2013
NATIONAL ASSESSMENT OF LOCAL AUTHORITY CYCLING POLICY

Cycling Scotland

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NATIONAL ASSESSMENT INTRODUCTION

This report is the third National Assessment of Local Authority Cycling Policy that Cycling Scotland has carried out, following reports in both 2005 and 2008.

The purpose of the report is to highlight and share best practice in cycling policy across local authorities. The assessment provides an indicator to measure success in implementing policies and strategies that support cycling within a local authority, and highlights areas for focus and development for local authorities and their delivery partners.

The 2005 report provided the first ever assessment of cycling policy across all 32 Scottish local authorities, and found that commitment to increasing cycling varied considerably across councils and identified the need for a more co-ordinated approach in many areas. The report graded local authorities across key policy areas such as strategy, leadership, monitoring, training and stakeholder engagement and made recommendations for each local authority to move towards a joined up and strategic approach to getting people on their bikes.

The following 2008 report found that a significant amount of progress had been made, and that many local authorities had begun to implement the recommendations from the previous report. The report also included an action for Cycling Scotland to assemble a board to begin co-ordinating the development of the Cycling Action Plan for Scotland (CAPS), which came to fruition in its first edition in 2010 followed by a revised edition in 2013, which added a new action for all 32 local authorities to develop local cycling strategies to support the national CAPS vision for 10% of journeys to be made by bike by 2020.

This leads us to the 2013 National Assessment, which contains an up-to-date set of analysis of key policy areas for Scottish councils and highlights key areas for further development, which I hope will prove extremely useful for local authorities and delivery partners in developing local cycling strategies.

The report is presented in a different way to its two predecessors, which provided more of a report card for each area, whereas the 2013 assessment takes a broader look at what each council is doing, provides local statistics on cycling levels and highlights best practice examples and good news stories from each local authority. This is in recognition of the fact that whilst many local authorities still have a long way to go to reach the gold standard of a 5 star rating, good work is happening in each council area and the types of measures which are necessary to increase cycling in busy urban areas may not be the same as in more rural authorities.
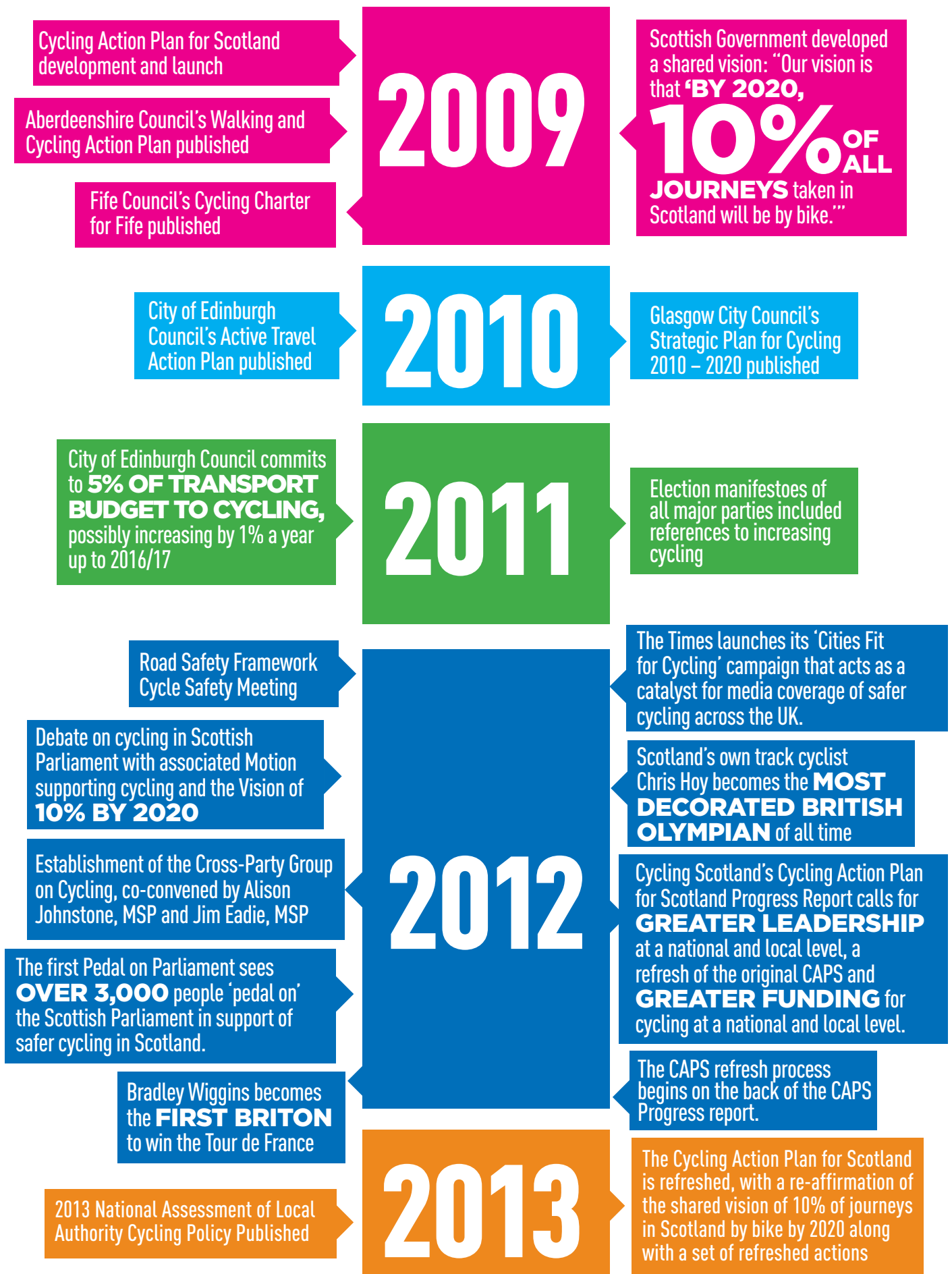
The National Report on page 7, shows that overall there has been a slight improvement across the board compared to 2008. Several local authorities are making significant strides forward, and in most cases this is being driven by a local cycling or active travel strategy. The development of a local strategy is the most effective way to focus on the key areas for development identified by this report and I hope that the publication of the 2013 National Assessment of Local Authority Cycling Policy on the back of the new action on local strategies in CAPS provides both the insight and the impetus for a new wave of local cycling strategies appearing over the next few years, alongside the inclusion of cycling in wider policy to really drive forward delivery of increased rates of cycling at a local level.
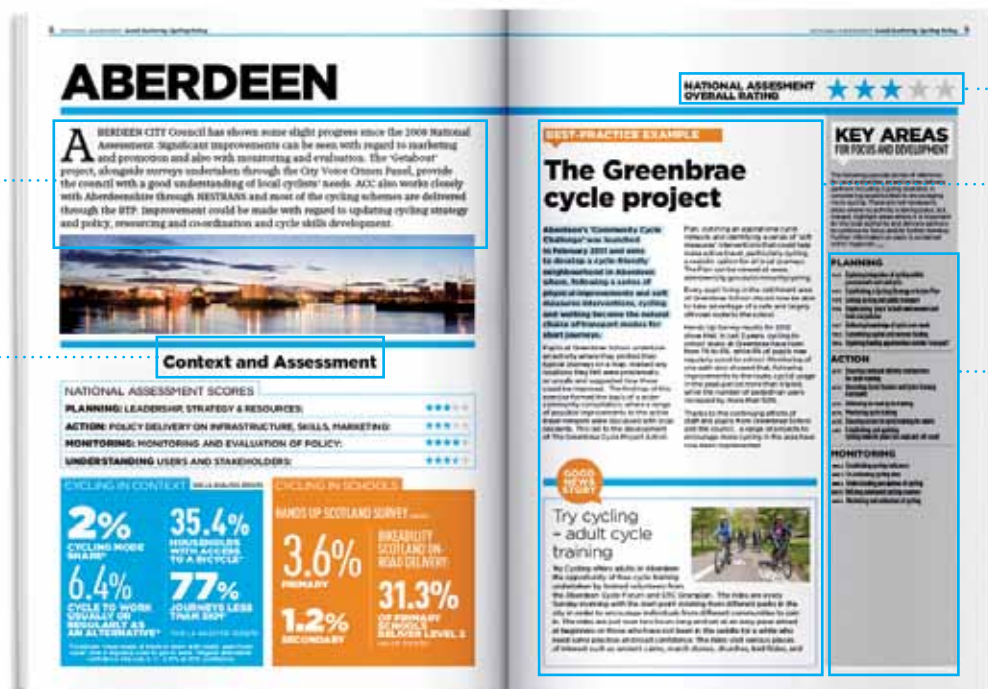
I'd like to thank all 32 Scottish local authorities and the CAPS Delivery Forum for their efforts in helping prepare this document, and I look forward to working in close partnership to provide support, advice and assistance to help every council achieve their local ambitions to get more people using bikes for short journeys.

**Ian Aitken
Chief Executive, Cycling Scotland**

Timeline of Key Events Since 2008 Assessment

2009

Cycling Action Plan for Scotland development and launch

Aberdeenshire Council's Walking and Cycling Action Plan published

Fife Council's Cycling Charter for Fife published

Scottish Government developed a shared vision: "Our vision is that 'BY 2020, **10%** OF ALL JOURNEYS taken in Scotland will be by bike.'"

2010

City of Edinburgh Council's Active Travel Action Plan published

Glasgow City Council's Strategic Plan for Cycling 2010 – 2020 published

2011

City of Edinburgh Council commits to **5% OF TRANSPORT BUDGET TO CYCLING,** possibly increasing by 1% a year up to 2016/17

Election manifestoes of all major parties included references to increasing cycling

2012

Road Safety Framework Cycle Safety Meeting

Debate on cycling in Scottish Parliament with associated Motion supporting cycling and the Vision of **10% BY 2020**

Establishment of the Cross-Party Group on Cycling, co-convened by Alison Johnstone, MSP and Jim Eadie, MSP

The first Pedal on Parliament sees **OVER 3,000** people 'pedal on' the Scottish Parliament in support of safer cycling in Scotland.

Bradley Wiggins becomes the **FIRST BRITON** to win the Tour de France

The Times launches its 'Cities Fit for Cycling' campaign that acts as a catalyst for media coverage of safer cycling across the UK.

Scotland's own track cyclist Chris Hoy becomes the **MOST DECORATED BRITISH OLYMPIAN** of all time

Cycling Scotland's Cycling Action Plan for Scotland Progress Report calls for **GREATER LEADERSHIP** at a national and local level, a refresh of the original CAPS and **GREATER FUNDING** for cycling at a national and local level.

The CAPS refresh process begins on the back of the CAPS Progress report.

2013

2013 National Assessment of Local Authority Cycling Policy Published

The Cycling Action Plan for Scotland is refreshed, with a re-affirmation of the shared vision of 10% of journeys in Scotland by bike by 2020 along with a set of refreshed actions

How to use the National Assessment of Local Authority Cycling Policy

The information in this report is a summary of the findings of the 3rd assessment Cycling Scotland has carried out in partnership with all 32 Scottish local authorities, to identify the extent to which cycling is included, prioritised and promoted in council policy.

The report was compiled using a robust methodology as outlined in the appendices on page 75, and used a detailed question set to gain insight into local authority cycling policy across relevant areas.

The findings are displayed in the following format throughout the report:

Summary: Each local authority report has a written summary which provides a brief commentary on the result of the self-assessment questionnaire and outlines any progress made since the previous assessment in 2008, and in which areas.

Context and Assessment: The context and assessment section gives the National Assessment Scores for the four main areas of planning (leadership, strategy and resourcing), action (policy delivery on infrastructure, skills and marketing), monitoring and evaluation and understanding users and stakeholders. These four scores correlate to the overall score at the top of the page.

For wider context, key statistics are also provided for each local authority area. The overall mode share for cycling is given along with the percentage of people who use the bike as their usual or regular alternative method of travel to work, the proportion of households with access to a bike and the percentage of journeys that are less than 5km. Statistics are also provided to show how many children cycle to school, and how many receive Bikeability Scotland cycle training at level 2.

Overall Score: The overall score for each local authority is awarded out of 5 stars. This appears on the top right of every page, opposite the name of the local authority in question, which appears in large text on the top left. The score is based on how the local authority scored in each of the four areas of the National Assessment – planning, action, monitoring and understanding users and stakeholders.

Best practice example/Good news story: The report provides more detail into accomplishments in each local authority area as well by identifying an example of where the council is delivering an example of best practice for cycling, and a recent good news story.

Key areas for focus and development: The report also highlights key areas for focus and development based on the scores from the 4 main assessment areas. Key areas for focus and development specific to each local authority area are listed on each local authority page. The full list, along with more detailed explanations of each key area for focus and development is included in Appendix 1 on page 72.

SCOTLAND NATIONAL PICTURE

NATIONAL ASSESSMENT OVERALL RATING ★★★☆☆

NATIONALLY, THERE has been progress in Scotland since the 2008 National Assessment. In particular, there has been significant progress in leadership and commitment as well as development of strategy linking to cycling. This shows that cycling has become a key topic in a number of local authorities and therefore has been considered and included within a wider context of policy. In addition, there has been some progress across the country in understanding users and stakeholders. In a number of local authorities, the emergence of cycle forums and working groups that bring in a range of stakeholders is an indication of progress in this area. There is also room for development nationally. In particular, this relates to resourcing and co-ordination along with better monitoring and evaluation of cycling projects. Although there is the emergence of some strategic thinking around network development, this is not widespread and indicates that more could be progressed in this area as well.

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★⯪☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★☆☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★☆☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★☆☆

CYCLING IN CONTEXT SHS LA ANALYSIS 2012

1.3% CYCLING MODE SHARE

35.0% HOUSEHOLDS WITH ACCESS TO A BICYCLE

5.0% CYCLE TO WORK USUALLY OR REGULARLY*

60.7% JOURNEYS LESS THAN 5KM (SHS, 2011 data)

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 0.8.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

4.1% CHILDREN CYCLING TO PRIMARY SCHOOL

1.1% CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

37.6% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

ABERDEEN

ABERDEEN CITY Council has shown some progress since the 2008 National Assessment. Significant improvements can be seen with regard to marketing and promotion and also with monitoring and evaluation. The 'Getabout' project, alongside surveys undertaken through the City Voice Citizen Panel, provide the council with a good understanding of local cyclists' needs. ACC also works closely with Aberdeenshire through NESTRANS and most of the cycling schemes are delivered through the RTP. Improvement could be made with regard to updating cycling strategy and policy, resourcing and co-ordination and cycle skills development.

Aberdeen Harbour

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★⯪☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★☆☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★★☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★⯪☆

CYCLING IN CONTEXT SHS LA ANALYSIS 2009/10

2%
CYCLING MODE SHARE

35.4%
HOUSEHOLDS WITH ACCESS TO A BICYCLE

5.9%
CYCLE TO WORK USUALLY OR REGULARLY*

77%
JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 2.8.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

3.6%
CHILDREN CYCLING TO PRIMARY SCHOOL

1.2%
CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

31.3%
OF PRIMARY SCHOOLS DELIVER LEVEL 2
(AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING ★★★⯪☆

The Greenbrae cycle project

Aberdeen's 'Community Cycle Challenge' was launched in February 2011 and aims to develop a cycle-friendly neighbourhood in Aberdeen where, following a series of physical improvements and soft measures interventions, cycling and walking become the natural choice of transport modes for short journeys.

Pupils at Greenbrae School undertook an activity where they plotted their typical journeys on a map, marked any locations they felt were problematic or unsafe and suggested how these could be improved. The findings of this exercise formed the basis of a wider community consultation, where a range of possible improvements to the active travel network were discussed with local residents. This led to the development of The Greenbrae Cycle Project Action

Plan, outlining an aspirational cycle network and identifying a series of 'soft measures' interventions that could help make active travel, particularly cycling, a realistic option for all local journeys. The Plan can be viewed at www.aberdeencity.gov.uk/communitycycling.

Every pupil living in the catchment area of Greenbrae School should now be able to take advantage of a safe and largely off-road route to the school

Hands Up Survey results for 2012 show that, in just 2 years, cycling to school levels at Greenbrae have risen from 1% to 6%, while 9% of pupils now regularly scoot to school. Monitoring of one path also showed that, following improvements to the route, cyclist usage in the peak period more than tripled, while the number of pedestrian users increased by more than 50%.

Thanks to the continuing efforts of staff and pupils from Greenbrae School and the council, a range of projects to encourage more cycling in the area have now been implemented.

GOOD NEWS STORY

Try cycling – adult cycle training

Try Cycling offers adults in Aberdeen the opportunity of free cycle training undertaken by trained volunteers from the Aberdeen Cycle Forum and CTC Grampian. The rides are every Sunday morning with the start point rotating from different parks in the city in order to encourage individuals from different communities to join in. The rides are just over two hours long and set at an easy pace aimed at beginners or those who have not been in the saddle for a while who need some practice and road confidence. The rides visit various places of interest such as ancient cairns, march stones, churches, bird hides, and local beauty spots. Families are also welcome.

