



A LONG-TERM VISION
FOR ACTIVE TRAVEL
IN SCOTLAND **2030**



Keith Brown

FOREWORD

During 2014 Scotland has shone on the international stage, with occasions such as the Commonwealth Games and The Ryder Cup seen by millions across the world. Hosting these events has focused our thinking on a longer-term legacy, and how the people of Scotland can benefit – especially by becoming more active.

We want to capitalise on this golden opportunity for Scotland to achieve lasting change and increase the number of people choosing to travel actively across all communities as part of their everyday lives, whether to get to work, pick up the shopping or to visit friends. Creating the types of place where active travel is popular will help us achieve many outcomes, including better health, having attractive, safe communities and increased economic activity. This will require many disciplines to work together such as planning, regeneration, economic development, transport, climate change and education, involving a wide range of partners from local authorities, NHS, local businesses and volunteers.

**ACHIEVING LASTING CHANGE AND
INCREASING THE NUMBER OF PEOPLE
CHOOSING TO TRAVEL ACTIVELY
ACROSS ALL COMMUNITIES AS PART
OF THEIR EVERYDAY LIVES**

Creating the infrastructure to encourage active travel is only one part of the puzzle. In order to maximise the investment in infrastructure, we need to ensure that active travel options are clearly signposted, well promoted and that people have the skills and confidence to use them. This can be very simple; in the form of maps showing local routes, more intensive such as personal travel planning, or by offering cycle training.

This document sets out how we hope Scotland will look in 2030 if more people are walking and cycling for short, everyday journeys allowing us to reap the benefits of active travel. I would like to offer my thanks to members of the working group and the many stakeholders who have helped develop this vision. However, having a vision is only the first stage, our next challenge is to implement it. I am confident that, with our delivery partners, we will be able to achieve this.



Keith Brown
Minister for Transport



A LONG-TERM VISION FOR ACTIVE TRAVEL IN SCOTLAND (2030)

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.

**DELIVERING PLACES
THAT ARE HAPPIER,
MORE INCLUSIVE
AND EQUAL**



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Achieving this vision will help us to move towards the following objectives:

Better health and safer travel for all

Environments in which walking and cycling are easy choices will be safer for everyone, promote healthy living choices, treat and prevent disease and reduce health inequalities.

Reducing inequalities

Access to jobs, services and leisure will be widened for all – including children, older people, people with disabilities and people on low incomes.

Cutting carbon emissions and other pollution

More people choosing to walk and cycle will reduce pollution from motorised travel and so help tackle climate change and improve air quality.

Delivering liveable, more pleasant communities

Places that are pleasant and practical for walking and cycling, with better pedestrian and cyclist safety will improve people's lives in many ways, including feeling connected to the community. Communities where people value and use the active travel network, comprising streets, roads and path networks.

Supporting delivery of sustainable economic growth

Places that are designed for walking and cycling are generally more attractive. Scotland's communities will benefit from this, becoming more desirable places to live and work so helping attract investment and economic activity.

PLACES THAT ARE PLEASANT AND PRACTICAL FOR WALKING AND CYCLING, WITH BETTER PEDESTRIAN AND CYCLIST SAFETY WILL IMPROVE PEOPLE'S LIVES IN MANY WAYS, INCLUDING FEELING CONNECTED TO THE COMMUNITY



WHAT SCOTLAND WILL LOOK LIKE IF WE ACHIEVE THIS VISION:

Many more people are walking and cycling for everyday, shorter journeys, usually up to 2 miles for walking and up to 5 miles for cycling. Active travel is seen as the norm, regardless of gender, ethnicity, age, or background. Roads are quieter and safer, encouraging more people to walk and cycle for shorter journeys. Far more people will get about cheaply for work, studying, shopping and socialising.

Increased investment in pedestrian and cycle infrastructure, behavioural change and training has resulted in generational changes in travel habits. Walking and cycling as mainstream travel options support equality in opportunity and improvements in the environment. People are enabled to make healthy living choices to treat and prevent disease, address the impacts of sedentary lifestyles and reduce health inequalities.

**MANY MORE PEOPLE
ARE WALKING AND
CYCLING FOR
EVERYDAY, SHORTER
JOURNEYS**



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INFRASTRUCTURE

The built environment puts people and place before the movement of motor vehicles.

Main roads into town centres all have either segregated cycling provision or high quality direct, safe and pleasant alternatives. Pedestrian and cycle paths are in place. Rural and suburban minor roads have low speed limits, linking nearby communities and services so opening up new travel opportunities and choices.

