

# Cycle Training

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## Introduction

Although there are no national standards for cycle training in Scotland it is recognised by Cycling Scotland, local authorities and Police Road Safety Units that formal cycle training is an important factor in encouraging safer cycling on the road.

## RoSPA Guidelines

The Royal Society for the Prevention of Accident (RoSPA) produced 'Guidelines for the management and operation of Practical Cyclist Training Schemes' in 2000<sup>1</sup>. RoSPA wish to enable people to cycle safely and to promote cycling by improving skills, knowledge, attitudes, and hazard awareness.

The Guidelines state that the Local Authority or Police Road Safety Unit should identify which section(s) of the community will most benefit from cycle training. These can range from existing cyclists who wish to hone their skills to potential cyclists who are prevented from doing so by a lack of confidence in their abilities. Suggested groups include:

- High risk age groups
- Those living in high risk areas
- Schools involved in SRTS
- Schools or groups who specifically request training
- Employers with or aspiring to have a high proportion of employees commuting by bicycle

The cycle training scheme should be tailored to the target group. For example, an employee cycle training scheme may involve training rides on specific commuter routes.

The Guidelines include details on the structure of schemes, risk management, (including helmet use and hi-visibility garments), administration of schemes and cycle trainers.

## Training Provision

Cycling Scotland<sup>2</sup> offer a range of instructor and staff training courses which include cycle training, cycle ride leadership, police cycle patrol and cycle patrol for parks and countryside. Cycling Scotland deliver a range of education programmes.

Police Road Safety Units also deliver cycle training to primary schools in Scotland; further information can be obtained from [Road Safety Scotland](http://www.road-safety.org.uk/)<sup>3</sup>.

Currently Cycling Scotland is developing a network of accredited centres and tutors for the local delivery of cycle training, instructor training and other courses.

## Delivery

There are a number of schools currently offering cycle training. Consultation revealed that this is primarily for the P6 and P7 age group. It is proposed that training should be offered to the wider community

TACTRAN Authorities should identify target groups, as suggested above in section 1.2, to receive or be offered cycle training. Depending upon available resources, this could be delivered by Police Road Safety Units, Cycle Scotland or Cycle Scotland trained personnel within the Council.

This would be an ongoing activity which should be initiated immediately on adoption of the Strategy.

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<sup>1</sup> [http://www.rospace.com/RoadSafety/info/cyclist\\_schemes.pdf](http://www.rospace.com/RoadSafety/info/cyclist_schemes.pdf)

<sup>2</sup> <http://www.cyclingscotland.org/>

<sup>3</sup> <http://www.road-safety.org.uk/>

# Development of Strategic Cycle Routes

## Background

The Walking and Cycling Strategy Action B2 states:

- Develop walking and cycling links to and within town and city centres and to employment, services, leisure and tourism activities in conjunction with Travel Plans.
- Continue supporting development of the National Cycle Network (NCN), develop a complementary regional network connecting key settlements, and provide local links to the NCN in cooperation with Sustrans.

## National Cycle Network

Support will continue to be given to the completion of the NCN in the region. The following table indicates the sections of NCN that are still to be completed or require an upgrade of standard. It also includes a proposed future route between Perth, Crieff and Lochearnhead.

Scheme		Distance (not linked by cycleway)	Distance (crow flies)	Notes
From	To	(Km)	(Km)	
Carnoustie	Arbroath	N/A	N/A	Committed improvement scheme.
Manor Powis				
Doune	Callander			
Cowie	Fallin			
Perth	St Fillans	18	40	Perth –Crieff identified in Gravity Model (below) as priority number 13
St Fillans	Lochearnhead	11	11	

## Regional Cycle Network

The regional network is intended to complement the NCN by providing direct links between the largest settlements in the region, where not already linked by the NCN, and also to provide connections to the NCN. It includes the Councils' aspirational long distance routes and routes identified through the application of a Gravity Model.

The Gravity Model was used to examine the connectivity between key settlements within the region. This was with a view to establishing a priority list of desirable connectors within the TACTRAN area. It has taken into account the region's twenty largest settlements, their populations, the "crow fly" distance between them and the location of the existing NCN. The links identified were ranked using simple Gravity Model principles considering the combined populations of the origin and destination settlements and "crow flies" distances between them. This is based on "Delivery of the National Cycling Strategy: A review"<sup>4</sup>.

The following table lists Council aspirational routes and, where not separately identified as part of a future NCN route or a Council aspirational route, links identified through the application of the gravity model. It shows the top 15 priority list of routes identified by the gravity model exercise.

<sup>4</sup> <http://www.dft.gov.uk/pgr/sustainable/cycling/deliveryofthenationalcycling5738?page=6>

Priority	Scheme		Distance (not linked by cycleway) (Km)	Distance (crow flies) (Km)	Notes
	From	To			
	Dunkeld	Montrose	60	72	Kirriemuir – Forfar and Brechin – Montrose identified in Gravity Model as priorities numbers 6 and 9 respectively
	Round the Tay (Carpow to Perth)		60		
1	Perth	New Scone	4	4	Successful Connect2 bid - partial funding secured from Lottery.
2	Fallin	Bannockburn	2	2	
3	Bannockburn	Stirling	2	4	
4	Dundee	Forfar	20	20	
5	Dundee	Kirriemuir	22	22	
7	Dundee	Blairgowrie	25	25	
8	Dundee	New Scone	3	28	
10	Kinross	Perth	20	20	
11	Perth	Blairgowrie	21	21	
12	Perth	Auchterarder	21	21	
14	Auchterarder	Crieff	11	11	
15	Arbroath	Brechin	19	19	

Numbers 4 and 5 of the list are linkages from Dundee to Forfar and Kirriemuir respectively. Given the proximity to each other of these destinations, it is unlikely that each would be served exclusively. It is suggested that either one of the two destinations is served and subsequently linked or a route serving both is provided.

The links listed in following table are those emerging from the Gravity Model exercise beyond the “top 15”. They should be considered as a list for further discussion or a “reserve” list. Routes shown thus \* could form part of a Dunkeld – Montrose route listed in the table above.

Priority	From	To	Distance (not linked by cycleway) (Km)	Distance (crow flies) (Km)
16	Forfar	Arbroath	21	21
17	Stirling	Auchterarder	22	22
18	Brechin	Forfar	17	17
19	Forfar	Carnoustie	19	19
20	Stirling	Crieff	29	29
21	Stirling	Kinross	32	32
22	Auchterarder	Dunblane	18	18
23	Forfar	Montrose	27	27

Priority	From	To	Distance (not linked by cycleway) (Km)	Distance (crow flies) (Km)
24	Perth	Forfar	43	43
25	Dunblane	Crieff	22	22
26	Kirriemuir	Perth	41	41
27	Blairgowrie	Kirriemuir	22	22
28	Forfar	Blairgowrie	28	28
29	Brechin	Carnoustie	26	26
30	Kirriemuir	Brechin	23	23
31	Auchterarder	Callander	18	18
32	Kinross	Auchterarder	21	21
33	Kirriemuir	Montrose	33	33
34	Arbroath	Blairgowrie	23	46
35	Blairgowrie	Pitlochry	28	28
36	Callander	Crieff	27	27
37	Blairgowrie	Carnoustie	39	39
38	Crieff	Blairgowrie	40	40
39	Crieff	Pitlochry	32	32
40	Blairgowrie	Auchterarder	42	42
41	Auchterarder	Pitlochry	48	48

## Locally significant cycle routes

The following table lists Councils' aspirational routes that are of a more local strategic importance.

Scheme		Distance (not linked by cycleway) (Km)	Distance (crow flies) (Km)	Notes
From	To	(Km)	(Km)	
Completion of Monifieth, Carnoustie and Montrose Core path Network		N/A	N/A	
Radial routes to Dundee City Centre from Green Circular		11		Potential to create these by providing strategic links from Dundee to Forfar, Kirriemuir and Blairgowrie
Kinross	Crook of Devon	8		

## Key destinations

A list of key destinations has been identified. These destinations represent major trip attractors for walkers and cyclists, and it is therefore desirable that they are served by good walking and cycling links. The following table lists the key destinations together with the nearest existing or proposed cycle route. As the

alignment of proposed routes is not defined at this stage, it is not possible to estimate a distance to these routes from the key destinations.

Type	Name	Nearest Cycle Route
<b>Hospitals</b>	Ninewells	NCN77+ Dundee Green Circular (<1km)
	Stracathro	Montrose to Brechin
	Perth Royal	NCN 77 (<2km)
	Stirling Royal	NCN 76 (12km)
<b>Employment Centres</b>		
Dundee	Kingsway West	Dundee Green Circular (<1km)
	Claverhouse	Dundee Green Circular (<1km)
	West Pitkerro	Dundee Green Circular (<2km)
	Linlathen	Dundee Green Circular (<1km)
Stirling	Broadleys	NCN 76 (<1km)
	Bandeath Fallin	NCN 76 (<1km)
	Springkerse	NCN 76 (<1km)
	Stirling Innovation Park	NCN 76 (<2km)
	Castle Business Park	NCN 74 (<2km)
Perth	Broxden	Perth to Auchterarder
	Inveralmond Industrial Estate	NCN 77 (<1km)
	A85 corridor	NCN 77 (<2km)
	Oudenarde	NCN 77 (<1km)
	Perth Airport	Perth to Blairgowrie
Angus	Kirkton, Arbroath	NCN 1 (<2km)
	Orchard Bank, Forfar	Forfar to Dundee
	Forties Road, Montrose	NCN 1 (<1km)
<b>Education</b>	Dundee College	Dundee Green Circular (<1km)
	Dundee University	NCN77+ Dundee Green Circular (<1km)
	Abertay University	NCN77+ Dundee Green Circular (<1km)
	Perth College	NCN 77 (<2km)
	Angus College (Arbroath)	NCN (<1km)
	Stirling University	NCN 74 (<2km)
	Forth Valley College (Stirling)	NCN 74 (<1km)

Figure E.1 shows the existing and proposed long distance walking and cycle routes within the TACTRAN area.

