



**TRANSPORT
SCOTLAND**
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Cycling Framework and Delivery Plan for Active Travel in Scotland 2022- 2030

Draft For Consultation, August 2022

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Background

This Cycling Framework and Delivery Plan for Active Travel in Scotland builds on the progress made through three iterations of the Cycling Action Plan for Scotland (CAPS) between 2010 and 2020. It reflects our aim to progress from CAPS and to develop an ambitious plan for Scotland for the next 5-10 years.

It takes account of the recommendations of the Independent Review of CAPS in 2020, which was carried out by Professor Tom Rye. The CAPS review made recommendations for the future priorities for cycling for active travel in Scotland. These recommendations are reflected in this Framework.

The overall recommendation was that the next version of CAPS should be a strategic level plan that placed emphasis on the delivery of key actions that international evidence shows are required to increase levels of everyday cycling.

The review noted that the main problematic area was the relatively slow progress in implementing high quality safe cycling infrastructure at the local level, and in improving road safety for vulnerable users. It acknowledged that these are local authority responsibilities primarily and that there are multiple barriers to progress at local level, including funding and staffing. And it noted that a key barrier is the political challenges of implementing new cycling infrastructure where this involves allocating road space away from parked or moving private motor vehicles.

It also noted that the relatively slow progress may also be because CAPS was not completely clear that high quality safe segregated cycling infrastructure is the key measure that must be implemented if Scotland's cycling mode share is to increase. These points are addressed in the Framework.

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**.

The actions in the delivery plan will drive forward work across National and Local Government, Business and the Third Sector, which will support the building and

maintenance of a dense network of connected cycling infrastructure in every village, town and city, segregated from motor traffic, integrated with public transport, and interfacing with rural routes and the trunk road network.

While this Framework acknowledges the importance of all types of cycling, it is the Cycling Framework for Active Travel. Therefore, its focus is on increasing rates of cycling for everyday journeys. It is aligned with wider active travel outcomes including in the Scottish Government [walking strategy](#) and [accessible travel framework](#) but does not consider active travel modes other than cycling. In this context, “cycling” includes the use of e-cycles, cargo cycles, and other adapted and non-standard cycles.

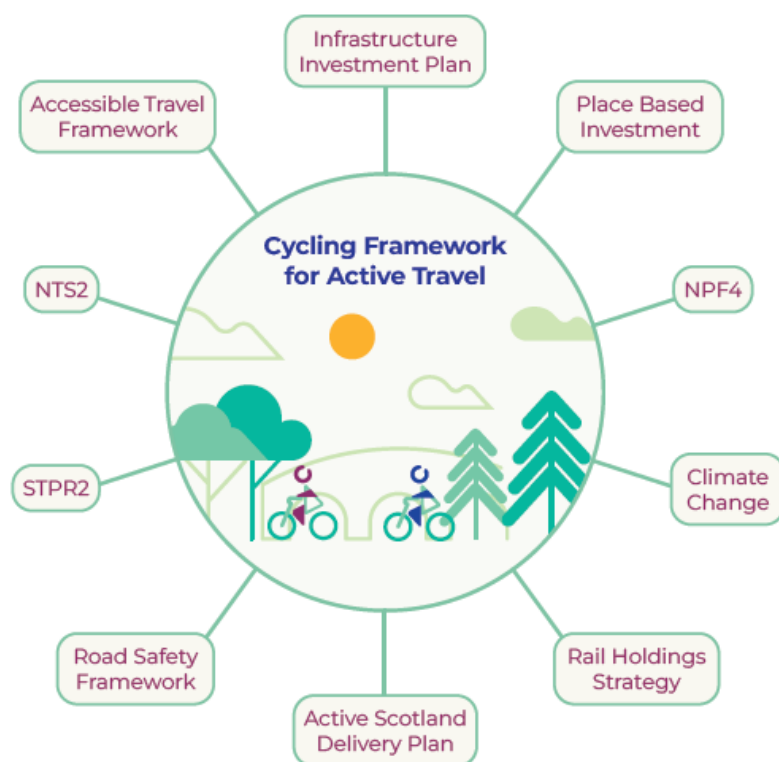
Evidence Review

To inform the new Framework a review of a range of active travel, cycling and place making strategies and concepts from around the world was carried out. This has considered if the work done in Scotland to date is aligned to good practice and has identified useful insights.

