



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

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Active Travel Task Force Delivery Plan

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Foreword

The Active Travel Taskforce report was published in June 2018. Developed in partnership with our stakeholders, members of the public, community councils and lobby groups, the report sought *'to improve delivery of the ambitious and inclusive walking and cycling projects in Scotland that will help to create high quality places and communities that support health and wellbeing'*. The Taskforce made recommendations on improving delivery. Infrastructure in and of itself is not enough to bring about the change we want to see, so the report included recommendations on behaviour change, place making, and the community led design of any new walking, cycling and public realm projects.

Since publication of the report, Transport Scotland has been working closely with our key stakeholders to develop this Delivery Plan. The plan sets out how and when the recommendations have and will be taken forward and who will lead and support the implementation of these.

The Scottish Government has worked in partnership with the lead delivery bodies identified in this plan to ensure the actions are achievable, and will further consult on the best way to ensure the impacts are measured, monitored and evaluated, and most of all, ensuring that the actions will deliver the change we need for the people of Scotland.

This Delivery Plan will support our delivery of the long-term vision for Active Travel in Scotland 2030, the Cycling Action Plan for Scotland 2017-20, the National Walking Strategy 2014 and wider strategies including the National Transport Strategy, the Climate Change Plan and the Active Scotland Outcomes Framework.

It is vitally important that our communities are at the heart of the development of active travel policy in Scotland. We have much to learn from places such as Amsterdam, Seville and Copenhagen. However Scotland is a unique country and we need to build and deliver projects that have community support and that suit the beautiful landscapes we enjoy.

This cannot be achieved by the Scottish Government in isolation. That is why we are delighted with the enthusiastic and constructive stakeholder engagement since the Taskforce was established in November 2016.

Transport Scotland would like to thank everyone who contributed to the Report, and now this Delivery Plan. We look forward to working with you in delivering on these actions in shaping Scotland's development as an active nation, enabling as many people as possible to choose walking and cycling for every day short journeys and making our public places as accessible as possible for everyone.

Sustainable and Active Travel Unit
Transport Scotland

1. Infrastructure

Recommendation 1.1

Criteria for funding for walking, cycling and place-making projects must include the delivery of infrastructure combined with appropriate behaviour change programmes, in a way that is enforced and timely, sequential and coordinated, using planning policy and international best practice.

Key achievements already delivered

Delivery partners have completed and evaluated a range of infrastructure projects with signposting to or integral behaviour change elements (e.g. signposting to Smarter Choices Smarter Places).

Since 2009 Sustrans has successfully delivered community led Street Design projects, Safer Routes to Schools infrastructure projects with signposting to school I-Bike projects, and since 2017 Energy Saving Trust (EST) E-bike projects have directed people to bike training.

Since 2017 several Sustrans Community Links and all Community Links PLUS projects have included both infrastructure and behaviour change elements.

Sustrans learn from international best practice and planning policy and use this to inform development of infrastructure projects and design of criteria.

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

Transport Scotland and delivery partners will continue to assess if and how behaviour change interventions and sources of behaviour change funding should be promoted or be integral to infrastructure projects and processes and vice versa.

Delivery partners will ensure that the scoring criteria for infrastructure funding includes behaviour change (where needed as above assessment).

Transport Scotland and delivery partners will evaluate the scoring and funding criteria, and the impact of combined infrastructure/behaviour change programmes. Partners will report annually to Transport Scotland, recommending criteria and programme improvements.

2020 onwards longer term actions

The National Transport Strategy Review (NTS2) will set out a vision for Scotland's transport system over the next 20 years.

Our approach focuses on collaborative working and engaging with citizens across Scotland to give them a greater say in the development of transport policy.

The Strategic Transport Projects Review 2 (STPR2), will provide a long term transport intervention investment programme for Scotland. It will include future proposals for national sustainable and active travel infrastructure, which will assist in delivering the NTS2 vision and outcomes around active travel.

Recommendation 1.2

As a preventative spend measure, cross-portfolio policy investment (e.g. from Health, Transport, Environment and Education Directorates) should prioritise the delivery of a network of continuous and safe walking and cycling infrastructure routes, working in partnership with local authorities and other relevant stakeholders.