KEY AREAS FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC5 Exploring integration of cycling within procurement and contracts
PST1 Establishing a Cycling Strategy or Action Plan
PST5 Linking cycling and public transport
PST6 Emphasising 'place' in built environment and land-use policies
PST7 Gathering knowledge of cycle user needs
PRC5 Committing capital and revenue funding
PRC6 Exploring funding opportunities outside 'transport'
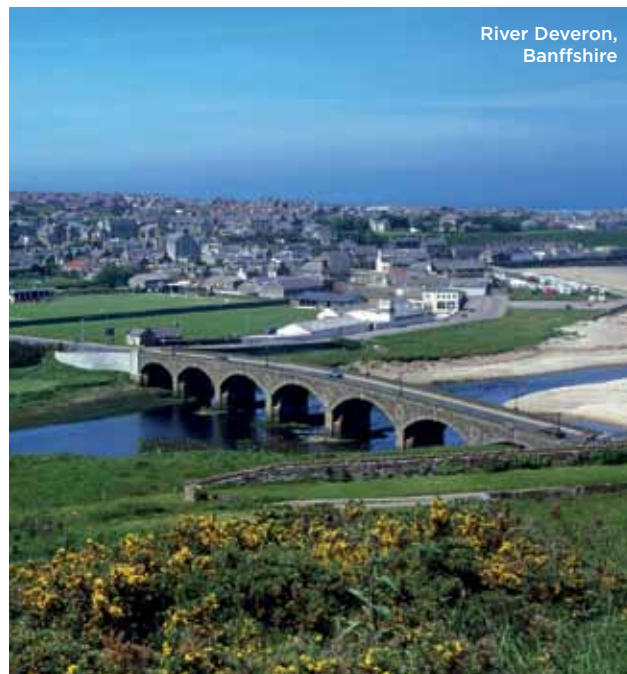
ACTION

ACS1 Ensuring continual delivery mechanisms for cycle training
ACS2 Recruiting Cycle Trainers and Cycle Training Assistants
ACS3 Delivering on-road cycle training
ACS4 Monitoring cycle training
ACS5 Ensuring access to cycle training for adults
AIN3 Establishing and updating cycling network plans (on-road and off-road)

MONITORING

MMC2 Establishing cycling indicators
MMC3 Co-ordinating cycling data
MMC4 Understanding perceptions of cycling
MMC5 Utilising automated cycling counters
MMC6 Monitoring and evaluation of cycling

ABERDEENSHIRE

ABERDEENSHIRE COUNCIL has significantly improved since the 2008 National Assessment. There have been positive developments across all elements of cycle policy planning, action and monitoring. Of particular note is the development of the Aberdeenshire Walking and Cycling Action Plan as well as the designation of Peterhead as Aberdeenshire's Cycle Demonstration Town (CDT). Aberdeenshire Council also has established good monitoring practice in certain circumstances by having a clear implementation plan, and a wide range of means of gathering data, including automatic counters, road safety data and analysis and citizen's panel/consultation surveys.

River Deveron, Banffshire

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★★⯪

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★⯪☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★★⯪

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★★⯪

CYCLING IN CONTEXT   SHS LA ANALYSIS 2009/10

1% CYCLING MODE SHARE

47.4% HOUSEHOLDS WITH ACCESS TO A BICYCLE

2.0% CYCLE TO WORK USUALLY OR REGULARLY*

37% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 1.5.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

4.6% CHILDREN CYCLING TO PRIMARY SCHOOL

2.4% CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

76% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING

★★★★☆

BEST-PRACTICE EXAMPLE

Peterhead Cycle Demonstration Town (CDT)

In 2008, Peterhead was chosen to be Aberdeenshire's first pilot Cycle Demonstration Town (CDT).

Since then the council has been working to provide new walking and cycling infrastructure and improve existing routes and paths in an around Peterhead. With improved opportunities for walking and cycling, backed up with a series of events and activities, the aim is to increase levels of walking and cycling in the area.

A five year masterplan was developed which sought to deliver a hub and spoke network of cycle infrastructure, building up the network on an annual basis. Alongside this, awareness of the project was promoted by working closely with local community groups to deliver improved route signage, a new map for the area, events including an annual bike ride (ABC – The Aden Bike Challenge) and school and business initiatives. A series of campaigns supported with local radio advertising was also developed on a seasonal basis to encourage residents to cycle more often.

Data obtained from permanent cycle counters suggests that cycling has been increasing year on year by a factor of 50%. This positive trend is backed up by the results of annual manual cycle counts.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC5	Exploring integration of cycling within procurement and contracts
PST3	Ensuring consideration of cycling within development control
PST6	Emphasising 'place' in built environment and land-use policies
PRC5	Committing capital and revenue funding

ACTION

ACS1	Ensuring continual delivery mechanisms for cycle training
ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN4	Adhering to design standards and best-practice
AIN5	Providing trip-end cycle facilities

MONITORING

MMC3	Co-ordinating cycling data
MMC4	Understanding perceptions of cycling
MMC6	Monitoring and evaluation of cycling

GOOD NEWS STORY

Bikes on Buses

Bikes on Buses launched in Aberdeenshire in 2010. Initially introduced on vehicles along Royal Deeside between Aberdeen and Braemar, Aberdeenshire Council has continued to work in partnership with Stagecoach Bluebird to extend the service over the past years. Stagecoach Bluebird now also provides free carriage of bikes on the X7 Coastrider service which travels between Aberdeen and Dundee, Buchan Link services from Aberdeen to Peterhead and Fraserburgh and on services from Aberdeen to Inverness. Complemented with the ease of access on and off buses, the service provides a good offer to visitors and residents alike to access the Aberdeenshire coast and countryside.

Aberdeenshire Council will continue to explore opportunities to allow carriage of bikes on buses for leisure and rural routes and learn from other examples across Europe of greater integration between bus and cycle journeys.

ANGUS

ANGUS COUNCIL is in a similar situation as in the 2008 National Assessment. Cycle Skills Development is still relatively strong, and this is reflected in Bikeability Scotland delivery and cycling to school levels which are slightly higher than average. However, some of the strategic focus, particularly on cycling network and monitoring, has dropped and, as a result, there is a more ad hoc and project-by-project approach to cycling on the whole.

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★☆☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★☆☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★☆☆☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★☆☆

CYCLING IN CONTEXT SHS LA ANALYSIS 2009/10

<0.5% CYCLING MODE SHARE

43.5% HOUSEHOLDS WITH ACCESS TO A BICYCLE

4.1% CYCLE TO WORK USUALLY OR REGULARLY*

57% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 3.4.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

3.3% CHILDREN CYCLING TO PRIMARY SCHOOL

1.3% CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

73.6% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING

★★★☆☆

Montrose Harbour and Town, Angus

BEST-PRACTICE EXAMPLE

Incorporating Cycling into Traffic Management Reviews

Angus Council has carried out traffic management reviews for all burgh centres throughout the local authority area.

As part of these assessments, many elements of traffic management were assessed, but importantly cycling and walking measures were considered alongside other modes of transport. As a result of the traffic management reviews, a number of improvements to cycling and walking facilities have been identified and are to be provided for in follow-up to the reviews.

GOOD NEWS STORY

Extending and connecting NCN Route 1

Recent works on NCN Route 1 in and through Angus included completion of the Easthaven to Arbroath cycle route, which included a 5km length of cycleway. This is an off-carriageway facility that has opened in the last year and is due to be further enhanced, extending from Montrose northwards. This will include cycle provision works up to the local authority border and over the North Water Viaduct to link onto the NCN Route 1 in Aberdeenshire.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC1 Buy-in and participation from councillors
PLC4 Establishing an internal working group
PLC5 Exploring integration of cycling within procurement and contracts
PST1 Establishing a Cycling Strategy or Action Plan
PST2 Including cycling across policy areas and strategies
PST5 Linking cycling and public transport
PST6 Emphasising 'place' in built environment and land-use policies
PST7 Gathering knowledge of cycle user needs
PRC1 Linking external forums and decision-makers
PRC2 Working groups and responsibilities
PRC4 Linking with Regional Transport Partnerships and neighbouring local authorities
PRC5 Committing capital and revenue funding
**PRC6** Exploring funding opportunities outside 'transport'

ACTION

ACS1 Ensuring continual delivery mechanisms for cycle training
ACS2 Recruiting Cycle Trainers and Cycle Training Assistants
ACS3 Delivering on-road cycle training
ACS4 Monitoring cycle training
ACS5 Ensuring access to cycle training for adults
AIN3 Establishing and updating cycling network plans (on-road and off-road)
AIN4 Adhering to design standards and best-practice

MONITORING

MMC1 Cycling in the Single Outcome Agreement
MMC2 Establishing cycling indicators
MMC3 Co-ordinating cycling data
MMC4 Understanding perceptions of cycling
MMC5 Utilising automated cycling counters
MMC6 Monitoring and evaluation of cycling

ARGYLL & BUTE

ARGYLL & BUTE Council finds itself in a similar position as in the 2008 National Assessment. Argyll & Bute shows progress in terms of leadership, cycling does appear across policy documents and there has been good progress in establishing partnership working. In addition, the relationship with the Regional Transport Partnership, HITRANS, has helped with delivering improvements through the Active Travel Audit process in Oban and other areas. Improvements could be made in terms of development of a cycling strategy (or incorporating this into a refresh of the Local Transport Strategy) as well as with regard to establishing a strategic approach to developing the on-road and off-road cycling network to help with implementation and monitoring cycle use.
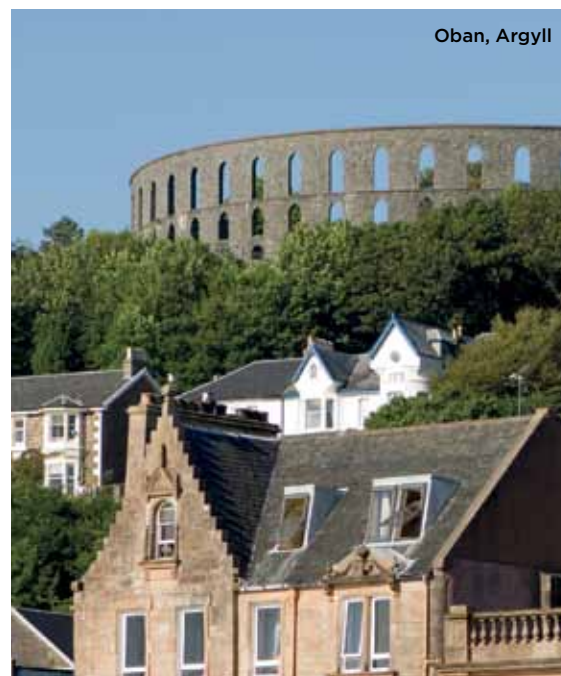
Oban, Argyll

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★⯪★★

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★★★

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★⯪★★

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★★★

CYCLING IN CONTEXT SHS LA ANALYSIS 2009/10

<0.5%
CYCLING MODE SHARE

4.9%
CYCLE TO WORK USUALLY OR REGULARLY*

38.9%
HOUSEHOLDS WITH ACCESS TO A BICYCLE

59%
JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 3.4.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

3.3%
CHILDREN CYCLING TO PRIMARY SCHOOL

NATIONAL ASSESSMENT OVERALL RATING ★★⯪☆☆

BEST-PRACTICE EXAMPLE

Unlocking External Funding and Partnership Working

Argyll & Bute Council has made good use of match funding opportunities to expand the budget available for implementing cycling schemes.

Funding from the Cycling Walking and Safer Streets allocation is used alongside funding from Sustrans' Community Links programme as well as LEADER European funding. This approach has been successful in trebling the budget for cycling projects last year and is on track to increase this even further in 2013/14 to nearly six times the initial CWSS grant.

Argyll & Bute Council also works in partnership with local groups to help deliver cycling in the council area. For example, the council establishes agreements with local groups to aid with maintenance of cycling and walking paths to ensure on-going preservation of the path network.

GOOD NEWS STORY

Jubilee Bridge access paths

The Appin community have been campaigning for repairs and upgrading of the iconic 1897 Queen Victoria Diamond Jubilee Bridge and access paths to it for several years. The access ramps and paths on either side were narrow, overgrown and in a poor state of repair and unsuitable for wheelchairs or pushchairs. The project set out to replace the timber approaches with boardwalk and upgrade the access paths.

The repair works included installation of recycled plastic boardwalks, widening of 500m of approach path, improving drainage and path surfaces and adding an access ramp at the link to the NCN.

Strath of Appin Primary School and the community have been closely involved during the project, and a school visit to the site took place to discuss construction process and materials and to oversee the work in progress.

The council has also assisted Appin Community Trust with fundraising efforts to repair the bridge itself. Their bids to the Active Places Commonwealth Games Legacy fund was recently approved, and Argyll and Bute Council's bid to Sustrans for 2013 -14 for £50,000 was successful. These bids combined with contributions from the community and Crown Estate mean that the repair works can proceed this summer, and are due for completion before the end of 2013.

KEY AREAS FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

|	
PLC4	Establishing an internal working group
PLC5	Exploring integration of cycling within procurement and contracts
PST1	Establishing a Cycling Strategy or Action Plan
PST3	Ensuring consideration of cycling within development control
PST5	Linking cycling and public transport
PST6	Emphasising 'place' in built environment and land-use policies
PST7	Gathering knowledge of cycle user needs
PRC5	Committing capital and revenue funding

ACTION

ACS1	Ensuring continual delivery mechanisms for cycle training
ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN1	Utilising cycle audit and review of transport infrastructure
AIN4	Adhering to design standards and best-practice
AIN5	Providing trip-end cycle facilities
AMK1	Promoting cycling
AMK2	Forward planning for promoting cycling

MONITORING

MMC1	Cycling in the Single Outcome Agreement
MMC2	Establishing cycling indicators
MMC3	Co-ordinating cycling data
MMC4	Understanding perceptions of cycling
MMC5	Utilising automated cycling counters
MMC6	Monitoring and evaluation of cycling

CLACKMANNANSHIRE

CLACKMANNANSHIRE COUNCIL has made significant progress since the 2008 National Assessment. In particular, there is a well-established working group that provides focus on cycling issues and development as well as a method of progressing strategically with regard to infrastructure. In addition, cycling is represented across policies and there has been good progress in embedding cycle skills development into schools. Key areas for focus and development include continuing to ensure that cycling is well represented in various strategies and policies as well as focusing on monitoring and evaluation of cycling within the council area.
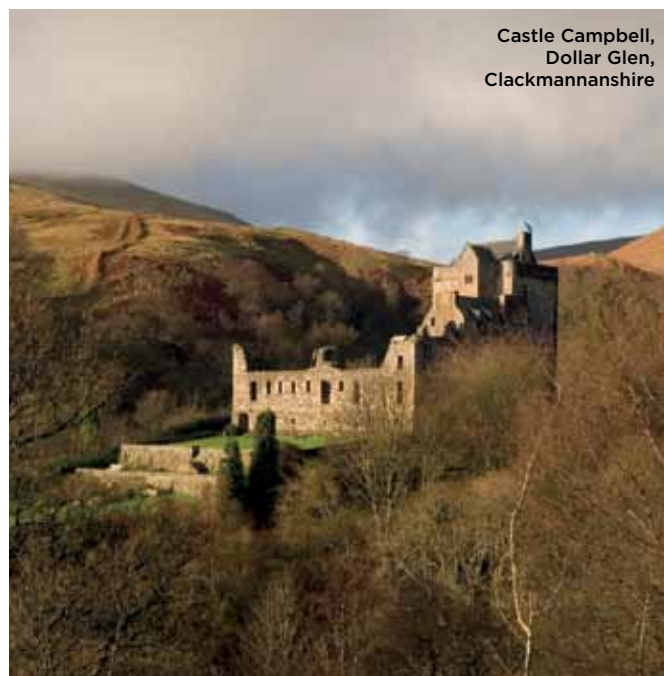
Castle Campbell,
Dollar Glen,
Clackmannanshire

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★★☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★½☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★½☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★½☆

CYCLING IN CONTEXT SHS LA ANALYSIS 2009/10

1% CYCLING MODE SHARE

44.3% HOUSEHOLDS WITH ACCESS TO A BICYCLE

1.4% CYCLE TO WORK USUALLY OR REGULARLY*

58% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 2.1.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

5.4% CHILDREN CYCLING TO PRIMARY SCHOOL

0.9% CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

36.8% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING ★★★★☆

BEST-PRACTICE EXAMPLE

Cycling in Clackmannanshire working group

Over the past decade officers from Roads, Education and Sustainable Development have been working in partnership to improve both cycling facilities and cycle training within Clackmannanshire.

Physical infrastructure improvements were funded from the roads capital projects budget as funds allowed, and for the past 8 years these have been match funded by Sustrans firstly through the 'Tackling the School Run" funding, then the 'Community Links' programme. Further improvements to infrastructure and training are now made through a formalised Council-wide approach.

Two groups have been set up to take forward cycling in this area. A Cycling in Clackmannanshire Working Group, chaired by the Convenor of the Enterprise & Environment Committee, and a Cycling Education Sub Group. Both groups include representatives from Active Schools, Roads, Youth Development and Educational Development teams along with NHS Forth Valley, Central Scotland Police, Sustrans, Cycling Scotland, local cycling champions "Clacks Active", the Rotary Club and local bike stores including Recyke-a-bike (a local cycling charity). As projects arise members of the groups are given actions that they become responsible for and progress is reported at subsequent meetings.

GOOD NEWS STORY

Increasing cycling in schools – Banchory Primary school success

Clackmannanshire Council supported the Give Me Cycle Space (GMCS) campaign which ran from April to June 2013. During this period of time participating schools displayed banners and flags indicating their support for cycling and encouraged pupils to cycle to school. This campaign was well supported by the Lornshill cluster primary schools and was a definite success highlighted by the overflowing bike racks in school playgrounds during this time.