The aim was to draw on good practice that has worked elsewhere in the UK and around the world to inform the creation of a Framework and Delivery Plan that is both ambitious, achievable and looks forward to the next 10 years. The evidence review was further informed by the feedback from stakeholder consultation and the recommendations of the Independent Review of CAPS. The key insights are summarised below. The evidence review will be published in full alongside the final version of this framework.

Strategic Policy Links

The table below highlights the key wider policies which impact the Cycling Framework through their strategies and plans. The Cycling Framework also sits within a hierarchy of active travel documents including the Active Travel Outcomes Framework and Active Travel Vision for Scotland.



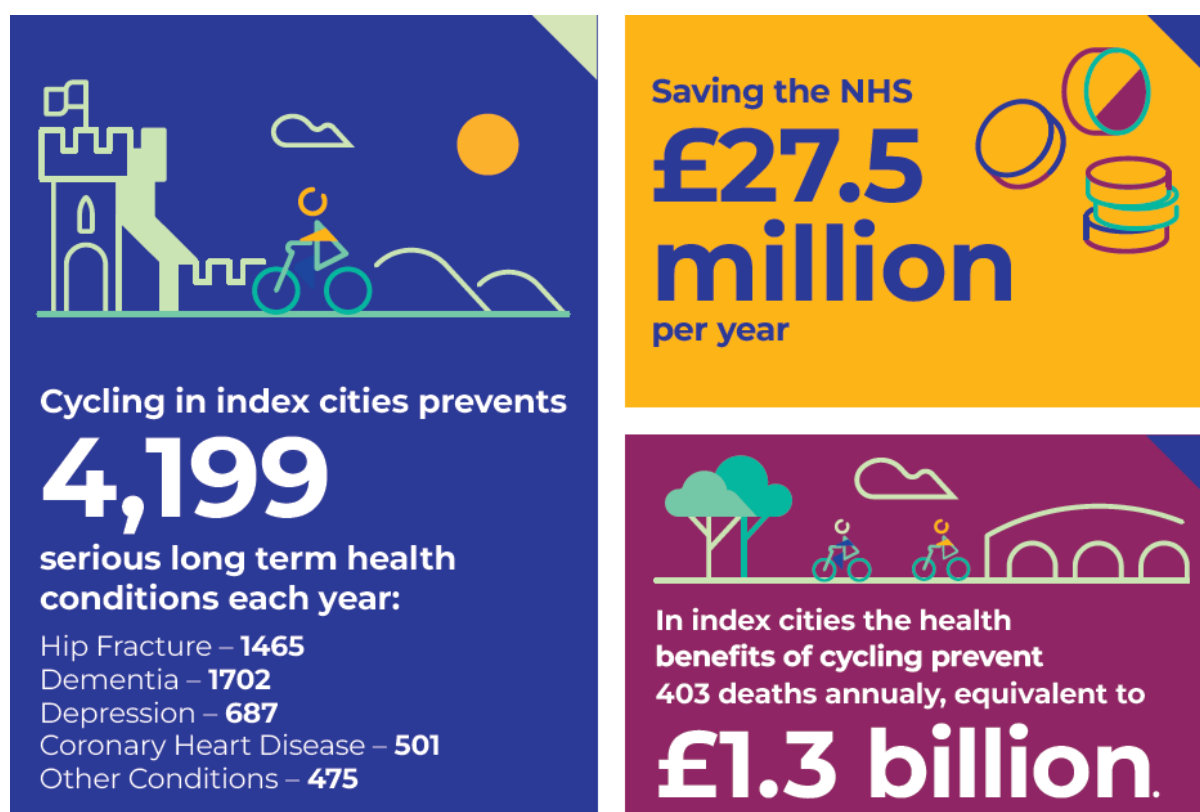
There is more detail on the key strategic linkages in Annex A. The diagram helps illustrate, however, the wide range of policy areas which impact or are impacted by active travel.

Context

Cycling is good for your health. It is a low-impact, aerobic exercise, great for your heart and lungs as well as for maintaining a healthy weight. Regular cycling can help reduce anxiety, stress and depression. Increased rates of cycle use as an alternative to the car brings wider health benefits from improved air quality, reduced road danger and increased community cohesion.

People cycle for various purposes – for sport, leisure, tourism, commuting and other everyday journeys. For example, someone who cycles for leisure may also commute to work and may have the potential to commute to work by bike. All types of cycling journeys make people more active and can contribute to improving their health and wellbeing.

According to the Sustrans Walking and Cycling Index 2021, cycling in index cities prevents 4,199 serious long term health conditions each year. This saves the NHS £27.5 million per year. In index cities the health benefits of cycling prevent 403 deaths annually, equivalent to £1.3 billion.



Source: Walking and Cycling Index 2021: UK Report (Sustrans.org.uk)

Cycling is an efficient, green and generally affordable mode of transport. It supports local retailers and is a multi-billion pound industry. Cycling brings wider opportunities too, including major sporting and leisure events which create economic benefits and

inspire more people to participate in cycle-sport and recreational cycling. Increased demand for bikes and bike maintenance creates opportunities for innovation and job creation, reuse and recycling and contributing to the green recovery.

The increasingly urgent need to address both the impacts of climate change and physical inactivity make it essential that the Framework outlines ambitious strategic themes and actions that will contribute to giving people opportunities to reduce car use and the resultant health costs and climate impacts.

The net annual economic benefit of cycling in index cities is £1 billion. £537 million of which is from people with a car choosing to cycle as an alternative for certain journeys.



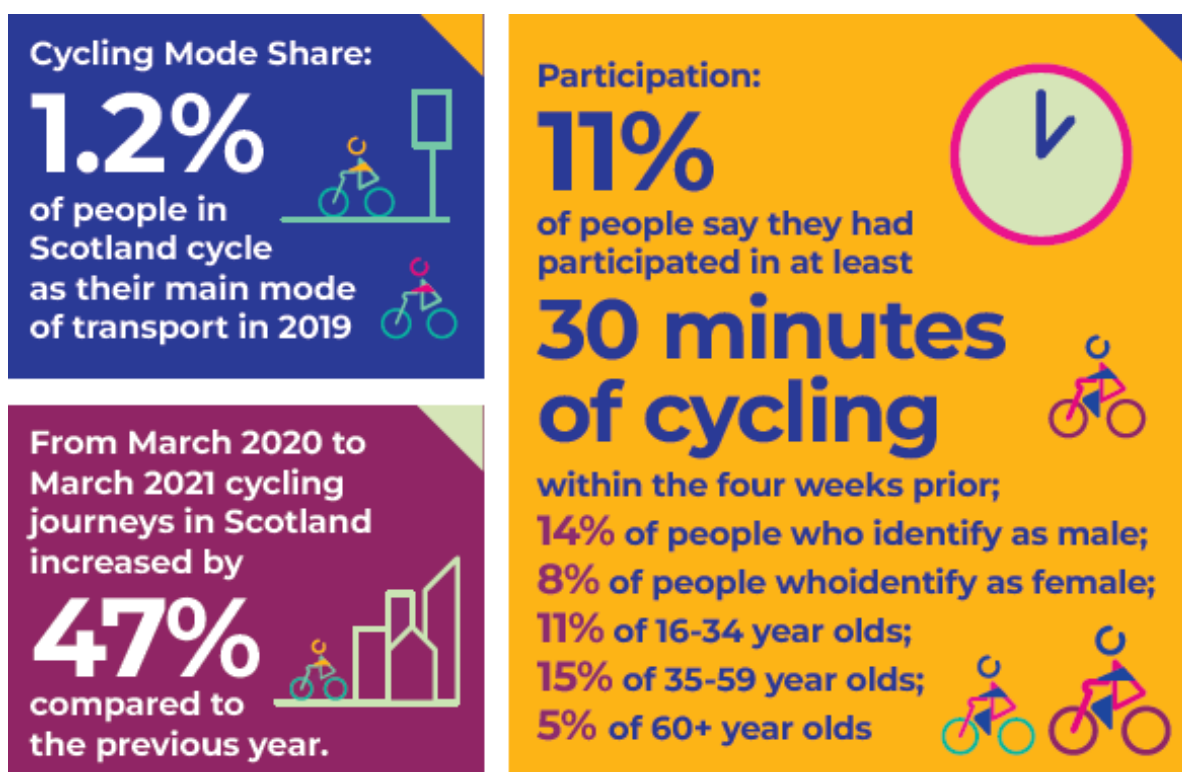
Investment in other sectors such as tourism, world class sport and major cycling events may lead to behavioural change towards cycling for active travel. For example, the UCI Cycling World Championships which will be hosted in Scotland for the first time in 2023 will highlight the positive policy impacts that cycling can have. The number of school age children participating in either recreational cycling or cycling for sport may have a long-term impact on the level of cycling when they are adults. Engagement with the fullest range of people can therefore support more cycling for everyday journeys. This framework will set out how the Scottish Government and our partners will engage with the widest range of people, making cycling for transport truly accessible for all.

