



Active Travel Task Force

Committee Strategy and Programmes

Date of meeting 7 September 2018

Date of report 13 August 2018

Report by Senior Director

1. Object of report

To update the Committee on the recommendations of the national Active Travel Task Force.

2. Background

- 2.1 The then Minister for Transport and the Islands established a national Active Travel Task Force in November 2016 following various issues with delivery of cycling infrastructure across Scotland. The Task Force's remit was 'To identify and make recommendations to the Minister for Transport and the Islands on ways to improve delivery of ambitious and inclusive walking and cycling projects in Scotland, helping to create high quality places and communities that support health and wellbeing'.
- 2.2 The Task Force was chaired by the Chief Executive of Transport Scotland, and members comprised representatives of COSLA, Sustran (representing the Regional Transport Partnerships (RTPs) of Scotland), the Society of Chief Officers of Transportation in Scotland (SCOTS), and Sustrans Scotland.
- 2.3 An engagement exercise was undertaken by the Task Force in early 2017 to gather views from interested parties on the best way forward. Through this, SPT and the RTPs took the opportunity of calling for: a more integrated, holistic approach to transport, land-use, community planning and the promotion of active travel; statutory Regional Active Travel Strategies; further investment to promote Travel Planning; and, active travel funds to be allocated by RTPs to support delivery with constituent Councils, rather than challenge funded.
- 2.4 SPT is committed to the promotion of active travel and in 2018/19 has committed over £1.6 million in capital funding to projects across the west of Scotland. Promotion and delivery of active travel improvements through integrated, multi-modal transport planning will form a key element of the new Regional Transport Strategy.

3. Outline of proposals

In June 2018, the Task Force published its recommendations¹, and these cover four areas: infrastructure; policies, processes and resources; community engagement; and behaviour change and culture. The recommendations are set out in detail in the Task Force report; the key recommendations are noted below:

3.1 Infrastructure

- Criteria for funding for walking, cycling and place-making projects must include the delivery of infrastructure combined with appropriate behaviour change programmes;
- Cross-portfolio policy investment from Health, Transport, Environment and Education should prioritise the delivery of a network of continuous and safe walking and cycling infrastructure routes;
- Formally approved, overarching design guidance for Scotland should be produced for local and trunk roads, and places; and
- Funding for long term maintenance for active travel projects should be included funding streams e.g. Sustrans' Community Links fund.

3.2 Policies, processes and resources

- Increased, continuous, multi-year funding and resources are required, along with simplifying the current bidding processes and conditions;
- The match funding criteria should be reconsidered and the range of those organisations able to bid for active travel funding widened;
- The collective impact of active travel strategies/plans, and related policies across national, regional and local levels, should be measured;
- National, regional and local ownership and planning and delivery of active travel projects between policy departments must be more coordinated;
- Regional Transport Partnerships need to be better resourced to address cross-boundary issues, in partnership with other stakeholders;
- There must be prominent and consistent national government and stakeholder support to enhance strong leadership at the local level to help make the sometimes unpopular, but 'right' decisions;
- Training in community engagement, consultation and planning, and delivering and maintaining active travel projects should be available to all public and private sector professionals, including elected members;
- A policy of reducing urban traffic and transferring carriageway space to active travel should be considered, including workplace parking levy, road user charging and encouraging more car-sharing;
- The new National Transport Strategy must deliver the sustainable travel hierarchy, prioritising walking and cycling. Active travel should be mainstreamed into Regional and Local Transport Strategies; and
- The Strategic Transport Projects Review should include Active Travel as a theme for nationwide projects.

¹ <https://www.transport.gov.scot/publication/active-travel-task-force-report/>

3.3 Community engagement

- The active travel message should be promoted clearly to the general public and politicians, as being primarily about 'place', and having pride in their communities and local environment. Community Planning Partnerships and local communities need to be included from the outset; and
- Delivery partners must ensure they conduct strong public consultation exercises and community engagement from the very start of design and planning.

3.4 Behaviour change and culture

- There must be investment in behaviour change programmes for the longer term, in order to normalise walking and cycling for everyday journeys;
- All spheres of governance, led by the Scottish Government, must ensure the benefits of active travel are widely promoted across all portfolios; and
- The Fairer Scotland Duty, which is a key component in changing behaviour in relation to active travel, will challenge all public sector bodies, including the Scottish Government, NHS and local authorities, to tackle social and economic disadvantage in local areas.

4. Conclusions

It is heartening to note that the recommendations of the Task Force appear to have taken the views of SPT and the RTPs into account. Since the publication of the report, officers of the RTPs have met with Transport Scotland to discuss opportunities for regional active travel funding. Progress so far has been positive, and initial approaches are underway as to how this funding could work in practice. Officers will continue to liaise with partners and take the recommendations of the Task Force on board, and keep the Committee updated in regard to progress on active travel.

5. Committee action

The Committee is recommended to note the report.

6. Consequences

Policy consequences	<i>In line with the RTS.</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>None at present.</i>
Risk consequences	<i>None at present.</i>

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