This active travel network ensures continuity of routes and linking of key destinations, encouraging people to travel safely on foot or by bicycle within and between settlements. Services and main trip attractors and generators are all accessible by foot and by bicycle, with appropriate cycle parking and changing facilities. Legislative streamlining has facilitated Roads Authorities in implementing speed restrictions, pedestrian and cycling schemes.



Lighting, active and natural surveillance of routes increases the perception of safety along pedestrian and cycle routes.

All schools have safe routes for pupils who are confident to walk or cycle to them along with 20 mph or lower speed limits.



INFRASTRUCTURE (continued)

Comprehensive active travel networks are available for walking and cycling. The walking network is much improved, with better maintenance and greater provision, particularly in rural areas. A comprehensive cycling network has been created, made up of on road segregated facilities, well signed quiet minor roads with reduced speed and off road paths. All improvements to the network have local marketing to raise awareness of the new facilities and are clearly signed.

Crossings prioritise people and give confidence to users, for example short wait times, no staggered crossings, sufficient time to cross and far-side visual cues for people with auditory loss and auditory cues for people with visual impairment.

Nationally, walking and cycling networks (comprising the National Cycle Network, Long Distance Routes (LDRs), regional routes, core paths and local cycle networks) link settlements, places of interest and public transport hubs. The networks have been, and continue to be, rolled out through the National Planning Framework in accordance with the vision enshrined in the CAPS and the National Walking Strategy. Together the networks have increased opportunities for active travel, leisure and recreational cycling.



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MAINTENANCE

Pedestrian and cycle ways are maintained to a fit-for-purpose standard for users of all abilities and given equal priority to carriageways.

Roads maintenance programmes are prioritised to facilitate active travel. Effective maintenance of the road, pedestrian and cycle network ensures safety, usability and longevity. Winter maintenance considers the needs of all users with resources targeting priority networks for frequent gully cleaning and snow/ice removal.



URBAN CENTRES

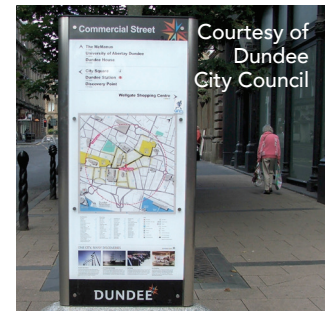
Transport and Land Use planning have undergone a major shift away from vehicle movement towards creating a sense of place and prioritising travel by active modes, with a strong emphasis on sustainable and people-centred planning and design.

City and town centres are people focussed with easy pedestrian and cycle access. Streets and public spaces have a high 'liveability' factor: attractive and welcoming, with high quality car-free or low-vehicle shopping streets.

Scotland's urban areas all meet air quality targets. Noise limits and emissions of carbon dioxide and pollutants have been vastly reduced from 2014 levels.



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**EFFECTIVE MAINTENANCE OF THE ROAD,
PEDESTRIAN AND CYCLE NETWORK
ENSURES SAFETY, USABILITY AND
LONGEVITY**

**ACTIVE TRAVEL IS
INTEGRATED WITH
PUBLIC TRANSPORT**



TRANSPORT INTEGRATION

A highly efficient, comfortable, affordable and high quality public transport system, with multi-modal interchanges, encourages drivers and their passengers to choose to use buses and trains in preference to the car.

Active travel is integrated with public transport to provide an attractive alternative to car use for longer journeys. There is easy, safer access by foot and bike to public transport stops and stations. A supportive environment is in place to ensure this, for example through the provision of multi-modal interchanges, including in rural areas. This ensures that walking and cycling are a key part of a truly integrated transport network, with appropriate supporting infrastructure such as real time information, seating, Car Club provision, cycle storage and cycle hire schemes. Adequate and bookable facilities for bike carriage on trains and inter-urban and rural buses are the norm.

There is access to pedestrian and cycle information through travel information, maps and signs to enable people to make informed choices.



CULTURAL AND BEHAVIOUR CHANGE

Walking and cycling are the first and natural choice for shorter, everyday journeys and so are the social norm.

As a result of changes in attitude and behaviour towards active travel there will be increased numbers of pedestrians and cyclists. There is a mutual understanding between drivers, pedestrians and cyclists. This is linked to a sustained education and training provision.

Scotland is seen as an exemplar on achieving behaviour change and increasing active travel rates. Information campaigns have reinforced positive messages about safe speeds in built up areas, interaction with other road users and how pedestrians and cyclists are travelling with greater safety and confidence. Pedestrians and cyclists wear clothing appropriate to the weather conditions and the trip being taken.

Approaches to an active travel network development are driven by local needs and realities but implementation is consistent across the whole of Scotland through such measures as signposting, route marketing, mapping, accessible information, so that networks are easily understood for residents, visitors and tourists.



