



Active Travel – progress update

Committee Strategy & Programmes

Date of meeting 17 February 2023

Date of report 7 February 2023

Report by Chief Executive

1. Object of report

To update the Committee on progress on active travel policy, investment and delivery.

2. Background

Further to the report to the previous Committee in November 2022¹, this report provides an update on SPT's response to Transport Scotland's Cycling Framework and Delivery Plan for Active Travel, Regional Active Travel Strategy & Network Plan, Regional Active Travel Grants, Active Travel Transformation Fund, and SPT's investment in active travel through the capital programme.

3. Update

3.1. Strategic Transport Projects Review (STPR2)

The STPR2 provides the long-term national plan for transport investment required to deliver the National Transport Strategy. The STPR2 final report was published by Transport Scotland on 8 December 2022 and makes 45 recommendations to improve transport across Scotland, grouped around six key themes including a specific theme on 'improving active travel infrastructure'. Specific active travel recommendations in STPR2 include:

- Connected neighbourhoods
- Active freeways and cycle parking hubs
- Village-town active travel connections
- Connecting towns by active travel
- Long-distance active travel network
- Increasing active travel to school
- Improving active travel on trunk roads through communities

SPT's emerging Regional Transport Strategy (RTS) and Regional Active Travel Strategy & Network Plan align with the STPR2. Officers will continue to engage with Transport Scotland and other partners in seeking opportunities to lead and support the delivery of the active travel recommendations of the STPR2.

¹ https://www.spt.co.uk/media/ox0ojr40/sp251122_agenda9.pdf

3.2. Cycling Framework and Delivery Plan for Active Travel

Transport Scotland recently undertook consultation on its Cycling Framework and Delivery Plan for Active Travel². The draft Framework sets out the strategic priorities and shared actions to help meet the Scottish Government's long-term vision for active travel³. A copy of SPT's response, which was submitted on the closing date of 19 December 2022, is attached as Appendix 1 of this report.

SPT's response reflects the policies on active travel contained in the draft RTS, including promotion of the regional active travel network; the need to accelerate delivery of walking, wheeling and cycling infrastructure and facilities; the need to widen access to bikes including adapted bikes; and the need to integrate walking, wheeling and cycling with other sustainable transport modes.

3.3. Regional Active Travel Strategy and new Active Travel Officer

Members will be aware that SPT is taking forward the preparation of a Regional Active Travel Strategy and Network Plan in 2023/24 to support the delivery of key policies in the emerging new Regional Transport Strategy. The Strategy and Network Plan will build on the concept network development work carried out over the last 2 years between SPT, local authorities, ClydePlan, Sustrans and the Glasgow and Clyde Valley Green Network, and will align with the emerging national Active Travel Strategy guidance to be published early in 2023. SPT has been awarded funding from Sustrans' Places for Everyone programme to partially cover the costs of delivering the new strategy. SPT will be working closely with all key active travel delivery partners to ensure the Strategy and Plan are both ambitious and deliverable.

The process will also produce an active travel infrastructure delivery plan & programme to help guide and co-ordinate all active travel infrastructure projects/investments in the region. This will provide active travel delivery partners and funders with an improved understanding of the region's level of ambition and investment requirements, priorities, and timescales for achieving a step change in active travel provision and quality.

In seeking to strengthen resource in alignment with the growing level of focus and funding on active travel, SPT has also recruited an Active Travel Officer to support the preparation and delivery of the new strategy as well as progress a range of active travel activities and projects.

3.4. Scotland's Railway: Sustainable Travel to Stations

The Sustainable Travel to Stations (STtS) project is being taken forward by Scotland's Railways and is being led by John Lauder of Sustrans, who joined Scotland's Railway in April 2022 on an 18-month secondment. The purpose is to create a new strategy for Scotland's Railway aimed at promoting sustainable travel options and reducing passengers' reliance on cars. The strategy will examine how to encourage more use of walking, cycling and public transport when travelling to stations. STtS has a key mission to "help make it easy, convenient, and safe for most passengers to get to and from our stations without a car." This aligns with SPT's draft RTS and Active Transport

² <https://consult.gov.scot/transport-scotland/cycling-framework/>

³ "Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys. This helps people make healthy living choices and assists in delivering places that are happier, more inclusive and equal, and more prosperous. Travelling by foot or cycle, or with a personal mobility aid such as a mobility scooter, is a realistic option for all local journeys as individuals. People are confident to walk and cycle more often and they value and use their local transport networks (streets, roads and path networks), which offer safe, high quality, realistic and predictable journey options for active travel."

