to lead delivery and gauge progress.</p>	<p>There is a need for this to be retimed and potentially refocused in the refreshed CAPS to ensure that the target audience is able to attend and relevant content is provided to them. The summit also needs a clearer call to action / output and outcome at the event to make it clear why the target audience should attend.</p> <ul style="list-style-type: none"> <li>- RTPs to be utilised for local contact</li> <li>- Potential to reshape to be delivered at a regional level</li> <li>- Longer-lead in time</li> </ul>	<p>Transport Scotland will hold an Annual Active Travel Summit hosted by the Minister for Transport. Invitations will be sent to local authority Heads of Transportation, Environment, Health and Economy, Regional Transport Partnerships and relevant LA Committee Convenors. The purpose of the Summit will be to lead delivery, assess progress and allow local authorities and key stakeholders to showcase progress and share best practice across Scotland.</p>	<p><b>UPDATED</b></p> <p>Purpose has now been defined in the action, as well as whom the target audience is.</p>
<p>Develop for each local authority area the strategic approach to supporting functional cycling (and active travel more broadly), mapping the appropriate infrastructure improvements required along with supporting promotional work.</p>	<p>Focus should now shift towards delivery of strategic focus, with indicators based on actions in Active Strategies being fulfilled. Focus on the development of strategic infrastructure implementation. Clarity of the strategy vs. the action plan.</p>	<p>Provide continued support to each local authority and Regional Transport Partnerships to develop/update their active travel plans/strategies which sets out the priorities for delivering new and improved infrastructure in their areas, as well as plans for</p>	<p><b>UPDATED</b></p> <p>There is a “continued support”, however there is no specific comment on the shift to delivery of the actions, or differentiation of action plan vs. strategy.</p>

		behaviour change work to increase active travel rates.	
Continue to promote a national training programme on cycling integration design and best practice to planners, designers and engineers, through the delivery of accredited modules such as Making Cycling Mainstream, and promote the use of planning policy - <i>Designing Streets, Cycling by Design</i> cycle guidance and <i>Smarter Choices, Smarter Places</i> (SCSP) good practice.	More of an emphasis needs to be put on ensuring that training is pursued by those in different/less sympathetic departments to ensure they understand the need to design for cycling. A role for RTPs to host regional training if it is provided. Relevant officers to be compelled to attend.	Continue to promote a national training programme on cycling design and best practice to planners, designers and engineers, through the delivery of accredited modules such as Making Cycling Mainstream, and promote the use of planning policy - <i>Designing Streets</i> and <i>Smarter Choices, Smarter Places</i> good practice.	<b>NO CHANGE</b>
Continue to develop and maintain community links – i.e., high quality, local infrastructure to support active travel (routes and public realm improvements) - particularly in urban areas where high levels of cycling can be achieved, along with associated infrastructure such as cycle parking facilities at key destinations including schools, bus and rail stations, shopping areas and workplaces.	Needs to be more of a focus on the development of a coherent network of routes, rather than just laying down ad-hoc routes in some circumstances.	Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys (e.g. through the Community Links and Community Links Plus programmes), including on and off-road routes and associated public realm improvements. Focus will be given to improvements in urban areas where the highest levels of cycling are likely to be achieved and strategic plans are in place to install and improve active travel infrastructure.	<b>UPDATED</b>  Inclusion of focus on areas where strategic plans are in place – therefore reflecting our comment around coherent network development.
Continue to develop and maintain the National Cycle Network to provide long distance cycling routes, connecting rural		Continue to grow and maintain the National Cycle Network (NCN) to provide a strategic	<b>UPDATED</b>  NWCN has been incorporated into this action as well as specific

