

ANGUS COUNCIL

INFRASTRUCTURE SERVICES COMMITTEE– 25 AUGUST 2009

CYCLING ACTION PLAN FOR SCOTLAND CONSULTATION DOCUMENT

REPORT BY DIRECTOR OF INFRASTRUCTURE SERVICE

ABSTRACT: This report presents a draft response to the Scottish Government's consultation document "Cycling Action Plan for Scotland".

1. RECOMMENDATION

It is recommended that the Committee approve Annex 1 to this report as the Council's response to the Scottish Government's consultation document "Cycling Action Plan for Scotland".

2. CURRENT POSITION

- 2.1 At the end of May 2009 the Scottish Government issued the consultation document "Cycling Action Plan for Scotland". A copy of the consultation document has been placed in the Councillors lounge and is available at <http://www.scotland.gov.uk/Publications/2009/05/28093408/0>
- 2.2 Scotland's Road Safety Framework 2020, published June 2009, made a commitment to develop a Cycle Action Plan for Scotland and this document is the outcome. It forms Scotland's first Action Plan for Cycling and seeks to make cycling an easy and practical choice for people making short trips to work, to school, for leisure purposes and for longer journeys through integration with public transport.

The vision for cycling in Scotland 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;
 - we will live longer, healthier lives.
- 2.4 The overall aim of the plan is **"to get more people cycling more often"**. Increasing cycling rates will contribute to the sustainable development of Scotland and produce the additional benefits of improving fitness and wellbeing, reducing emissions and help in the fight against climate change whilst contributing towards economic sustainable growth. It would also help to meet the Council's SOA local outcomes.

- 2.5 An extensive consultation exercise was undertaken by the Cycling Action Plan for Scotland Board to find out what actions should be included in the plan. The exercise found that the most significant reason why people did not cycle or did not cycle more often was a perception of safety in that people did not feel safe, both in terms of traffic volume and traffic speed. However when asked to gauge the desire to cycle, 88% of respondents said they would like to cycle more often.

3. PROPOSALS

The document proposes actions which 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;
- promote the use of our **Legal Powers**; and
- ensure that we **Monitor and Evaluate** the impact of any new policies and projects.

The consultation document poses 13 questions and a proposed response to these are given in Annex 1.

4. FINANCIAL IMPLICATIONS

There are no financial implications arising from this report.

5. HUMAN RIGHTS IMPLICATIONS

- 5.1 There are no direct human rights implications arising from this report.

6. EQUALITIES IMPLICATIONS

- 6.1 The issues dealt with in this report have been the subject of consideration from an equalities perspective (as required by legislation). An [equalities impact assessment](#) is not required.

7. CONSULTATION

- 7.1 The Chief Executive, Director of Corporate Services, Head of Finance and Head of Law and Administration have been consulted in the preparation of this report

8. CONCLUSION

- 8.1 A response to the Scottish Government's consultation document "Cycling Action Plan for Scotland" (CAPS) has been prepared and is attached as appendix 1. It is recommended that this be submitted as the Council's response to the document.

**ERIC LOWSON
DIRECTOR OF INFRASTRUCTURE**

NOTE: The background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) which were relied on to any material extent in preparing the above report are:-

- Cycling Action Plan for Scotland Consultation Document, Scottish Government, Transport Directorate, Transport Strategy Division, May 2009

**P&T/GWC/PC
14 August 2009**

Consultation Response Form on Cycling Action Plan for Scotland

PLANNING AND DESIGN FOR CYCLISTS

Q1. Are there any actions or activities on planning and design that are missing and that would encourage you to cycle more often?

Suggested Angus Council response:

No. It is considered that the actions and activity table on pages 20/21 adequately cover matters.

Q2. How do we achieve these actions effectively? Who is best placed to deliver these changes?

Suggested Angus Council response:

The proposals laid out on pages 20/21 appear to be appropriate.

DAY TO DAY CYCLING

Q3. 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?

Suggested Angus Council response:

Yes an improvement in local facilities would be likely to encourage people to cycle more often but there is a need to recognise that ongoing funding will be required.

Q4. How do we achieve these actions effectively? Who is best placed to deliver these changes?

Suggested Angus Council response:

The Roads Authority would be the most appropriate body to deliver improvements. Most benefit would be gained if the improvements were part of an implementation plan emanating from a cycling strategy for a local authority area.

ENCOURAGEMENT AND INCENTIVES

Q5. 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?

Suggested Angus Council response:

Angus Council is about to introduce a Bike to Work scheme and has already introduced a cycle mileage allowance, provided secure cycle lockers, clothes lockers, changing facilities (and drying facilities at one location) and bicycles for staff business use at the main Council offices.

Q6. 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?

Suggested Angus Council response:

Maps may be useful in encouraging some people to cycle particularly where there are already /or there is scope for on-road/off- road cycle paths. However some areas will have limited scope for on and off road cycle lanes and many alternative "quieter" country roads still have "fast" traffic on them.

Q7. Would you use a public bike hire scheme in your town or city such as those running successfully in Paris and Munich? See this link for answers to 33 important questions on how the scheme works. <http://www.scribd.com/doc/361657/The-Velib-in-Paris33-questions>

Suggested Angus Council response:

These schemes operate best in large towns and thus is not considered appropriate in the small Angus towns.

Q8. Which organisation/s in your opinion are best placed to deliver the actions in this section?

Suggested Angus Council response:

The delivery bodies outlined in the action and activity table seem appropriate.

LEGAL POWERS

Q9. Should the liability laws be changed to give cyclists (and pedestrians) more protection? If so, how?

Suggested Angus Council response:-

It is felt that present laws are sufficient.

Q10. Should all road users pay road tax? If so, how much should it be for cyclists and how could it be enforced?

Suggested Angus Council response:

As the main aim is to encourage people to take up cycling or cycle more often, the introduction of a road tax for cyclists would be more likely to act as a dis-incentive. The practicalities of setting up an enforceable system would be likely to outweigh any financial gains.

Q11. Should current powers of enforcement be better used? If so, which ones and how?

Suggested Angus Council response:

Better enforcement of 30mph limits and the introduction and enforcement of more 20 mph limits could go some way to increasing road safety and encouraging greater take up of cycling.

Q12. Should local authorities make greater use of their powers to re-determine the use of roads which are footways/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?

Suggested Angus Council response:

There is potentially scope to make greater use of these powers. This would be likely to be addressed in any future cycling strategy.

Q13. Who is best placed to deliver these changes?

Suggested Angus Council response:

Different agencies would be required to deliver the various changes covered in this section. Local authorities would need to play their part in conjunction with others.