Key achievements already delivered

Transport Scotland funded non-motorised user infrastructure is being delivered as part of projects including A9, A96, other trunk roads, Central Scotland Green Network (CSGN), and the National Walking and Cycling Network (NWCN).

The Scottish Government's Tourism and Major Events Directorate delivered a scoping study on route options in 2019 for a long distance walking and cycling route which was a Programme for Government commitment.

Transport Scotland is delivering five refurbished rail carriages for bikes and other outdoor equipment which will enable the national infrastructure network to be more fully utilised and linked.

Scottish Natural Heritage and Sustrans with Government funding are delivering a network of safe walking and cycling routes called the National Walking and Cycling network which includes the National Cycle Network (NCN), Great Trails and Scottish Canals.

Transport Scotland part funded the national NCN review led by Sustrans which identified investment, improvement and upgrade needs for the network. The first "activation project" opened in April 2019.

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

Transport Scotland will work with delivery partners and other Scottish Government policy areas including Health, Education, and Housing to identify joint opportunities to fund better infrastructure and facilities for walking and cycling.

Transport Scotland and delivery partners will monitor and evaluate the impact of joint investment and quantify the preventative spend benefits of that investment.

Transport Scotland will continue to include the NCN and NWCN within its appraisal of the strategic transport network as part of the Strategic Transport Projects Review.

2020 onwards longer term actions

Local authorities will develop long term costed transport strategies/plans identifying “pipeline projects” with monitoring and evaluation aligned to active travel and other relevant strategies.

Transport Scotland will continue to encourage cross portfolio investment by simplifying funding streams and encouraging joint working.

Sustrans will open a dialogue with Scottish Futures Trust around coordination of funding, and where opportunities are found, evaluation of the impact.

Local authorities to identify cross departmental investment made in walking and cycling infrastructure where there is a clear business case to do so, e.g. housing development, regeneration, health etc.

Recommendation 1.3

Formally approved, overarching design guidance for Scotland should be produced for local and trunk roads, and places, enabling people of all ages and abilities to access schools, workplaces and community destinations by foot, bike and public transport, ensuring accessibility for all users. National policy requirements should be reinforced for infrastructure, referencing Designing Streets, Cycling by Design and the Place Standard Tool.

Key achievements already delivered

In March 2019, Transport Scotland convened an inclusive cross sectoral working group focusing on designing for cycling, while recognising the needs of all other users.

Transport Scotland, in partnership with Department for Transport and Scottish Government Planning & Architecture Division, have commissioned research into inclusive design for all road users.

In April 2019, Sustrans issued guidance to infrastructure project applicants as part of its new Places for Everyone programme. Designing Streets planning policy is also used.

From April 2019, the use of the Place Standard Tool is a criterion for larger scale projects being assessed through Places for Everyone.

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

In December 2019, Transport Scotland will publish the research report into inclusive design.

All delivery partners will review and revise their own design guidance by March 2020.

2020 onwards longer term actions

Transport Scotland will deliver walking and cycling (including wheeling) guidance by the end of 2020. The new guidance will be a live document and updated regularly.

Use of the new guidance will be a key reference point in all Transport Scotland funding programmes via active travel partners.

Sustrans will ensure that all funding criteria for infrastructure projects will routinely expect the use of national planning policy and newly adopted guidance from 2020 onwards.

Sustrans will report on the impact of the Places for Everyone applicant design guidance in June 2021.

All delivery partners will report on the impact of new design guidance in June 2021.

Local authorities and Regional Transport Partnerships will actively and consistently apply and evaluate the effectiveness of planning policy requirements (including travel planning) on local infrastructure builds such as roads, housing, schools and NHS sites.

Recommendation 1.4

Funding for long term maintenance for active travel projects, identified as a local or national priority, should be included as part of Community Links/PLUS projects (now Places for Everyone).

Key achievements already delivered

In 2019 Sustrans is providing maintenance funding for some tiers of the Places for Everyone programme and previously provided this via Community Links.

The Scottish Government/Transport Scotland has provided funding to Sustrans for the NCN for nearly 15 years; this includes maintenance and improvement work.

