
Title: Active Travel, Active Scotland Report

1. SUMMARY

- 1.1** In May 2012 a report by Cycling Scotland, Living Streets Scotland, Paths for All, Sustrans Scotland and Transform Scotland was published titled “Active Travel, Active Scotland Report – Our journey to a sustainable future”.
- 1.2** The report is aimed at key decision makers in all levels of government in Scotland and advocates a substantial increase in the investment in active travel (walking and cycling) in Scotland. The report’s vision is **“For walking or cycling to be the natural choice for short journeys, creating a healthier, socially inclusive, economically vibrant, environmentally friendly Scotland.”**
- 1.3** The Cycling Action Plan for Scotland published by the Scottish Government in 2010 has set a target of 10% of all journeys in Scotland being made by bike by 2020.
- 1.4** Currently only 1% of all trips in Scotland are made by bike, 23% are made on foot, and 64% by car, despite the fact that the majority of people in Scotland either do not drive or do not have access to a car. With half of all journeys being less than 2 miles long, growing the mode share of walking and cycling is considered to be achievable.
- 1.5** Achieving modal shift can be more challenging in a rural environment like Argyll, however Argyll and Bute Council are responding to the points raised in the Report’s Action Plan as detailed in point 3, and are recognised nationally as being a Council implementing best practice in leveraging in funding and delivering infrastructure.

2. RECOMMENDATIONS

- 2.1** This paper is for noting.

3. SUCCESS MEASURES

- 3.1** The report details “What would success look like?”
- 10% of all journeys by bike and 25% of all journeys by walking by

2020.

- The completion of the National Cycle Network.
- Delivery of on-road cycle training to all P6 pupils.
- The implementation of the active travel elements of Core Path Plans including the signing, maintenance and development of off road routes.
- Street audits leading to priority for pedestrians on all routes to key destinations in towns and cities.
- The re-allocation of road space to create traffic free cycle lanes on all arterial routes in all towns and cities.

4. ACTION PLAN DELIVERY

The report sets out an Action Plan. The points raised and Argyll and Bute's response following:

4.1 Governance and Policy Developing active travel is noted within a number of the Council's strategic policy documents:

Economic Development Action Plan (revision) as an element of "connected Argyll".

Local Development Plan – National Cycle Network, main cycle ways and active travel links are included.

Local Transport Strategy – active travel is a key objective.

Strategic Transportation and Marine Services Balanced Scorecard within the Sustainable Development section.

4.2 Funding The Strategic Transportation Team use the ring fenced "Cycling Walking, Safer Streets budget" to lever in the following external grant funding.

<u>2010-11</u>	<u>CWSS</u>	<u>Sustrans/HIE grant</u>
	£163K	£214K
<u>2011-12</u>	<u>CWSS</u>	<u>Sustrans/LEADER</u>
	£129K	£317K
<u>2012-13</u>	<u>CWSS</u>	<u>Sustrans/LEADER/HITRANS (to date)</u>
	£104K	£203K

Strategic Transportation work closely with the Roads, Planning, Access Teams within D&I, and Community Services to align projects and pool resources where possible.

4.3 Partnership Working We work closely with communities and other groups to deliver local transport projects that encourage modal shift e.g. link from Glenview and Dalmally Primary School to the new Dalmally Community Hall, and off road link from Lorn Road to the

primary school and Etive Road in Dunbeg. The projects have been developed in response to suggestions from Councillors, other Council departments, and our work as part of travel planning and monitoring. Ongoing partnership working is increasingly a criteria required by funders. We encourage local partners and communities to take on ownership, promotional activity and maintenance responsibility for routes once they are in place.

We work closely with Sustrans and Transport Scotland to continue delivery of the National Cycle Network, including Route 78 (Oban to Fort William Cycleway) and Route 75 in Cowal and the Helensburgh and Lomond cycle ways.

Cycle Training - Cycle Training is offered to pupils in P6 or P7 in all schools in Argyll and Bute. Currently The Road Safety Unit train instructors who deliver cycle training over a 6-8 week programme. The training covers basic skills such as checking a bike; control skills; learning to start off, stop, carry out an emergency stop, turn left, overtake and turn right. Children also learn the rules of the road and are assessed at the end of the training. 94% of schools deliver training on-road using T-junctions close to the school.

Core Path Plan - in developing the Core Paths Plan the Council has consulted widely with local communities over a number of years. The Council has contracted the Blarbuie Project, a community based Social Enterprise Company, to maintain paths improved by the Dalriada Project a Heritage Landscape Lottery funded project. The Council is proposing to establish an Argyll & the Isles Coast and Countryside Trust to support local communities with developing projects, applying for funding and delivering them. The Trust will amongst other objectives seek to deliver an improved network of Core Paths. Once the Core Paths Plan is complete there will be an opportunity for the Access Team to begin to support the proposed trust in its work with local communities.

- 4.4** Advocacy and Communication We generally hold a launch event for each new route installed or upgraded with promotion through the local press and on the Council's website. We have started a "Walking and Cycling" mapping series - we intend to produce one for Oban, Lochgilphead, Dunoon, Rothesay, Campbeltown and Helensburgh. The first one, for Oban, will be published shortly. The second map, for Rothesay, is being taken forward by the Towards Zero Carbon Bute community initiative. Printed copies of the maps will be available free of charge and also downloadable from the Council's website.

We also undertake school and workplace travel planning as requested and as resources allow, including promotions e.g. Walk to School Week, and National Bike Week.

- 4.5 Leadership** At a strategic level, active travel is promoted as part of our approach to sustainability by the new Corporate Improvement Board, and was also an element of Argyll and Bute Council's Carbon Management Plan. The promotion of sustainable and active travel is also one of the elements of Workforce Deployment under the flexible and mobile working arrangements.

At project level, all of the route improvement proposals that are progressed are done so with support from Heads of Service, Directors and elected members.

- 4.6 Decision-Making Mechanisms** – we focus our projects on short community links that will encourage active travel on everyday journeys, particularly to schools or other key services, and on projects that will enhance the wider network e.g. National Cycle Network sections. The projects are developed in partnership with communities and/or other Council departments to ensure that our work will deliver maximum benefits.
- 4.7 Monitoring and Evaluation** - we are in the process of extending our network of pedestrian and cycle counters in order to be able to accurately record user numbers and relate this to investment and benefits. We hope that this data will assist us in attracting future funding. We also share cycle count data with our partners nationally and other local authorities. All of our schools are invited to take part in the annual Hands Up Survey. The Strategic Transportation Team has also recently contributed some transport questions for inclusion in the forthcoming Citizens Panel Questionnaire.

5. CONCLUSION

- 5.1** The key sustainable travel agencies in Scotland have produced a joint report titled "Active Travel, Active Scotland" The vision of the report is for "walking or cycling journeys to be the natural choice for short journeys, creating a healthier, socially inclusive, economically vibrant, environmentally friendly Scotland".

Argyll and Bute Council's Strategic Transportation Team are making maximum use of available resources and working in partnership with national agencies, Council colleagues and communities towards delivering the report's vision. Argyll and Bute are recognised as being successful and delivering best practice in this field.

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