Strategies. The STtS is also aimed towards supporting the rail industry's drive to decarbonise passenger rail services in Scotland by 2035 and help the Scottish Government achieve its target of reaching net zero carbon emissions by 2045.

SPT represents the Regional Transport Partnerships (RTPs) on the STtS Steering Group with our newly appointed Active Travel Officer taking on this role. Other partners on the group include Transport Scotland and Network Rail and as part of the strategy development process there will be engagement with local authorities, rail passengers and equality groups.

At present, the STtS is at final draft stage with the next step being preparation of a delivery plan, followed by strategy launch and stakeholder engagement. As part of the creation of the delivery plan, a sifting exercise will take place to prioritise stations most viable for pilot projects. To assist with this, SPT will liaise with our partner RTPs to support this process and officers will keep the Committee updated on progress in that regard.

3.5. Regional Active Travel Grants

As reported to the Committee previously, SPT has been working with our constituent councils to coordinate and monitor funding allocations from Transport Scotland as part of the Regional Active Travel Grant Fund (RATG). Through RATG, Transport Scotland provides funding to Regional Transport Partnerships and local authorities for active travel projects with a focus on projects which help support cross boundary travel. In 2022/2023, SPT's constituent councils received £585,000 of funding via RATG for projects ranging from design and infrastructure for cycle lanes, pedestrian crossings and travel behaviour initiatives.

A new round of RATG funding opened late 2022 for 2023/2024 applications and SPT has coordinated the submission of applications on behalf of our constituent councils for the following projects:

- North & South Lanarkshire Councils - Development of cross boundary strategic active travel connections between North Lanarkshire and South Lanarkshire
- Ayrshire Roads Alliance - Dalmellington to Ayr Active Travel Route
- Inverclyde Council
 - National Cycle link from Wemyss Bay to Skelmorlie
 - Detailed design to upgrade the existing footpath along the A8 to create a cycling & walking route from Parklea Inverclyde to Langbank Renfrewshire
- Glasgow City Council
 - A77 Connections to East Renfrewshire
 - A80 Connection to North Lanarkshire
 - NCN 7 Missing Link Yoker to Clydebank (towards West Dunbartonshire Council)

Transport Scotland will now consider the applications received and it is anticipated that a decision on successful bids will be made in advance of the end of the current financial year. Officers will provide an update on this to a future Committee.

3.6. Active Travel Transformation Fund

Transport Scotland has established a new Active Travel Transformation Fund. The 2023/2024 Fund has an anticipated budget in the region of £20m-£25m, with the following aims:

- To support the delivery of eligible construction-ready active travel schemes in 2023/24; and as a secondary aim
- To support those unsuccessful in applying for additional budget to deliver construction-ready projects in 2023/24 to progress towards successful applications in future years, helping to ensure that a wider pipeline of projects is being developed ahead of the increase in the Scottish Government's active travel budget commitment for 2024/25.

SPT submitted a bid to the fund ahead of the closing date of 27 January 2023 to support feasibility and design works for feasibility, development and design of active travel hubs at SPT Subway and bus stations and will examine options for improved active travel connections to the transport network. The bid is for £150k in 2023/2024 and will lay the foundation for a pipeline of construction ready projects from 2024/2025 onwards. A £15k match fund element from SPT is included within the bid amount. The application is complementary to SPT's emerging Regional Active Travel Strategy and in line with the emerging active travel policies contained in the Regional Transport Strategy. Transport Scotland has not set a specific timescale for the announcement of successful bids but it is anticipated that this will be in advance of the new financial year 2023/2024. Officers will provide an update on the outcome of SPT's application in due course.

3.7. SPT Capital Programme – Investment in Active Travel

SPT continues to demonstrate commitment to improving active travel routes and to promoting walking, wheeling and cycling sustainable mode choices by funding active travel infrastructure across the west of Scotland. In the current financial year 2022/2023, just over £5 million of SPT's capital investment is programmed towards delivering active travel infrastructure projects, equating to 35% of SPT's local authority allocated capital budget.