In order to support the anticipated increased volume of young cyclists encouraged by the GMCS campaign, three Cycle Trainer Assistant (CTA) courses were delivered by the Active Schools team to school staff and parents who expressed an interest in delivering Bikeability Scotland training. Eleven adults completed the CTA course and went on to deliver Bikeability Scotland levels 1 & 2 in their respective primary schools on a voluntary basis.

Banchory Primary School in Tullibody enthusiastically supported each of Clackmannanshire Council's cycling initiatives. In June 2013 they became the first primary school in Clackmannanshire to achieve Cycling Scotland's Cycle Friendly School Award. This award recognises the school's commitment to increasing the amount of pupils cycling to school, encouraging healthy living and promoting environmental responsibility.

KEY AREAS FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC5	Exploring integration of cycling within procurement and contracts
PST1	Establishing a Cycling Strategy or Action Plan
PST5	Linking cycling and public transport
PST6	Emphasising 'place' in built environment and land-use policies
PRC5	Committing capital and revenue funding

ACTION

ACS1	Ensuring continual delivery mechanisms for cycle training
ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN2	Ensuring consistent cycle route maintenance and inspection
AMK1	Promoting cycling

MONITORING

MMC1	Cycling in the Single Outcome Agreement
MMC2	Establishing cycling indicators
MMC3	Co-ordinating cycling data
MMC4	Understanding perceptions of cycling
MMC6	Monitoring and evaluation of cycling

DUMFRIES & GALLOWAY

DUMFRIES AND Galloway Council finds itself in a similar position to the 2008 National Assessment. There have been significant improvements in terms of focus on cycling and active travel, primarily delivered through the Smarter Choices, Smarter Places GoSmart Dumfries programme. Other positives include partnership working with the health sector, good delivery of cycle skills training and some infrastructure improvements. Further positive development could be made by cementing progress from the SC,SP scheme in developing polices and strategies, particularly through development of a cycling or active travel strategy and a clear implementation plan for a cycle network (both on- and off-road).

River Nith, Dumfries

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★☆☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★☆☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★⯪☆☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★⯪☆☆

CYCLING IN CONTEXT SHS LA ANALYSIS 2009/10

1%
CYCLING MODE SHARE

38.9%
HOUSEHOLDS WITH ACCESS TO A BICYCLE

7.3%
CYCLE TO WORK USUALLY OR REGULARLY*

60%
JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 3.7.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

4.9%
CHILDREN CYCLING TO PRIMARY SCHOOL

1.5%
CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

46.6%
OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING

★ ★ ★ ☆ ☆

BEST-PRACTICE EXAMPLE

GoSmart Dumfries

Dumfries was one of the seven Sustainable Travel Demonstration Towns supported by the Smarter Choices, Smarter Places initiative, developed as a partnership between the Council and RTP SWestrans, together with funding partners NHS Dumfries & Galloway, Stagecoach, and The Crichton Development Company.

The 'GoSmart Dumfries' project also attracted funding from the EU Lowlands & Uplands of Scotland Programme.

The initial proposal highlighted the opportunity for cycling development in Dumfries based on a number of factors: the association of pedal bicycle pioneer Kirkpatrick McMillan with the area, the attractiveness of the region for cycle tourism, the establishment of the 7stanes mountain biking centres, and a high number of short distance car commuting journeys within the town. Baseline monitoring for the programme found that cycling mode share was already higher in Dumfries than the Scottish average. The approach adopted was characterised as one of 'Provide and Promote'. A number of new sections of cycle/pedestrian links were created, significantly enhancing and extending the network, and most importantly, creating a wide area connected network. The project then created mapping of the cycling network that proved to be the most frequently demanded resource of the programme. The mapping highlights the locations of Bike2Go hubs, Scotland's first on-street public bike-hire scheme. The elements of the programme were linked by a strong integrated branding scheme which achieved 85% recognition across the town. The outcome was a doubling of the cycling mode share.

GOOD NEWS STORY

Healthy Dalbeattie

Healthy Dalbeattie is a multi-agency project involving NHS Dumfries and Galloway, Dumfries and Galloway Council, local business and voluntary groups to develop a mixed ability cycle project based on a progressive pathway from those that are not able to cycle at present to encouraging more experienced cyclists to support others with training support from Cycling Scotland. The local medical centre is also strongly engaged and now "prescribes" cycling as a preventative measure.

Dalbeattie is uniquely placed adjacent to the 7 Stanes mountain biking trail centre and the launch event for the project took place at the centre. This event coincided with Give Me Cycle Space campaign in Dalbeattie, giving support to the sustainable travel element of the project. This partnership approach has also given an economic benefit to the area by promoting a stronger local ownership of the trail centre and raising awareness of the business opportunities associated with it.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC1	Ensuring buy-in and participation from councillors
PLC5	Exploring integration of cycling within procurement and contracts
PST1	Establishing a Cycling Strategy or Action Plan
PST2	Including cycling across policy areas and strategies
PST3	Ensuring consideration of cycling within development control
PST4	Considering all types of cycling
PST5	Linking cycling and public transport
PST6	Emphasising 'place' in built environment and land-use policies
PST7	Gathering knowledge of cycle user needs
PRC5	Committing capital and revenue funding

ACTION

ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN1	Utilising cycle audit and review of transport infrastructure
AIN2	Ensuring consistent cycle route maintenance and inspection
AIN3	Establishing and updating cycling network plans (on-road and off-road)
AIN5	Providing trip-end cycle facilities

MONITORING

MMC1	Cycling in the Single Outcome Agreement
MMC2	Establishing cycling indicators
MMC3	Co-ordinating cycling data
MMC4	Understanding perceptions of cycling
MMC6	Monitoring and evaluation of cycling

DUNDEE

DUNDEE CITY Council finds itself in a similar position as in the 2008 National Assessment. There has been some progress, most notably alongside the Smarter Choices, Smarter Places scheme Dundee Travel Active and progressing leadership. Further progress could be made with regard to cycle skills development and continuing the best-practice that came from the Dundee Travel Active programme to fully embed the benefits of establishing active travel within policy and strategy.

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★☆☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★☆☆☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★☆☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★✫☆☆

CYCLING IN CONTEXT — SHS LA ANALYSIS 2009/10

1% CYCLING MODE SHARE

23.7% HOUSEHOLDS WITH ACCESS TO A BICYCLE

2.7% CYCLE TO WORK USUALLY OR REGULARLY*

73% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 2.4.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

1.7% CHILDREN CYCLING TO PRIMARY SCHOOL

0.9% CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

2.9% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING

★ ★ ⯪ ☆ ☆

Tay Bridge Dundee

GOOD NEWS STORY

Douglas Terrace Walkway Funding

Funding was secured to help upgrade the final piece of the jigsaw in Dundee City Council's Green Circular cycle route at the Douglas Terrace walkway / cycleway, linking Stannergate with Broughty Ferry.

Nearly £500,000 has been committed by Sustrans, from the Scottish Government's fund to improve cycling infrastructure. This was matched by the city council for the improvement which cost a total of around £1 million.

The raised structure at the Broughty Ferry end of the walkway, which is about 300 metres in length, was refurbished at the end of 2012. This link is part of a key route between Dundee City Centre and Broughty Ferry and is the final part of a major cycling project which started eight years ago.

This route provides cyclists direct, fast and safe access to Dundee City Centre from the East and forms part of the Green Circular. This route allows cyclists to avoid the major busy commuter roads when arriving from the east to the city centre.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC1	Ensuring buy-in and participation from councillors
PLC4	Establishing an internal working group
PLC5	Exploring integration of cycling within procurement and contracts
PST1	Establishing a Cycling Strategy or Action Plan
PST2	Including cycling across policy areas and strategies
PST5	Linking cycling and public transport
PST6	Emphasising 'place' in built environment and land-use policies
PST7	Gathering knowledge of cycle user needs
PRC1	Linking external forums and decision-makers
PRC2	Working groups and responsibilities
PRC4	Linking with Regional Transport Partnerships and neighbouring local authorities
PRC5	Committing capital and revenue funding
PRC6	Exploring funding opportunities outside 'transport'

ACTION

ACS1	Ensuring continual delivery mechanisms for cycle training
ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN2	Ensuring consistent cycle route maintenance and inspection
AIN3	Establishing and updating cycling network plans (on-road and off-road)
AIN4	Adhering to design standards and best-practice
AIN5	Providing trip-end cycle facilities
AMK1	Promoting cycling
AMK2	Forward planning for promoting cycling

MONITORING

MMC2	Establishing cycling indicators
MMC3	Co-ordinating cycling data
MMC4	Understanding perceptions of cycling
MMC5	Utilising automated cycling counters
MMC6	Monitoring and evaluation of cycling

EAST AYRSHIRE

EAST AYRSHIRE has made some slight progress since the 2008 National Assessment. Establishment of a Strategic Cycle Network has ensured that there is strategic backing to implementing cycling infrastructure and there is recognition to the importance of sustainable transport within the Local Transport Strategy. East Ayrshire Council has also established internal working groups with regular meetings between relevant departments and staff, even linking to other portfolios such as the Obesity Partnership Working Group. Improvements could be made in terms of monitoring and understanding users and stakeholders.

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★☆☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★☆☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★☆☆☆☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★⯪☆☆

CYCLING IN CONTEXT — SHS LA ANALYSIS 2009/10

<0.5% CYCLING MODE SHARE

<0.5% CYCLE TO WORK USUALLY OR REGULARLY*

31.3% HOUSEHOLDS WITH ACCESS TO A BICYCLE

62% JOURNEYS LESS THAN 5KM

The figure for the sample for East Ayrshire is 0%, therefore it is too small to calculate a confidence interval

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

3.7% CHILDREN CYCLING TO PRIMARY SCHOOL

0.4% CHILDREN CYCLING TO SECONDARY SCHOOL

NATIONAL ASSESSMENT OVERALL RATING ★★⯨☆☆

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC3	Implementing or updating a Council Travel Plan
PLC5	Exploring integration of cycling within procurement and contracts
PST1	Establishing a Cycling Strategy or Action Plan
PST3	Ensuring consideration of cycling within development control
PST4	Considering all types of cycling
PST5	Linking cycling and public transport
PST6	Emphasising 'place' in built environment and land-use policies
PST7	Gathering knowledge of cycle user needs
PRC4	Linking with Regional Transport Partnerships and neighbouring local authorities
PRC5	Committing capital and revenue funding
PRC6	Exploring funding opportunities outside 'transport'

ACTION

ACS1	Ensuring continual delivery mechanisms for cycle training
ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN1	Utilising cycle audit and review of transport infrastructure
AIN2	Ensuring consistent cycle route maintenance and inspection
AIN5	Providing trip-end cycle facilities
AMK1	Promoting cycling
AMK2	Forward planning for promoting cycling

MONITORING

MMC1	Cycling in the Single Outcome Agreement
MMC2	Establishing cycling indicators
MMC3	Co-ordinating cycling data
MMC4	Understanding perceptions of cycling
MMC5	Utilising automated cycling counters
MMC6	Monitoring and evaluation of cycling

BEST-PRACTICE EXAMPLE

East Ayrshire Cycle Forum

An East Ayrshire Cycle Forum has been set up, meeting approximately every three months.

It is composed of cycle enthusiasts, representatives of local cycle shops, local cycle clubs and organisations along with officers from a number of East Ayrshire Council departments involved in the promotion of cycling.

The forum allows information to be passed between the council and cycling bodies, issues to be discussed, and good news stories to be announced.

GOOD NEWS STORY

Big Pedal Success

An East Ayrshire Primary School has excelled in the Sustrans Big Pedal. In 2012, Crosshouse Primary School won the large primary school category for Scotland. It repeated this success in 2013 and was one of four East Ayrshire primary schools in the category top 10. Not content with Scottish success, it subsequently won the UK championships. This competition encourages pupils to regularly cycle to school and the council continues with the installation of secure cycle & scooter parking and cycle compounds at schools throughout East Ayrshire.

EAST DUNBARTONSHIRE

EAST DUNBARTONSHIRE has made some progress since the 2008 National Assessment. A key development has come in the form of the Smarter Choices, Smarter Places programme – Healthy Habits – that was undertaken in Kirkintilloch and Lenzie. Other developments include establishment of the Active Travel Forum and support of community initiatives to increase cycling. Progress could be made in terms of better monitoring and continued improvement stemming from Healthy Habits as well as support for cycle skills development.

ED's Cycle Co-Op leading a 'school cycle train in Bishopbriggs

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★☆☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★☆☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★☆☆☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★☆☆

CYCLING IN CONTEXT   SHS LA ANALYSIS 2009/10

<0.5% CYCLING MODE SHARE

41.4% HOUSEHOLDS WITH ACCESS TO A BICYCLE

4.4% CYCLE TO WORK USUALLY OR REGULARLY*

55% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 3.8.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

4.0% CHILDREN CYCLING TO PRIMARY SCHOOL

0.5% CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

5.4% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING

★★★☆☆

BEST-PRACTICE EXAMPLE

East Dunbartonshire Active Travel Forum

East Dunbartonshire's Active Travel Forum has been launched to pave the way for walking and cycling to become a more regular choice of travel either for local journeys – e.g. to the local shop, school or work - or as a link to public transport hubs, rail stations and bus routes.

Made up of representatives from the council, SPT, Sustrans, Cycling Scotland, Ed's Cycle Co-op and other interested groups and individuals, the group will work together to develop and improve active travel in East Dunbartonshire.

Over the past year the council and its partners have made significant capital investment improving the off road path network and in the coming year forum partners will continue with various capital projects including engineering studies into on road cycle routes and further improvements to the National Cycle Network particularly the Strathkelvin Walkway. Key projects for the coming year include investment in the A81 route corridor which will see a new public transport hub implemented at Hillfoot, work in Kirkintilloch Town Centre to make it a more people-friendly environment and improved active travel links between Woodilee and Lenzie.

GOOD NEWS STORY

Forth & Clyde Canal Upgrade

A £576,000 project to upgrade the towpaths of the Forth and Clyde Canal was completed in June in partnership with a wide range of stakeholders, including Scottish Canals, SPT, Sustrans, WREN and Walkers are Welcome, Kirkintilloch.

The upgrade, from Kirkintilloch to the Hungryside Bridge, was completed in June 2013 and provided a vastly improved surface. The previous whin dust route has become a new all-weather path and improves an important part of the National Cycle Network. The upgraded path is a huge improvement for those traveling by bike for leisure or their commute.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC5 Exploring integration of cycling within procurement and contracts
PST1 Establishing a Cycling Strategy or Action Plan
PST5 Linking cycling and public transport
PST6 Emphasising 'place' in built environment and land-use policies
PST7 Gathering knowledge of cycle user needs
PRC5 Committing capital and revenue funding
PRC6 Exploring funding opportunities outside 'transport'

ACTION

ACS1 Ensuring continual delivery mechanisms for cycle training
ACS2 Recruiting Cycle Trainers and Cycle Training Assistants
ACS3 Delivering on-road cycle training
ACS4 Monitoring cycle training
ACS5 Ensuring access to cycle training for adults
AIN2 Ensuring consistent cycle route maintenance and inspection
AIN5 Providing trip-end cycle facilities
AMK1 Promoting cycling
AMK2 Forward planning for promoting cycling

MONITORING

MMC1 Cycling in the Single Outcome Agreement
MMC2 Establishing cycling indicators
MMC3 Co-ordinating cycling data
MMC4 Understanding perceptions of cycling
MMC5 Utilising automated cycling counters
MMC6 Monitoring and evaluation of cycling

EAST LOTHIAN

EAST LOTHIAN Council has made some progress since the 2008 National Assessment. In particular, there has been progression in leadership and resources/co-ordination, particularly stemming from the establishment of the East Lothian Cycle Forum. Further progress could be made on improving monitoring and evaluation and continuing to support cycle skills development and network development.

North Berwick Law, East Lothian

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★☆☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★☆☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★☆☆☆☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★⯪☆☆

CYCLING IN CONTEXT SHS LA ANALYSIS 2009/10

2% CYCLING MODE SHARE

45.1% HOUSEHOLDS WITH ACCESS TO A BICYCLE

4.6% CYCLE TO WORK USUALLY OR REGULARLY*

52% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 3.2.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

9.4% CHILDREN CYCLING TO PRIMARY SCHOOL

2.0% CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

11.4% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING

★★⯪☆☆

East Lothian Cycle Forum

East Lothian Council has formed the East Lothian Cycle Forum which currently meets three times a year.

It is chaired by a locally elected local councillor who is also the Transportation Convenor. An ELC staff member undertakes the secretariat of the forum.

The membership of the forum is inclusive and is drawn from a wide range of people from East Lothian who have an interest in cycling for sporting, recreational, business, educational or professional purposes.

The forum membership also includes council officers from various departments such as Transportation, Land & Countryside, Outdoor Access and Education who can all provide valuable expertise and can often resolve problems and complaints more efficiently.

The agendas for forum meetings range from cycle training, route maintenance, cycle tourism and local and national events and provides a hub for the discussion of local cycling issues.

The forum is also used for formal public consultation and discussion on cycling related subjects and provides an efficient way to engage with the public on cycling related matters.

GOOD NEWS STORY

West Barns – Belhaven Path Upgrade

The path linking West Barns and Belhaven is a scenic coastal path that has been widened and re-surfaced with tarmac, which forms part of Route 76 of the National Cycle Network and heads towards Berwick-upon-Tweed via Cockburnspath and Coldingham Moor.