Pedestrians and cyclists are safer when travelling around the local road and route networks, as a result of reduced traffic speeds and volumes, widespread segregation of pedestrian and cyclists from heavy traffic and enforcement of traffic regulations as well as successful safety campaigns. Drivers show an extremely high duty of care towards pedestrians and cyclists, and this is reflected in cautious and considerate driving standards and behaviour.

CULTURAL AND BEHAVIOUR CHANGE (CONTINUED)

Car clubs, car hire and other forms of shared provision are common choices, facilitated by continuing advances in mobile technology and intelligent cars. This allows people to choose the most appropriate vehicle for any non-active travel trip.

The Scottish Government, Transport Scotland, CoSLA, Regional Transport Partnerships and Police Scotland have jointly committed themselves to a 'Vision Zero' approach to road safety, as a result of which pedestrian and cyclist casualties and road deaths are very rare.

There are appropriately reduced speed limits (including 20mph) in urban and rural areas where there is, or could be, a high level of pedestrian and cycle activity, particularly where there are easily accessible alternative routes that could allow motor traffic to travel more efficiently.

Road safety and cycle training is a key part of lifelong learning, with opportunities available to all ages, through schools, further education, employers and community groups. There will be a range of programmes available to support employers, schools and community groups to ensure that active travel can continue to develop. This includes rewards and recognition of changes to more active and sustainable travel behaviour. There is a progression of training for individuals to increase their skills and confidence.



**THERE WILL BE A RANGE OF PROGRAMMES
AVAILABLE TO SUPPORT EMPLOYERS,
SCHOOLS AND COMMUNITY GROUPS
TO ENSURE THAT ACTIVE TRAVEL CAN
CONTINUE TO DEVELOP**



COMMUNITY OWNERSHIP

Communities are involved in the development, management and promotion of active travel networks and interventions in their area using the skills, knowledge and capacity in the community.

There is widespread public understanding of and confidence to use the active travel network. There is increased access to bicycles and bike storage.

Employers enable and encourage active travel through implementation of the Bike to Work Scheme, Walk to Work programmes and travel planning. Active travel is a lasting legacy from the Commonwealth Games in 2014.

Young people, have opportunities to be involved in walking and cycling to develop skills for life and work.

**ACTIVE TRAVEL IS A
LASTING LEGACY
FROM THE
COMMONWEALTH
GAMES IN 2014**



PLANNING

Community Planning Partnerships and all partners recognise the preventative benefits of active travel by prioritising investment in walking and cycling as a means of achieving key national and local social, environmental and economic outcomes related to improving health and wellbeing, reducing carbon footprints and supporting sustainable economic growth.

The NHS and GP practices recognise and develop their role in encouraging active travel as a key element of improving the health of the nation in the planning and delivery of health services and increased emphasis on the health benefits of active travel through prescribing activity as a health intervention.

Communities are actively involved and consulted on planning and developing active travel networks and associated infrastructure such as cycle storage.

Development planning and management focus on the concept of walkable neighbourhoods, ensuring a mix of facilities within walking and cycling distances of where people live, and that population densities are sufficient to make public transport and local services viable.

Local streets are seen as multifunctional spaces, with active roles to play in supporting local economies, establishing green networks which handle surface water and biodiversity in sustainable ways, encouraging social interaction and activity and where spaces are accessible to all.

All new developments follow design guidance such as Designing Streets, putting people and place before vehicle movement. There is increased use of Section 75 and planning conditions to deliver funding and facilities for active travel. There is wide understating of the economic benefit for local areas that active travel enables.



**COMMUNITY PLANNING PARTNERSHIPS
AND ALL PARTNERS RECOGNISE THE
PREVENTATIVE BENEFITS OF ACTIVE
TRAVEL BY PRIORITISING INVESTMENT IN
WALKING AND CYCLING**

LEISURE, SPORT AND RECREATION

Walking and cycling have a major leisure role across Scotland, whether short weekend recreational walks, cycle rides or cycling holidays as an alternative to car-facilitated recreation. Walking and cycling as leisure, sport or recreation helps develop skills and build the confidence to make use of the active travel networks. Every community has access to attractive, marketed, signed and mapped recreational walking and cycling routes in and between key destinations.

Safer rural routes promote both everyday active travel and recreational and sport cycling, with the associated economic benefits from having a network that makes Scotland a great destination for walking and cycling tourism. Scotland has an international reputation for great rural routes and recognition of how it has developed.

Investment in active travel, recreational and sport cycling facilities can complement each other in providing the skills and confidence required for everyday active travel.



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Produced for Transport Scotland by APS Group Scotland, October 2014

ISBN: 978-1-909948-32-7