<p>communities and promoting tourism.</p>		<p>network of longer distance cycling routes for leisure, recreation, tourism and functional trips. Develop a National Cycling and Walking Network, especially in rural areas, as outlined in the National Planning Framework 3, to promote cycle tourism and to connect rural communities, for example by installing ground level solar lighting and wifi hotspots on rural cycle counters.</p>	<p>actions relating to promoting tourism.</p>
<p>Develop better integration with public transport through working in partnership with interests such as rail and bus/coach operators and RTPs.</p>		<p>Improve integration with public transport, through partnership working with ScotRail, bus/coach operators and Regional Transport Partnerships and provide secure cycle storage at key destinations including transport interchanges. For example, to install secure cycle parking and encourage bus/coach operators to carry cycles, especially in rural areas where distance is a barrier to cycling.</p>	<p><b>UPDATED</b></p> <p>Now a specific focus on providing cycle storage at key interchanges and operators to allow bikes on services.</p>
<p>Establish and develop the Cycle Hub at Stirling Station as a pilot in 2013-5 and evaluate it for potential wider roll-out at other railway stations.</p>	<p>The focus must now be to roll out hubs in suitable locations, based on the pilot project.</p>	<p>Develop Active Travel Hubs across Scotland, utilising European Regional Development Funding (ERDF), and drawing upon experience of the Stirling Cycle Hub and the Active Travel Hubs in Ayrshire, to provide advice, services and support for</p>	<p><b>UPDATED</b></p> <p>Now incorporating the roll out of additional hubs due to ERDF opportunity and using best practice.</p>

		people to walk, cycle and take public transport.	
Promote the implementation of 20 mph schemes in all residential areas and share best practice across the country, especially from the City of Edinburgh Council's pilot scheme (as well as from related initiatives such as Sustrans' 'Street Design').	Needs to be stronger language in this action to continue to push for 20mph zones – support rather than just promote.	Encourage and support the implementation of 20 mph streets/zones in communities across Scotland to improve road safety and encourage walking and cycling for everyday journeys. For example, through the promotion of SG guidance on the implementation of 20 mph schemes and the sharing of best practice across the country, published in 2015.	<b>UPDATED</b>  Language changed to include “support” and rationale behind 20 mph.
Develop and deliver a <i>Mutual Respect</i> Campaign for all road users, complementing the existing <i>Give Me Cycle Space</i> campaign aimed at drivers.	Needs to be a much wider and long-lasting campaign that addresses many multifaceted elements of encouraging people to cycle.	Continue to support educational campaigns such as the ‘Give Everyone Cycle Space’ campaign aimed at all road users to make them aware of cyclists on the road and the space required when sharing the road.	<b>UPDATED</b>  But no significant change.
Continue the roll-out of Bikeability Scotland training through schools, steadily expanding participation, particularly in on-road training. Develop and promote support for this, including volunteer-led delivery and parental involvement.	This should be combined with action 13 – focus on the training of children at primary school level.	Continue to support the 3 levels of the UK national standard Bikeability cycle training programme to encourage e 100% of schools participating to deliver training, provide access to cycles and secure parking to increase cycling at all levels.	<b>UPDATED</b>  This now incorporates training for all levels of education.
Develop adult cycle training resources, building on Bikeability Scotland, including an essential			<b>REMOVED</b>

skills module as a pilot for potential roll-out nationwide.			
Promote and support community-led cycling initiatives, through signposting resources and providing support for projects that will promote cycling participation in an inclusive, accessible way. Evaluate the delivery of the Cycle Friendly Communities Fund programme to date and promote the learning to further develop approaches to supporting communities.	Information sharing of community-led initiatives – mapping where these are and what activities are taking place to enable more communities to adopt these measures.		<b>REMOVED</b>  Incorporated into the action around “Cycle Friendly” package.
Continue to promote projects which encourage primary school pupils to continue cycling when progressing to secondary schools, such as I-Bike and delivery of Bikeability Scotland level 3.	Combine this into the action 10 if possible to have a general action about training through primary school and continuation onto secondary school.		<b>REMOVED</b>  Incorporated into the action around Bikeability.
Promote cycling for young people more broadly for leisure or travel, for fun, health and sport, through the promotion of cycling activities, events and led cycle rides		Work collaboratively across all policy areas to promote cycling and increase participation for young people of all abilities, through inclusive, community and school-focussed active travel, health, sport and recreational cycling programmes, activities and events, such as lead ride programmes for beginners/returners, Wee Jaunts as part of Pedal for Scotland and All Ability Cycling projects at the Trossachs Tryst in Callander.	<b>UPDATED</b>  More detail on the specific actions of how more young people can be involved.