The path is also part of the 6,000km North Sea Cycle Route (NSCR) which follows the coastline of the eight countries bordering the North Sea and creates opportunities for both local days out and longer distance journeys. The project was part financed by the Scottish Government and the European Community Tyne-Esk LEADER 2007-2013 Programme, Sustrans, SEStran and East Lothian Council. East Lothian Council is also currently developing a route closer to the coast from Longniddry to East Linton which will also be able to be signed as the NSCR.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC5 Exploring integration of cycling within procurement and contracts

PST1 Establishing a Cycling Strategy or Action Plan

PST3 Ensuring consideration of cycling within development control

PST5 Linking cycling and public transport

PST6 Emphasising 'place' in built environment and land-use policies

PST7 Gathering knowledge of cycle user needs

PRC5 Committing capital and revenue funding

ACTION

ACS1 Ensuring continual delivery mechanisms for cycle training

ACS2 Recruiting Cycle Trainers and Cycle Training Assistants

ACS3 Delivering on-road cycle training

ACS4 Monitoring cycle training

ACS5 Ensuring access to cycle training for adults

AIN3 Establishing and updating cycling network plans (on-road and off-road)

AIN5 Providing trip-end cycle facilities

AMK1 Promoting cycling

AMK2 Forward planning for promoting cycling

MONITORING

MMC2 Establishing cycling indicators

MMC3 Co-ordinating cycling data

MMC4 Understanding perceptions of cycling

MMC5 Utilising automated cycling counters

MMC6 Monitoring and evaluation of cycling

EAST RENFREWSHIRE

EAST RENFREWSHIRE Council has shown significant progress since the 2008 National Assessment. Driving a significant amount of this was the Smarter Choices, Smarter Places project in Barrhead that helped lead to increases in Planning and Action elements such as leadership and marketing. East Renfrewshire has also made a commitment to cycling to school and incorporated a cycling to school indicator into the Single Outcome Agreement. Improvements could be made to continuing leadership, commitment, resourcing and ensuring that the positive progress stemming from past projects (e.g., Smarter Choices, Smarter Places and Give Me Cycle Space) continues into the future.

A cycling event in Rouken Glen Park, East Renfrewshire

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★⯪★★

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★★

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★⯪★★

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★⯪★

CYCLING IN CONTEXT — SHS LA ANALYSIS 2009/10

1% CYCLING MODE SHARE

38.7% HOUSEHOLDS WITH ACCESS TO A BICYCLE

1.5% CYCLE TO WORK USUALLY OR REGULARLY*

56% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 2.1.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

2.9% CHILDREN CYCLING TO PRIMARY SCHOOL

0.2% CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

69.6% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING

★★★☆☆

BEST-PRACTICE EXAMPLE

Cycling in the School Curriculum and Monitoring Cycling

Mountain biking is a P.E option in the school curriculum at both St Luke's and Barrhead High Schools.

School staff has been trained to deliver the course to students of all year groups. Both schools have a fleet of 30 bikes with the course proving very popular since its inception in 2011.

Work is also taking place to gain an understanding of local cycling patterns and usage with cycle surveys carried out as part of a recent Clarkston Cycle Event. The surveys will be used to inform future development and showed strong evidence of use of local facilities such as Whitelee Wind Farm, Dams to Darnley Country Park, Rouken Glen Park and many suggestions for improvements were put forward. A good mix of responses were received representing a broad range of cycling behaviour.

GOOD NEWS STORY

Increasing Bikeability and Smarter Choices, Smarter Places

There has been a 100% increase in the number of schools delivering Bikeability Level 2 on-road cycle training in 2013. With the help of Cycling Scotland's 'Support Plus' funding there are now 16 of 23 schools training on-road.

Monitoring of the Smarter Choices, Smarter Places project in Barrhead has shown a 593% (40 to 277) increase in cyclist movements at ten sites across Barrhead between March 2009 and March 2012.

A 4% increase in cyclist movements at ten sites across East Renfrewshire was recorded between 2011/12 and 2012/13. The data was based on peak hour counts at key locations.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC1	Ensuring buy-in and participation from councillors
PLC4	Establishing an internal working group
PLC5	Exploring integration of cycling within procurement and contracts
PST1	Establishing a Cycling Strategy or Action Plan
PST2	Including cycling across policy areas and strategies
PST3	Ensuring consideration of cycling within development control
PST5	Linking cycling and public transport
PST6	Emphasising 'place' in built environment and land-use policies
PRC1	Linking external forums and decision-makers
PRC2	Working groups and responsibilities
PRC4	Linking with Regional Transport Partnerships and neighbouring local authorities
PRC5	Committing capital and revenue funding
PRC6	Exploring funding opportunities outside 'transport'

ACTION

|	
ACS1	Ensuring continual delivery mechanisms for cycle training
ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN1	Utilising cycle audit and review of transport infrastructure
AIN2	Ensuring consistent cycle route maintenance and inspection
AIN3	Establishing and updating cycling network plans (on-road and off-road)
AIN4	Adhering to design standards and best-practice
AIN5	Providing trip-end cycle facilities
AMK2	Forward planning for promoting cycling

MONITORING

MMC2	Establishing cycling indicators
MMC3	Co-ordinating cycling data
MMC4	Understanding perceptions of cycling
MMC5	Utilising automated cycling counters
MMC6	Monitoring and evaluation of cycling

EDINBURGH

CITY OF Edinburgh Council has progressed cycling policy in all areas since the 2008 National Assessment. Much of this is down to the development of the Active Travel Action Plan that has further strengthened cycling as part of Edinburgh's strategy and policies. This has led to developments of improved infrastructure as well as commitment of a fixed proportion of the transport budget specifically for cycling. Engagement with internal and external stakeholders is formalised and occurs with regularity, and there is a willingness to establish cycling across policies. There is some room for improvement with regard to cycle skills development and monitoring.
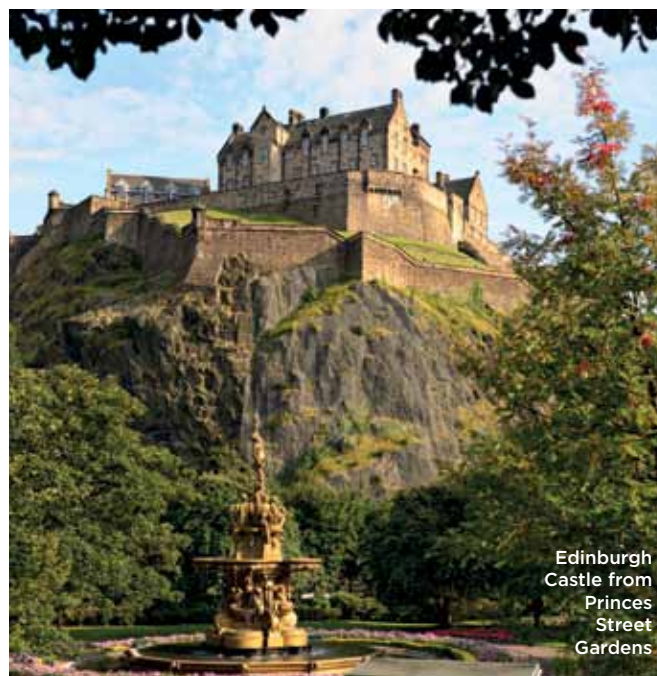
Edinburgh Castle from Princes Street Gardens

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★★★

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★★☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★★☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★★⯪

CYCLING IN CONTEXT
SHS LA ANALYSIS 2009/10

2%
CYCLING MODE SHARE

36.1%
HOUSEHOLDS WITH ACCESS TO A BICYCLE

10.0%
CYCLE TO WORK USUALLY OR REGULARLY*

75%
JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 2.5.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

5.2%
CHILDREN CYCLING TO PRIMARY SCHOOL

1.7%
CHILDREN CYCLING TO PRIMARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

51.7%
OF PRIMARY SCHOOLS DELIVER LEVEL 2
(AS OF 2012/13)

**NATIONAL ASSESSMENT
OVERALL RATING**

★ ★ ★ ★ ☆

Active Travel Action Plan

The Active Travel Action Plan (ATAP) has firmly established walking and cycling into policy in Edinburgh.

The evidence-based policy document was developed in partnership with stakeholders including NHS Lothian, Sustrans, Spokes, University of Edinburgh, Living Streets and Essential Edinburgh. ATAP has firmly established the base for commitments to cycling and walking in Edinburgh and has set ambitious cycling targets as well:

15% of all journeys to work (and 10% of all trips) by bike by 2020.

In addition, ATAP has led to commitments to funding in Edinburgh, with 5% of the transport budget (both revenue and capital) going to cycling from 2012/13; and this has increased to 6% for 2013/14.

GOOD NEWS STORY

Dedicated Council Budget for Cycling

Building on last year's commitment to spend 5% of its transport budget on cycling, the City of Edinburgh Council has increased this commitment in 2013-14 to 6%. This will further support the delivery of the measures outlined in the council's Active Travel Action Plan which will enhance the city's cycle network, increase maintenance of cycle facilities and promote cycling as a regular mode of travel.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC5 Exploring integration of cycling within procurement and contracts

PST3 Ensuring consideration of cycling within development control

PST5 Linking cycling and public transport

PST6 Emphasising 'place' in built environment and land-use policies

ACTION

ACS1 Ensuring continual delivery mechanisms for cycle training

ACS2 Recruiting Cycle Trainers and Cycle Training Assistants

ACS3 Delivering on-road cycle training

ACS4 Monitoring cycle training

ACS5 Ensuring access to cycle training for adults

AIN3 Establishing and updating cycling network plans (on-road and off-road)

AIN5 Providing trip-end cycle facilities

AMK2 Forward planning for promoting cycling

MONITORING

MMC1 Cycling in the Single Outcome Agreement

MMC2 Establishing cycling indicators

MMC3 Co-ordinating cycling data

MMC4 Understanding perceptions of cycling

MMC6 Monitoring and evaluation of cycling

EILEAN SIAR

COMHAIRLE NAN EILEAN SIAR has made slight progress since the 2008 National Assessment. Comhairle nan Eilean Siar has made strides in co-ordination by using partnership working with local land owners to establish off-road cycling routes/paths. There is still scope to formalise some of these partnership working relationships as well as establish cycling firmly in policy. In addition, there is an opportunity to continue progressing cycle skills development and establish a strategic approach to increasing cycling.

Castlebay, Barra, Eilean Siar

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★☆☆☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★☆☆☆☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★☆☆☆☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★☆☆☆☆

CYCLING IN CONTEXT
SHS LA ANALYSIS 2009/10

<0.5% CYCLING MODE SHARE

42.4% HOUSEHOLDS WITH ACCESS TO A BICYCLE

2.9% CYCLE TO WORK USUALLY OR REGULARLY*

52% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 3.2.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

4.9% CHILDREN CYCLING TO PRIMARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

0% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING

★ ★ ★ ★ ★

BEST-PRACTICE EXAMPLE

Hebridean Way

In 2009, with financial support from Sustrans and Scottish Natural Heritage (SNH), a study was commissioned to ascertain the feasibility of establishing a functional and sustainable long-distance walking and cycling route between Vatersay and the Butt of Lewis.

The Outer Hebrides Long Distance Route Feasibility Study identified a walking route and a cycle route at an estimated cost of £1.6m.

Good progress has been made with regard to the cycle route element of the 'Hebridean Way'. Sustrans has confirmed that the route will be included as part of the National Cycle Network – Route 780. It is anticipated that work will soon commence on installing the required signage and the council and wider steering group will work closely to promote the cycle route to visitors.

Phase 1 of the Hebridean Way Project is progressing well, with one of the key priorities of this phase being to identify and secure sufficient funding to enable the walking route throughout Lewis and Harris to be completed to a high standard.

GOOD NEWS STORY

Cycle Safety Campaign with HGVs

Parents and pupils of Laxdale Schools were given the opportunity to sit in the cab of a large HGV Bardon Hebrides Lorry as part of the first ever cycle safety campaign to raise awareness and highlight the dangers of cyclists undertaking lorries on the roads. The idea was to give parents and pupils the idea of where the blind spots are located for lorry drivers. One of the aims is to ensure that by finding out where there are limitations in visibility for lorry drivers, those travelling by bike will be aware of the safest place to position themselves.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC1	Ensuring buy-in and participation from councillors
PLC3	Implementing or updating a Council Travel Plan
PLC4	Establishing an internal working group
PLC5	Exploring integration of cycling within procurement and contracts
PST1	Establishing a Cycling Strategy or Action Plan
PST2	Cycling across policy areas and strategies
PST3	Ensuring consideration of cycling within development control
PST4	Considering all types of cycling
PST5	Linking cycling and public transport
PST6	Emphasising 'place' in built environment and land-use policies
PST7	Gathering knowledge of cycle user needs
PRC4	Regional Transport Partnerships
PRC5	Committing capital and revenue funding
PRC6	Exploring funding opportunities outside 'transport'

ACTION

ACS1	Ensuring continual delivery mechanisms for cycle training
ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN1	Utilising cycle audit and review of transport infrastructure
AIN2	Ensuring consistent cycle route maintenance and inspection
AIN3	Establishing and updating cycling network plans (on-road and off-road)
AIN4	Adhering to design standards and best-practice
AIN5	Providing trip-end cycle facilities
AMK1	Promoting cycling
AMK2	Forward planning for promoting cycling

MONITORING

MMC1	Cycling in the Single Outcome Agreement
MMC2	Establishing cycling indicators
MMC3	Co-ordinating cycling data
MMC4	Understanding perceptions of cycling
MMC5	Utilising automated cycling counters
MMC6	Monitoring and evaluation of cycling

FALKIRK

FALKIRK COUNCIL has remained in a similar position compared to the 2008 National Assessment. There has been some notable progress with regard to marketing, owing to the implementation of the 'Take the Right Route' campaign. In addition, Falkirk has had some notable achievements including the first Cycle Friendly Secondary School award in Scotland. Further progress could be made with regard to Strategy and also Cycle Skills Development; however, there is also some good practice with regard to cycle training such as training courses for disabled cyclists and good development of off-road cycling networks.
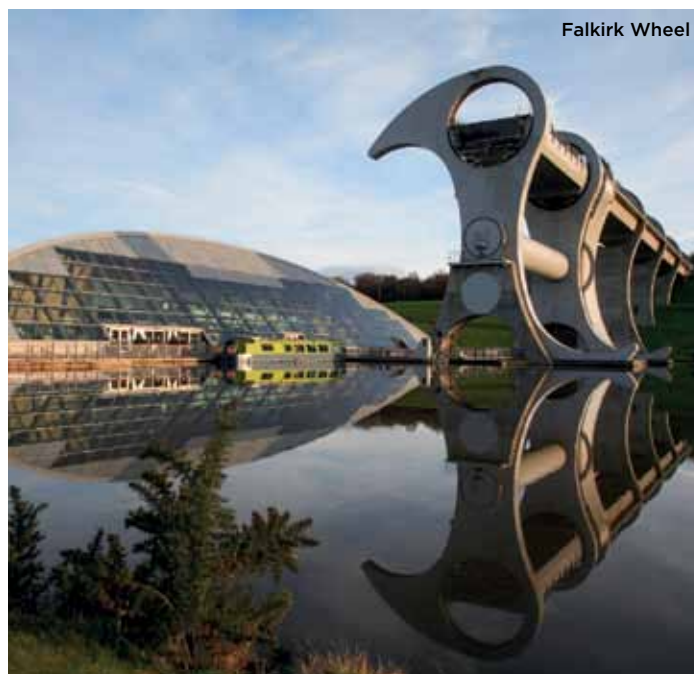
Falkirk Wheel

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★☆

CYCLING IN CONTEXT SHS LA ANALYSIS 2009/10

1% CYCLING MODE SHARE

33.5% HOUSEHOLDS WITH ACCESS TO A BICYCLE

4.7% CYCLE TO WORK USUALLY OR REGULARLY*

63% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 3.5.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

4.0% CHILDREN CYCLING TO PRIMARY SCHOOL

0.7% CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

10.0% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING

★★★⯪☆

Dawson Bike Club/Helix/ Falkirk Council cycling development

The Dawson Bike Club is a community based, volunteer led project in the Falkirk area, specifically the Bainsford/ Langlees/Dawson area.

The organisation has been running for just over a year, and was set up with help from Cycling Scotland's Cycle Friendly Communities funding stream, with assistance from Falkirk Council and support from the Helix project. The initial objectives of the group were to provide an entry into cycling for those on low incomes, as well as providing training in bike maintenance training and bike servicing and repair.

Key to the success of the project has been the dedication and commitment of the volunteers who lead it. The project retains its initial role of recycling donated bikes and providing them at a low cost to local residents as well as providing training as detailed above; however through a partnership approach involving Falkirk Council and the Helix, the role of Dawson Bike Club in the promotion of cycling has become greatly enhanced.

The partnership is now delivering a programme of guided rides for the public, providing tours of the Helix site as it develops, the canal path network and connections to local communities. In addition, Dawson Bike Club is a key delivery partner in Bikeability Scotland for schools, not only providing volunteers for training, but running a pre-training Dr Bike service, free of charge to schools taking part in the training.

Mapping the network has been an important theme for the partnership, and each of the partners has played a role in the development of a geo-locating map which uses QR codes and smartphones to provide a location based map of the network. Social media is also being increasingly used by the partnership to disseminate information and communicate, gather feedback on path development, and refine the guided ride offer.

GOOD NEWS STORY

Children's Bike Club

Falkirk Council has teamed up with NHS Forth Valley to create the Children's Bike Club.

The club is for children registered with the Occupational Therapy Unit and is held during the Easter and summer holidays.

Now in its second year the project provides a route into cycling for children with a variety of different learning, balance and coordination difficulties. The service is aimed at children who have tried riding a bike before but given up after finding it too challenging.

