

## Response ID ANON-4BWF-PZ7R-6

Submitted to Cycling framework for active travel  
Submitted on 2022-12-16 17:00:32

### Framework and Delivery Plan Purpose

1 Do you agree with the above statement of strategic priorities for driving the development of cycling for transport in Scotland?

Yes

Please comment below:

CIHT agrees with the above statement around the strategic priorities that will drive the development of cycling for transport in Scotland. Walking, cycling, and wheeling infrastructure should be easily accessible for all, and be the natural first choice. CIHT supports the top priority as being the delivery of dedicated, high quality safe infrastructure – without this then we will not see the appropriate level of active travel users, and as such, this will have a negative impact on other policy priorities such as health and net zero. However, as detailed in CIHT's response to STPR2, there needs to be significant investment at the local level to influence behavioural change and impact on, for example, carbon, air quality, health, and inequalities. This will require considerable collaboration with local authorities and funding initiatives needed to assist through works and measures that complement and add value to the regional and national interventions. CIHT also outlined in NPF4 that there must be a clear effort in making sure that sustainable transport is integral to the design-led approach. When designing any new development, the transport provision should follow that of the sustainable travel hierarchy as laid out in the NTS2 and supporting guidance should be provided at the local level for designers and decision makers to allow the flexibility to create distinctive and innovative places. This will ensure that from the design phase of any new development that sustainable transport is implemented, appropriate to the needs of specific communities, and prioritised, providing places that are easy to move around.

### Strategic Policy Links

2 The diagram above sets out how the Cycling Framework is aligned to the wider policy context. Do you agree that this captures the key policy linkages and/or should any policy areas be added or removed?

Yes

Please comment below:

CIHT recognises that the Cycling Framework is strategic in nature, however we have concerns that the policy context in which it sits fails to show how the Cycle Framework will be implemented at a local level for example via Local Development Plans. We also feel that the Framework context would benefit from a diagram showing the interface of the Framework with, for example, the Active Travel Transformational Project. Although it is recognised the Framework is naturally focussed on cycling, we do feel the Framework is limited by its lack of interface with the rest of the transport industry especially walking and public transport, again a diagram or Annex showing this would be beneficial. However, CIHT does agree that the above diagram outlines some of the key strategic policy linkages that are important to this framework, but it is important to note that the integration of land-use and transport planning policy will be critical to the proper execution of this framework. Without this, there will be poor delivery in the strategic priorities listed and a failure to achieve wider policy objectives. Therefore, it is important that these two policy streams overlap effectively, and those who are responsible for delivery of this are well aware of this too. In addition, improvement of active travel must cater to a broad range of stakeholders/end-users, integrating all areas of the transport system: rail, road, bus, ferry, cycle, pedestrian. The mix of rural and urban connectivity is essential to provide a wider strategic delivery and achievement of the fundamental goals of STPR2. CIHT would recommend that forecasting and modelling of expected use of cycling infrastructure be undertaken to make sure that there is adequate capacity on cycle way networks, (including impact of e-bikes), in turn future proofing any work. This forecasting and modelling should take in to account any unplanned events, and unexpected demand on the network too such as new developments. From there, there will need to be a clear plan as to how this will be dealt with, including development control, to ensure full cycle connectivity.

### Delivery Plan - Strategic Themes

3 Six strategic themes have been identified based on stakeholder feedback, as above. These themes illustrate the overarching approach for cycling for transport in Scotland. Do you agree with these strategic themes as priority areas for action in this framework?

No

Please comment below:

The above strategic themes are ones that CIHT can broadly support. However, CIHT have reservations that the Framework themes which, although appropriate, are not bold enough. Previous 'targets or vision' to achieve 10% of journeys by bicycle in Scotland by 2020 were not realised and were some way off. Previous actions to meet this target are similar to those identified in this Framework. Therefore, seeing evidence behind the justification for these themes would be welcomed and any new funding for active travel projects is most welcomed. Although currently, it appears the Framework is not working to a quantitative target as it is based on the Long Term Vision for Active Travel in Scotland and without which monitoring of success is flawed. CIHT recommends that no one of these strategic themes is more important than another, and as such, a systems approach should be utilised here. This means any work should be outcome focused, and make sure that these strategic themes are fulfilled in whole. In addition, CIHT would like to recommend that Asset Management be included as a key strategic theme. Effective asset management strategies will be

key to making sure that any new active travel is maintained to the appropriate standards since, without this, safety of users and uptake will be compromised. Therefore, maintenance should be considered from the outset of a scheme.

CIHT would like to see a "discontinuity analysis" be incorporated into the network planning strategic them, to make sure that there is continuity of design and delivery of cycling infrastructure. In addition, CIHT would like to see the Monitoring theme include a modified STRIPE system (as used on trunk road schemes) to be used as a post-project monitoring tool for cycling schemes.

In the delivery of these strategic themes, CIHT would like to highlight the skills and capabilities of professionals in the delivery of these and the role that CIHT would play in doing so. However, we would like to see a concrete plan to act on.

CIHT welcomes the point made about each local authority needing to have an active travel strategy. This will be crucial in the delivery phase of this framework, as it will be local authorities who are indeed implementing this on the ground.

## Delivery Plan - Safe Cycling Infrastructure

4 Do you have any comments on the substance of the delivery plan actions in this section?

Safe Cycling Infrastructure Actions:

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.

