

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****12 MARCH 2024****ACTIVE TRAVEL UPDATE****REPORT BY DIRECTOR AND STRATEGY OFFICER (SUSTAINABLE  
TRANSPORT)**Purpose

This report asks the Partnership: to note regional active travel infrastructure projects for 2023/24; to note active travel behaviour change funding 2024/25 and endorse Tactran's proposal and delegate authority to Director to finalise in consultation with Local Authorities; to note Active Travel community fund with Paths for All and funding for embedded officer posts within Local Authorities; to note Active Travel Infrastructure and development proposal for 2024/25.

Summary

This report provides updates on various Active Travel initiatives, noting changes to the 2023/24 Active Travel Capital programme; proposals for and endorsement of Active Travel Behaviour Change, which it is proposed the Director will finalise in consultation with Local Authorities; details of an active travel community fund and funding for embedded officer posts and active travel infrastructure proposals for 2024/25. A presentation will be given on Active Travel Behaviour Change programme.

**1 RECOMMENDATIONS****1.1 That the Partnership:**

- (i) notes progress of regional active travel infrastructure projects for 2023/24;
- (ii) endorses the approach taken on the submission to Transport Scotland for Active Travel Behaviour Change and Access to Bikes delivery funding, as included at Appendix A;
- (iii) delegated authority to Director to finalise the Active Travel Behaviour Change and Access to Bikes delivery programme in consultation with Local Authority partners;
- (iv) notes detail of National Active Travel Community Fund and embedded Officer posts; and
- (v) notes active travel infrastructure and development proposal for 2024/25.

## **2 BACKGROUND**

- 2.1 At its meeting on 14 March 2023 the Partnership noted an award for Capital Funding of £649,750 to Tactran for Active Travel projects in 2023/24 and approved criteria for funding (Report RTP/23/14 refers). This funding included appointing ARUP consultants to develop an active travel project pipeline, which will inform future bids.
- 2.2 At its meeting on 12 September 2023, an update on this project pipeline was presented and noted by the Board and the Regional Active Travel Network was approved (Report RTP/23/24 refers).
- 2.3 At its meeting on 12 December the partnership was informed by the Director that RTPs are to provide proposals for active travel behaviour change initiatives for direct funding by Transport Scotland, with the amount of funding to be confirmed after Scottish Government Budget Setting.
- 2.4 A further verbal update was provided by the Director at the Partnership Special Meeting on 30 January 2024 noting that it was anticipated that Tactran would receive circa £1.9m in 2024/25 for Active Travel Behaviour Change initiatives.

## **3 DISCUSSION**

### **2023/24 Regional Active Travel Capital Programme**

- 3.1 At its meeting on 12 September 2023 (RTP/23/24 refers), the Partnership noted the progress of the 14 active travel projects which had been endorsed by the Board and submitted to Transport Scotland on 16 December 2022.
- 3.2 The criteria for these projects was endorsed by Partnership Board at its meeting on 14 March 2023 (RTP/23/14 refers) and are detailed below:
  - A: Take forward the recommendations of the 13 active travel audits previously undertaken at key settlements across Angus, Dundee, Perth & Kinross and Stirling Council areas;
  - B: Develop and implement key routes within the Tactran Regional Walking and Cycling Network (TRWCN);
  - C: Develop and implement access to key services and regional hubs within the Tactran Region.
- 3.3 The 14 projects, including resources, were granted funding to a total of £649,750 from Transport Scotland. However, in November 2023 Perth & Kinross Council officers informed Tactran that, due to some planning issues, the Kinross P&R project will be delayed into 2024/25 and requested that 2023/24 £50,000 funding for this project be reallocated to Woodside – Coupar Angus project. Approval was sought from Transport Scotland and Tactran Executive Committee for this reallocation and has subsequently been agreed.

Tactran's awarded funding at end of December 2023 was:

<b>Organisation</b>	<b>Project</b>	<b>Criteria</b>	<b>Proposed Grant</b>
Angus Council	Coherent network of routes across the town of Brechin	A	£25,000
Angus Council	Coherent network of routes across the town of Forfar	A	£25,000
Angus Council	Coherent network of routes across the town of Monifieth	A	£25,000
DCC	D&A College Campus, linking to NCN1.	B, C	£18,000
DCC	Strathmartine Active Travel Audit High Impact Actions.	A	£40,000
DCC	Coldside Active Travel Audit High impact actions.	A	£40,000
DCC	Lochee Active Travel Audit High impact actions	A	£40,000
DCC	Maryfield Active Travel Audit High impact Actions	A	£40,000
PKC	Kinross Park and Ride Sustainable Transport Hub – (construction)	C	Nil
PKC	Woodside – Coupar Angus shared use path beside A94 extension (construction)	B	£150,000
Stirling Council	Active Travel routes development – feasibility and concept design	C	£100,000
Stirling Council	Public transport node active travel connections – feasibility and concept design	C	£40,000
Tactran	Active travel mapping and delivery plan – develop interface options (further development of 2022/23 digital mapping project)	A, B, C	£22,000
Tactran	Programme management and support – people resource	A, B, C	£84,750
<b>Total submission costs</b>			<b>£649,750</b>

Table 1: Projects submitted to Transport Scotland on 16 December 2022.

- 3.4 The above table details additional funding for the Active Travel Mapping and Delivery Plan and Programme Management and Support for active travel delivery.
- 3.5 Stirling Council contacted Tactran in January 2024 to request a change to the allocated funding due to delays in projects. These changes were approved by Transport Scotland and the Executive Committee on 5 February 2024. Details of reallocation are given below:

**Current Allocation:**

<b>Organisation</b>	<b>Project</b>	<b>Criteria</b>	<b>Proposed Grant</b>
Stirling Council	Active Travel routes development – feasibility and concept design	C	£100,000
Stirling Council	Public transport node active travel connections – feasibility and concept design	C	£40,000

**Approved Reallocation:**

<b>Organisation</b>	<b>Project</b>	<b>Criteria</b>	<b>Proposed Grant</b>
Stirling Council	Active Travel routes development – feasibility and concept design	C	£20,000
Stirling Council	Public transport node active travel connections – feasibility and concept design	C	£20,000
Stirling Council	Cycleway defenders on Airthrey Road	C	£40,500
Stirling Council	Contribution to new footpath in Balfron	C	£16,000
Perth and Kinross Council	Kinross Active Travel Masterplan	B	£28,250
Dundee City Council	Lynch Centre Link Path	A	£15,250
<b>Total</b>			<b>£140,000</b>