The children – aged seven and up – go to six sessions that last 90 minutes each. Using their own bikes – with no special equipment or alterations – they are supported by Falkirk Council's Cycling Officer and Children's Occupational Therapists from NHS Forth Valley as well as parents who take part in the sessions. At the end of their training the children receive a certificate, a bell for their bike, reflective gear to keep them safe and a map of local cycle routes.

KEY AREAS FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC5	Exploring integration of cycling within procurement and contracts
PST1	Establishing a Cycling Strategy or Action Plan
PST2	Including cycling across policy areas and strategies
PST4	Considering all types of cycling
PST5	Linking cycling and public transport
PST6	Emphasising 'place' in built environment and land-use policies
PST7	Gathering knowledge of cycle user needs
PRC5	Committing capital and revenue funding

ACTION

ACS1	Ensuring continual delivery mechanisms for cycle training
ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN1	Utilising cycle audit and review of transport infrastructure
AIN2	Ensuring consistent cycle route maintenance and inspection
AIN3	Establishing and updating cycling network plans (on-road and off-road)
AIN4	Adhering to design standards and best-practice
AIN5	Providing trip-end cycle facilities

MONITORING

MMC1	Cycling in the Single Outcome Agreement
MMC2	Establishing cycling indicators
MMC3	Co-ordinating cycling data
MMC4	Understanding perceptions of cycling
MMC6	Monitoring and evaluation of cycling

FIFE

FIFE COUNCIL continues to score highly on the National Assessment just as in 2008. Fife's recent progress has been influenced significantly by the establishment of the Cycling Charter for Fife, which has set out a clear vision for cycling in the council area, along with a cycling network and policies and priorities for future cycling provision. Fife has set into policy an approach to increase cycling by looking at a range of areas, including promotion, network improvements, safety, integration and land-use planning. There is room for improvement, particularly with regard to encouraging more involvement from key stakeholders and continuing to develop cycling skills.

St Andrews
Castle, Fife

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★★⯪

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★★☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★★☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★★☆
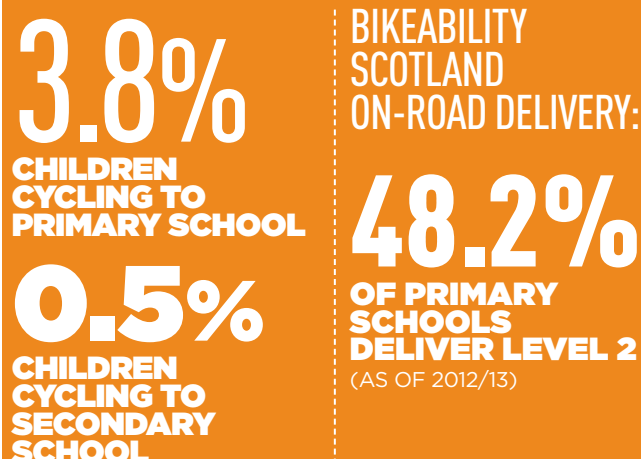
CYCLING IN CONTEXT
SHS LA ANALYSIS 2009/10

<0.5% CYCLING MODE SHARE

34.8% HOUSEHOLDS WITH ACCESS TO A BICYCLE

3.4% CYCLE TO WORK USUALLY OR REGULARLY*

53% JOURNEYS LESS THAN 5KM
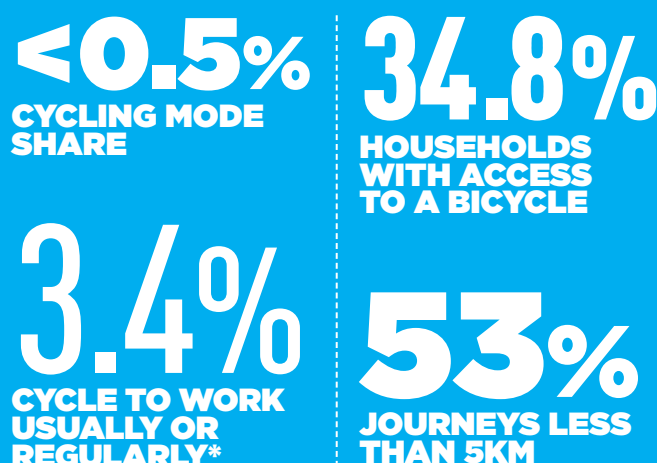
*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 1.7.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

3.8% CHILDREN CYCLING TO PRIMARY SCHOOL

0.5% CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

48.2% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING

★★★★☆

BEST-PRACTICE EXAMPLE

20 mph Zones in Residential Areas

Fife Council began the introduction of mandatory 20 mph speed limits in urban areas in 2004.

By 2010 the majority of streets in Fife had become 20 mph zones and currently over 95% of residential streets are within a 20 mph zone. Roll-out of the programme is due for completion in 2014/15 when all residential areas will become 20 mph zones.

Department for Transport figures show that this has reduced the risk of fatal injury where a pedestrian is hit by a vehicle, from 1 in 5 to 1 in 40 instances where the speed limit has been reduced from 30 mph to 20 mph. Overall the number and severity of casualties in Fife has decreased and there have been no fatalities since 2008.

Where a school fronts on to a road not located within a 20 mph zone, a part-time 20 mph speed limit has been introduced. The use of electronic interactive signs in traffic calming or crash reduction schemes is now more popular since they are particularly effective in raising driver and rider awareness.

Over time it is expected that reduced speeds will lead to fewer casualties, an increase in the number of cyclists and pedestrians and an improved environment in residential areas and around schools.

As part of the review of existing speed limits the current and potential cycling network in Fife has been taken into account, with some of the speed limit reductions implemented to enhance safety on cycling routes.

GOOD NEWS STORY

Fife Gets Cycling

Fife Council has been at the forefront of encouraging people to cycle for over 20 years. A network of over 350 miles of dedicated cycleways, together with extensive 20mph residential zones, has been developed and continuously improved to encourage people to cycle more.

A comprehensive programme of promotional campaigns, route mapping, development and implementation of travel plans and cycle training for all ages and events, has contributed to year on year increases in cycle use in Fife.

Increasing participation in all forms of cycling is a key task for Fife Council, building on the success it has achieved in recent years in tackling

traffic congestion and pollution; reaping the economic benefits of cycle tourism and recreation; helping make the people of Fife healthier; and working towards the Scottish Government vision for 10% of all journeys by bike by 2020.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC5 Exploring integration of cycling within procurement and contracts

PST2 Including cycling across policy areas and strategies

PST3 Ensuring consideration of cycling within development control

PST6 Emphasising 'place' in built environment and land-use policies

PRC2 Working groups and responsibilities

PRC5 Committing capital and revenue funding

ACTION

ACS1 Ensuring continual delivery mechanisms for cycle training

ACS2 Recruiting Cycle Trainers and Cycle Training Assistants

ACS3 Delivering on-road cycle training

ACS4 Monitoring cycle training

ACS5 Ensuring access to cycle training for adults

AIN5 Providing trip-end cycle facilities

AMK1 Promoting cycling

MONITORING

MMC1 Cycling in the Single Outcome Agreement

MMC2 Establishing cycling indicators

MMC3 Co-ordinating cycling data

MMC4 Understanding perceptions of cycling

MMC6 Monitoring and evaluation of cycling

GLASGOW

GLASGOW CITY Council (GCC) has shown significant progress since the 2008 National Assessment in all areas. With the development of the Glasgow Strategic Plan for Cycling, the council has a policy in place that has been specifically developed for cycling and bringing together the various partners and organisations involved in delivering cycling in Glasgow. GCC has also shown ambition in delivering infrastructure that supports their policies such as the segregated cycle facilities as part of the Connect 2 and Smarter Choices Smarter Places projects. There is some improvement possible with regard to cycle skills development and evaluating and monitoring the delivery of cycling policy and strategy.

Glasgow skyline along the River Clyde

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★★☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★⯪☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★★☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★★☆

CYCLING IN CONTEXT
SHS LA ANALYSIS 2009/10

1% CYCLING MODE SHARE

23.2% HOUSEHOLDS WITH ACCESS TO A BICYCLE

4.2% CYCLE TO WORK USUALLY OR REGULARLY*

72% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 1.6.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

2.6% CHILDREN CYCLING TO PRIMARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

15% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING

★★★★☆

Glasgow Strategic Plan for Cycling

The Glasgow Strategic Plan for Cycling was developed in 2011, and provides an opportunity for partners and those delivering on cycling in Glasgow to work towards the shared aim of making cycling the biggest participation activity in the city by 2020.

This is supported by several key outcomes including:

- Cycling will contribute to the health and well-being of those who live, work and visit the city.

- All young people will have the opportunity to participate in a unified programme of cycle training and continue their involvement in cycling with their community.

- All communities in Glasgow will have the opportunity to cycle safely and comfortably within the city.

- Glasgow's talented cyclists will have the support to realise their potential to compete for Scotland in the Glasgow 2014 Commonwealth Games

- Increased cycling will contribute to improving Glasgow's environment

- Glasgow's reputation as a host of major events will be showcased and further enhanced by cycling

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC5 Exploring integration of cycling within procurement and contracts

PST2 Including cycling across policy areas and strategies

PST3 Ensuring consideration of cycling within development control

PST5 Linking cycling and public transport

PST6 Emphasising 'place' in built environment and land-use policies

PRC5 Committing capital and revenue funding

ACTION

ACS1 Ensuring continual delivery mechanisms for cycle training

ACS2 Recruiting Cycle Trainers and Cycle Training Assistants

ACS3 Delivering on-road cycle training

ACS4 Monitoring cycle training

ACS5 Ensuring access to cycle training for adults

AIN2 Ensuring consistent cycle route maintenance and inspection

AIN5 Providing trip-end cycle facilities

AMK1 Promoting cycling

AMK2 Forward planning for promoting cycling

MONITORING

MMC1 Cycling in the Single Outcome Agreement

MMC2 Establishing cycling indicators

MMC3 Co-ordinating cycling data

MMC4 Understanding perceptions of cycling

GOOD NEWS STORY

Connecting the Bridge to Nowhere and the increase in cycling in the city

As part of the Connect 2 project, the infamous 'Bridge to Nowhere' over the M8 near Anderston was recently completed connecting Kelvingrove Park to Glasgow Central station via a completely segregated and strategic east-west cycle route. This project complements the other segregated cycle route that has been implemented on London Road out to the Sir Chris Hoy Velodrome and the heart of the Glasgow 2014 Commonwealth Games.

Data from automatic counters and manual counts indicate that since 2007, the number of people cycling in and out of Glasgow City Centre each day has more than doubled from around 3,000 to 7,000.

HIGHLAND

THE HIGHLAND Council has seen significant progress since the 2008 National Assessment. This is largely due to progress with regard to strategy, leadership and commitment and identifying network improvements. The key delivery mechanism for cycling has been through the establishment of a number of active travel audits and masterplans throughout the region. The active travel audits and masterplans have also showcased good partnership working with HITRANS, the Regional Transport Partnership. There is potential to improve cycling promotion strategy to link in with the positive outcomes in the council area.

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★★☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★⯨☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★⯨☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★★☆

Mountain biking at Laggan Wolf Tracks, Highland

CYCLING IN CONTEXT SHS LA ANALYSIS 2009/10

2%
CYCLING MODE SHARE

49%
HOUSEHOLDS WITH ACCESS TO A BICYCLE

6.9%
CYCLE TO WORK USUALLY OR REGULARLY*

62%
JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 2.7.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

8.3%
CHILDREN CYCLING TO PRIMARY SCHOOL

5.3%
CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

15.9%
OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING ★★★⯪☆

Active Travel Audit and Masterplans

The Highland Council in partnership with HITRANS have developed a series of active travel audits and masterplans for a number of settlements within the local authority.

The purpose of these plans is to help establish a network for walking and cycling and access to public transport. The audits and masterplans identify a core active travel network and prioritised action plan in each location which will serve as a framework for future investment and new development. The masterplans which cover the settlements of Alness/Invergordon, Dingwall, Fort William, Inverness, Nairn, Tain, Thurso, and Wick are available on the council website.

GOOD NEWS STORY

Cycle/Footbridge to the University of the Highlands and Islands

The past year has seen the development of the University of the Highlands and Islands Campus on the east side of Inverness and this has included the construction of a £1M cycle/footbridge across the dual carriageway A9 to connect the site to the city to the west. In order to improve the journey for cyclists wishing to access the campus from the city centre the council is currently working on a scheme for widened and improved provision for cyclists along Millburn Road and through the Raigmore housing area. This will enable students and others resident within the city to access the campus by bicycle in a relatively traffic free environment.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC4	Establishing an internal working group
PLC5	Exploring integration of cycling within procurement and contracts
PST1	Establishing a Cycling Strategy or Action Plan
PST3	Ensuring consideration of cycling within development control
PST5	Linking cycling and public transport
PST6	Emphasising 'place' in built environment and land-use policies
PRC1	Linking external forums and decision-makers
PRC2	Working groups and responsibilities
PRC5	Committing capital and revenue funding
PRC6	Exploring funding opportunities outside 'transport'

ACTION

ACS1	Ensuring continual delivery mechanisms for cycle training
ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN3	Establishing and updating cycling network plans (on-road and off-road)
AIN4	Adhering to design standards and best-practice
AIN5	Providing trip-end cycle facilities
AMK1	Promoting cycling

MONITORING

MMC1	Cycling in the Single Outcome Agreement
MMC2	Establishing cycling indicators
MMC3	Co-ordinating cycling data
MMC4	Understanding perceptions of cycling
MMC5	Utilising automated cycling counters
MMC6	Monitoring and evaluation of cycling

INVERCLYDE

INVERCLYDE COUNCIL finds itself in a similar position as in the 2008 National Assessment. There has been some progress, particularly with regard to Cycle Skills Development. However, there is still a lack of committed policies for cycling and active travel at the moment (but potentially these will be developed in the near future) and more could be done with regard to delivering on policy and monitoring.

Lyle Hill, Greenock, Inverclyde

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★☆☆☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★☆☆☆☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★☆☆☆☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★☆☆☆☆

CYCLING IN CONTEXT
SHS LA ANALYSIS 2009/10

<0.5% CYCLING MODE SHARE

24.3% HOUSEHOLDS WITH ACCESS TO A BICYCLE

1.7% CYCLE TO WORK USUALLY OR REGULARLY*

70% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 2.4.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

0.7% CHILDREN CYCLING TO PRIMARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

35% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

**NATIONAL ASSESSMENT
OVERALL RATING**

★ ★ ★ ★ ★

Delivering Bikeability and Cycle-Skills Development

Inverclyde Council's Safer Communities team are responsible for the teaching and promotion of road safety, active travel and promoting cycling delivery within the local area.

In partnership with Cycling Scotland, schools have been involved in the Give Me Cycle Space Campaign in 2011/12/13. The campaign raises awareness around the schools about child cyclists and asks drivers to give children more cycle space. Various media methods are used with traditional television and radio advertising to school gate banner and direct mail through the school to the parents. This campaign ran for 6 weeks from April/June 2013 which coincides with the delivery of Bikeability Training.

Local schools year on year continue to be involved in Bikeability Training mainly at Level Two stage although more schools are becoming interested in Level One training. Encouragement and support is given to schools that move to on-road training and we continue to work to increase this number.

Inverclyde Council also has a Schools' Working Group which meets quarterly and all aspects of road safety and cycling is discussed.

GOOD NEWS STORY

Developing Training and Maintenance Skills for the future

Following one of our local schools taking part in Sustrans Big Pedal 2013 they decided to make the shift to on-road cycling with their Primary 7 Class. The young people found the experience exciting but could also see the benefits in cycling on-road compared to the school playground.

Following a successful funding bid through Cycling Scotland more teaching staff were able to take part in the 4 day Cycle Trainer Course in March 2013. The 4 day course covers all levels of Bikeability Training and staff who had previously received the training have reported a shift towards on-road delivery as they felt more confident in making this change. Up-skilling staff with this training will also hopefully allow them to cascade the training to other professionals within the school community.

In addition to the Cycle Training Course, Inverclyde Council had some members of staff take part in the Weldtech Gold training course. This provides them with the skills to check and repair recycled bikes before they are distributed to young people participating in the Bikeability Programme. As a result of this young people in Primary 5 and 6 are given the opportunity to participate in the cycling programme where they may not have been able to before.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC1	Ensuring buy-in and participation from councillors
PLC2	Ensuring buy-in and participation from senior managers
PLC3	Implementing or updating a Council Travel Plan
PLC4	Establishing an internal working group
PLC5	Exploring integration of cycling within procurement and contracts
PST1	Establishing a Cycling Strategy or Action Plan
PST3	Ensuring consideration of cycling within development control
PST4	Considering all types of cycling
PST5	Linking cycling and public transport
PST6	Emphasising 'place' in built environment and land-use policies
PST7	Gathering knowledge of cycle user needs
PRC1	Linking external forums and decision-makers
PRC2	Working groups and responsibilities
PRC5	Committing capital and revenue funding
PRC6	Exploring funding opportunities outside 'transport'

ACTION

ACS1	Ensuring continual delivery mechanisms for cycle training
ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN1	Utilising cycle audit and review of transport infrastructure
AIN2	Ensuring consistent cycle route maintenance and inspection
AIN3	Establishing and updating cycling network plans (on-road and off-road)
AIN4	Adhering to design standards and best-practice
AIN5	Providing trip-end cycle facilities
AMK1	Promoting cycling
AMK2	Forward planning for promoting cycling

MONITORING

MMC2	Establishing cycling indicators
MMC3	Co-ordinating cycling data
MMC4	Understanding perceptions of cycling
MMC5	Utilising automated cycling counters
MMC6	Monitoring and evaluation of cycling

MIDLOTHIAN

MIDLOTHIAN COUNCIL has made progress since the 2008 National Assessment. In particular, Midlothian Council has improved co-ordination with cross-border links with neighbouring local authorities, and has established a cycling map that highlights a network of both on- and off-road routes for cycling around Midlothian. In addition, Midlothian Council has utilised local press to release news stories relating to cycling in the area. Further progress could be made through continued development of leadership and engagement and more thorough and integrated monitoring.

Pentland Hills, Midlothian

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★★★

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★★★

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★★★

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★★★

CYCLING IN CONTEXT
SHS LA ANALYSIS 2009/10

1% CYCLING MODE SHARE

38.2% HOUSEHOLDS WITH ACCESS TO A BICYCLE

3.5% CYCLE TO WORK USUALLY OR REGULARLY*

50% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 3.0.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

5.9% CHILDREN CYCLING TO PRIMARY SCHOOL

1.0% CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

63.3% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

**NATIONAL ASSESSMENT
OVERALL RATING**

★★★☆☆

BEST-PRACTICE EXAMPLE

Cross-boundary Co-ordination

In recent years Midlothian Council have taken the lead in establishing cross-boundary links with neighbouring authorities.

Planning permission for a cycleway between Roslin and Peebles has been granted in both Midlothian and Borders Council areas. Additionally a cycleway along a former railway line has been constructed from Roslin to Straiton Pond. The route is now to be extended to Lasswade Road which is within the City of Edinburgh's boundary. It is hoped that Edinburgh Council will extend the route further to establish a longer route along the railway to link to Gilmerton, the Royal Infirmary, Shawfair, Queens Margaret's University and eastern Edinburgh for both recreational and commuter cyclists.

GOOD NEWS STORY

Cycling Secondary Schools

Having achieved great success at primary schools with cycling to school, Midlothian Council were keen to extend this to secondary schools where cycling figures were low in comparison.

The council has been working with individual schools to tailor cycling promotion to their needs. In the past year, 2 secondary school cycle clubs have been established with another to follow soon. Recently Midlothian Council won "Best Practice in Travel to School and Work Schemes" at the Scottish Transport Awards 2013 in recognition of the promotion of cycling in its secondary schools.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC1 Ensuring buy-in and participation from councillors
PLC5 Exploring integration of cycling within procurement and contracts
PST1 Establishing a Cycling Strategy or Action Plan
PST5 Linking cycling and public transport
PST7 Gathering knowledge of cycle user needs
PRC5 Committing capital and revenue funding
PRC6 Exploring funding opportunities outside 'transport'

ACTION

ACS1 Ensuring continual delivery mechanisms for cycle training
ACS2 Recruiting Cycle Trainers and Cycle Training Assistants
ACS3 Delivering on-road cycle training
ACS4 Monitoring cycle training
ACS5 Ensuring access to cycle training for adults
AIN4 Adhering to design standards and best-practice
AIN5 Providing trip-end cycle facilities
AMK1 Promoting cycling
AMK2 Forward planning for promoting cycling

MONITORING

MMC1 Cycling in the Single Outcome Agreement
MMC2 Establishing cycling indicators
MMC3 Co-ordinating cycling data
MMC4 Understanding perceptions of cycling
MMC5 Utilising automated cycling counters
MMC6 Monitoring and evaluation of cycling

MORAY

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★★★

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★★★

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★★★

UNDERSTANDING USERS AND STAKEHOLDERS: ★★½★★

CYCLING IN CONTEXT
SHS LA ANALYSIS 2009/10

<0.5%
CYCLING MODE SHARE

9.5%
CYCLE TO WORK USUALLY OR REGULARLY*

49.6%
HOUSEHOLDS WITH ACCESS TO A BICYCLE

53%
JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 4.3.
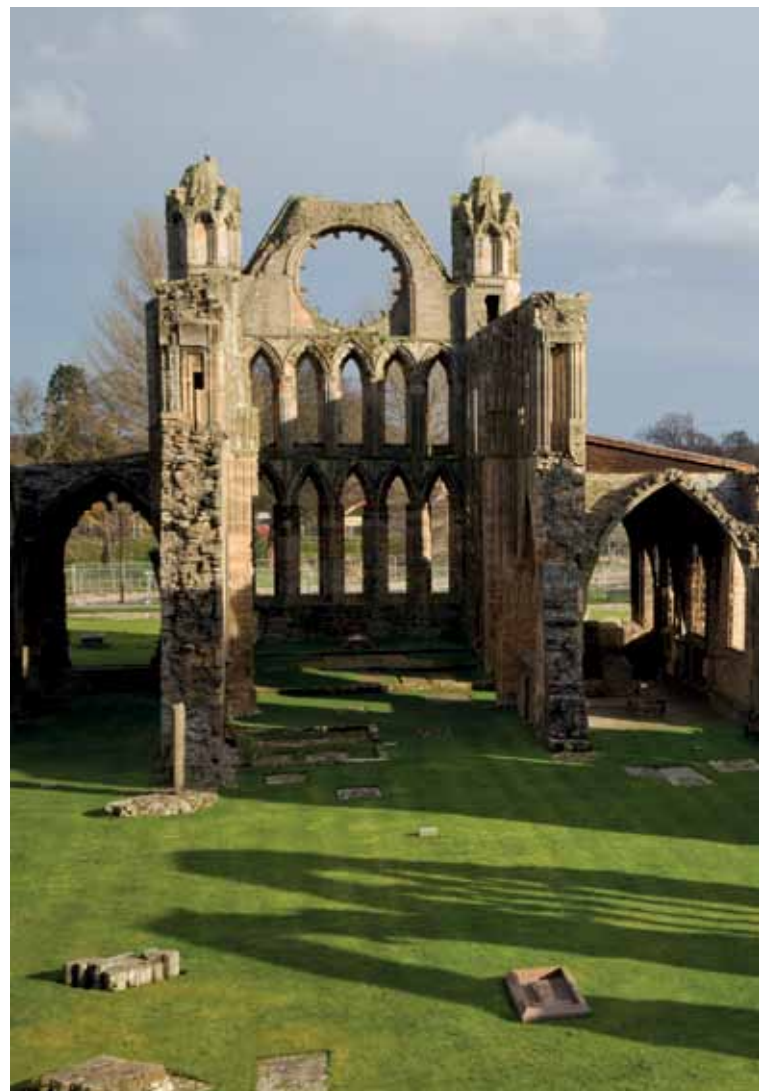
CYCLING IN SCHOOLS
HANDS UP SCOTLAND SURVEY (2012)

6.8%
CHILDREN CYCLING TO PRIMARY SCHOOL

2.9%
CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

57.8%
OF PRIMARY SCHOOLS DELIVER LEVEL 2
(AS OF 2012/13)

MORAY COUNCIL has made significant progress since the 2008 National Assessment. In particular, there is clear progression in terms of leadership and commitment and cycle skills development. In addition, the relationship with the Regional Transport Partnership, HITRANS, has helped with delivering improvements through the Active Travel Audit process in Elgin and other areas. Improvements could be made with regard to establishing a cycling strategy or action plan as well as enhancements to monitoring and identification of a strategic cycling network for delivery.

NATIONAL ASSESSMENT OVERALL RATING

★★★☆☆

Elgin Cathedral,
Moray

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC1	Ensuring buy-in and participation from councillors
PLC4	Establishing an internal working group
PLC5	Exploring integration of cycling within procurement and contracts
PST1	Establishing a Cycling Strategy or Action Plan
PST2	Including cycling across policy areas and strategies
PST3	Ensuring consideration of cycling within development control
PST5	Linking cycling and public transport
PST6	Emphasising 'place' in built environment and land-use policies
PST7	Gathering knowledge of cycle user needs
PRC1	Linking external forums and decision-makers
PRC2	Working groups and responsibilities
PRC5	Committing capital and revenue funding
PRC6	Exploring funding opportunities outside 'transport'

ACTION

ACS1	Ensuring continual delivery mechanisms for cycle training
ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN1	Utilising cycle audit and review of transport infrastructure
AIN2	Ensuring consistent cycle route maintenance and inspection
AIN3	Establishing and updating cycling network plans (on-road and off-road)
AIN4	Adhering to design standards and best-practice
AIN5	Providing trip-end cycle facilities
AMK1	Promoting cycling
AMK2	Forward planning for promoting cycling

MONITORING

MMC1	Cycling in the Single Outcome Agreement
MMC2	Establishing cycling indicators
MMC3	Co-ordinating cycling data
MMC4	Understanding perceptions of cycling
MMC5	Utilising automated cycling counters
MMC6	Monitoring and evaluation of cycling

BEST-PRACTICE EXAMPLE

Urban Freedom

Working with partners has been essential to the progress made by Moray Council.

The Urban Freedom project in Elgin was a great success thanks to the early involvement of a range of stakeholders and the support of a number of partners, including HiTrans, Stagecoach, Sustrans and the European Union.

As well as investing in urban cycle and pedestrian routes the project introduced real time bus information, a range of soft measures and a brand and website that can be used when delivering further projects.

GOOD NEWS STORY

Bling Your Bike Day – Bike Week

Over fifty pupils took part in a Bling Your Bike day at Seafield Primary School in Elgin during Bike Week 2013. Prizes were given for the best decorated bicycles and for those winning "Slow Races." Pupils who didn't have a bicycle got to enjoy a spin around the playground in a cycle rickshaw. Road safety messages were reinforced and a number of parents came along to take part.

NORTH AYRSHIRE

NORTH AYRSHIRE Council has made positive strides in progressing cycling policy since the 2008 National Assessment. There has been a step-change in leadership and commitment to cycling and this has manifested itself in some cross-cutting policies, despite no dedicated cycling or active travel strategy. North Ayrshire also utilises a wide range of evaluation instruments, from the People's Panel to automatic counters, to keep track of the number of people cycling in the area. Continued monitoring and a strong focus on cycling – both on and off-road – in emerging development and transport policies coupled with actions to implement policy is vital for continued progression and to see results such as increased mode share for cycling.

Isle of Cumbrae, North Ayrshire

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★★☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★☆☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★★☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★★☆

CYCLING IN CONTEXT
SHS LA ANALYSIS 2009/10

<0.5% CYCLING MODE SHARE

31.1% HOUSEHOLDS WITH ACCESS TO A BICYCLE

1.6% CYCLE TO WORK USUALLY OR REGULARLY*

58% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 1.8.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

5.0% CHILDREN CYCLING TO PRIMARY SCHOOL

0.6% CHILDREN CYCLING TO SECONDARY SCHOOL

NATIONAL ASSESSMENT OVERALL RATING

★★★⯪☆

BEST-PRACTICE EXAMPLE

People's Panel

The People's Panel is an annual survey undertaken by the Community Planning Partnership.

It is made up of 2,000 North Ayrshire Residents comprised of 1,000 from more deprived areas of North Ayrshire and 1,000 from the rest of the council area. This allows the Community Planning Partners to compare findings between these areas and gives an indication of how far the council has reduced the gap between the two. It is used to obtain input from the community on what council priorities should be and to help measure progress towards achieving improvements for residents. Questions are posed on an annual basis in relation to cycling and inform priorities and developments. These include:

• Method of travel to work (including school, college, university)

• Participation in outdoor activities including cycling

• More detailed information in terms of participation including frequency, reason, location and what would encourage increased participation

GOOD NEWS STORY

Irvine Cycle Friendly Town Study

A study was undertaken in partnership with Sustrans to assess the potential to promote the town of Irvine in North Ayrshire as a cycle friendly town to encourage the local community to cycle for everyday journeys. The aim of the project was to make active travel a viable choice for everyday journeys thereby increasing modal shift to active travel, promoting joined up journeys and reducing the reliance on cars and parking problems within the town. The study audited the current provision of paths in Irvine and identified any missing links; assessed the current provision of signage and identified additional signage requirements; assessed the current cycle infrastructure provision and identified additional requirements; examined the links to the public transport network and identified improvements and prepared specifications for the improvements identified to inform the implementation of the study. It was informed by extensive consultation and engagement with the local community and access user organisations.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC5 Exploring integration of cycling within procurement and contracts
PST1 Establishing a Cycling Strategy or Action Plan
PST4 Considering all types of cycling
PST5 Linking cycling and public transport
PST6 Emphasising 'place' in built environment and land-use policies
PST7 Gathering knowledge of cycle user needs
PRC4 Linking with Regional Transport Partnerships and neighbouring local authorities
PRC5 Committing capital and revenue funding
**PRC6** Exploring funding opportunities outside 'transport'

ACTION

ACS1 Ensuring continual delivery mechanisms for cycle training
ACS2 Recruiting Cycle Trainers and Cycle Training Assistants
ACS3 Delivering on-road cycle training
ACS4 Monitoring cycle training
ACS5 Ensuring access to cycle training for adults
AIN2 Ensuring consistent cycle route maintenance and inspection
AIN3 Establishing and updating cycling network plans (on-road and off-road)
AIN5 Providing trip-end cycle facilities
AMK1 Promoting cycling
AMK2 Forward planning for promoting cycling

MONITORING

MMC1 Cycling in the Single Outcome Agreement
MMC2 Establishing cycling indicators
MMC3 Co-ordinating cycling data
MMC6 Monitoring and evaluation of cycling

NORTH LANARKSHIRE

NORTH LANARKSHIRE Council finds itself in a similar position as in the 2008 National Assessment but with key elements in place to progress. North Lanarkshire Council has a Walking and Cycling Strategy in place and has incorporated cycling to school into the council's Single Outcome Agreement. This, combined with a strategic approach to developing local cycling links and signing, indicates progress in terms of planning. The opportunities afforded by having a strategy and associated targets in place should lead to better progress, although this could be facilitated by better resource allocation and co-ordination as well as incorporating more ambitious and up-to-date targets specifically for cycling.
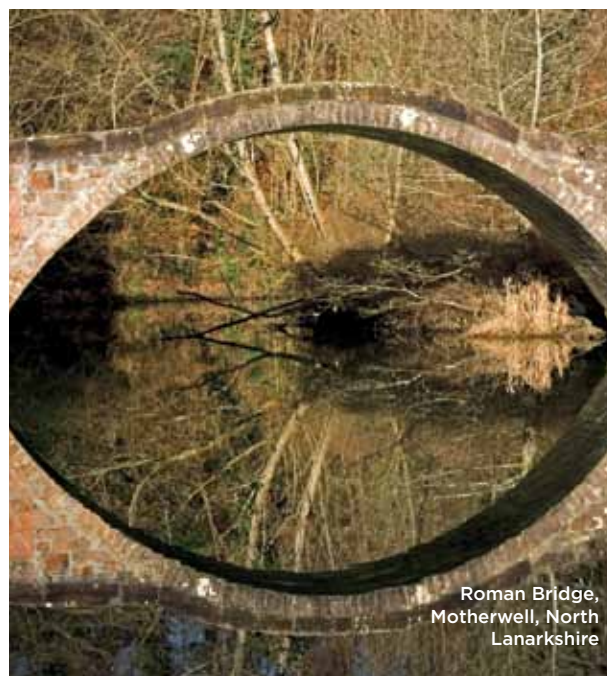
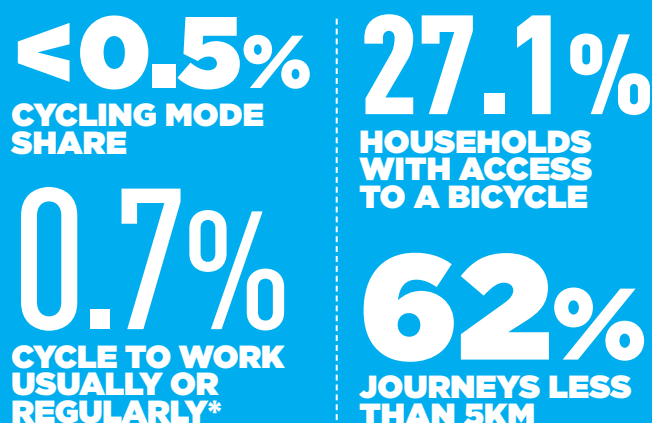Roman Bridge, Motherwell, North Lanarkshire

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★⯪☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★☆☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★⯪☆☆
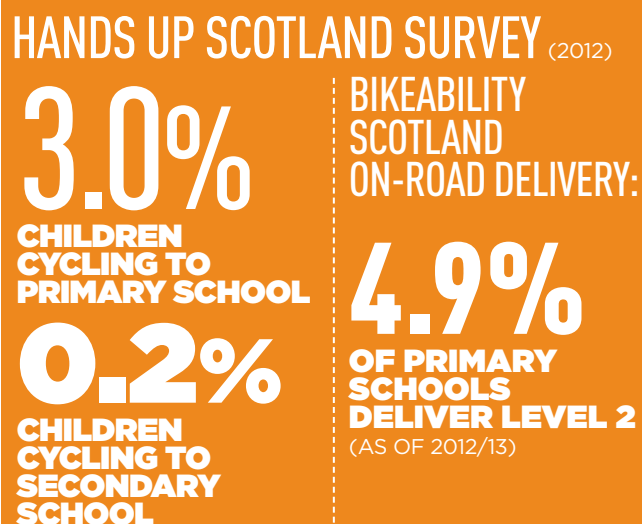
UNDERSTANDING USERS AND STAKEHOLDERS: ★★★⯪☆

CYCLING IN CONTEXT SHS LA ANALYSIS 2009/10

<0.5% CYCLING MODE SHARE

0.7% CYCLE TO WORK USUALLY OR REGULARLY*

27.1% HOUSEHOLDS WITH ACCESS TO A BICYCLE

62% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 0.9.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

3.0% CHILDREN CYCLING TO PRIMARY SCHOOL

0.2% CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

4.9% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING

★★★☆☆

BEST-PRACTICE EXAMPLE

Airdrie Cycle Routes Study

The Airdrie Cycle Route Study has been commissioned by North Lanarkshire Council to improve facilities for cyclists commuting to work, as well as for leisure and recreational purposes.

The study focuses on connecting the residential areas and rail stations of Airdrie, Bellshill, Mossend and Holytown with the employment estates of Eurocentral, BioCity, Newhouse Industrial Estate, Strathclyde Business Park and Bellshill Industrial Estate. The study also considers opportunities to improve cycle routes between Airdrie and Cumbernauld.

GOOD NEWS STORY

Improving Cycling Information Provision – Signage and Mapping

North Lanarkshire Council is establishing a cycle signing strategy for Cumbernauld. This will help those travelling by bike find key destinations in and around Cumbernauld and will ensure that signing is consistent and presents useful information. The signs will feature distance/cycle travel times along with key destinations including rail stations, leisure facilities, residential areas, retail and the town centre.

In addition, North Lanarkshire Council is updating the SMARTways map which not only highlights cycling routes and information, but also walking routes and key facilities and destinations throughout all of the local authority area. The updated map will feature upgrades and updated cycle routes/links along with additional local area maps, such as for Cumbernauld. In addition to the geographic elements, there will be some supporting information and tips regarding cycling in North Lanarkshire, from maintenance tips to facilities for cycling.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC1 Ensuring buy-in and participation from councillors
PLC3 Implementing or updating a Council Travel Plan
PLC4 Establishing an internal working group
PLC5 Exploring integration of cycling within procurement and contracts
PST2 Including cycling across policy areas and strategies
PST3 Ensuring consideration of cycling within development control
PST4 Considering all types of cycling
PST5 Linking cycling and public transport
PST6 Emphasising 'place' in built environment and land-use policies
PRC1 Linking external forums and decision-makers
PRC4 Linking with Regional Transport Partnerships and neighbouring local authorities
PRC5 Committing capital and revenue funding
PRC6 Exploring funding opportunities outside 'transport'

ACTION

ACS1 Ensuring continual delivery mechanisms for cycle training
ACS2 Recruiting Cycle Trainers and Cycle Training Assistants
ACS3 Delivering on-road cycle training
ACS4 Monitoring cycle training
ACS5 Ensuring access to cycle training for adults
AIN2 Ensuring consistent cycle route maintenance and inspection
AIN5 Providing trip-end cycle facilities

MONITORING

MMC2 Establishing cycling indicators
MMC3 Co-ordinating cycling data
MMC4 Understanding perceptions of cycling
MMC5 Utilising automated cycling counters
MMC6 Monitoring and evaluation of cycling

ORKNEY

ORKNEY ISLANDS Council is in a similar position as in the 2008 National Assessment. Continuing delivery of cycle skills development is positive, and there have been positive outcomes from the Kick Start Kirkwall Smarter Choices, Smarter Places programme. There is opportunity to improve through establishment of a cycling strategy, cycle network planning and enhanced monitoring of cycle use and skills delivery.
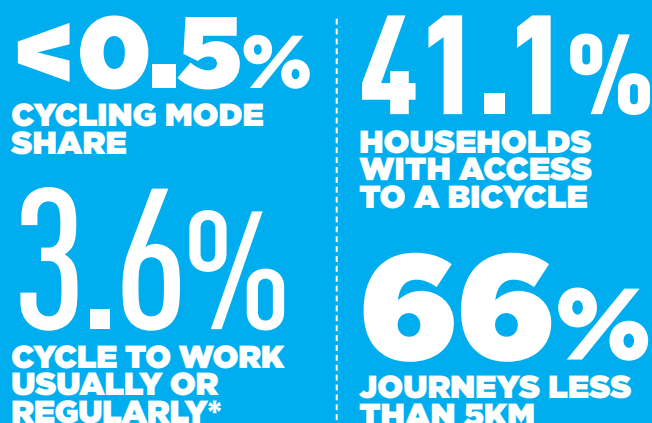

Stromness Harbour, Orkney

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★⯨★★

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★⯨★★

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★★★
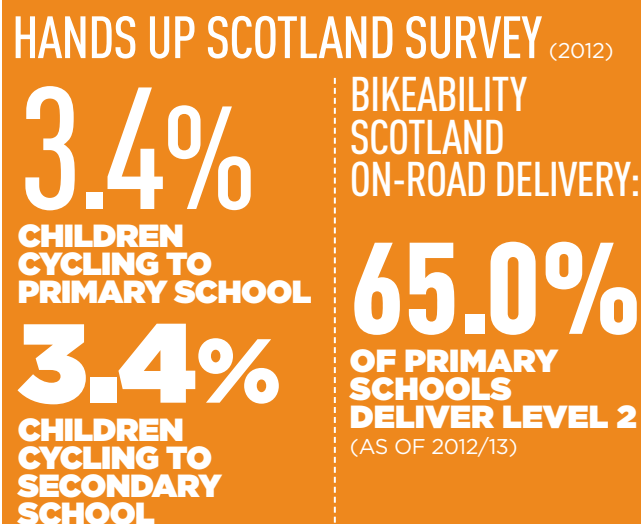
UNDERSTANDING USERS AND STAKEHOLDERS: ★★★★★

CYCLING IN CONTEXT
SHS LA ANALYSIS 2009/10

<0.5%
CYCLING MODE SHARE

41.1%
HOUSEHOLDS WITH ACCESS TO A BICYCLE

3.6%
CYCLE TO WORK USUALLY OR REGULARLY*

66%
JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 3.2.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

3.4%
CHILDREN CYCLING TO PRIMARY SCHOOL

3.4%
CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

65.0%
OF PRIMARY SCHOOLS DELIVER LEVEL 2
(AS OF 2012/13)

**NATIONAL ASSESSMENT
OVERALL RATING**

★★⯪☆☆

Growing the number of Cycle Trainers and Cycle Training Assistants

Orkney Islands Council has 4 members of staff and 2 volunteers trained to the Cycle Trainer level.

They continue to cascade their knowledge down to volunteers to increase their levels of competency/skills. Four of Orkney's cycle trainers have now delivered their first accredited course and the first Cycle Training Assistant's course was extremely well attended and resulted in 14 new volunteers and 5 experienced volunteers gaining the qualification who previously did not had any formal Cycling Scotland training or certification. The CTA training

for trainers and volunteers has given them the recognition they deserve and reassured them that the training they are delivering is aligned to the National Standards.

Orkney schools are committed to recruiting volunteers and/or releasing staff to deliver the cycle training and Orkney Islands Council will continue to promote cycling as an important life skill to encourage children to continue developing their cycling skills beyond completion of the training. The council also continues to promote cycling as an active travel mode to and from school for the senior primary pupils.

GOOD NEWS STORY

Kick Start Kirkwall

Orkney Islands Council's Kick Start Kirkwall was one of seven projects delivered as part of the Scottish Government's Smarter Choices Smarter Places initiative. A key element of the project was to deliver

a Personal Travel Planning (PTP) project to 3,000 households in the town of Kirkwall and the island of Shapinsay. The principle objectives included reducing the number of car driver trips (particularly single-occupancy), increase public transport use, increase levels of active travel, improve sustainable access to employment and provide high-quality information on the range of travel options in Kirkwall.

The positive results from the Kick Start Kirkwall project were that 37% of households made a change to their travel behaviour with 14% stating a reduction in car use, the customer service survey showed that 97% of respondents evaluated the quality of service as very good or good, and 95% of respondents stated the Travel Advisors gave them as much information as they wanted about the project.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC2 Ensuring buy-in and participation from senior managers
PLC3 Implementing or updating a Council Travel Plan
PLC4 Establishing an internal working group
PLC5 Exploring integration of cycling within procurement and contracts
PST1 Establishing a Cycling Strategy or Action Plan
PST2 Including cycling across policy areas and strategies
PST5 Linking cycling and public transport
PST7 Gathering knowledge of cycle user needs
PRC2 Working groups and responsibilities
PRC5 Committing capital and revenue funding
**PRC6** Exploring funding opportunities outside 'transport'

ACTION

ACS1 Ensuring continual delivery mechanisms for cycle training
ACS3 Delivering on-road cycle training
ACS4 Monitoring cycle training
ACS5 Ensuring access to cycle training for adults
AIN1 Utilising cycle audit and review of transport infrastructure
AIN3 Establishing and updating cycling network plans (on-road and off-road)
AIN4 Adhering to design standards and best-practice
AIN5 Providing trip-end cycle facilities
AMK1 Promoting cycling
AMK2 Forward planning for promoting cycling

MONITORING

MMC1 Cycling in the Single Outcome Agreement
MMC2 Establishing cycling indicators
MMC3 Co-ordinating cycling data
MMC4 Understanding perceptions of cycling
MMC5 Utilising automated cycling counters
MMC6 Monitoring and evaluation of cycling

PERTH & KINROSS

PERTH AND Kinross Council is in a similar position as in the 2008 National Assessment. There has been some progress with regard to innovative network strategies and improvements and cross-border working such as with the Green Routes Project and there has been good delivery on cycling in schools. There is room for improvement with regard to monitoring policies and interventions and specific commitments to cycling within policies, such as through implementation of a cycling strategy.
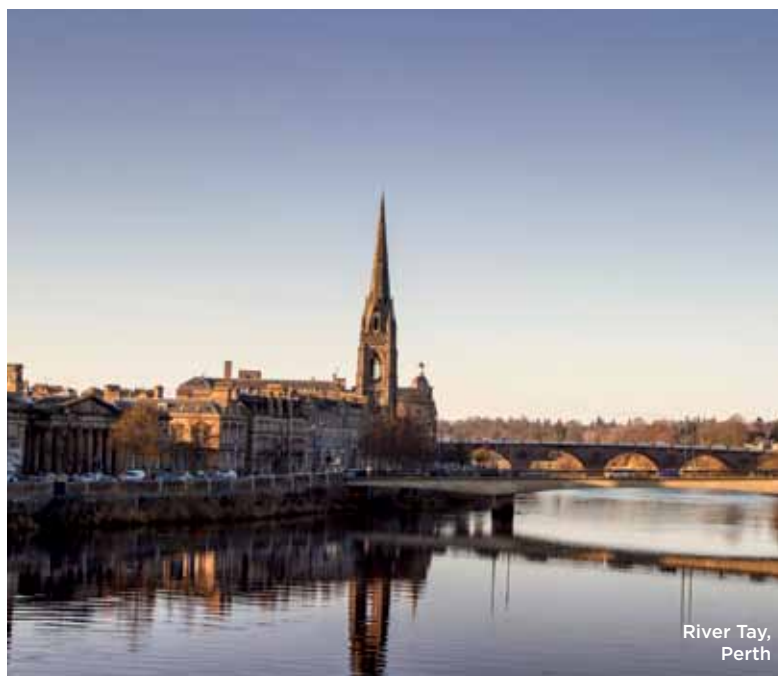
River Tay, Perth

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★☆☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★⯪☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★⯪☆☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★⯪☆

CYCLING IN CONTEXT
SHS LA ANALYSIS 2009/10

1% CYCLING MODE SHARE

2.4% CYCLE TO WORK USUALLY OR REGULARLY*

41.3% HOUSEHOLDS WITH ACCESS TO A BICYCLE

53% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 2.4.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

5.7% CHILDREN CYCLING TO PRIMARY SCHOOL

1.8% CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

39.7% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

**NATIONAL ASSESSMENT
OVERALL RATING**

★ ★ ★ ☆ ☆

BEST-PRACTICE EXAMPLE

Perth and Kinross Green Routes Project

A pilot study is to be carried out on a number of narrow rural roads where the existing mean speed has been measured at significantly less than the current legal speed limit.

The routes are to be reduced from 60mph to 40mph and 30mph where appropriate. Signs are to be erected advising the driver that there is the likelihood that cyclists and walkers will be encountered along the route. This will allow the routes to be promoted as "Green Routes" and some of the routes link in with similar routes in Clackmannanshire, and also proposed future links in other neighbouring authorities. It is hoped that once the "Green Routes" have been assessed that the template can be rolled out to other appropriate routes in the council area.

GOOD NEWS STORY

The "Park & Stride, Scoot and Cycle Project"

This project is being carried out at Rattray Primary School, Blairgowrie. This is a joint partnership project between Perth & Kinross Council and Sustrans. Similar to many other schools there is a history of road safety concerns outside the main school gates and in nearby residential streets. Although the Park & Stride concept is not unique the partnership working is a highlight of this project. Sustrans "I Bike" officer, the Council's Sustainable Transport Officer and Engineers have worked with the school to provide a new lit shared use link into the rear of the school, and additional cycle parking facilities are being provided within the school grounds. Sustrans and the council funded the various works. The school children played their part by designing the "Park & Stride" signs and the 6 successful young designers got to go to the sign shop to see their signs being manufactured. These signs are erected in the verge where parents who have to drive are encouraged to drop off and pick up their children. The project has seen the children take ownership

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC3	Implementing or updating a Council Travel Plan
PLC4	Establishing an internal working group
PLC5	Exploring integration of cycling within procurement and contracts
PST1	Establishing a Cycling Strategy or Action Plan
PST2	Including cycling across policy areas and strategies
PST3	Ensuring consideration of cycling within development control
PST5	Linking cycling and public transport
PST6	Emphasising 'place' in built environment and land-use policies
PST7	Gathering knowledge of cycle user needs
PRC1	Linking external forums and decision-makers
PRC2	Working groups and responsibilities
PRC5	Committing capital and revenue funding

ACTION

|	
ACS1	Ensuring continual delivery mechanisms for cycle training
ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN4	Adhering to design standards and best-practice
AMK1	Promoting cycling
AMK2	Forward planning for promoting cycling

MONITORING

MMC1	Cycling in the Single Outcome Agreement
MMC2	Establishing cycling indicators
MMC3	Co-ordinating cycling data
MMC4	Understanding perceptions of cycling
MMC6	Monitoring and evaluation of cycling

RENFREWSHIRE

R ENFREWSHIRE COUNCIL is in a similar situation as in the 2008 National Assessment. There has been some progression with regard to strategy surrounding the establishment of a cycling network and the council has established a working group on cycling with active travel and sports development departments. Further commitment to cycling could be made at a strategic and policy level to progress cycling within the local authority and there is an opportunity to strengthen monitoring of cycling policies and usage.
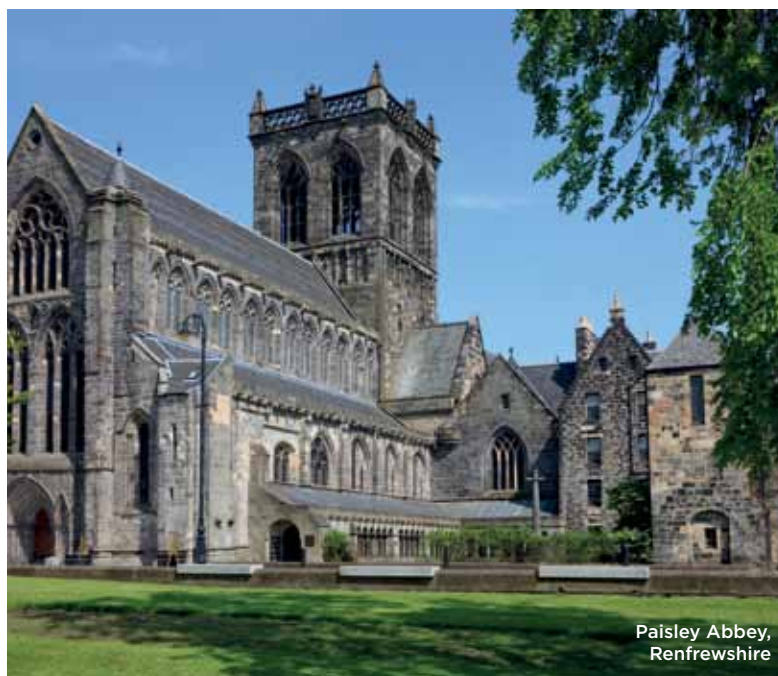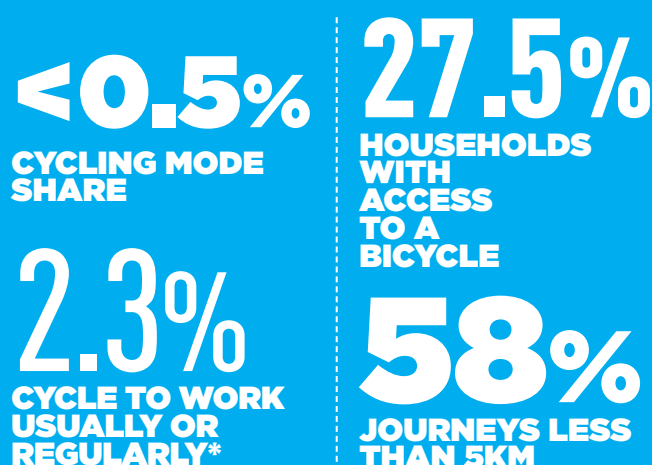

Paisley Abbey, Renfrewshire

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★⯪★★

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★★★

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★★★

UNDERSTANDING USERS AND STAKEHOLDERS: ★★⯪★★
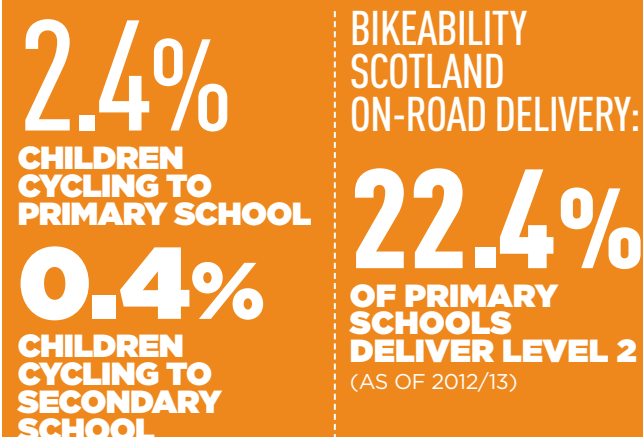
CYCLING IN CONTEXT
SHS LA ANALYSIS 2009/10

<0.5%
CYCLING MODE SHARE

27.5%
HOUSEHOLDS WITH ACCESS TO A BICYCLE

2.3%
CYCLE TO WORK USUALLY OR REGULARLY*

58%
JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 1.9.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

2.4%
CHILDREN CYCLING TO PRIMARY SCHOOL

0.4%
CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

22.4%
OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

**NATIONAL ASSESSMENT
OVERALL RATING** ★ ★ ☆ ☆ ☆

BEST-PRACTICE EXAMPLE

Cross-Departmental Delivery of Bikeability Scotland Training

At Renfrewshire Council, there has been the strategic decision to expand the departments involved in delivering Bikeability Scotland training in the local authority area.