<p>Develop approaches to promoting access to bikes – e.g., develop Bike Library schemes for schools and communities to promote access to bikes in areas of low cycle use or deprivation (e.g., for taster cycling sessions). Sign-post community groups to sources of funding through Cycle Friendly and Sustainable Communities Fund, Climate Challenge Fund, Junior CCF.</p>		<p>Increase levels of access to bikes through projects that support inclusive cycling initiatives, such as community bike library schemes, adaptive bikes and re-conditioned bikes to encourage more cycling, for example through Cycling Scotland’s Cycle Friendly and Sustainable Communities Fund, the I-Bike project operated by Sustrans and the Big Bike Revival project run by Cycling UK, working in partnership with all key stakeholders.</p>	<p><b>UPDATED</b></p> <p>Update to organisations that will enable this to happen – I-Bike has been added in here.</p>
<p>Encourage all employers across all sectors to become Cycle Friendly (e.g., by offering support for workplace cycling facilities and promotional resources, active travel champions, travel planning etc.).</p>	<p>Needs to be stronger than encourage to enable step change – some kind of requirement for large employers to provide relevant infrastructure/info to staff?</p>	<p>Invest in and deliver a “Cycle Friendly” package of support for workplaces, campuses, communities and schools, to install improved cycling facilities and to incentivise staff and students to cycle more often, including the promotion of workplace and school-based champions and internships at universities and colleges to encourage peer groups to increase their levels of active travel to and from work and places of study.</p>	<p><b>UPDATED</b></p> <p>Now broader to include all “Cycle Friendly” schemes available. Mention of incentives as a key tool to enable this.</p>
<p>Develop follow-up work from the Smarter Choices, Smarter Places evaluation report, applying learning to encourage active</p>		<p>Continue to support the Smarter Choices, Smarter Places Programme to enable local</p>	<p><b>UPDATED</b></p> <p>But no significant change. A</p>

travel as part of community-based sustainable transport promotion.		authorities to encourage and support people to choose active travel through local behaviour change initiatives.	continuation of the project.
Report annually on an appropriate suite of national indicators to inform the national picture of cycling participation.	Issue with monitoring on a national level means that sample sizes can be too small. There needs to be consideration of supplementing the national data with other data sets, potentially regional, to better reflect the picture at a lower level. A review of current indicators. Regional targets could be included.	Agree with the CAPS Delivery Forum members a suite of national indicators to inform the national picture of cycling participation, and report annually to Transport Scotland.	<b>UPDATED</b> A suggestion that the indicators may be reviewed.
Develop local monitoring, using data from local cycle counts and surveys etc., with support from key delivery bodies to develop a coordinated approach to data collection.	Similar to Active Travel Strategies, councils should have to develop some kind of clear action plan for all future monitoring.  Could some clear and detailed guidance be produced to help councils develop a more strategic programme of monitoring work?		<b>REMOVED</b>
<b><u>NEW ACTIONS</u></b>			
Transport Scotland will review and update the Trunk Roads Cycling Initiative and the commitment within that to improve cycling and walking infrastructure around trunk roads when the opportunity presents itself, for example the dualling of the A9 and A96. We will also consult on an update of Cycling by Design.		<b>NEW</b>	
Transport Scotland's Chief Executive will chair an Active Travel Task		<b>NEW</b>	

<p>Force to tackle the practical barriers to the delivery of ambitious walking and cycling projects in Scotland, to create more attractive places and to encourage more active travel. The Task Force will also consider how to improve the TRO process, community consultation and communication of the benefits of active travel. It will agree its own timeline for reporting to the Transport Minister during 2017, with recommendations on how to achieve our long term vision for active travel.</p>	
<p>Scottish Ministers have committed to maintaining the record levels of funding for active travel for the term of this Parliament.</p>	<p><b>NEW</b></p>
<p>Encourage and support all 7 Scottish cities to develop and publish a Bike Life report by the end of 2018, led by Sustrans Scotland taking the learning and experience from the City of Edinburgh Council in developing its Bike Life Report published in 2015.</p>	<p><b>NEW</b></p>