## **Behaviour Change and Access to Bikes Delivery (People and Place Programme) Funding**

- 3.6 The Active Travel Transformation Project was initiated in February 2022 which focussed on a phased project plan. This set out to develop evidenced proposals for an alternative holistic system for Active Travel delivery and make recommendations on the delivery model required to implement this system.
- 3.7 A national Active Travel Delivery Partnership was formed which comprised key partners including RTP and local authority representatives as well as third sector organisations. Tactran formed a working group of RTP Officers to consider these discussions and form collective responses to the Transport Scotland delivery partnership. This review and reallocation of funding is now complete.
- 3.8 The Scottish Government announced record funding for Active Travel in its draft budget proposal, with almost £190m allocated to Active Travel for 2023/24. Following the Scottish Government Scottish Government Budget Setting on 19 December 2024 it was confirmed funding of Active Travel for 2024/25 would increase to £220m.
- 3.1 From 2024/25, Transport Scotland are directing Active Travel Behaviour Change funding directly to RTPs, with £20m available in total for Scotland. In terms of distribution across the RTPs, an agreed formula of a 7% evenly split baseline for both Capital and Resource funding has been used, with the remaining budget being split using a population size methodology. This results in an anticipated allocated budget to Tactran of £1,929,800 in 2024/25.
- 3.2 In January, RTPs were invited to submit proposals to Transport Scotland, based on a briefing note, which outlined interventions, projects and key priorities with their partnership authorities. Each RTP was provided with additional grant funding of up to £50,000 in 2023/24 to develop proposals and prepare for implementation in 2024/25 with initial proposals submitted to Transport Scotland on 20 February 2024. Tactran's submission can be seen in Appendix A, which the Partnership is asked to endorse. Note that the costs indicated in the submission are still in the process of being refined. A presentation will be given at the Partnership meeting with further details provided. It is intended to finalise the delivery programme in consultation with senior Local Authority officers.

## **People and Place Community Delivery Transition Fund**

- 3.3 Recognising that there needs to be a transition period for community organisation funded scheme, Transport Scotland have presented a new delivery model for delivering active travel interventions within the community and 3<sup>rd</sup> sector level projects. Paths for All are to lead on delivering this across Scotland. This £2.1m grant will be allocated to community level and 3<sup>rd</sup> sector projects across Scotland, with Tactran managing and approving Paths for All grant process. The final details of this grant as well as staff resource implications are to be finalised by April 2024.

## **Embedded Officers**

- 3.4 Transport Scotland's review of active travel funding has implications for roles of embedded officers across all local authorities. Transport Scotland has confirmed that funding for these existing embedded posts will be allocated to Local Authorities from a separate fund, ensuring continuity of projects and current work being undertaken by these embedded officers.

## **Active Travel Infrastructure 2024/25 funding**

Tactran appointed consultancy ARUP in August 2023 through the SCAPE framework agreement, to assist with the development of pipeline active travel projects across the Tactran region. These proposed projects have been developed in consultation with partnership authorities and are a combination of preparatory works and infrastructure.

In previous years, Tactran has received direct funding from Transport Scotland for active travel infrastructure projects under the title of "Regional Active Travel Grant Fund." Transport Scotland have advised that this direct funding is not available to RTPs in 2024/25. Tactran is therefore exploring options for funding to two funding sources for 2024/25 to support this ongoing pipeline of projects: Transport Scotland's Active Travel Infrastructure Fund and Sustrans' Places for Everyone. Tactran is currently in discussions with Transport Scotland regarding these opportunities.

Transport Scotland has also confirmed that in 2024/25 Cycling, Walking and Safer Routes (CWSR) funding will be provided directly to local authorities as part of their Block Funding allocation.

## **4 CONSULTATIONS**

- 4.1 Tactran officers have consulted with partnership local authorities as well as Sustrans, Cycling Scotland, Cycling UK, Scottish Cycling, Paths for All, Living Streets, Forth Environment Link, Transport Scotland and other relevant organisations in identifying priorities and projects.

## **5 RESOURCE IMPLICATIONS**

- 5.1 It is anticipated that Tactran will be awarded a regional grant of £1,929,800 for Behaviour Change and Access to Bikes Delivery and a national grant of £2.1m for Community fund. This will have staffing resource implications which are currently being considered.

## **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.

**Merry Smith Strategy Officer (Sustainable Transport)**

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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/23/14, 2023/24 Budget and Monitoring, 13 June 2023

Report to Partnership RTP/23/24, Active Travel Update, 12 September 2023

## Active Travel Investment Template

### Active Travel Investment Template: Behaviour Change

We invite RTPs to submit proposals for the interventions/projects they have identified as priorities with their respective local authorities, setting these out across the themes of Active Schools; Active Workplaces; Accessibility and Inclusion, and; Capacity and Capability Building. Interventions should support an increase in use of existing/recently completed active travel infrastructure. We would also require programme costs to be set out – staff and overheads. A short description for each of how the priority has been identified, whether it is new/ongoing (and if on-going, evidence of success/justification for continued support), the key objectives (e.g. no of pupils to be engaged, target increase in number of daily journeys to be made by walking/wheeling by end of 24-25) will then help build up a picture of how the RTP intends to utilise the funding, and can be used by Transport Scotland in the submission to the Investment Decision Making panel **(28 Feb 2024)**

#### **A. Overall Summary** (Brief summary of proposed investment and expected outcomes, as well as affordability and value for money considerations)

##### **Regional Transport Partnership – Active Travel Behaviour Change Investment 2024/25**

The Tactran region has delivered, and continues to deliver, high quality active travel infrastructure, with Tactran having recently developed a Regional Active Travel Network Strategy. This strategy includes a number of the active travel networks that local authorities are also looking to deliver. Tactran has worked closely with each of the local authorities – Dundee City Council, Angus Council, Perth & Kinross Council and Stirling Council – to develop this application. This is to ensure it is targeted at the local and regional active travel networks and shaped by the priorities of the local authorities, as well as being informed by available data. Tactran, along with the local authorities in the region, feel it is important to deliver behaviour change initiatives which are targeted in areas where high-quality infrastructure has been, or is soon to be, implemented. This includes locations where there are active travel freeways and sustainable transport corridors. To help inform this application, the Tactran Active Travel Web Map has been utilised to help identify geographical areas within the region where this infrastructure exists, where there are trip attractors such as schools and workplaces, and where there are disadvantaged communities that would benefit from a range of behaviour change projects. This approach has allowed clusters to be identified where behaviour change can be targeted. More information on how a data led and evidence-based approach has been used to identify clusters can be found in **Appendix A**. **Appendix B** provides a more detailed cost breakdown for the clusters and projects and **Appendix C** sets out the methodology used for prioritising clusters and defining areas within the clusters. The future pipeline of cluster can be seen in **Appendix D**, this is indicative of expected future investment around active travel infrastructure. The clusters identified include:

- Cluster 1: Stirling City
- Cluster 2: Perth & Kinross
- Cluster 3: Dundee City/Angus
- Cluster 4: Arbroath and Montrose



## Active Travel Investment Template

It has become clear from analysis of the existing web map data and through conversations with local authorities that the focus should be around encouraging use of the existing and forthcoming infrastructure, in order to see localised and regional travel behaviour change. We have been looking at a catchment of approximately 400m around the infrastructure to identify target locations, with scope to extend beyond that where appropriate. It is proposed that, within the areas around this infrastructure, behaviour change initiatives are run with the whole community, which includes schools, workplaces, and community groups. This would be the best approach to generate the required impact in terms of modal shift to active and sustainable modes and reducing vehicle kilometres. This approach will enable Tactran and the local authorities to monitor and evaluate the impact within the clusters for both the infrastructure and behaviour change initiatives in tandem. This can then be replicated in other areas throughout the region as the infrastructure networks and projects expand.