SPT is looking to build on our commitment in 2023/2024 to ensure more walking, wheeling and cycling routes are delivered across our area. This is demonstrated within our proposed Capital Plan 2023/2024 to 2025/2026 (presented in a separate report to the Committee), which includes an investment of £4.64 million on active travel projects which equates to 32% of the proposed programme capital budget for delivering transport projects.

4. Conclusion

The continuing growth in commitment and investment in active travel in Scotland is significant and SPT continues to lead, support and invest in projects and initiatives in partnership with councils and others. Given the increasing scale of investment, a particular focus for SPT will be ensuring that active travel infrastructure is as integrated as possible with new and existing transport infrastructure, and is routed and designed in such a way as to maximise use. Officers will continue to update the Committee as matters progress.

5. Committee action

The Committee is recommended to note the contents of this report.

6. Consequences

Policy consequences	<i>Delivering active travel investment in line with RTS policies will help to promote the draft RTS vision and its commitment to delivering sustainable and low carbon transport.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>None at present.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>Accessible walking, wheeling, cycling and good public transport links can reduce inequalities by giving equal access to employment, education and other services.</i>
Risk consequences	<i>None at present.</i>
Climate Change, Adaptation & Carbon consequences	<i>Policies that reduce overall vehicle use and increase walking and cycling can assist in reducing emissions.</i>

Name Neil Wylie
Title Director of Finance and Corporate Support

Name Valerie Davidson
Title Chief Executive

For further information, please contact *Bruce Kiloh, Head of Policy and Planning at bruce.kiloh@spt.co.uk. SPT's new Active Travel Officer, Beth Docherty, can be contacted at beth.docherty@spt.co.uk.*

APPENDIX 1

Cycling Framework for Active Travel
Scottish Government Consultation
SPT Response
15/12/2022

Framework and Delivery Plan Purpose

The Cycling Framework for Active Travel sets out our strategic priorities and shared actions to maximise cycling's contribution in realising the Scottish Government's long term [Vision for Active Travel in Scotland](#): That Scotland's communities are shaped around people, with walking and cycling the most popular choice for everyday short journeys.

The top priority for the achievement of our vision is for the delivery of more dedicated, high quality, safe cycling infrastructure, effectively resourced, where fair access is ensured and uptake is supported with training and education.

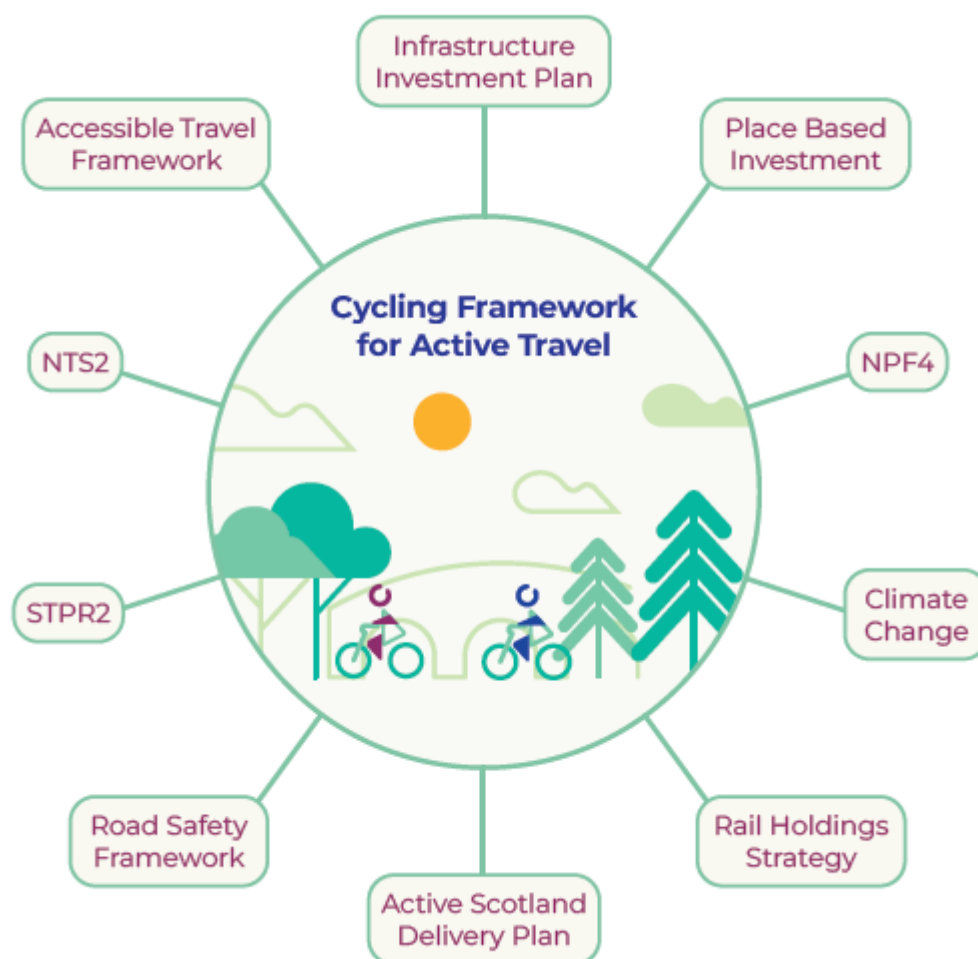
1. Do you agree with the above statement of strategic priorities for driving the development of cycling for transport in Scotland?