Enabling inclusive access to cycling is fundamental to the success of the Framework, especially to protect communities and groups whose incomes limit access to cars and to enable everyone to take advantage of better access to employment, education, leisure and healthcare. It is acknowledged that there is a

need for both direct on-road infrastructure and off-road quiet routes to take account of diverse concerns about personal safety and to account for local need.

During the COVID 19 pandemic, we witnessed the impact on travel behaviour of the introduction of “Spaces for People”, temporary segregated cycling infrastructure across Scotland. This illustrated the potential for more people to cycle for their everyday journeys, making them more active, happier and able to take advantage of local amenities. COVID-19 impacted on travel behaviour with levels of cycling higher than during the June 2019 baseline period for much of the first six months of the pandemic from April 2020.

According to the Cycling Scotland Annual Cycling Monitoring Report, 1.2% of people in Scotland cycle as their main mode of transport in 2019. From March 2020 to March 2021, cycling journeys in Scotland increased by 47% compared to the previous year. 11% of people say they had participated in at least 30 minutes of cycling within the four weeks prior.



Although the Spaces for People programme was largely successful, it didn't work for everyone, particularly those with accessibility requirements, and some schemes were unpopular locally. This Framework seeks to acknowledge the successes of Spaces for People, but also demonstrate that lessons have been learned.

Cycling Scotland's nationwide monitoring survey showed that numbers of cycling journeys recorded in the traffic surveys in May 2020 had trebled compared to the

previous year. Reduced traffic, quieter streets and increased cycling road space have given more people the opportunity to experience the benefits of active travel on their physical and mental health.

Framework Development

This Framework recognises the ongoing collaboration that will be made by a wide range of partners to deliver the identified actions. The document has been developed in close collaboration with Cycling Scotland, Sustrans, local authorities, regional transport partnerships, the Society of Chief Officers of Transport in Scotland (SCOTS) and the Convention of Scottish Local Authorities (COSLA), in recognition of the important roles that these and many other organisations play in its implementation.

Key stakeholders were consulted in the development of this Framework and their views are reflected in the document. The Delivery Plan distinguishes between actions that can be delivered in the short to medium term and aspirational actions for the longer-term. However, it is acknowledged that work is already underway to support many of these actions.

Active Travel Transformation Project

Work on the cycling framework commenced in 2019 and was put on hold due to Covid, which in itself has influenced our travel behaviours as mentioned previously. The delay also meant that we will be implementing this Framework in a different policy and funding position than 2019.

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 Project 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 Development 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.

The Cycling Framework will have cognisance of that report before final publication and will be updated accordingly if required.

Delivery Plan at a Glance

Strategic Themes

Six strategic themes for the Framework have been identified based on feedback from stakeholder consultation, taking account of the wider policy context and through review of good practice examples. These themes illustrate the overarching approach to cycling for transport in Scotland.

| | |
|--|--|
| <p>Safe Cycling Infrastructure</p> <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>Effective Resourcing</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>Promote and support innovation across the sector</p> |
| <p>Fair Access</p> <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>Training & Education</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> |
| <p>Network Planning</p> <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>Monitoring</p> <p>Expand monitoring networks and align monitoring at local and national levels</p> <p>Embed learning in future investment decisions</p> |

Figure 2: Strategic Themes

Strategic Theme 1 – Safe Cycling Infrastructure

It is clear from UK and international evidence that the provision of appropriate, safe cycling networks in both urban and rural areas is key to increasing rates of cycling for transport. This is consistent with the findings of Cycling Scotland's 2015 International Comparator Study of what has brought about change in cycling in other

European cities and countries. To achieve this, **we will 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.**

We know from stakeholder feedback that it is often difficult for local authorities to build new cycling infrastructure quickly so we will **remove barriers to the fast implementation of cycling infrastructure, including through changes to the TRO process, and support the use of temporary and trial schemes**

Segregated cycling infrastructure is not possible or desirable on every road and, in some locations such as residential streets, segregated infrastructure is not feasible due to available space, cost and other factors. As a result, it will be necessary to implement a combination of different measures, particularly in rural areas, that may include bespoke infrastructure, a network of segregated routes and lower speed limits. And cycling infrastructure isn't just about building cycle lanes, so we will ensure that we maximise the opportunities to surround routes with green space and improve place making and bio diversity.