Tactran has developed a pipeline of projects, in collaboration with local authorities and the national parks. This takes into consideration the Regional Active Travel Network and Tactran Active Travel Audit work, elements of which are ready to be constructed, require minor improvements, or require further design and feasibility work. This provides the basis for clusters in future years. It should also be noted that where behaviour change initiatives are targeted around infrastructure, that this could also potentially involve bus improvements. Much of the Tactran region is rural in nature, therefore the wider picture in relation to sustainable travel behaviour change should be considered, as we have set out in supporting evidence. In addition to this, Tactran has also been communicating with other RTPs to identify where there could be opportunities for collaboration and efficiencies across projects. This is something that the RTPs will strive to focus on between now and April to ensure value for money is being achieved.

The clusters identified below can be scaled up and down depending on the funding available. This application does not include a request for existing embedded officers within each of the local authorities. There is an assumption that this will be covered through the direct funding to Local Authorities, in place of funding previously available via the SCSP LA Fund. In addition, grassroots community led initiatives have also been excluded with the assumption that they will be administered by Paths for All through the Community Transition Fund. Tactran are working with SEStran to ensure efficiencies and collaboration within the Forth Valley area; initial discussions have identified that the projects proposed are complimentary.

Please find attached supporting evidence in **Appendix A** which provides more detail on information received from third sector delivery partners, the data led approach to identifying the clusters and key priorities for the local authorities, in relation to active travel and behaviour change. This will be a working document that will be adjusted as new information becomes available.

## Active Travel Investment Template

### B. Summary of funding proposals:

Investment Proposal (Project Name)	Local Authority (and/or Delivery partner if applicable)	Total Investment (RDEL/CDEL)	Theme (Schools and Young People; Workplaces; Accessibility and Inclusion; Capacity and Capability Building)
<p><b>Cluster 1: Stirling City</b></p> <ul style="list-style-type: none"> <li>• Provision of cycle parking</li> <li>• Access to bikes: schools, workplaces, communities and disadvantaged groups</li> <li>• Active Travel promotion within schools</li> <li>• Engagement with schools (including parents/carers) on active travel</li> <li>• Engagement and travel planning with communities and workplaces</li> <li>• Incentivisation/gamification app</li> <li>• Confidence building and cycle training for adults</li> <li>• Local vehicle speed reduction campaigns</li> <li>• Marketing campaign and physical signage for active travel routes (Walk, Cycle Live and NCN route to Fallin)</li> </ul>	<p>Stirling Council / Recyke-A-Bike / Forth Environment Link</p> <p>Other potential partners include:</p> <ul style="list-style-type: none"> <li>- Scottish Cycling</li> <li>- Cycling Scotland</li> <li>- Sustrans</li> <li>- Paths for All</li> <li>- Living Streets</li> <li>- Cycling UK</li> </ul>	<p>RDEL: £251,000.00</p> <p>CDEL: £293,000.00</p>	<p>Schools and Young People; Workplaces; Accessibility and Inclusion</p>
<p><b>Cluster 2: Perth &amp; Kinross</b></p> <ul style="list-style-type: none"> <li>• Active Travel Trails (Trails) are signposted, themed routes within an urban setting to enable more everyday walking, wheeling and cycling journeys on peoples' doorsteps, so physical activity and social interaction can integrate better with their everyday life. Work could include minor improvements to improve function existing routes, connecting key facilities and making trips more comfortable for all and creating routes to be more inspiring, evoking curiosity.</li> <li>• Provision of cycle parking</li> </ul>	<p>Perth &amp; Kinross Council / Bike Station</p> <p>Other potential partners include:</p> <ul style="list-style-type: none"> <li>- Scottish Cycling</li> <li>- Cycling Scotland</li> <li>- Sustrans</li> <li>- Paths for All</li> <li>- Living Streets</li> <li>- Cycling UK</li> </ul>	<p>RDEL: £140,000.00</p> <p>CDEL: £430,000.00</p>	<p>Schools and Young People; Workplaces; Accessibility and Inclusion</p>

## Active Travel Investment Template

Investment Proposal (Project Name)	Local Authority (and/or Delivery partner if applicable)	Total Investment (RDEL/CDEL)	Theme (Schools and Young People; Workplaces; Accessibility and Inclusion; Capacity and Capability Building)
<ul style="list-style-type: none"> <li>• Access to bikes: schools, workplaces, communities and disadvantaged groups</li> <li>• Active Travel promotion within schools</li> <li>• Engagement with schools (including parents/carers), on active travel</li> <li>• Engagement and travel planning with communities and workplaces</li> <li>• Incentivisation/gamification app</li> <li>• Confidence building and cycle training for adults</li> <li>• Local vehicle speed reduction campaigns</li> <li>• Marketing campaign and physical signage for active travel routes</li> </ul>			
<p><b>Cluster 3: Dundee City/Angus</b></p> <ul style="list-style-type: none"> <li>• Active Travel Trails. See Cluster 2 for more detailed description.</li> <li>• Access to bikes: Dundee Cycle Hub, schools, workplaces, and disadvantaged groups</li> <li>• Active Travel promotion within schools</li> <li>• Engagement with schools (including parents/carers), on active travel</li> <li>• Engagement and travel planning with communities and workplaces</li> <li>• Incentivisation/gamification (Dundee Cycle Hub Club Cycling Incentive Scheme)</li> <li>• Confidence building and cycle training for adults</li> <li>• Local vehicle speed reduction campaigns</li> <li>• Marketing campaign and physical signage for active travel routes (Dundee Cycle Hub and NCN)</li> </ul>	<p>Dundee City Council / Dundee Cycle Hub</p> <p>Other potential partners include:</p> <ul style="list-style-type: none"> <li>- Scottish Cycling</li> <li>- Cycling Scotland</li> <li>- Sustrans</li> <li>- Paths for All</li> <li>- Living Streets</li> <li>- Cycling UK</li> </ul>	<p>RDEL: £240,000.00</p> <p>CDEL: £332,000.00</p>	<p>Schools and Young People; Workplaces; Accessibility and Inclusion</p>