Yes ~~No~~

We welcome the statement. It is recognised by local, regional and national partners that a step-change in infrastructure and accelerated delivery of this is crucial if we are to achieve the level of change required in our transport system to meet climate targets and help tackle poor health. The statement and wider framework well with SPT's draft Regional Transport Strategy policies including on Accelerated delivery of walking, wheeling and cycling infrastructure and facilities.

We also suggest the Framework should include key performance indicators in relation to delivery of cycling infrastructure to set a robust basis for planning and investment decisions by Transport Scotland and active travel partners.

Strategic Policy Links



2. The diagram above sets out how the Cycling Framework is aligned to the wider policy context. Do you agree that this captures the key policy linkages and/or should any policy areas be added or removed?

Yes ~~No~~

We welcome the alignment of the Framework to wider policy as set out. However, we would welcome greater detail on how these policies specifically support and are supported by the framework.

We would also welcome specific reference in the framework to the sustainable travel hierarchy and sustainable transport investment hierarchy which is central to the promotion, design and delivery of a transport system where walking, cycling and public and shared transport are promoted and take precedence ahead of private car use. A reference to the Route map to a 20% reduction in car kilometres by 2030 would be helpful in this respect, to ensure the Framework is linked with the key policies aiming to reduce car usage.

Similarly, more specific reference could be made to the role of the cycling framework in supporting policies on placemaking and twenty-minute neighbourhoods. which are critical to its success. While twenty-minute neighbourhoods are a key feature of NPF4, which is referenced, we consider more focus should be given to the practical steps that could be taken to reinforce this policy through the framework.

It would be helpful to demonstrate the role of the national Cycling Framework in relation to local and regional policy including local and regional transport strategies and development plans.

Delivery Plan - Strategic Themes

Safe Cycling Infrastructure	Effective Resourcing
<p>Deliver dedicated, high quality cycling infrastructure suitable for all</p> <p>Embed cycling in the design and maintenance of our places and communities and prioritise user comfort and safety</p>	<p>Provide long-term funding and resourcing for the delivery of infrastructure and supporting behaviour change programmes, informed by local transport strategies</p> <p>Needs to be revenue support and not simply capital alone</p> <p>Promote and support innovation across the sector</p>
Fair Access	Training & Education
<p>Increase equity of access to cycles and cycling opportunities</p> <p>Ensure modal integration across the transport network including adapted and non-standard cycles, e-cycles, cargo cycles and cycleshare</p>	<p>Ensure new infrastructure is supported by inclusive promotional programmes, cycling training and other complementary initiatives</p> <p>Provide opportunities for all to learn to cycle from an early age into adulthood</p>
Network Planning	Monitoring
<p>Prioritise investment based on local transport strategies</p> <p>Map existing and planned networks to identify gaps and improve consistency of quality and implementation</p> <p>Ensure effective integration of cycling with land use decisions</p>	<p>Expand monitoring networks and align monitoring at local and national levels</p> <p>Embed learning in future investment decisions</p>

3. Six strategic themes have been identified based on stakeholder feedback, as above. These themes illustrate the overarching approach for cycling for transport in

Scotland. Do you agree with these strategic themes as priority areas for action in this framework?

Yes ~~No~~

Please comment below

We support these strategic themes which align well with SPT's draft Regional Transport Strategy active travel policies.

In terms of local accessibility and 20-minute neighbourhoods, there is a need to improve integration of transport strategy, land use policy and public service planning/delivery to reduce average journey distances and enable more walking, wheeling and cycling

In terms of resourcing there needs to be recognition of the need to rationalise the current complex arrangements for funding infrastructure and behaviour change in initiatives. Over time a plethora of funding streams has emerged, each with its own complex process. This is time consuming and creates a significant burden on active travel partners, particularly local authorities. In order to ensure effective delivery and maximise opportunities to achieve wider targets e.g climate change, air quality, health outcomes etc it is essential that we review the various funding streams and reorder them to provide a more streamlined and logical process while of course continuing links to local, regional and national cycle and active travel outcomes.

Delivery Plan - Safe Cycling Infrastructure

The Delivery Plan has been developed using the information gathered through the evidence base review, from stakeholder engagement and the Cycling Action Plan Scotland (CAPS) review.

The result is a series of actions for each of the strategic themes that have been identified in the Framework. The Delivery Plan outlines the actions that will be delivered during the timeframe of the Framework and identifies the stakeholders responsible for delivery, acknowledging that partnership working is essential to achieve our vision. The Delivery Plan distinguishes between short term actions that can be delivered quickly or where substantial work is already underway, medium term actions that will be delivered within the life of the framework and aspirational actions for the longer-term.

Delivery Plan - Safe Cycling Infrastructure

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Work with local authorities on creating active travel strategies to prioritise investment in the creation of a dense, coherent network of connected cycling infrastructure in every town and city that is segregated from traffic and integrated with public transport	Local Authorities	Transport Scotland, Sustrans, Regional Transport Partnerships (RTPs), ScotRail, Network Rail	Medium
Remove barriers to the fast implementation of cycling infrastructure, including through changes to the Traffic Regulation Order (TRO) process, and support the use of temporary and trial schemes	Transport Scotland	Society of Chief Officers of Transportation in Scotland (SCOTS), Local Authorities	Short

Make it safer to walk, cycle and wheel across and along the trunk road network, both where it passes through towns and villages and where it links two or more settlements	Transport Scotland, Operating Companies	Local Authorities	Short
Use the Scottish Government's compulsory purchase reform programme to consider whether powers to acquire land for the purposes of cycling infrastructure are fit for purpose	Transport Scotland, Scottish Government		Medium
Provide ongoing development and governance of co-produced design guidance, including mitigation of unintended impacts on vulnerable road users and that infrastructure is suitable for non-standard cycles	Transport Scotland	SCOTS, Sustrans	Short
Develop a national approach to the creation of quiet road/cycle friendly roads in rural areas with everyday journeys prioritised	Transport Scotland	RTPs, Local Authorities, Sustrans	Medium
Update design and asset management guidance to enable national, consistent principles of infrastructure	Transport Scotland	SCOTS, Sustrans	Long
Engage the business sector to embed active travel in wider corporate culture including through the use of cargo cycles as the normal choice for local deliveries	Sustrans, Local Authorities	Local Authorities, Freight Transport Association (FTA)	Short

Support communities to close roads to allow for community events such as Play Streets and Car Free Days and to transition successful schemes to more permanent arrangements	Local Authorities	Transport Scotland, Sustrans, Living Streets	Medium
Support the various deliverables set out in Scotland's Road Safety Framework 2030 under its Active and Sustainable Travel Strategic Action, ensuring that road safety remains a key focus of active and sustainable travel in Scotland	Transport Scotland	Police Scotland, Local Authorities	Long

4. Do you have any comments on the substance of the delivery plan actions in this section?

We welcome the actions set out in the Delivery Plan. We would also welcome specific reference in the Framework to Active Freeways, potentially within the first action (strategy development). Active Freeways are a recommendation in the STPR2 and will be critical to achieving the step change in cycling infrastructure and increase cycling rates. Active travel partners are keen to understand the contexts in which Active Freeways should be implemented and the Cycling Framework should reference the actions that will be taken to achieve this clarity.

We would also welcome an action related to the issue of motorised micromobility modes such as e-scooters using active travel infrastructure. This is a growing challenge and active travel delivery partners need to understand their role in managing and mitigating problems and ensuring safe, accessible and fair use of infrastructure.

5. Do you have any comments on the agencies identified to lead and support these actions?

No

6. Do you have any other comments on this section of the delivery plan?

No

Delivery Plan - Effective Resourcing

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Review options for multi-year, long-term funding for infrastructure and behaviour change programmes where appropriate	Transport Scotland	Road Safety Scotland	Medium
Increase active travel budget to £320 million or 10% of the transport budget, whichever is greater, by 2024-25	Transport Scotland		Medium
Ensure the appropriate level of resource is in place to develop and deliver active travel strategies ensuring that cycling for transport is prioritised appropriately	Local Authorities	Sustrans, Regional Transport Partnerships (RTPs), Transport Scotland	Medium
Work with manufacturers, social enterprises and industry vocational partners to increase cycle and cycle parts production and recycling in Scotland with a focus on green skills and materials research and development	Transport Scotland	Energy Savings Trust (EST), Cycling UK, Scottish Credit and Qualifications Framework Partnership, Cycling Scotland, Scottish Enterprise	Medium

7. Do you have any comments on the substance of the delivery plan actions in this section?

Effective Resourcing Actions

SPT welcomes the action to review options for multi-year, long-term funding for infrastructure and behaviour change programmes. Such an approach will help enable better long-term planning and provide a degree of certainty over funding available in the longer term. However, a key element in ensuring effective resourcing is the need to address the lack of resource funding for active travel infrastructure. This includes funding for maintenance. Without such funding the very welcome increased investment in active travel infrastructure will be undermined as the fabric of the infrastructure deteriorates over time and cannot be addressed through the lack of resource funding available to local authorities.

Similarly, resource funding is crucial to ensure there is appropriate expertise at local authority level to ensure effective planning and delivery of active travel projects.

Finally, we would welcome more of the national budget for active travel to be directly awarded to local authorities and Regional Transport Partnerships to deliver respective approved Active Travel Strategies and avoid unnecessary and bureaucratic challenge fund processes. Where Active Travel Strategies are in place and given the close liaison between RTPs and their LA partners, there is no need to add an additional layer of complexity to the process of delivering active travel infrastructure particularly given the urgency of achieving national and local climate change targets.

SPT considers that multi-year funding awarded directly to local authorities could maximise local authority resources and expertise for delivery of infrastructure, releasing resources from funding application and management processes and reducing project risk and programme slippage. Funding can be allocated directly based upon approved local strategies aligned with national policy and priorities.

Revenue funding also needs to be addressed. The maintenance of infrastructure is a growing challenge for local authorities as networks and the quality of infrastructure is scaled up. Poorly maintained infrastructure discourages active travel and may present problems for safety and comfort. A step change in infrastructure cannot be achieved if local plans are overly constrained by future maintenance costs.

8. Do you have any comments on the agencies identified to lead and support these actions?

Lead Actions

No comment

9. Do you have any other comments on this section of the delivery plan?

SPT considers that multi-year funding awarded directly to local authorities could maximise local authority resources and expertise for delivery of infrastructure, releasing resources from funding application and management processes and reducing project risk and programme slippage. Funding can be allocated directly based upon approved local strategies and network

plans that are aligned with regional network strategies/plans and national policy including STPR2, with RTPs providing a monitoring and reporting function at a strategic/programme level.

Revenue funding also needs to be addressed. The maintenance of infrastructure is a growing challenge for local authorities as networks and the quality of infrastructure is scaled up. Poorly maintained infrastructure discourages active travel and may present problems for safety and comfort. A step change in infrastructure cannot be achieved if local plans are overly constrained by future maintenance costs.

Delivery Plan - Fair Access

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Expand access to cycles, including adaptive cycles, e-cycles and cycle share	Local Authorities, Transport Scotland	Active Travel Delivery Partners	Short
Review funding criteria to ensure that fair access is appropriately weighted and improving accessibility is given an appropriate level of priority	Transport Scotland and Sustrans	Local Authorities; RTPs	Medium
Improve quality and level of service of carriage of bikes on trains and require rural and island bus services to carry cycles, where appropriate	Transport Scotland	RTPs, Local Authorities, ScotRail, Bus Operators	Medium
Support cycling journeys to and from public transport hubs as part of a multi-modal journey	Sustrans, Local Authorities; RTPs	ScotRail, Network Rail	Medium
Provide a free bike to all children of school age who cannot afford one	Transport Scotland		Short

10. Do you have any comments on the substance of the delivery plan actions in this section?

Fair Access Actions

Regional Transport Partnerships, as key active travel delivery partners, should be added to the table under the section on “Review funding criteria to ensure that fair access is appropriately weighted and improving accessibility is given an appropriate level of priority”.