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

Transport Scotland and Sustrans will develop options to include maintenance costs as a match for priority active travel routes which are not fit for purpose and are in need of upgrading, through Places for Everyone funding.

2020 onwards longer term actions

Places for everyone to share case studies and best practice on procurement focussing on the importance of quality vs cost.

2. Policies, processes and resources

Recommendation 2.1

Increased, continuous, multi-year funding and resources, is required, along with simplifying the current bidding processes and conditions.

Key achievements already delivered

The Scottish Government Programme for Government doubled active travel funding from 2018 to £80 million per annum for the parliamentary term.

In April 2019, Sustrans launched Places for Everyone, a simplified capital grant funding portal bringing three funding streams into one and developed in partnership with local authorities.

Since 2017 Sustrans has offered embedded officers and multi-year match funding (two to three years for larger projects) and from 2019 this is extended to a maximum of five years for certain projects.

In 2018 Transport Scotland, in partnership with COSLA, consulted local authorities to seek proposals to improve bidding processes.

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

Transport Scotland will keep under review the funding process in discussion with COSLA and delivery partners to ensure ease of access to funding, best value and continuity of delivery.

Sustrans will report in annual evaluations and by December 2020 on the new Places for Everyone scheme and the effectiveness of one to five year funding.

2020 onwards longer term actions

The Transport Scotland STPR2 review, which will be completed within the lifetime of this parliament, will include future strategic active travel projects that emerge from the appraisal process.

Delivery partners will set out long term costed active travel and other related strategies identifying pipeline projects for future delivery (see recommendation 1.2).

Transport Scotland will continue to offer multi-year funding dependent on evaluation of effectiveness.

Recommendation 2.2

The match funding criteria should be reconsidered and the range of those organisations able to bid for active travel funding should be widened to ensure an open, fair and transparent process.

Key achievements already delivered

From 2018 Sustrans has offered reduced match funding for safer junctions - 70/30%.

In 2018 Transport Scotland, with Paths for All, opened up the range of organisations who can apply for Smarter Choices Smarter Places via the Open Fund. Match criteria includes up to 25% "in-kind" match and a minimum of 25% cash match.

Match funding requirements have been reduced to 20-30% for active travel hubs via the European Regional Development Fund Low Carbon Travel and Transport Challenge Fund administered by EST.

The Transport Scotland funded EST E-bike grant fund that launched in June 2018 is open to a range of organisations and has had significant uptake from a variety of groups.

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

In 2019 Transport Scotland will keep under review match funding criteria in discussion with COSLA and delivery partners to ensure best value.

Delivery partners will, in consultation with organisations who are being asked for match funding, monitor demand and challenges with provision of match funding and provide recommendations to Transport Scotland during 2019.

Delivery partners will review training and guidance on match funding requirements (see recommendation 2.6).

2020 onwards longer term actions

Transport Scotland will continue to review and implement any agreed changes.

Delivery partners will continually monitor match funding criteria and guidance as part of annual reporting and evaluation.

Recommendation 2.3

The collective impact of active travel strategies/plans, and related policies across national, regional and local levels, should be measured, and monitored longitudinally.

Key achievements already delivered

The Scottish Government's monitoring and evaluation framework for the Climate Change Plan (CCP) produced an initial report in October 2018. Transport Scotland reports against 8 policy outcomes in the CCP annually, including those on active travel.

The collective impact on population health of the implementation of the Active Scotland Delivery Plan is measured through the Scottish Health Survey and Scottish Household Survey.

In 2019 Paths for All redrafted the National Walking Strategy Action Plan to measure walking outcomes directly linked to the National Performance Framework.

Since 2010 Cycling Scotland has measured progress annually against the Cycling Action Plan for Scotland's shared vision that 10% of everyday journeys are by bike.

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

Sustrans is reviewing the impact of local authority active travel strategies which are mandatory for larger projects. This is due to report in September 2019.

Places for Everyone will require applicants to commit to projects being part of active travel and related strategies, and to evaluate the impact of strategies.

Transport Scotland and delivery partners have developed a monitoring and evaluation (M&E) outcomes framework for active travel to be published by August 2019. This identifies strategic outcomes for active travel with key indicators to show progress over the long term. Progress will be reported annually, with the first report in 2020.

Transport Scotland will continue to require M&E of grant funded programmes and will assess this, and work with partners to achieve greater impact.

Transport Scotland and delivery partners will establish research, evidence and evaluation groups to support each other's work, coordinate and evaluate the long term effectiveness of programmes and the contribution of data to the active travel outcomes.

Transport Scotland will engage with partners to consider governance for measuring and monitoring active travel actions across all related strategies and plans.

2020 onwards longer term actions

Sustrans will report in annual evaluations on the impact of active travel and related transport strategies on active travel outcomes.

Transport Scotland, with delivery partners, will develop options to create a national repository and portal for evidence and M&E for active travel.

Transport Scotland and partners will continue to roll out Bike Life and investigate equivalent walking evidence, and other means of building a robust evidence base of public opinion for investment.

Recommendation 2.4

National, regional and local ownership, planning and delivery of active travel projects between policy departments must be more coordinated, and include as a minimum, planning, environment, health and education departments within central and local governments. Regional Transport Partnerships need to be better resourced to address cross-boundary issues, in partnership with other stakeholders.

Key achievements already delivered

Transport Scotland has improved strategic links with Scottish Government Climate Change (as part of governance of the Climate Change Plan), Health (as part of the Active Scotland Delivery Plan), Planning, Housing, Education and within Transport Scotland.

Sustrans' Strategic Partnerships Team has worked with local authorities and 21 plans have been developed. Regional Transport Partnerships (RTPs) have been invited by Transport Scotland to bid for active travel funding in consultation with local authorities with a total of almost £2.5 million allocated over two years; RTPs and all delivery partners have committed to work in partnership.

As part of the Transport Scotland wider National Transport Strategy review, a collaborative working group has been considering current transport governance arrangements.

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

Transport Scotland will continue to work across the Scottish Government, local and regional government and with external partners to join up strategies, policies and funds, using a place based approach and propose joint Programme for Government commitments.

Transport Scotland will consult publicly on a draft reviewed National Transport Strategy from July 2019; the new Strategy will be published before the end of 2019.

Transport Scotland will review the allocation of funding to RTPs on receipt of annual reports and evaluations from them and other delivery partners.

2020 onwards longer term actions

The implementation of the Planning Bill, now passed, will enhance the status of Scottish Planning Policy combined with the next National Planning Framework, as part of the statutory development plan; so adding greater weight to future policy supporting good active travel infrastructure. Transport Scotland will work with Planning colleagues in developing this national planning policy.

Recommendation 2.5

There must be prominent and consistent national government and stakeholder support to enhance strong leadership at the local level to help make the often unpopular, but right decisions.

Key achievements already delivered

During 2018-2019, walking and cycling as part of Transport Policy was given a higher profile in National Government; this is now at Cabinet Secretary level, with a doubled budget for active travel and continued importance as part of the Programme for Government, the National Performance Framework, the Active Scotland Delivery Plan and the Climate Change Plan.

Between 2017-2019, Scottish Ministers continued to support active travel events such as the Walking, Cycling, Connecting Communities conference and Active Travel Summits.

In December 2018, Scottish Ministers appointed Lee Craigie as the Active Nation Commissioner to provide national leadership with ministerial backing for walking, cycling and physical activity.

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

Transport Scotland will publish the Active Nation Commissioner's roles and responsibilities and initial proposals for supporting this recommendation.

Delivery partners and Transport Scotland will seek to recruit cross party elected member Active Travel champions in consultation with the Cross Party Group on Cycling, Walking and Buses.

Ministers, the Scottish Government and Transport Scotland will continue to give active travel a high profile as part of the sustainable travel hierarchy in the National Transport Strategy and as part of strategic messaging (refer to recommendation 4.2).

2020 onwards longer term actions

The Active Nation Commissioner will produce a report on the first year in post with recommendations on future actions to enhance strong leadership.

Delivery partners will provide evidence and evaluation of projects to help support decisions and respond to the demand from communities, such as Bike Life reports but including walking (refer to recommendation 2.3)

Recommendation 2.6

Professional training in community engagement and consultation and planning, delivering and maintaining active travel projects should be made available as CPD accredited courses to all public and private sector professionals, including elected members.

Key achievements already delivered

Cycling Scotland continue to promote and make Continuing Professional Development (CPD) courses available through its “Making Cycling Mainstream” suite of courses.

Delivery partners offer other widely available courses.

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

Delivery partners will deliver community engagement, and active travel training for local authorities and will provide recommendations for improvement of training in their evaluation reports.

In 2019 Sustrans will circulate widely the Community Consultation Best Practice guidance and will update the guidance based on feedback from delivery partners and communities on an ongoing basis.

The Scottish Community Development Centre’s (SCDC) National Standards for Community Engagement will be used by all and we will evaluate the impact of its use.

2020 onwards longer term actions

Scottish Community Development Centre National Standards will be a criterion for accessing public funding for walking, cycling and inclusive design projects.

Transport Scotland and Active Travel Delivery Partners will commission a scoping study of training needs, gaps and promotion, including evaluation of existing training and will provide recommendations for improvements. Scoping of needs for improved training and guidance on the Traffic Regulation Order (TRO) and Redetermination Order processes will be included.

Recommendation 2.7

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.

Key achievements already delivered

The sustainable transport hierarchy is established in the National Transport Strategy and urban traffic reduction and the reduction of road space for motor vehicles are established features in transport, planning and active travel strategies.

Sustrans Places for Everyone includes criteria for the reduction of carriageway space to enable segregated paths for walking and cycling.

The Scottish Government has committed to the inclusion in the Transport Bill of legislation to enable local authorities to introduce a Workplace Parking Levy in their areas.

Transport Scotland continues to fund promotion of car sharing projects via CoMoUK.

The Transport Bill includes tools for local authorities to improve bus services.

Transport Scotland is working with bus operators on a study to identify where congestion impacts on bus operations, and funded bus prioritisation infrastructure projects.

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

The Scottish Government has agreed to support Workplace Parking Levy proposals, due for Parliamentary consideration at Stage 2 of the Transport (Scotland) Bill in June 2019.

Transport Scotland will give early focus in STPR2 on the impact of congestion on bus patronage levels and interventions to address that.

Transport Scotland is working with local authorities and consulting with the Department for Transport on the TRO process to identify any barriers in that process to delivering active travel projects. Transport Scotland will review the Redetermination Order process with local authorities to identify any barriers in that process to delivering active travel projects.

2020 onwards longer term actions

Takes Climate Action and Improves our Health and Wellbeing are two of the four themes of the National Transport Strategy Review.

Local authorities will consider implementation of the Workplace Parking Levy in their local area and evaluate and report on impact if implemented.

Transport Scotland will work with the bus industry and local authorities to ensure regulatory powers and investment are best used to realise mode shift to bus.

Delivery partners/Research and Evidence group will review measures of success for improvement, for example, measure the number of single occupancy cars.

Delivery partners/Research and Evidence group will share data with other sustainable travel organisations e.g. bus companies.

Local authorities will consider the promotion of car free days and evaluate impact.

Recommendation 2.8

The National Transport Strategy Review must deliver the sustainable travel hierarchy, prioritising walking and cycling. Active travel should be mainstreamed into Regional and Local Transport Strategies.

Key achievements already delivered

Active travel is included in many regional and 21 local transport strategies including those of Regional Transport Partnerships.

Sustrans is funded to work with local authorities to develop active travel strategies, that can integrate into transport, planning or health strategies.

An integrated, mainstreamed active travel strategy is a criteria for funding for Sustrans' Places for Everyone.

The sustainable travel hierarchy in the current National Transport Strategy (NTS) prioritises walking and cycling.

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

The three month public consultation on the NTS is due to commence in July 2019. The final Strategy will be published by the end of 2019.

Sustrans' annual and longitudinal evaluations of work on active travel strategies will inform the development and improvement of strategies, Places for Everyone and other funding criteria.

2020 onwards longer term actions

Delivery partners will continually monitor and evaluate the impact of active travel and other relevant strategies, and improvement work with local authorities.

Active travel including multi-modal public transport will be a key component of Scotland's 20 year transport strategy.

Transport Scotland will monitor and evaluate the impact of the NTS on active travel.

Recommendation 2.9

The Strategic Transport Projects Review should include active travel as a theme for nationwide projects, for example the National Walking and Cycling Network.

Key achievements already delivered

Transport Scotland has from 2018 included active travel in their planning of the Strategic Transport Projects Review 2 (STPR2).

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

The STPR2 will include the National Walking and Cycling Network, National Cycling Network and other strategic walking and cycling networks on local and trunk roads, within the appraisal process.

2020 onwards longer term actions

Transport Scotland will look to include strategic active travel infrastructure projects in future transport infrastructure reviews.

Transport Scotland will aim to take an integrated approach to local and trunk networks, paths and roads in future reviews in collaboration with other roads authorities.

3. Community engagement

Recommendation 3.1

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. Infrastructure projects are not just about walking or cycling. Community Planning Partnerships and local communities need to be included from the outset and consider wider public transport requirements, such as walking routes to bus stops.

Key achievements already delivered

The Scottish Government's planning policy and the Place Standard promote placemaking through community involvement and consultation, reinforced by the Place Principle.

Transport Scotland's Long Term Vision for Active Travel and the 2016 Cycling by Design guidance promote placemaking through community involvement and consultation.

Transport Scotland is working with partners to promote the benefits of active travel as a prescription for better health, including initiatives with Wheelness and Green Health Partnership.

Sustrans' Guidance, Raising the Standard event and Street Design projects, and Living Streets' projects promote placemaking through community led/Community Planning Partnership involvement, consultation and funding criteria; best practice on design and community engagement is shared with key delivery partners.

Active travel strategies (which is a criterion for funding for Places for Everyone) promote public realm improvements.

From early 2019 the Active Nation Commissioner began work to promote active travel and place.

In 2018 Living Streets commenced a project to develop audit processes for improvements to walking routes to bus stops; this will report in June 2019, and will identify funding opportunities for 20 test sites.

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

Transport Scotland, delivery partners and the Active Nation Commissioner will continue to promote the key messages and benefits of active travel and placemaking via improved communications and other engagements/events.

Transport Scotland will further develop its communications strategy to articulate the key national benefits of active travel.

Sustrans will evaluate, learn and share lessons, and promote the first completed Community Links PLUS project as an exemplar for placemaking projects which include active travel.

The Scottish Government will embed key active travel messages within a new Place website to be delivered in late summer 2019.

2020 onwards longer term actions

Transport Scotland will continue to engage with larger public bodies e.g. NHS, Scottish Federation of Housing Associations and the Scottish Futures Trust to promote active travel infrastructure, with a greater focus on public realm.

The Scottish Government partners (Planning, Active Scotland, Education, Housing, etc) will continually improve strategies, guidance and communications to promote active travel and place.

Transport Scotland will continue to work with Active Scotland in the Scottish Government to ensure that active travel and a Place Based Approach are key features of the implementation of the Active Scotland Delivery Plan.

Recommendation 3.2

Delivery partners must ensure they conduct strong public consultation exercises and community engagement from the very start of design and planning. This must be inclusive and representative, using appropriate and innovative techniques that enable the target population to understand the project and processes and be properly involved. This will include community groups, businesses and Police Scotland and must follow the legislation in the Fairer Scotland Duty.

Key achievements already delivered

Sustrans and Living Streets have developed extensive community consultation best practice guidance and examples that can be shared with and used by local authorities and other active travel partners.

Sustrans' criteria for infrastructure has been revised to give high weighting for projects with strong evidence of community consultation.

Use of the Place Standard Tool, developed by the Scottish Government in partnership with NHS Health Scotland and Architecture and Design Scotland, is mandatory for all Community Links PLUS projects.

Local authorities report improved engagement in the planning and consultation phase for new active travel infrastructure with and within local communities.

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

Sustrans and Living Streets will give a demonstration of best practice delivery of community engagement and share their community engagement guidance.

Transport Scotland will support local authorities to ensure teams implementing active travel projects are appropriately trained (refer to recommendation 2.6).

Transport Scotland will develop guidance to ensure the requirements of all minority groups, and the impact on individuals protected by the nine characteristics covered within the Equality Act 2010 are considered when delivering active travel projects.

