

**REPORT TO: CITY DEVELOPMENT COMMITTEE - 28 SEPTEMBER 2009**

**REPORT ON: CYCLING ACTION PLAN FOR SCOTLAND (CAPS)**

**REPORT BY: DIRECTOR OF CITY DEVELOPMENT**

**REPORT NO: 440-2009**

## **1 PURPOSE OF REPORT**

- 1.1 This report outlines the purpose, content and proposals contained within the Scottish Government's 'Cycling Action Plan for Scotland' and Dundee City Council's response.

## **2 RECOMMENDATION**

- 2.1 It is recommended that the Committee note the purpose, content and proposals contained within the consultation and endorse Dundee City Council's response contained within Appendix 1 which had to be returned to the Scottish Government by 20 August 2009.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 There are no financial implications arising as a result of this report.

## **4 BACKGROUND**

- 4.1 The Scottish Government have set up a Cycling Action Plan Board, which consists of representatives from the fields of transport, health, recreation, education and sport. This board believes that cycling is an essential component in creating a more sustainable and environmentally friendly country, with a healthier population. The board fully supports the actions coming out from the CAPS action plan.

- 4.2 The Scottish Government has produced a Cycling Action Plan that details actions and activities to support the progress toward Scotland Vision for Cycling. The vision that the Scottish Government has set is:

- By 2020, we will have created communities where people of all ages and abilities can cycle safely and comfortably;
- Everyone will have access to information, materials and incentives to make day to day cycling a realistic choice;
- Our legal powers and investment will assist in achieving a target of 10% modal share for cycling and will reduce carbon emissions; and
- We will live longer, healthier lives.

- 4.3 The CAPS board through public and stakeholder participation identified several potential objectives that would be critical to the success of the Action Plan. These were:

- to identify which organisations would be best placed to deliver specific actions;

- to ensure national agencies are working towards shared outcomes;
- to optimise the use of resources across Scotland;
- Scottish Government had to show commitment to cycling through increased funding levels, better planning guidelines, forward thinking legislation and recognition of the transport hierarchy;
- Local Authorities need to recognise that cycling and walking can meet their many and varied local objectives and obligations in their Single Outcome Agreements;
- the need to seriously consider reallocating road space in favour of the bicycle;
- increase the public's awareness of the benefits of cycling and the individual willingness to cycle;
- mainstream the changes/policies needed to achieve the overarching aim;
- influence the design of the built environment; and
- integrate transport modes, eg cycles on trains, buses and trams, and public bike hire schemes.

4.4 The Consultation invites views on the following four sections actions and this will aim to enhance policies and interventions that will:

- improve **Planning and Design for Cyclists**;
- encourage **Day to Day Cycling**;
- suggest **Incentives** for individuals, Local Authorities, employers and schools; and
- promote the use of our **Legal Powers**.

4.5 Appendix 1 to this report sets out the Council's response to the Consultation document.

## 5 POLICY IMPLICATIONS

5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. The major issues identified are:

### a Sustainability

Cycling initiatives promote the use of a sustainable mode of travel. This is directly beneficial to the environment as it can reduce car usage.

### b Strategic Environmental Assessment

Cycling is as sustainable form of travel that will assist in improving the environment.

c Anti-Poverty

Cycling initiatives assist in ensuring that facilities are increasingly accessible. This will benefit some of the most deprived people of society.

d Equality Impact Assessment

There are no implications in relation to this report.

e Risk Management

There are no implications in relation to this report.

## 6 CONSULTATIONS

- 6.1 The Chief Executive, Depute Chief Executive (Support Services), Depute Chief Executive (Finance), Head of Finance and Assistant Chief Executive (Community Planning) have been consulted and are in agreement with the contents of this report.