To ensure that roads authorities have the flexibility they need when it comes to designing schemes we will **provide ongoing development and governance of co-produced design guidance**, including on the need to future proof infrastructure for emerging technologies such as e cycles and cargo cycles, and **develop a national approach to the creation of quiet road/cycle friendly roads in rural areas with everyday journeys prioritised.**

Strategic Theme 2 – Effective Resourcing

The delivery of our ambitious vision for cycling for transport requires increased levels of investment and for this investment to be sustained over a period of time.

International evidence suggests that sustained investment of £30-40 per head of population is needed to create the necessary change and ensure that dense well connected networks are produced. In response, we will **increase the active travel budget to £320 million or 10% of the transport budget, whichever is greater, by 2024-25.** This will equate to approximately £58 per head, which compares favourably with the rest of the United Kingdom and with our continental neighbours such as The Netherlands and Denmark.

We will ensure that our record levels of active travel investment are maintained but we know from stakeholder feedback that how that investment is provided can be a barrier to delivery. In response, we will **review options for multi-year, long-term funding for infrastructure, access to bikes and behaviour change programmes**

so that, where appropriate, our delivery partners can have the assurance they need to move away from annual funding cycles.

Evidence suggests that alongside investment in infrastructure, having the capacity and capability available to deliver cycling networks is key. For example, Finland's national strategy for walking and cycling includes a commitment to appropriate levels of financial and human resources, and stakeholder feedback highlighted the lack of funding certainty as a barrier.

Increased investment in active travel infrastructure therefore needs to consider the cost of people and skills and not just materials. Through this framework, we will **ensure the appropriate level of resource is in place to develop and deliver active travel strategies and ensure that cycling for transport is prioritised appropriately.**

Strategic Theme 3 – Fair Access

Enabling access to cycling by all was a key theme coming through the evidence review and stakeholder engagement. For example, Sydney's Cycling Strategy and Action Plan commits to ensuring that its programmes and communications are inclusive and respond to the needs of its diverse community.

So whilst we know that to be successful we need to build much more cycling infrastructure much more quickly, we also need to ensure that everybody's needs are accounted for at the design stage so we will **review funding criteria to ensure that fair access is appropriately weighted and improving accessibility is given an appropriate level of priority.** And to ensure that new infrastructure can be used as widely as possible, we will **expand access to cycles, including adaptive cycles, e-cycles and cycle share.**

In Scotland, household access to bikes scales with income. Whilst 34% of all Scottish households have access to one or more bikes, this falls to just 16% for households with an annual income under £10,000. So it is fundamentally important that we continue to expand our access to bikes initiatives to help redress that balance.

Enabling inclusive access to cycling is crucial to protecting communities and groups whose incomes limit access to cars. We will provide a **free bike for all children of school age who cannot afford one.** This programme is currently being trialled in Scotland and we expect it will help to create more equitable access to cycling.

Strategic Theme 4 – Training and Education

Evidence suggests that Government support for active travel behaviour change remains a key component of developing cycling for transport. Finland's National Strategy for Walking and Cycling acknowledges that a major shift in transport habits cannot be affected through new cycling routes alone. In Scotland, the Smarter Choices Smarter Places scheme has shown the benefits of supporting behaviour change. Through this framework we will **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.**

The review of CAPS found that events to support cycling to schools and workplaces and promote cycling more generally were important to increase cycling levels, so alongside our training offer, we will **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.**

We need to take people with us on this journey of change. When delivering new cycling infrastructure, the process should empower people and not leave them feeling left behind. Stakeholder feedback consistently highlights the importance of good public engagement, communications and local political leadership, and international evidence backs up this conclusion. Under this framework, we expect local authorities to provide communities with the tools they need to engage effectively and shape their own local areas. To support this, **we will provide local authorities with resources and guidance on communication and engagement and share examples of UK and International best practice.**

Strategic Theme 5 – Network Planning

We need to ensure coherence and consistency in the planning and delivery of cycling networks across the country. In Ireland, the Government mandates that every local authority adopts a high-quality cycling policy, carries out an assessment of their roads network and develops cycle network plans. And in Wales, the Government requires local authorities to prepare detailed active travel network plans for every settlement which is linked to the provision of Government funding for active travel routes.