CIHT is in agreement with the principle of the actions but would like to see these being bolder and more detailed, for example in Action 1 it is identified Local Authorities will be responsible for developing strategies – how will these be implemented and given weight in decision making to ensure success e.g will it be via Local Development Plans for example? CIHT welcomes the compulsory purchase plan too, which may be particularly helpful to plug network gaps and ensure adequate space designs.

In Action 3 safer use of the trunk road is identified as a short-term action but how would this be achieved, more detail is needed not so that stakeholders can be held to their word, but so that members of the public can better understand what this action means and ideally to show where this action can be seen as innovative and bolder.

5 Do you have any comments on the agencies identified to lead and support these actions?

Safe Cycling Infrastructure Actions - Lead Agency:

The agencies listed are appropriate but again we would like to see the 'how' perhaps another column showing the mechanism by which each action could be delivered.

6 Do you have any other comments on this section of the delivery plan?

Safe Cycling Infrastructure Actions - Other:

No Comment

## Delivery Plan - Effective Resourcing

7 Do you have any comments on the substance of the delivery plan actions in this section?

Effective Resourcing Actions:

Perhaps not appropriate for the Framework, but thought needs to be given to the amount and type of support needed to deliver £320m of cycling improvements in Scotland, along with all other transport projects in the country. The Scottish transport industry is currently under-resourced in both the public and private sector and lacks dedicated skills in active travel design – for example, there is no dedicated training or educational qualification in this area. CIHT is currently working with educational institutions in this respect to encourage not only an increase in people working in the industry but their skills focus; however this will take time.

8 Do you have any comments on the agencies identified to lead and support these actions?

Lead Actions:

No comment

9 Do you have any other comments on this section of the delivery plan?

Other:

No comment

## Delivery Plan - Fair Access

10 Do you have any comments on the substance of the delivery plan actions in this section?

Fair Access Actions:

We would like to see increased levels of cycling parking at schools and more in general. An Action should be for cycling parking including different types / locations and linked to the planning system to require safe and secure cycling parking especially for terraced houses where the expectation is that bicycles are stored in house or in gardens.

11 Do you have any comments on the agencies identified to lead and support these actions?

Lead agencies:

No Comment

12 Do you have any other comments on this section of the delivery plan?

Other comments:

No comment

## Delivery Plan - Training and Education

13 Do you have any comments on the substance of the delivery plan actions in this section?

Training and Education Actions:

CIHT welcome cycling for all but must be realistic with those in the latter stages of life where cycling under their own power is challenging. We would like to see the Framework be bolder in incorporating other types of cycles such as cycle tuk-tuks where someone else cycles like a taxi service, as well as factoring in the use of mobility scooters.

14 Do you have any comments on the agencies identified to lead and support these actions?

Lead agencies:

No comment

15 Do you have any other comments on this section of the delivery plan?

Other comments:

No comment

## Delivery Plan - Network Planning

16 Do you have any comments on the substance of the delivery plan actions in this section?

Network Planning Actions:

Again, we would like to see more detail on the 'how' for these Actions.

17 Do you have any comments on the agencies identified to lead and support these actions?

Lead agencies:

No comment

18 Do you have any other comments on this section of the delivery plan?

Other comments:

No comment

## Delivery Plan - Monitoring

19 Do you have any comments on the substance of the delivery plan actions in this section?

Monitoring Actions:

Without a quantitative target nationally, CIHT has reservations as to the effectiveness of monitoring the Delivery Plan.

20 Do you have any comments on the agencies identified to lead and support the actions in this section?

Lead agencies:

No comment

21 Do you have any other comments on this section of the delivery plan?

Other comments:

No comment

## Active Travel Transformation Project

22 For large infrastructure projects, conditions of funding should be delivery on agreed targets for: timescales, expenditure and meeting project objectives.

Neither Agree or Disagree

Comment:

23 In order to ensure maximum value for money and impact, active travel funding in the short term should be prioritised for those local authorities with the greatest capacity to deliver, with capacity building support offered to those with the least.

Neither Agree or Disagree

Comment:

24 Future funding for active travel infrastructure should include a mechanism for re-distributing investment from local authorities unable to deliver to agreed standards and timescales.

Neither Agree or Disagree

Comment:

## Impact Assessments

22 Do you have any comments on the draft Social and Equalities Impact Assessment?

Social and Equalities Impact Assessment:

No comment

23 Do you have any comments on the draft Business Regulatory Impact Assessment?

Business Regulatory Impact Assessment:

No comment

24 Do you have any comments on the draft Island Communities Impact Assessment?

Island Communities Impact Assessment:

No comment

## About you

What is your name?

Name:

Kyle Fairbairn

What is your email address?

Email:

kyle.fairbairn@ciht.org.uk

Are you responding as an individual or an organisation?

Organisation

What is your organisation?

Organisation:  
Chartered Institution of Highways and Transportation

The Scottish Government would like your permission to publish your consultation response. Please indicate your publishing preference:

Publish response only (without name)

We will share your response internally with other Transport Scotland teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Transport Scotland to contact you again in relation to this consultation exercise?

Yes

I confirm that I have read the privacy policy and consent to the data I provide being used as set out in the policy.

I consent

## Evaluation

Please help us improve our consultations by answering the questions below. (Responses to the evaluation will not be published.)

Matrix 1 - How satisfied were you with this consultation?:

Please enter comments here.:

Matrix 1 - How would you rate your satisfaction with using this platform (Citizen Space) to respond to this consultation?:

Please enter comments here.: