

Cycling UK guide to responding to Transport Scotland's draft Cycling Framework for Active Travel

November 2022

Transport Scotland has published a draft [Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030](#).

This guide aims to give you pointers for writing your own response to the [consultation](#).

This new Framework outlines the Scottish Government's strategy for cycling up to 2030. It specifically focusses on boosting transport cycling (everyday cycling) for short local journeys.

The previous strategy was the second [Cycling Action Plan for Scotland](#) (CAPS) which ended in 2020. CAPS included a target for increasing rates of cycling which was not met.

The consultation closes on 19 December 2022.

Cycling UK's initial thoughts

We've yet to develop our final response to the Framework but in general we think it is a positive strategy and an improvement on CAPS. The strategic priority to deliver more high quality, safe cycling infrastructure is excellent and there is nothing in the delivery plan which we object to.

In your response we recommend that you thank government for listening to stakeholders and praise them for producing a good draft document. It's right to praise government when they do a good job.

However, we think the Framework can still be improved – **see below for our 16 recommendations for answers to the consultation questions. Feel free to use these in your own response and/or add your own ideas.**

Strategic Priorities (Q1) – From page 3, *'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.'*

1. Welcome the new strategic priorities (above) and praise the government for focussing on much needed cycling infrastructure.
2. Ask for the final Framework to include targets. Government is not keen to include targets in the Framework but a target for creating high quality safe infrastructure could help to focus delivery bodies and inform the public.
3. Ask for the [Sustainable Travel Hierarchy](#) to be included in the Framework to explain the high priority the cycling has in government's own plans.

Strategic Policy Links (Q2) - The Framework's scope is tightly focussed around cycling for active travel, i.e. boosting everyday cycling funded by government's Active Travel budget. However, many people don't differentiate why they cycle or what they cycle for – they just ride.

4. Call for the Framework to explain its scope better in terms of:
 - The benefits of the delivery plan measures for increasing other types of cycling, for example, leisure cycling and cycle tourism.
 - Other Scottish Government policies and actions that will support increased rates of cycling in Scotland, for example, road traffic reduction, road safety, planning policies.

Strategic Themes (Q3)

5. Welcome the six strategic themes which cover key areas.

Delivery Plan – Safe Cycling Infrastructure (Q4) – the actions below would improve this section of the delivery plan.

6. Developing **Active Freeways** – this Scottish Government policy isn't included but should be.
7. Extending and improving the **National Cycle Network** – a role for Sustrans and Local Authorities.
8. Improving **core paths and other off-road routes** used by people for everyday cycling.
9. Action to reflect recent **Highway Code change** (rule H3) – where needed, changing road and cycle lane markings to better show that cyclists traveling straight on have right of way.
10. Action to **ban parking in a cycle lane**.

Delivery Plan – Network Planning (Q16) – We think the following additional actions are important for this section.

11. **Guidance and timescales for active travel strategies.** – The delivery plan requires local authorities to produce active travel strategies but doesn't say when they need to be created. Deadlines need to be set. Similarly, we think the Scottish Government should produce guidance to support joined up network planning, including a providing a skeleton network plan consisting of the National Cycle Network and other key routes on which councils can develop the network further.
12. **20mph speed limits** – implement the Scottish Government's policy to roll out policy of 20mph for built up residential areas.
13. **Schools Streets** and safe routes to school.

Delivery Plan – Monitoring (Q19) – There's a strong case for the Scottish Government to be more open about the public money it spends on cycling and active travel and for local authorities to be more accountable for their spending.

14. We recommend that the title is altered to **Monitoring and Transparency**.
15. **Annual reports** – Transport Scotland should publish annual monitoring reports showing where cycling infrastructure has been created and where money has been spent.
16. **Terms and Conditions** – In order to increase accountability, we believe there is a case for Transport Scotland to set out clearly what the consequences would be if a local authority does not produce an active travel strategy or network plan, thereby failing to support the Framework priorities. This could also be used to answer questions in the Transformation Plan Q22-24.

If you have questions, please contact:

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