Through this framework, **local authorities in Scotland will be required to produce active travel strategies for each local authority area, setting out plans to improve active travel networks and facilities to 2030.** These strategies should include detailed mapping and use an evidence led approach to network planning.

We will use these active travel strategies to **create a network blueprint for Scotland**, so that everybody can see at a glance the current and planned network of cycling infrastructure in every local authority area, links to and from public transport interchanges and services where the carriage of bikes is included. This will be a crucial resource to help plug gaps in provision and aid regional coordination and cooperation.

Strategic Theme 6 – Monitoring

As our strategic cycling network grows and develops, it is vitally important that we are able to gather data on key metrics, such as usage, quality, distance and others. We already have a comprehensive monitoring network in place but through this framework we will **expand and align monitoring and reporting of cycling levels at local, city, regional and national level**.

And we will use our improved and expanded monitoring network to **continuously monitor and evaluate the impact of active travel investment and embed learning in future investment decisions**, enabling local authorities to act with the confidence that they are making the right interventions in the right places, supported by the best available evidence.

Delivery Plan

The Delivery Plan has been developed using the information gathered through the evidence base review, from stakeholder engagement and the 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.

Some of the things that we may want to do over the lifespan of this framework may necessitate policy, delivery or legislative changes and this will be considered as we drive forward work on the 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, RTPs, ScotRail, Network Rail | Medium |
| Remove barriers to the fast implementation of cycling infrastructure, including through changes to the TRO process, and support the use of temporary and trial schemes | Transport 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, 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 |

Figure 4: Safe Cycling Infrastructure Actions

Effective Resourcing

The delivery of more and safer cycling infrastructure alongside other complementary measures requires the provision of an appropriate level of funding and resource.

| 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 | RoadSafety 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, 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 | EST, Cycling UK, Scottish Credit and Qualifications Framework Partnership, Cycling Scotland, Scottish Enterprise | Medium |

Figure 5: Effective Resourcing Actions

Fair Access

Prioritising equity of access to cycles and cycling opportunities is essential to enable everyone to cycle for their everyday journeys, including multi-modal trips that use public transport networks.

| 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 | Medium |
| Improve quality and level of service of carriage of bikes on trains and require rural & 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 | ScotRail, Network Rail | Medium |
| Provide a free bike to all children of school age who cannot afford one | Transport Scotland | | Short |

Figure 6: Fair Access Actions

Training and Education

Creating an environment in which children can learn to cycle at school and continue to cycle throughout their lives is important to increase cycling journeys and reduce the reliance on the private car in later life. Travel behaviour change programmes are identified as vital to complementing the new infrastructure that will be delivered. Providing training in cycling to adults will support behaviour change and help to create a feeling of enjoyment for adult cyclists.

| 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 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 |

Figure 7: Training and Education Actions

Network Planning

There is an ongoing need to expand the evidence base for investment in cycling and to demonstrate the multiple benefits of cycling through research, evidence gathering and knowledge sharing

| Action | Lead Delivery Partner | Supporting Delivery Partner(s) | Short, Medium or Long Term |
|--|-----------------------|--|----------------------------|
| Produce active travel strategies for each local authority area, setting out plans to improve active travel networks and facilities to 2030 Strategies should be in line with regional transport strategies, include detailed mapping and use an evidence-led approach to network planning | Local Authorities | SCOTS, RTPs (Regional Transport Partnerships), 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, ScotRail | Medium |
| Work with other policy areas to introduce localised active travel networks as part of a larger package - eg 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 |
|---|--------------------|--|--------|

Figure 8: Network Planning Actions

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 |

Figure 9: Monitoring Actions

Monitoring and Review

Progress will be measured using the indicators in the [Active Travel Outcomes Framework](#), published in 2019 (reproduced below). No funding will be provided from the Transport Scotland Active Travel budget where the proposal cannot demonstrate how these outcomes will be met.

The Delivery Plan will be reviewed in 2026 and again in 2030 to measure progress and refresh the actions. A review of findings will be produced.

| Outcome | Indicator |
|--|--|
| Increase the number of people choosing walking, cycling and wheeling in Scotland | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 |



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