## 7 BACKGROUND PAPERS

- 7.1 <http://www.scotland.gov.uk/Publications/2009/05/28093408/0>

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## APPENDIX 1

### SCOTTISH GOVERNMENT'S CYCLING ACTION PLAN FOR SCOTLAND CONSULTATION

#### DUNDEE CITY COUNCILS CONSULTATION RESPONSE - 20 AUGUST 2009

#### Planning and Design for Cyclists

##### Question 1

**Are there any actions or activities on planning and design that are missing and that would encourage you to cycle more often?**

##### Dundee City Council response

The Actions highlighted in the table are comprehensive and indicate that the Cycling Action plan has a good grasp of main actions and activities confronted by transport planners and engineers in the construction and provision of new Cycle facilities and interventions. It is important that when planning, designing and constructing new Cycle infrastructure there should be clear emphasis on high quality. This should be at the core of any action plan or infrastructure. It is crucially important that cycling design and infrastructure gives the impression of high quality and that this can be used to encourage more people to use it. Equally important is the maintenance of new and existing infrastructure as poor maintenance can easily be a disincentive to encouraging more people to cycle.

More emphasis should be given to planning for walking and cycling in new developments particularly in terms of strategic housing land allocations. Cycle and walking provision needs to feature at the master planning stage. Cycling and walking trips must form an integral part of all Transport Assessments.

##### Question 2

**How do we achieve these actions effectively? Who is best placed to deliver these changes?**

##### Dundee City Council response

These actions can be best achieved through partnership working as each delivery body will have different roles and responsibilities as well as a different skills base. Local authorities in combination with other partners are fundamental to deliver these changes. Local authorities have direct control of the road and core path network which forms the main cycling infrastructure used by cyclists. They are also best positioned with key local knowledge of the road and cycleway network backed up with traffic and road safety information. They also have key skills in delivering cycleway infrastructure and can use the planning system to ensure the sustainable travel plans are adopted by major developments. Other delivery partners such as the RTP's can assist in identifying gaps in the network especially when they cross local authority boundaries. To achieve the Scottish Government's Target a substantial increase in the resources given towards cycling will be required.

## **Day to Day Cycling**

### **Question 3**

**Would an improvement in local facilities for cycling encourage you to cycle more often? If not, what else could be done to change your mind?**

#### **Dundee City Council Response**

High quality infrastructure and local facilities are fundamentally important to encourage more people to cycle and these improvements should continue so a comprehensive, well integrated network is created and provides a real alternative to using the car. In addition to high quality infrastructure it is considered that more could be done to promote cycling and its benefits to individuals and organisations. Dundee City Council through the Smarter Choices Smarter Places project are pursuing cycle related initiatives to encourage more people to get on their bike. These range from encouraging parents and their children through training courses and a bike hire scheme as well as improved cycle infrastructure. High quality information given in all forms of media is also important to encourage people to cycle, this can range from free maps, web based information to on-street signs and maps etc. There is little point in building new infrastructure if no one knows it exists and can be used.

### **Question 4**

**How do we achieve these actions effectively? Who is best placed to deliver these changes?**

#### **Dundee City Council response**

These actions can be best achieved through partnership working as each delivery body will have different roles and responsibilities as well as a different skills base. Local authorities in combination with other partners are fundamental to deliver these changes. There are many organisations responsible for various aspects relating to cycling from individuals to local authorities, Transport Scotland, Cycling Scotland, Sustrans, Living Streets, Education Departments, the Police and major employers.

Provide more extensive cycle training and events through Scottish Cycling, Cycling Scotland and road safety units for both children and adults.

## **Encouragement and Incentives**

### **Question 5**

**If your employer introduced the Bike to Work Scheme would this encourage you to take up cycling? What else could your employer do to encourage you to cycle?**

#### **Dundee City Council response**

Dundee City Council has been running a Bike to Work Scheme for a number of years and has encouraged hundreds of employees to purchase new bikes. The Council also provides cycle parking facilities and has been introducing measures through its Travel Plan and Smarter Choices Smarter Places project that is focused on the greater City Centre area.