## Active Travel Investment Template

Investment Proposal (Project Name)	Local Authority (and/or Delivery partner if applicable)	Total Investment (RDEL/CDEL)	Theme (Schools and Young People; Workplaces; Accessibility and Inclusion; Capacity and Capability Building)
<p><b>Cluster 4: Arbroath and Montrose</b></p> <ul style="list-style-type: none"> <li>• Active Travel Trails. See Cluster 2 for more detailed description.</li> <li>• Access to bikes: schools, workplaces, and disadvantaged groups</li> <li>• Active Travel promotion within schools</li> <li>• Engagement with schools (including parents/carers) on active travel</li> <li>• Engagement and travel planning with communities and workplaces (promoting the health benefits of active travel i.e. in GPS, schools etc.)</li> <li>• Incentivisation/gamification (Angus Cycle Hub Club Cycling Incentive Scheme)</li> <li>• Confidence building and cycle training for adults</li> <li>• Local vehicle speed reduction campaigns</li> <li>• Marketing campaign and physical signage for active travel routes</li> </ul>	<p>Angus Council / Angus Cycle Hub</p> <p>Other potential partners include:</p> <ul style="list-style-type: none"> <li>- Scottish Cycling</li> <li>- Cycling Scotland</li> <li>- Sustrans</li> <li>- Paths for All</li> <li>- Living Streets</li> <li>- Cycling UK</li> </ul>	<p>RDEL: £125,000.00</p> <p>CDEL: £207,000.00</p>	<p>Schools and Young People; Workplaces; Accessibility and Inclusion</p>
<p><b>All clusters:</b> New officers both regionally and local authority focused</p>	<p>Tactran / All local authorities x 2 officers and Ongoing consultancy management support</p>	<p>£ 260,000.00</p>	<p>Capacity and Capability</p>
<b>Total</b>		<p>£2,278,000.00</p>	

C. Please describe in more detail the proposals for three proposals from the above list under each theme.

### **Active Schools and Young People**

**Project Name:** Active travel promotion within schools and further education (Clusters 1 – 4)

**What will the project deliver (a description of how this investment contributes to increasing active travel in schools and young people):**

- Education and awareness campaigns, including engagement with students and parents/carers. Utilising assessment tools and existing audits to identify initiatives / areas of focus.
- Incentivisation through rewards or gamification.
- A focus on the wider benefits of active travel to highlight to both children and parents/carers the social / physical / productivity / later life benefits of travelling actively to school.
- Provide a brief introduction to bike maintenance.

**What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)**

- Living Streets WOW programme is a pupil-led initiative that incentivises children to walk to school. On average, WOW schools see 30% reduced car journeys to the school gate and 23% increased walking rates.
- I Bike provide free 'learn to ride' sessions in schools. In Perth & Kinross, I Bike schools have shown active travel uptake of 9.8% higher than the Scottish average (59.8% vs 49.4%). Over 8,000 pupils were engaged and 100% of teachers felt that the experience of being more active had a positive impact on pupils' wellbeing, outlining the diverse benefits that can stem from investment in active travel promotion.
- Recyke-a-Bike deliver a range of activities within Schools in the wider Stirling area. These programmes have been tailored to suit the individual schools and contributed to the overall Walk, Cycle, Live Stirling programme which also sees two new high-quality active travel routes implemented within the city.

**What measurable outcomes will this intervention deliver? (100 words max):**

- Promoting the benefits of active travel can encourage uptake in young people, both as a means of travelling to school, but also for leisure/exercise outside of school. Increased active travel uptake in children has also been seen to influence the travel choices of their parents/carers.
- Studies have shown the link between activity levels of school children and their engagement, enthusiasm, and overall productivity at school. Furthermore, it has been shown that those who develop healthy lifestyle habits in adolescence are more likely to be active later in life.

**Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against?**

- Promotion of active travel in schools can lead to an **increase the number of people choosing walking, wheeling and cycling in Scotland.**  
**Delivery of walking, wheeling and cycling is promoted and supported by a range of partners** – where active travel groups, local stakeholders and parents/carers can collaborate to identify key future initiatives or discuss concerns.

## Active Travel Investment Template

**Project Name:** Engagement with schools and further education (including parents) (Clusters 1 – 4)

**What will the project deliver (a description of how this investment contributes to increasing active travel in schools and young people):**

- Introduction and promotion of School Streets/Play Streets and walking/cycling buses. Sustrans could be a potential delivery partner for these initiatives, whilst other initiatives could be carried out by parents / teaching staff (ie Shawlands Bike Bus).
- Use of isochrone mapping for all schools to show catchments by walk/wheel/cycle.
- Highlighting existing or future active travel initiatives in and around the school catchment (crossing points, traffic calming, traffic free infrastructure etc.), helping children and parents/carers identify safe routes between school and home.
- Creating a space for pupils and parents/carers to collaborate on ideas.

**What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)**

- Sustrans aim to deliver School Streets by restricting motor traffic at the school gates for a short period of time, generally at drop-off and pick-up times. This has proved popular with children (49% of UK pupils are now worried about the air quality around their schools). As of 2022, Sustrans had helped over 70 local authorities successfully implement over 500 School Streets across the UK.
- Shawlands Primary School bike bus – an innovative idea initially stemming from a group of parents/carers – often sees over 40 children gathering to cycle to school together on Friday mornings. Providing more spaces for parents/carers, pupils, teachers and other local stakeholders to engage and discuss opportunities can help lead to more creative active travel solutions and continue to grow enthusiasm among young people.

**What measurable outcomes will this intervention deliver? (100 words max):**

- The above measures can help achieve greater active travel uptake by encouraging discussions to take place between children and parents/carers about walking, wheeling and cycling.
- Discussions with local groups may outline new or upgraded routes that parents/carers were unaware of – growing interest in the possibility of active travel to school (where beforehand parents/carers may have considered it to be unsafe).
- Holding group sessions creates a space for collaboration between parents/carers to establish groups – where they may feel more comfortable and willing if their children are travelling to school together.

**Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against?**

- Fostering an understanding of local active travel facilities and opportunities within the community can lead to an **increase the number of people choosing walk, wheel and cycle in Scotland.**
- **Delivery of walking, wheeling and cycling is promoted and supported by a range of partners** – where active travel groups, local stakeholders and parents/carers can collaborate to identify key future initiatives or discuss concerns.