Cycling by Design guidance review team will reference best practice guidance for consultation e.g. Scottish Community Development Centre National Standards and the updated Design Manual for Roads and Bridges guidance.

Sustrans will continually review the funding criteria for infrastructure and behaviour change projects to ensure best practice community design guidance is adopted.

2020 onwards longer term actions

Sustrans evaluation of Places for Everyone will include the use of the Place Standard Tool in walking and cycling projects; and with the involvement of partners advise on its use for relevant behaviour change projects.

Delivery partners will consider opportunities to deliver community engagement training and other support for local authorities.

4. Behaviour change

Recommendation 4.1

There must be investment in behaviour change programmes for the longer term, in order to normalise walking and cycling for everyday journeys, including walking to public transport venues as part of a multi-modal journey. These should be balanced and coordinated with infrastructure and place making, media campaigns and must include enforcement of road safety and parking legislation in favour of pedestrians and cyclists.

Key achievements already delivered

Transport Scotland allocated £6.2 million per annum for behaviour change programmes with an additional £5 million to local authorities for sustainable travel programmes through the Smarter Choices Smarter Places fund.

Pavement parking restrictions are included in the Transport Bill.

Police Scotland, Transport Scotland and all road safety partners committed to the Road Safety Framework to 2020 which prioritises speed reduction and the protection of vulnerable road users.

Sustrans embedded officers programme is supporting a range of workplace and community engagement programmes.

In 2018 Living Streets commenced a project to develop audit processes for improvements to walking routes to bus stops; this will report in June 2019, and will identify funding opportunities for 20 test sites.

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

Transport Scotland will develop an active travel media campaign focusing on people, place and key behaviour change messages.

Transport Scotland will continue to fund Living Streets work on bus/walking connectivity and support national rollout supported by Places For Everyone funding.

Transport Scotland will continue to request and analyse evaluation of the impact of behaviour change programmes from delivery partners and will aim to provide resource funding from annual budgets to support behaviour change programmes.

2020 onwards longer term actions

All delivery partners will develop strategies to increase private sector investment in behaviour change initiatives.

Transport Scotland will deliver the outputs flowing from the revised safety camera site prioritisation criteria. This includes a commitment to increase levels of active travel infrastructure investment by prioritising collision locations that involve vulnerable road users.

Recommendation 4.2

All spheres of governance, led by the Scottish Government, must ensure the benefits of active travel are widely promoted across all portfolios and integral to all relevant Scottish Government policy.

Key achievements already delivered

Since 2017 Transport Scotland has built stronger links with the Climate Change agenda, Health and Active Lifestyles, Planning, Education, and Housing. Active travel is integral to the National Performance Framework, Active Scotland Delivery Framework, National Planning Framework 3, the Climate Change Plan, STPR2, and NTS2.

From 2017 delivery partners have worked to ensure all existing behaviour change programmes complement and support other areas of delivery (e.g. the Cycle Friendly programme, delivered by Cycling Scotland; Smarter Choices Smarter Places, delivered by Paths for All) and support each other's messaging.

In 2018 delivery partners established a joint communications group to maximise positive common messaging and promotion of all projects and announcements.

Transport Scotland contributes to cross portfolio groups to promote the importance of active travel for other policy areas, including Climate Change and Active Scotland.

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

Transport Scotland will consider, with COSLA and delivery partners, appropriate governance for the active travel programme, providing scrutiny, assurance, challenge and policy and delivery join up across portfolios.

The Active Nation Commissioner will lead work to share best practices and embed active travel priorities across all areas of national and local government policy.

The STPR2 and NTS2 will ensure that active travel and the sustainable travel hierarchy (including the National Walking and Cycling Network, National Cycling Network and other strategic walking and cycling networks on local and trunk roads) are prioritised as a mode of travel.

2020 onwards longer term actions

Transport Scotland will develop a cross portfolio working group with the Scottish Government/Transport Scotland policy teams and lead the development of a governance approach that will embed active travel principles in their policies and systems.

Recommendation 4.3

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. This will include tackling transport poverty and increasing access to bikes.