RTPs have a responsibility for multi modal transport planning in their regions and must be included under the action “Support cycling journeys to and from public transport hubs as part of a multi-modal journey”

We look forward to further detail on the welcome action to “Provide a free bike to all children of school age who cannot afford one”. It will be crucial that Local Authorities and others involved as delivery partners for this action are fully briefed on what this will involve.

11. Do you have any comments on the agencies identified to lead and support these actions?

Lead agencies

No

12. Do you have any other comments on this section of the delivery plan?

Other comments

No further comments

Delivery Plan - Training and Education

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Provide a comprehensive cycle training offer for all life stages, including learning to ride in pre-school, learning to ride on-road through school bikeability training, and for adults of all ages, including cycle awareness training	Transport Scotland, Cycling Scotland	Education Scotland, Local Authorities, Sustrans	Short
Use the Cycling World Championships (CWC23) to inspire people, especially young people to cycle	CWC23		Short
Promote the new Highway Code and implement requirements for cycle training	Transport Scotland	Local Authorities, Cycling Scotland, Road Safety Scotland	Short
Provide local authorities with resources, including guidance and best practice examples, to enable effective local community engagement	Transport Scotland	Sustrans, Cycling Scotland, Local Authorities	Short
Develop a long-term communication plan that represents cycling as something that anyone can do, including with assistance/adaption and is a transport mode that brings many benefits to Scotland	Transport Scotland	Scottish Government, Active Travel Delivery Partners	Medium

13. Do you have any comments on the substance of the delivery plan actions in this section?

Training and Education Actions

No

14. Do you have any comments on the agencies identified to lead and support these actions?

Lead agencies

Active Travel partners should include representatives of disability groups.

15. Do you have any other comments on this section of the delivery plan?

Other comments

No

Delivery Plan - Network Planning

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
<p>Produce active travel strategies for each local authority area, setting out plans to improve active travel networks and facilities to 2030</p> <p>Strategies should be in line with regional transport strategies, include detailed mapping and use an evidence-led approach to network planning</p>	Local Authorities	SCOTS, RTPs, Sustrans, ScotRail	Medium
Produce digital active travel mapping ('a network blueprint') for Scotland, which is informed by local authority transport strategies	Transport Scotland	RTPs, Local Authorities, Active Travel Delivery Partners (ATDPs), ScotRail	Medium
Work with other policy areas to introduce localised active travel networks as part of a larger package - e.g. local development plans - to create efficiencies	Local Authorities	ScotRail, Network Rail	Medium
Support the travel demand management measures aligned with the national 20% car km reduction route map	Transport Scotland	Local Authorities	Short
Review how active travel/cycling schemes are appraised – broaden the benefits to include social, economic and equality benefits	Transport Scotland		Medium

16. Do you have any comments on the substance of the delivery plan actions in this section?

Network Planning Actions

The delivery plan requires local authorities to produce active travel strategies but doesn't say when they need to be created. Deadlines need to be set.

There should be a linked action for updated regional active travel network strategies/plans through which local authority strategies are joined up, particularly ensuring strategic routes including Active Freeways are embedded appropriately in local strategies and priorities.

The Delivery Plan should be linked to the Scottish Government's policy to roll out 20mph for built up residential areas.

The Delivery Plan should have specific actions for active travel routes and infrastructure for safer routes to schools, given the challenges around wider behaviour change and the 'school run' and the need to work in partnership with individual schools.

17. Do you have any comments on the agencies identified to lead and support these actions?

Lead agencies

We would welcome RTPs being included as Supporting Delivery Partners against the action to "Work with other policy areas to introduce localised active travel networks as part of a larger package - e.g. local development plans - to create efficiencies". This will aid overall coordination of active travel strategies at regional and local levels.