**Project Name:** Access to bikes: Schools and further education (Clusters 1 – 4)

**What will the project deliver (a description of how this investment contributes to increasing active travel in schools and young people):**

- Not all young people have access to bikes – it can be a major financial burden for parents/carers given how fast children grow out of them. Availability of free, recycled bikes helps overcome this, providing children with greater freedom and improved transport connectivity.
- Engagement with pupils and parents/carers to understand where provision of bikes would be most beneficial.

## Active Travel Investment Template

- Extend this to scooters, which often prove popular amongst primary school age children as a fun and more manageable form of active travel.
- Scottish Cycling / Sustrans are both potential delivery partners, whilst Cycle Hubs mentioned in Section B could also be involved.

**What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)**

- Since August 2021, Scottish Cycling's Rock Up and Ride programme has provided access to over 1,300 bikes for over 2,000 participants, with Under 18's being a primary target of this. The Rock Up & Ride project uses fun and inclusive sporting activity to achieve both increased participation and wider social outcomes, while helping to remove barriers to cycling and active travel, for disadvantaged individuals and those from underrepresented groups.
- The I Bike programme in Perth & Kinross loaned scooters, bikes and e-bikes to pupils and staff who would otherwise lack access to a bike/scooter. This, coupled with other forms of active travel promotion, contributed to an overall 9.8% increase in the share of pupils travelling to schools by active modes compared to the national average (59.8% vs 49.4%).

**What measurable outcomes will this intervention deliver? (100 words max):**

- An increased number of children travelling by active modes to school. Developing these healthy lifestyle habits early in life is a critical part of encouraging the desired modal shift in the long run.
- Uptake in active travel of young people, both as a means of travelling to school, but also for leisure/exercise outside of school. Previous studies have shown the link between activity levels of school children and their engagement, enthusiasm and overall productivity at school, as well as greater cardiovascular development.

**Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against?**

- Providing children with bikes helps makes **cycling available to all**. This can raise enthusiasm levels amongst young people and directly contribute to an **increase the number of people choosing to cycle in Scotland**, both in the short and long term.

### Workplaces

**Project Name:** Travel planning with workplaces to promote active travel (Clusters 1 – 4)

**What will the project deliver (a description of how this investment contributes to increasing active travel to and from workplaces for employees):**

- Workplace engagement, awareness campaigns and use of behaviour change technology to encourage people to consider active travel as a viable option for their commute. The programme of works would ensure that workplaces that have the resources available to them are made self-sufficient to continue delivery themselves, this is something that Tactran can monitor with delivery partners as cluster areas change.
- Provision of end-of-trip facilities such as cycle parking, lockers, drying facilities and showers – which make active travel a more convenient and appealing option.
- Use of incentivisation platform provider for gamification (e.g. workplace travel challenges).
- Encouraging major employers to strike deals with cycle companies / charities. For example, Glasgow University and Nextbike provided free journeys of up to 30 minutes for all students and staff.
- Paths for All and Travel Know How Scotland are both potential delivery partners who offer this type of service.

**What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)**

- Transport for Greater Manchester demonstrated a 12% mode shift from private car to sustainable modes following working closely with over 200 workplaces (20,000 employees) over a 2-year period through its Workplace Personalised Travel Planning programme.
- In Edinburgh, the City of Edinburgh Council Workplace Travel Planning Programme engages with over 60 workplaces each year, equivalent to 10,000 people per year. Feedback has shown that over 70% of respondents were inspired to review their travel behaviours as a result.
- Workplace active travel planning has been shown to improve the motivation, mental and physical health of staff, thereby improving productivity and reducing sickness related absence.

**What measurable outcomes will this intervention deliver? (100 words max):**

- Involving whole workplaces or business centres in behaviour change initiatives and removing barriers (such as access to end-of-trip facilities) can help overcome the stigma that active travel faces and may foster a willingness among people previously sceptical about active travel. This can be measured via staff travel surveys (or apps as noted below).
- Gamification creates a fun way for competition between colleagues that helps increase travel by active modes as a collective. The use of an incentivisation platform/app provider will enable data on journeys and mode to be collected, to track modal shift.

**Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against?**

- Targeting workplaces with active travel behaviour change schemes and other active travel interventions can **increase the number of people choosing walking, cycling and wheeling in Scotland**, and can also shift **attitudes towards/propensity to walking, cycling and wheeling**.
- Providing information on available active travel routes can help reduce the **proportion of people identifying barriers to walking, wheeling and cycling**.

**Project Name:** Access to bikes: Workplaces (Clusters 1 – 4)

**What will the project deliver (a description of how this investment contributes to increasing active travel to and from workplaces for employees):**

- Provision of access to free bikes / low cost leased bikes within workplaces (including universities and other further education establishments).
- Workplaces on existing or newly proposed routes can be targets of schemes that look to maximise the benefits of these.
- The demand for active travel is increasing across the Tactran region, which is illustrated in the Sustrans Walking & Cycling Index. For example, 65% in Dundee and 66% in Perth support more spending on active travel infrastructure, yet 77% of people don't have access to a bike in Dundee, and 45% in Perth. Providing access to bikes, in particular by targeting areas/neighbourhoods with new cycle facilities, can help encourage wider uptake in active travel.
- Tie these schemes in with route planning, skills courses and other active travel promotion campaigns to maximise impact.
- Cycling UK are a potential delivery partner here to cover the entirety of the Tactran region, however going direct to local Cycle Hubs and charities is also an option. Other programmes such as Rock Up and Ride (Scottish Cycling) and I Bike communities (Sustrans) are also options.

**What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)**

- Enabling more people to commute or travel for business trips by bike can help to improve staff mental and physical health, thereby improving productivity and reducing sickness related absence.
- Across the Tactran region there is a significant percentage of people without access to a bike – 77% in Dundee, 45% in Perth & Kinross, 48% in Angus, and 37% in Stirling. Providing access through workplaces would help to mitigate this inequality.



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- According to the 2023 Cycling Scotland Annual Monitoring Report, 6.3% of people in Dundee cycle to work, 4.2% in Perth & Kinross, 2.7% in Angus and 8.7% in Stirling. The national average for people who cycle to work regularly is 7.9% (this was 4% in 2020), and so there is potential to increase this across most areas in the Tactran region.

### **What measurable outcomes will this intervention deliver? (100 words max):**

- Providing free access to bikes removes a barrier many people face in terms of affording to purchase a bike (particularly e-bikes and adaptive bikes). Fostering this within a work / group environment can improve confidence and encourage new users to give it a chance, therefore increasing the number of people who commute by bike. This can be measured via staff travel surveys or apps.
- Improved access to bikes through workplaces can also improve access to employment for people from areas of deprivation.

### **Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against?**

- Providing access to bikes within workplaces can reduce the barriers to active travel, and helps with making **cycling available to all**, increasing **household access to a bike** and decreasing the **proportion of people identifying barriers to cycling**.
- Free / low-cost bike provision can help **increase the number of people choosing cycling in Scotland**.