Key achievements already delivered

Delivery partners have been asked by the Cabinet Secretary and Transport Scotland to prioritise actions to increase equality and reduce transport poverty. Partner programmes are now reflecting that focus e.g. Cycling Scotland Community Development Fund, Cycling UK Wheelness projects and Forth Environment link social prescribing pilot project.

The Road Safety Framework 2020 contains a commitment to commission new research to investigate the links between road safety and vulnerable and disadvantaged groups; this research has been conducted.

From April 2018, all Transport Scotland grant funded activity is required to comply with the Fairer Scotland Duty.

Cycling Scotland with partners launched a £950,000 social housing fund to enable improvements to housing for walking and cycling.

Sustrans offers greater opportunities to areas of 10% of lowest SIMD through weighted scoring criteria.

New actions for 2019-2020 and beyond

2019-2020 shorter term actions

Transport Scotland will revise all grant funding requirements to ensure the Fairer Scotland Duty is an explicit requirement.

2020 onwards longer term actions

Transport Scotland will identify risks across all modes and demographics when the developing the next Road Safety Framework to bring about change in the road safety culture for all modes.

Cycling Scotland will evaluate the delivery of the Social Housing Fund awards, share best practice and create an exemplar for walking and cycling connections (refer to recommendation 3.1).

Transport Scotland delivery partners will further develop active travel and multi-modal programmes that target areas of social and economic deprivation.

Transport Scotland and delivery partners will analyse the current activity and challenges in providing access to bikes and develop options and opportunities to expand this area.

Glossary

Active Scotland Delivery Plan	Plan setting out actions to encourage and support people in Scotland to be more active, more often.
Active Travel Framework	Monitoring and evaluation and outcomes framework for active travel [Link to be added when published].
City Deals	Agreements between the Scottish Government, the UK Government and local government designed to bring about long-term strategic approaches to improving regional economies.
Climate Change Plan	Sets out how we will move towards a low carbon economy that will help to deliver sustainable economic growth.
COSLA	The Council of Scottish local authorities, an organisation working with councils to improve local services and strengthen local democracy.
Cycling Action Plan	An action plan for delivering the cycling vision.
Delivery Partner	Organisations grant funded by and working in partnership with Transport Scotland to deliver walking and cycling infrastructure and behaviour change programmes. Includes RTPs and local authorities in the context of this delivery plan.
'Active travel and other relevant strategies'	Includes local authority (LA) active travel strategies, LA transport plans/strategies, Planning, housing, health strategies, LOIPs, RTP/ regional strategies.
Local authority active travel strategies	Local level strategy supporting active travel which also maps appropriate infrastructure improvement.
Local Outcome Improvement Plan (LOIPS)	The mechanism by which Community Planning Partnerships deliver improved outcomes for their communities. They are based on a understanding of local needs and reflect agreed local priorities, as well as the National Performance Framework.

Local Transport Plan/Strategy	These plans communicate a local authority's strategy and proposals for transport.
Long Term Vision for Active Travel	A document setting out a vision for how Scotland will look in 2030 if more people are walking and cycling for short, everyday journeys and the potential benefits.
National Performance Framework	A framework measuring Scotland's progress against the national outcomes.
National Transport Strategy	Sets the long term vision for Scotland's transport policies and provides the framework for enhancing the transport system, in response to the main transport challenges that Scotland faces.
National Walking Strategy Action Plan	A plan developed to assist in the delivery of Let's Get Scotland Walking - the National Walking Strategy and its vision.
Regional Transport Partnership	Statutory organisations with the purpose of strengthening the planning and delivery of regional transport developments.
Strategic Transport Projects Review	Considers future investment in all transport modes including the strategic road and rail networks as well as active travel, island connectivity, ferries and buses.
Traffic Regulation Order (TRO)	Enables local authorities to implement policy decisions on roads in their area, including decisions to restrict or limit parking in specific areas, such as bus stops – these decisions can be temporary or permanent.
Redetermination Order	Enables local authorities to completely change the public right of passage/use of roads on a permanent basis (for example, an existing footpath becomes a shared use footpath/cycleway).



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Transport Scotland

Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

0141 272 7100

info@transport.gov.scot

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