18. Do you have any other comments on this section of the delivery plan?

Other comments

No

Delivery Plan - Monitoring

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Expand and where possible align monitoring and reporting of cycling levels at local, city, regional and national level and share learning	Transport Scotland	Local Authorities, RTPs, Cycling Scotland, Sustrans	Short
Continuously monitor and evaluate the impact of active travel investment and embed learning in future investment decisions	Local Authorities	ATDPs, RTPs	Short
Conduct research on the social, environmental and economic factors influencing network planning, for example pandemic recovery and climate change impacts	Sustrans		Medium

19. Do you have any comments on the substance of the delivery plan actions in this section?

As per our response to question 1, we would suggest the Framework should include key performance indicators in relation to delivery of cycling infrastructure to set a robust basis for planning and investment decisions by Transport Scotland and active travel partners.

20. Do you have any comments on the agencies identified to lead and support the actions in this section?

Lead agencies

No

21. Do you have any other comments on this section of the delivery plan?

Other comments

No

Active Travel Transformation Project

In the 'Bute House Agreement' between the Scottish National Party and the Scottish Green Party in 2021, it was agreed that at least £320m or 10% of the total transport budget will be allocated to Active Travel (AT) by 2024/25. There is consensus that existing AT delivery models will not be scalable, nor in many cases suitable to meet the ambition of this new budget.

An Active Travel Transformation Project (ATTP) has been set up to assess the current delivery model and inform and implement a new delivery model for the future of AT. The primary objective of the ATTP is to maximise the opportunities in AT delivery in the short-term (2022/23) and medium term (2023/24-2024/25), to deliver the most effective and efficient achievement of AT outcomes.

Working closely with AT delivery partners, the ATTP is being delivered in two phases. Phase one focuses on evaluation and evidence gathering. This phase aims to assess the existing active travel delivery model by identifying constraints and opportunities. Phase two will use this evidence to develop and prioritise proposals for changing the delivery model.

The ATTP will culminate in December 2022 with a report to the Minister for Active Travel which will provide evidenced proposals for holistic changes to AT delivery in Scotland.

As part of the ATTP we are considering different models of incentivisation, evaluation and monitoring for local authorities.

To what extent do you agree with the following statements:

22. For large infrastructure projects, conditions of funding should be delivery on agreed targets for: timescales, expenditure and meeting project objectives.

Strongly Agree Agree **Neither Agree or Disagree** Disagree Strongly Disagree

All partners should be 'bought in' at the strategy/plan stage and these strategies/network plans need to be sufficiently detailed so that project funding can be based upon project delivery criteria as far as possible.

23. In order to ensure maximum value for money and impact, active travel funding in the short term should be prioritised for those local authorities with the greatest capacity to deliver, with capacity building support offered to those with the least.

Strongly Agree Agree Neither Agree or Disagree Disagree **Strongly Disagree**

Comment

The overriding factor should be based on ensuring safe, integrated, high quality infrastructure is delivered in the locations most likely to achieve policy ambitions and objectives, rather than basis of delivery capacity. This may simply reflect itself in a skewed investment package.

It is also not clear what is meant by 'greatest capacity to deliver' and how this would be measured.

24. Future funding for active travel infrastructure should include a mechanism for re-distributing investment from local authorities unable to deliver to agreed standards and timescales.

Strongly Agree Agree Neither Agree or Disagree Disagree **Strongly Disagree**

Comment

The concern here is that we begin to reward successful Councils i.e. those who deliver and penalise rather incentivise those councils who need more assistance / resource / expertise. There is also a danger here that the profile of projects becomes skewed towards what is easily achievable rather than what is needed but perhaps harder to deliver.

A more positive position would be to ensure that national and regional partners are highly engaged in the development of the local active travel strategies and reach mutual agreement specific priorities and principles at the strategy/plan stage.

Impact Assessments

As part of the development of this policy framework, and to comply with our statutory obligations, a number of impact assessments have been carried out. These impact assessments are currently in the draft - or pre-screening - stage and are available to read alongside the framework and delivery plan.

The impact assessments that have been carried out are: Social and Equalities Impact Assessment (SEQIA), Business Regulatory Impact Assessment (BRIA), and Island Communities Impact Assessment (ICIA).

In order to inform the next phase of the development of the framework and delivery plan we welcome your comments on the draft impact assessments.

22. Do you have any comments on the draft Social and Equalities Impact Assessment?

Social and Equalities Impact Assessment

No

23. Do you have any comments on the draft Business Regulatory Impact Assessment?

Business Regulatory Impact Assessment

No

24. Do you have any comments on the draft Island Communities Impact Assessment?

Island Communities Impact Assessment

No