**Question 6**

**Did you know that the route you drive to work may not be the same route you would use if you were cycling? Would free local maps encourage you to cycle? What other information do you think is missing?**

*Dundee City Council response*

As Dundee City Council is a local road authority it is well aware the Cycle Routes to and from certain destinations do not necessarily follow the same route as general traffic. It is considered that free maps would assist in encouraging people to cycle although much more needs to be done to achieve the 2020 target of 10% of all journeys will be undertaken by bike. High quality information given in all forms of media is also important to encourage people to cycle, this can range from free maps, web based information to on-street signs and maps etc. There is little point in building new infrastructure if no one knows it exists and can be used.

**Question 7**

**Would you use a public bike hire scheme in your town or city such as those running successfully in Paris and Munich? See link for answers to 33 <http://www.scribd.com/doc/361657/The-Velib-in-Paris33-questions>**

*Dundee City Council response*

The public bike hire schemes in Paris and Munich would encourage cycling in most towns and cities, however levels of demand would probably be much lower than in Paris or Munich and may not be viable. These schemes would provide a focus for increasing cycle use although there are very significant issues relating to capital and revenue costs to ensure they operate long term.

**Question 8**

**Which organisations in your opinion are best place the actions in this section?**

*Dundee City Council response*

These actions can be best achieved through partnership working as each delivery body will have different roles and responsibilities as well as a different skills base. Local authorities in combination with other partners are fundamental to deliver these changes. There are many organisations responsible for various aspects relating to cycling from individuals to Local Authorities, Transport Scotland, Cycling Scotland, Sustrans, Living Streets, Education Departments, the Police and major employers.

**Legal Powers****Question 9**

**Should the liability laws be changed to give cyclist (and pedestrians) more protection? If so, how?**

Dundee City Council response

There is responsibility on all road users to ensure that their behaviour on the road network does not cause injury or harm to others. It is acknowledged that cyclists and pedestrians are the most vulnerable users on the road, however they have also a responsibility to act with care to other road users and to change the laws on liability should only be undertaken when there is clear evidence that a change is necessary and that there is wide spread support for such a change. The road network carries large volumes of traffic and underpins the economy of Scotland and care must be taken when undertaking any change of the law. Dundee City Council would welcome changes in legislation to protect cyclists and other vulnerable road users, however the full benefits and dis-benefits of any change should be thoroughly investigated and explored prior to its implementation.

**Question 10**

**Should all road users pay road tax? If so, how much should it be for cyclists and how could it be enforced?**

Dundee City Council response

There is an argument that all road users including cyclists should pay for using the road, however given the problems of collecting and enforcing the tax it is strongly recommended that this is not pursued. A tax on using a bike would just act as a disincentive and be a barrier that prevents people cycling. This cannot be considered as part of a cycle friendly action plan.

**Question 11**

**Should current powers of enforcement be better used? If so which ones and how?**

Dundee City Council response

It is considered that additional enforcement is necessary to ensure the safety of all vulnerable road users including cyclists, however given the current pressures that both the police and local authorities are under there may be higher priorities that require more immediate attention.

**Question 12**

**Should local authorities make greater use of their powers to re-determine the use of roads which are footway/pathways to create cycle tracks which can be used by both cyclists and pedestrians, where it is suitable to do so? Would this encourage you to cycle more?**

Dundee City Council response

Further use of re-determination of footways, where there is appropriate width, would provide safe, low cost cycle lanes and encourage greater cycle use. The process, however, has been very time consuming at some locations, with some routes under consideration by the Scottish Government for many years.

**Question 13****Who is best placed to deliver these changes?***Dundee City Council response*

These actions can be best achieved through partnership working as each delivery body will have different roles and responsibilities as well as a different skills base. Local Authorities in combination with other partners are fundamental to deliver these changes. There are many organisations responsible for various aspects relating to cycling from individuals to local authorities, Transport Scotland, Cycling Scotland, Sustrans, Living Streets, Education Departments, the Police and major employers.

Changes to legal powers have to be driven by the UK or Scottish Governments and therefore are best placed to deliver these changes.