**Project Name:** Confidence building and cycle training for adults. (Clusters 1 – 4)

### **What will the project deliver (a description of how this investment contributes to increasing active travel to and from workplaces for employees):**

- Sessions for workplaces where employees are taught the necessary skills to cycle safely on the road and carry out basic bike maintenance.
- Raising awareness of cycle hire and access to bike schemes for those who do not currently own a bike.
- Route planning exercises to identify local active travel routes and facilities within the local area.
- There are many potential delivery partners who offer cycle training, such as Sustrans, Cycling Scotland or Paths for All, however there may also be local Cycle Hubs or charities which offer similar.

### **What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)**

- Cycling based programmes at workplaces with a focus on upskilling and building confidence have been shown to increase levels of cycling. For example, the Cycle Connections programme at Queen Margaret University, which includes bike maintenance sessions, journey planning and led rides increased cycling by 3% at the university in one year.
- Greener Kirkcaldy are a community group who offer regular group rides led by a group member, particularly aimed at those less confident or getting back into cycling later in life. Whilst no figures are available, it is evident that the work of Greener Kirkcaldy volunteers helped numerous members of the community overcome barriers to active travel. An extract taken from Paths or All: “George has encouraged many to ditch the car and to either walk or cycle whenever possible for shorter journeys and he is a terrific role model practising what he preaches”.

### **What measurable outcomes will this intervention deliver? (100 words max):**

- Growth in confidence and overcoming perceptions that active travel isn't for everyone. Attitudes and perceptions can be monitored via staff travel surveys.
- Removing the stigma that it is unsafe to cycle, by outlining safe, cycle-friendly routes.
- Increased levels of physical activity through active travel has also been proven to have physical health benefits – 20 minutes of exercise per day cuts the risk of developing depression by 31%.

**Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against?**

- Providing cycle training to adults who are less confident on the road can overcome barriers around **perceptions of cycling** – therefore making **cycling available**, and **safer, to all**, and improving **attitudes towards / propensity to cycle**.
- The number of people that have the confidence to cycle to work.
- The number of people that are cycling to work.

### **Accessibility and Inclusion**

**Project Name:** Access to bikes: Disadvantaged groups (Clusters 1 – 4)

**What will the project deliver (a description of how this investment contributes to making active travel more accessible and inclusive):**

- Provision of access to free bikes, working with community partnerships, within deprived communities and those who face other forms of transport inequality.
- Detailed analysis of current trends to identify areas or schools that would derive maximum benefit from cycle provision - utilising datasets such as Sustrans Hands Up survey & census data.
- Cycling UK are a potential delivery partner here to cover the entirety of the Tactran region, however going direct to local Cycle Hubs and charities is also an option. Other programmes such as Rock Up and Ride (Scottish Cycling) and I Bike communities (Sustrans) are also options.
- Potential to expand to Adaptive Bike Libraries, where Scottish Cycling are a potential delivery partner through their Rock Up & Ride programme.

**What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)**

- Collaborative Mobility UK tested a promotion across Edinburgh and Glasgow where users would have free access to hire bikes. The scheme attracted more than 18,000 new users, resulting in a 38% increase in cycling trips recorded across the cities. Furthermore, almost three-quarters experienced an improvement in their physical wellbeing, while 47% said their mental health improved – outlining the benefits that reducing the barriers to cycling can bring. One of the key conclusions of the study was that bike-share schemes should seek further expansion into areas of high multiple deprivation.
- Greener Kirkcaldy, as well as leading other cycling activities within the community, offer the option to hire regular bikes, e-bikes, adaptive bikes and cargo bikes - for up to a month in some cases. This is at no cost to the user and has helped reduce the barriers for many people who are looking to get back into cycling later in life.

**What measurable outcomes will this intervention deliver? (100 words max):**

- Reduces barriers to cycling for disadvantaged groups within society. This is particularly important in deprived communities, where more people may not have access to a private car or may be poorer served by public transportation.
- Improving access to bikes helps work towards longer-term modal shift and sustainability targets.

**Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against**

- Providing access to bikes amongst deprived communities can enable people to be more mobile, and helps with making **cycling being available to all**.

**Project Name:** Local vehicle speed reduction campaigns (Clusters 1 – 4)

**What will the project deliver (a description of how this investment contributes to making active travel more accessible and inclusive):**

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- 20mph promotional campaign – to reduce the standard speed limit on residential roads to 20mph. Scottish Borders Council was the first to fully adopt a 20mph speed limit, outlining “clear and obvious safety benefit”. The Highland Council is now undertaking a similar roll out of speed reduction.
- A reduction in vehicle speeds creates a safer overall environment for active travel users, where vehicles move at slower speeds and aims to reduce overall frequency and severity of collisions. This can make active travel more appealing.
- The reductions seek an overall change in driver behaviour, both in how people drive, but also how often they choose to drive. By restricting vehicles speed relative to alternatives, such as public transport or active travel, it can create an incentive for people to leave the car behind in favour of these other modes.

### **What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)**

- In September 2023, Wales became the first nation within the UK to adopt a 20mph speed limit as a standard for all residential streets. The new legislation means that most roads that currently operate as 30mph areas, will reduce to 20mph. It is estimated that the move will save 6-10 lives every year, result in 40% fewer collisions and prevent up to 2,000 people being injured.
- Spain reduced the speed limit to 30km/h (equivalent to just below 19mph) on the majority of its roads in 2019. There have been 20% fewer urban road deaths since this speed limit was decreased, with fatalities falling by 34% for cyclists and 24% for pedestrians.
- Another possible beneficial by-product of reducing the speed limits from 30- to 20mph is a reduction in CO<sub>2</sub>/NO<sub>x</sub> emissions from vehicles.

### **What measurable outcomes will this intervention deliver? (100 words max):**

- Fewer overall accidents between motor vehicles and pedestrians / cyclists on residential streets due to lower speeds resulting in reduced vehicle stopping time.
- Increasing the relative speed of active travel - particularly cycling - comparative to motor vehicles. This increases the validity of active travel whilst also creating a safer road environment.
- Lowered speed limits improve both safety and perceived safety for active travel users, which helps shape a road environment that is more welcoming to those walking, wheeling and cycling. More users will feel comfortable using the roads for active travel, therefore increasing the potential user pool.

### **Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against**

- Makes **high quality walking, wheeling and cycling infrastructure more readily available to all.**
- Lower speed limits make **walking, wheeling and cycling safer for all** and creates a road space that is welcoming for all, not solely vehicles.

**Project Name:** Active Travel Trails and improvement audits (Clusters 2, 3 and 4)

### **What will the project deliver (a description of how this investment contributes to making active travel more accessible and inclusive):**

- Working with local communities through workshops and drop-ins to identify strategies for increasing accessibility to active travel. This may include;
  - Identifying key destinations that could benefit from active travel links.
  - Creating safe and accessible routes, points of interest, interesting trails between key trip attractors to make active travel choices for these journeys more appealing.
  - Engagement with mobility impaired to identify areas lacking dropped kerbs/tactiles etc.
  - Engagement with less mobile communities to identify rest locations etc.
  - Identifying junctions and hotspots where users feel unsafe and could benefit redesign / minor improvements, such as links to sustainable transport (mobility hubs, bus and rail stations).

**What is the evidence base to suggest that this intervention works (or justification that it should be introduced/tried) (150 words max)**

- Getting Better Together worked with a group of pupils from Calderhead High School to resurface 100m of a disused path in Shotts Town Centre, upgrading it into a safe and welcoming active travel route. The group received a Community Active Travel grant of £3,000 from Paths for All last year after putting together a successful application. Involving local communities in such a way utilises local knowledge to identify areas where reasonably small investments can make a meaningful impact on the ability of locals to walk, wheel and cycle in a safe environment.
- Leeds City Council is currently co-designing Urban Trails within deprived communities to encourage active travel for short trips as part of their everyday journeys. Partnering with local stakeholders, the scheme has gained significant attention locally and the co-design with the community has been recognised by Active Travel England as exemplary. Further information can be found on these projects in the links below:
  - [Burmantofts-Play-Trail\\_FINAL-DRAFT.pdf \(walkitrideit.com\)](#)
  - [Richmond-Hill-Sensory-Trail\\_Final-compressed.pdf \(walkitrideit.com\)](#)

**What measurable outcomes will this intervention deliver? (100 words max):**

- Allows for co-design and a sense of pride and ownership from the community in walking, wheeling and cycling initiatives locally.
- Allows for identification of 'quick wins', which can significantly improve the local active travel experience for all users for minimal investment.
- Understanding locals' behaviour first hand means projects can be prioritised, which will be most beneficial to all.
- Community planned interventions can help make active travel more accessible for all.
- Trails could be paired with an app to track usage, along with walking and cycling counters prior to and following intervention delivery to capture any changes to use.

**Which of the active travel outcomes and/or Cycling Framework active travel outcomes do you see this delivering against**

- Identifying and overcoming barriers to active travel can **increase in the number of people choosing walking, wheeling and cycling in Scotland**, and in particular, make **walking, wheeling and cycling available to all**.
- Identifying and developing local trails will ensure **high quality walking, cycling and wheeling infrastructure is available to all**





**Capacity and Capability Building**

- **Proposal**
- **What will this deliver? (How will it improve active travel capacity and capability within the Local Authority?)**

As stated within the introduction, it is anticipated that existing embedded officers within a local authority setting will continue to be funded directly through the active travel Local Authority funding. In addition to this, Tactran would like to request funding for an additional 2 officers that will sit at a regional level to ensure there is a coordinated approach to the delivery of the behaviour change projects set out above. Full details of what the role of the officers will entail will be developed in collaboration with the local authorities, through which Tactran have initially identified an additional resource requirement. More details on the requirements for each local authority area can be found in the **Appendix A**.

### In general, what are the longer-term benefits of this investment in terms of modal shift across your region?

The key objectives and benefits for the Tactran region in relation to encouraging modal shift to active travel have been outlined below. These are in line with the national objectives set out within the National Transport Strategy 2 (NTS2). The NTS2 objectives below will be achieved through the introduction of high-quality active travel infrastructure and facilities across the region, as well as the supporting behaviour change initiatives.

<p><b>Take climate action</b></p> 	<ul style="list-style-type: none"> <li>- Enable and encourage multi-modal journeys</li> <li>- Enable and encourage shorter trips to local facilities by active travel</li> </ul>
<p><b>Improve health and wellbeing</b></p> 	<ul style="list-style-type: none"> <li>- Improve health outcomes for local communities by increasing physical activity</li> <li>- Reduce fatalities and injuries by creating safe and accessible active travel routes</li> <li>- Improve air quality by enabling and encouraging more journeys by active modes</li> </ul>
<p><b>Reduce inequalities</b></p> 	<ul style="list-style-type: none"> <li>- Improve access for everyone to key destinations and services by active modes</li> <li>- Provide alternative travel options for those facing economic hardship</li> <li>- Connect young people, disadvantaged and rural communities to opportunities for further education and employment</li> </ul>
<p><b>Deliver sustainable, inclusive economic growth</b></p> 	<ul style="list-style-type: none"> <li>- Develop an active travel network that will contribute to local tourism growth</li> <li>- Create a future proof and inclusive network that will support access to opportunities</li> <li>- Help reduce congestion in urban areas through modal shift to active modes</li> </ul>

These objectives also align with the key outcomes identified within the Tactran Regional Transport Strategy (RTS) which reiterated the longer-term benefits Tactran would like to achieve through improving active and sustainable travel options within the region:

- Increase the levels of walking and cycling in the lowest SIMD data zones (health domain) targeted by the respective Council.
- Improve the ability to access active leisure facilities and green space for lowest SIMD data zones.

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- Improve ability of 16-24 year olds to access jobs and further education.
- Improve ability of all in the lowest SIMD datazones (all domains) targeted by the respective Council to access jobs, education and services.
- Improve ability of families targeted in local child poverty action plans to access jobs, education and services.
- Improve ability of rural communities to access jobs, education and services.
- Improve the ability of older (65+) people and those in lowest SIMD datazones targeted by the respective Council to access social activities.

The Tactran RTS outlines the following key outcomes related to modal shift and active travel behaviour change:

- Reduce estimated CO<sub>2</sub> emissions from transport in the region, with a proposed regional target aligned with the national target of reducing emissions by 56% by 2030.
- Reduce car kilometres driven, with a proposed regional target aligned with the national target of reducing car km driven by 20% by 2030.
- Reduce fatalities and injuries.
- Increase the levels of walking and cycling in the least affluent SIMD data zones.
- Reduce transport emissions in declared air quality management areas.

This investment will support the required activities to achieve these key outcomes, such as discouraging car trips where there are reasonable alternatives for short journeys to be undertaken by active modes, reducing car kilometres, reducing fatalities and injuries, and improving connectivity to the least affluent SIMD data zones. An example of how the investment in the projects listed above will help the region to achieve some of its long-term objectives can be demonstrated through the desire to increase level of walking, wheeling and cycling in the least affluent areas. The RTS also sets out the targets to increase levels of walking and cycling within the least affluent areas as well as the current levels (taken from the Tactran Representative Public Opinion Survey), through the accessibility and inclusivity projects - this can be addressed and monitored to assess success against these targets:

	Normal method of travel to work/education 2023 in 20% least affluent data zones	
	Walk	Cycle
<b>Angus</b>	23%	5%
<b>Dundee</b>	8%	3%
<b>Perth &amp; Kinross</b>	21%	5%
<b>Stirling</b>	12%	3%

RTS target		
	Walk	Cycle
<b>Large urban areas</b>	30%	24%
<b>Other urban areas</b>	24%	19%
<b>Accessible small towns</b>	26%	13%

## Active Travel Investment Template

Please provide the main risk related to the overall investment

<b>Risk</b>	<b>Level of Risk</b>	<b>Mitigating action to prevent or reduce the residual outcome of the risk</b>
Lack of stakeholder support from local authorities and other required delivery partners	Low	Continued engagement with the local authorities on the behaviour change delivery plan.
Lack of resource from delivery partners	Medium	The new Community Transition Fund will provide a bit more comfort to delivery partners to ensure that resource is maintained for the next financial year. Continued conversations with delivery partners as information and future plans become available will be held.
Resource		
RTPs set-up in relation to procurement and awarding grant funding	Low	As provided in Section 3 (5) of the Transport (Scotland) Act 2005, Tactran is able to award grants to organisations and has significant experience in doing so. In terms of procurement Tactran follows the advice and procedures of Perth & Kinross Council.
Monitoring and evaluation set-up in time	High	Continued liaison between Transport Scotland, the RTPs and local authorities to ensure that any monitoring and evaluation framework is achievable and can be delivered.
Costs for delivery partners to complete work	Medium	Adopting a competitive market approach where RTPs and local authorities can gather quotes for the work to compare costs for delivery partners to deliver the work.
Emphasis / focus is on one mode – cycling – need to consider other modes i.e. walking, wheeling and public / shared transport	High	Continued engagement with delivery partners to ensure that the programmes being provided to local communities does not just focus on cycling. Walking and wheeling are the most inclusive, accessible to all and are at the top of the transport hierarchy.

### Annex A – Scope of priorities

While keen to emphasise the need for priorities to be identified and agreed between the local authorities and RTPs, based on the local active travel strategies and regional transport strategies, there are some key themes we would like to place importance on, and that we think can provide consistency in reporting and evaluation across Scotland. The themes identified support the [First Minister's priorities](#) of *Equality, Opportunity and Community*.

#### Active Schools

Interventions in Scottish schools that deliver holistic solutions for creating an environment where Active Travel choices are not only an option, but the most effective way to travel for young people and families. Deliverables proposed for this programme could include:

- Cycle and scooter parking and storage (infra) – also college and university
- Provision/access to bikes for young people
- Walking promotion for schools
- Safe Walking / Scooting training (not just cycles)
- Support for community engagement – parents behaviour change
- Support to develop tailored interventions for specific pupils e.g. girls / disable children
- Pre-school/nursery interventions to build a skill for life and make cycling the norm for families through community interventions.

There would be a strong link to infrastructure through the interventions making use of local safe routes, active travel routes and pump tracks. Fun, inclusive, social and simple would be guiding principles for the delivery of these interventions as it is recognised that schools represent an opportunity to establish and embed travel choices and behaviours for life.

#### Active Workplaces

Interventions that focus on places of work (and further education), that make Active Travel choices a realistic solution for commuting. These could include investment in workplace cycle storage/parking or maintenance provision, or incentivisation schemes that make cycling and walking a more attractive choice to private car use. Deliverables proposed for this programme could include:



- Auditing business parks / major employment centres
- National walking activities and challenges e.g. step count challenges
- Support for travel planning – integrating active travel and public transport
- Support for provision of cycle parking/storage and showers/changing rooms
- Confidence building and cycle training, including route planning for walking, wheeling and cycling journeys
- Provision of bikes e.g. pool bikes

These interventions would see links being made with large employers/property owners that are large trip generators – universities for example. There would also be benefit in a proactive approach to engage where new development is planned or already under construction. It should be noted that workplaces do not always mean paid employment, and consideration can be given to unpaid roles such as care givers and volunteer based organisations.

### Accessibility and Inclusion

Evidence shows that there is a large number of underrepresented groups in Scotland who do not participate in Active Travel. Barriers that prevent people from participating include, cost, social perception, culture, health, ability, and geographical location. A truly holistic integrated transport system is one which creates opportunities for all to make the choice to Actively Travel. Deliverables proposed for this programme could include:

- Communications that reach out to people who aren't included just now – co-designing the approach with people with lived experience.
- Promotion/awareness raising of safe walking, wheeling, and cycling routes between locations people want and need to travel.
- Training for LA officers on best practice (e.g. EQIAs).
- Access to bikes, e-bikes, and cycles adapted to match user needs
- Access to wheeling and forms of active mobility equipment such as scooters<sup>1</sup>
- Support and advice in removing barriers and clutter

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<sup>1</sup> [Active mobility Definition](#)

There would be a need for good engaging with groups not currently reached by active travel interventions, co-designing approaches with people with lived experience, and consideration to the approach of modal shift that is not just from carbon based transport to active travel, but from immobility to active mobility.

### **Annex B – Evaluation: Outcomes and indicators**

Progress of all Active Travel investments are measured using the indicators in the Active Travel Outcomes Framework, published in 2019, which feed into the National Performance Framework. Identifying how a proposal will meet these outcomes is a crucial part of the decision-making process for allocating the overall active travel budget. Note that projects are not expected to provide evidence against every outcome and every indicator, but proposals should be clear as to which outcome and indicators they contribute to.

*Increase the number of people choosing walking, cycling and wheeling in Scotland*

*Proportion of short everyday journeys by walking and cycling*

- Attitudes towards/propensity to walking, cycling and wheeling
- Proportion of journeys to school by walking, cycling and wheeling
- Frequency of walking and cycling for pleasure/exercise

*High quality walking, cycling and wheeling infrastructure is available to all*

- Km of traffic-free walking and cycling facilities
- Distance to traffic-free cycling infrastructure
- Quality of walking and cycling infrastructure

*Walking, cycling and wheeling is safer for all*

- Casualties by mode of transport and distance travelled (number and proportion)
- Perceptions of safety of walking, wheeling and cycling

*Walking, cycling and wheeling is available to all*

- Household access to a bike (with focus on regional and socio-economic variation)
- Proportion of people identifying barriers to walking, cycling and wheeling

*Delivery of walking, cycling and wheeling is promoted and supported by a range of partners*

- Level of inclusion of active travel in local development plans
- Level of public sector spend on walking, cycling and wheeling
- Perception of community involvement in walking, cycling and wheeling initiatives
- Proportion of primary schools delivering on-road cycle training