Delivery of cycle training now involves the Sports Development and Active Schools teams and this has helped to create a more robust and sustainable support model. Bringing in teams in addition to Road Safety has expanded the potential volunteer bank as well as allowed for resources to be spread across teams, making sure that cycle training levels can continue to grow.

GOOD NEWS STORY

Big Heart Cycle

Renfrewshire Council worked in partnership with the British Heart Foundation and the Community Health Partnership to encourage people to take part in for the Big Heart Cycle from Paisley to Lochwinnoch to raise awareness of heart disease and the positive impact that increased physical activity can have on heart health. Paisley is one of three British Heart Foundation 'Heart Towns' in Scotland, and has used cycling as a way of encouraging physical activity and bringing together community programmes. In addition to the Big Heart Cycle, the first inter-Heart Town cycle from Paisley to Falkirk was also held, linking two Scotland Heart Towns through encouraging cycling.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC1 Buy-in and participation from councillors
PLC5 Exploring integration of cycling within procurement and contracts
PST1 Establishing a Cycling Strategy or Action Plan
PST2 Including cycling across policy areas and strategies
PST3 Ensuring consideration of cycling within development control
PST4 Consideration of all types of cycling
PST5 Linking cycling and public transport
PST6 Emphasising 'place' in built environment and land-use policies
PST7 Gathering knowledge of cycle user needs
PRC1 Linking external forums and decision-makers
PRC3 Cycling and job descriptions
PRC4 Regional Transport Partnerships
PRC5 Committing capital and revenue funding
PRC6 Funding opportunities outside 'transport'

ACTION

ACS1 Ensuring continual delivery mechanisms for cycle training
ACS2 Recruiting Cycle Trainers and Cycle Training Assistants
ACS3 Delivering on-road cycle training
ACS4 Monitoring cycle training
ACS5 Ensuring access to cycle training for adults
AIN1 Cycle audit and review of transport infrastructure
AIN2 Maintenance and route inspection
AIN4 Design standards and best-practice
AIN5 Trip-end cycle facilities
AMK1 Promoting cycling
AMK2 Forward planning for promoting cycling

MONITORING

MMC1 Cycling in the Single Outcome Agreement
MMC2 Establishing cycling indicators
MMC3 Co-ordinating cycling data
MMC4 Understanding perceptions of cycling
MMC5 Automated cycling counters
MMC6 Monitoring and evaluation of cycling

SCOTTISH BORDERS

SCOTTISH BORDERS Council's progress has seen a slight improvement since the 2008 National Assessment. There has been progress in some areas, particularly with the successes of cycling as a tourism activity in the area. This has led to forward-thinking marketing and PR, as well as consideration on how to attract people to the area on their bikes. Scottish Borders Council has also utilised EU funding opportunities to leverage funding for route development. There is some room for improvement, particularly with regard to monitoring cycle use and cycle users' needs. In addition, there could be more focus on on-road routes/networks to help encourage utility cycling.

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★½★

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★½★

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★★★

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★½★

CYCLING IN CONTEXT
SHS LA ANALYSIS 2009/10

1%
CYCLING MODE SHARE

41.8%
HOUSEHOLDS WITH ACCESS TO A BICYCLE

6.6%
CYCLE TO WORK USUALLY OR REGULARLY*

59%
JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 4.0.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

3.9%
CHILDREN CYCLING TO PRIMARY SCHOOL

0.7%
CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

42.9%
OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING

★★★⯪☆

BEST-PRACTICE EXAMPLE

Recreational Cycling Group

Within the Scottish Borders, the development of a Recreational Cycling Group featuring a mix of public and private sector partners has been successful in linking all the different strands of cycling development work that takes place within a local authority area.

The group used European funding to appoint a dedicated cycling officer who worked with local businesses and groups to help deliver a more co-ordinated approach to cycling development including the provision of a cycling related website for the Scottish Borders.

GOOD NEWS STORY

Tweed Valley Railway Path between Peebles and Innerleithen

A shared access path which has been approximately ten years in the making was completed earlier this year with the help of funding from Scottish Government, Sustrans (the sustainable transport charity) and Scottish Borders Council.

The new path follows the route of the former railway line between Peebles and Innerleithen. It includes a new bridge over the River Tweed and uses an old railway as part of a six mile route that links the communities of Peebles, Eshiels, Cardrona and Innerleithen together and also provides excellent off-road links to the world class mountain bike centres at Glentress and Innerleithen.

The new path will provide opportunities for walking, cycling and horse-riding in this part of the Tweed Valley Forest Park and

it is hoped that this new facility will bring more people into the area and help to provide potential employment opportunities, whilst at the same time encouraging more people to become more active by offering a more environmentally sustainable alternative to the private car. The new path also offers parents an opportunity to take their children cycling in a relatively safe environment away from traffic.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC5	Exploring integration of cycling within procurement and contracts
PST1	Establishing a Cycling Strategy or Action Plan
PST2	Including cycling across policy areas and strategies
PST3	Ensuring consideration of cycling within development control
PST4	Considering all types of cycling
PST5	Linking cycling and public transport
PST6	Emphasising 'place' in built environment and land-use policies
PRC5	Committing capital and revenue funding
PRC6	Exploring funding opportunities outside 'transport'

ACTION

ACS1	Ensuring continual delivery mechanisms for cycle training
ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN4	Adhering to design standards and best-practice
AIN5	Providing trip-end cycle facilities

MONITORING

MMC1	Cycling in the Single Outcome Agreement
MMC2	Establishing cycling indicators
MMC3	Co-ordinating cycling data
MMC4	Understanding perceptions of cycling
MMC5	Utilising automated cycling counters
MMC6	Monitoring and evaluation of cycling

SHETLAND

SHETLAND Islands Council has remained in a similar situation as in the 2008 National Assessment. There has been a slight improvement in leadership and also some progress in terms of marketing, particularly with the Bike Project leading to delivery of several initiatives including the Cycle Shetland website. There is potential for improvement with regard to establishing a formal strategy and also with regard to monitoring and understanding users.

Scalloway Harbour, Shetland

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★⯪☆☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★⯪☆☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★☆☆☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★⯪☆☆

CYCLING IN CONTEXT
SHS LA ANALYSIS 2009/10

2%
CYCLING MODE SHARE

32.5%
HOUSEHOLDS WITH ACCESS TO A BICYCLE

0.3%
CYCLE TO WORK USUALLY OR REGULARLY*

46%
JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 0.8.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

3.8%
CHILDREN CYCLING TO PRIMARY SCHOOL

0.5%
CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

45.2%
OF PRIMARY SCHOOLS DELIVER LEVEL 2
(AS OF 2012/13)

**NATIONAL ASSESSMENT
OVERALL RATING**

★★⯪☆☆

BEST-PRACTICE EXAMPLE

Shetland Community Bike Project

ZetTrans, Shetland's Transport Partnership, continues to provide the Shetland Community Bike Project with an annual grant to support a grant aid repair service together with public maintenance classes and demonstrations in Shetland schools.

In 2012, the grant awarded was £5,000 and this money provided staff of the Shetland Islands Council with individual grants towards the repair and maintenance of their personal bikes, public maintenance classes, maintenance demonstrations and advice sessions for school children across Shetland. The repair grant scheme and maintenance classes continue to gain great reviews from the participants and feedback is very positive from the schools visited this year.

GOOD NEWS STORY

Integrating Cycling Provision into New Council Premises

In 2012, Shetland Islands Council completed the construction of the new Head Quarters building at the North Ness Business Park in Lerwick. The new building encompasses a large cycle shelter together with shower facilities and lockers to encourage staff from across the organisation to use their bikes either as part of their journey to work or when they are required to travel between locations during the working day. The consideration shown to active travel methods is a good example of best practice in new constructions.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC1 Ensuring buy-in and participation from councillors
PLC4 Establishing an internal working group
PLC5 Exploring integration of cycling within procurement and contracts
PST1 Establishing a Cycling Strategy or Action Plan
PST2 Cycling across policy areas and strategies
PST4 Considering all types of cycling
PST6 Emphasising 'place' in built environment and land-use policies
PST7 Gathering knowledge of cycle user needs
PRC1 Linking external forums and decision-makers
PRC2 Working groups and responsibilities
PRC5 Committing capital and revenue funding
PRC6 Exploring funding opportunities outside 'transport'

ACTION

ACS1 Ensuring continual delivery mechanisms for cycle training
ACS2 Recruiting Cycle Trainers and Cycle Training Assistants
ACS3 Delivering on-road cycle training
ACS4 Monitoring cycle training
ACS5 Ensuring access to cycle training for adults
AIN1 Utilising cycle audit and review of transport infrastructure
AIN2 Ensuring consistent cycle route maintenance and inspection
AIN3 Establishing and updating cycling network plans (on-road and off-road)
AIN4 Adhering to design standards and best-practice
AIN5 Providing trip-end cycle facilities

MONITORING

MMC1 Cycling in the Single Outcome Agreement
MMC2 Establishing cycling indicators
MMC3 Co-ordinating cycling data
MMC4 Understanding perceptions of cycling
MMC5 Utilising automated cycling counters
MMC6 Monitoring and evaluation of cycling

SOUTH AYRSHIRE

SOUTH AYRSHIRE Council is in a similar position as in the 2008 National Assessment. There has been progress in terms of cycle skills development, identification of funding sources from opportunities outside transport budgets and incorporation of cycling/active travel into the Single Outcome Agreement. Further progress could be realised through increased leadership with firm commitments on delivering cycling improvements throughout the council area and through enhanced monitoring and gathering information on cycle users' needs.

Greenan Castle, Ayr

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★☆☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★☆☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★☆☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★☆☆

CYCLING IN CONTEXT
SHS LA ANALYSIS 2009/10

<0.5%
CYCLING MODE SHARE

39.2%
HOUSEHOLDS WITH ACCESS TO A BICYCLE

2.5%
CYCLE TO WORK USUALLY OR REGULARLY*

64%
JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 2.7.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

4.1%
CHILDREN CYCLING TO PRIMARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

73.2%
OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING

★ ★ ★ ☆ ☆

BEST-PRACTICE EXAMPLE

Delivering Cycle Training

South Ayrshire Council has worked in partnership with Cycling Scotland to implement the Bikeability Scotland scheme and in doing so has re-addressed the way cycle training is delivered in the authority's schools.

South Ayrshire Council has strived to introduce multi-level training (Level 1 at Primary 5 followed by Level 2 at Primary 6) and although there has been a period of transition, the aim is to achieve delivery at 37 (90%) of its schools during 2013/14.

South Ayrshire Council recruits and trains volunteers to accredited Cycle Training Assistant level who then go on to train pupils in local schools to Bikeability Level 1 and Level 2 (on-road). Cycle Training Assistants encourage pupils to use their bikes as a mode of transport and to reduce their dependency on the car for shorter journeys, in particular to and from school. They also promote cycling as a means of improving the health of young people through regular exercise as well as providing them with the skills and competencies to become confident and competent on-road cyclists. South Ayrshire Council currently has 92 accredited Cycle Training Assistants.

GOOD NEWS STORY

Cycling Facilities – Kyle Academy

Earlier this year, work was completed on a fantastic mountain biking facility at Kyle Academy, Ayr. The facility offers a variety of challenging trails for cyclists of all abilities and was seen to be the perfect venue for South Ayrshire Council to host its 'Cycling for All' event.

During Bike Week, residents and visitors to South Ayrshire enjoyed an inspirational afternoon of family fun devoted to cycling. With the support of a number of local businesses, 'Cycling for All' attracted cyclists of all ages and abilities, with bike stunt displays, cycle training, races and opportunities to try out a range of modern bicycles. For younger riders there were story telling sessions, face painting, games and competitions.

The event proved to be extremely successful and South Ayrshire Council hopes to replicate its success in the future.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

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PLANNING

PLC1	Ensuring buy-in and participation from councillors
PLC2	Ensuring buy-in and participation from senior managers
PLC4	Establishing an internal working group
PLC5	Exploring integration of cycling within procurement and contracts
PST1	Establishing a Cycling Strategy or Action Plan
PST2	Including cycling across policy areas and strategies
PST4	Considering all types of cycling
PST5	Linking cycling and public transport
PST6	Emphasising 'place' in built environment and land-use policies
PST7	Gathering knowledge of cycle user needs
PRC5	Committing capital and revenue funding

ACTION

ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN1	Utilising cycle audit and review of transport infrastructure
AIN2	Ensuring consistent cycle route maintenance and inspection
AIN3	Establishing and updating cycling network plans (on-road and off-road)
AIN5	Providing trip-end cycle facilities
AMK1	Promoting cycling
AMK2	Forward planning for promoting cycling

MONITORING

MMC2	Establishing cycling indicators
MMC3	Co-ordinating cycling data
MMC4	Understanding perceptions of cycling
MMC5	Utilising automated cycling counters
MMC6	Monitoring and evaluation of cycling

SOUTH LANARKSHIRE

S OUTH LANARKSHIRE Council has made significant progress since the 2008 National Assessment, showing improvement in leadership and commitment, co-ordination, cycle skills development and monitoring. The improvement is promising and there is progress in the right direction, but there is still room for improvement with regard to each element of establishing cycling policy, a strategic cycle network of on- and off-road routes and an outcome-based marketing/ promotional strategy.

Cyclists at the Falls of Clyde, South Lanarkshire

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★⯪★

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★★★

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★⯪★

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★⯪★

CYCLING IN CONTEXT — SHS LA ANALYSIS 2009/10

<0.5% CYCLING MODE SHARE

29.3% HOUSEHOLDS WITH ACCESS TO A BICYCLE

1.6% CYCLE TO WORK USUALLY OR REGULARLY*

56% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 1.4.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

2.3% CHILDREN CYCLING TO PRIMARY SCHOOL

0.3% CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

16.8% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING

★★★☆☆

BEST-PRACTICE EXAMPLE

NCN74 Hamilton to Larkhall partnership working

While Hamilton and Larkhall are within a few miles of each other, moving between them or getting to the nearby attractions of Chatelherault Country Park and Strathclyde Country Park on foot or by bike was difficult.

Existing paths were poor quality and became unsuitable in wet weather.

South Lanarkshire Council, Sustrans, Strathclyde Partnership for Transport and the Big Lottery Fund worked together in partnership to develop a network of routes that connect the communities and make it easier to access local green spaces. The Carlisle Road was made safer for pedestrians and cyclists by widening the pavement to become a shared use path, and the speed limit along the road was reduced.

The new route has given commuters and leisure riders in Larkhall and Hamilton a safe way to enjoy the peace and wildlife away from the noisy M74 in the Clyde Valley to Glasgow. Over 95% of people using the route do so because it is safe making it a popular choice for everyday journeys. The route is helping local people to get more active in their lives with more than half of people using the route in 2012 making the journey at least 2 times per week.

Further work has taken place to look at options on how to progress the new route to complete the missing link in NCN 74 from Larkhall to Douglas. Designs and feasibility studies are being compiled to enable funding bids to be put forward for future works. In addition further routes linking into this new scheme are being developed to improve accessibility between Hamilton, Blantyre and East Kilbride.

GOOD NEWS STORY

Hallside Primary School – Increasing cycling provision at the school

Hallside Primary School in Cambuslang received two rounds of funding from Sustrans, for the installation of bike racks and shelters. This has been great for enabling and encouraging children to cycle to school. Prior to this there was no provision for storing bikes at the school and, with a roll of over 500 pupils, many were missing out on a fun, active and sustainable school journey. Now, many pupils are taking advantage of the secure and covered area on a daily basis and the school is delighted to see so many bikes filling up the racks. The school is also now able to offer Primary 6 pupils

Bikeability Scotland Training, giving them the skills and confidence to make safe and sustainable journeys now and in the future.

KEY AREAS FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC5 Exploring integration of cycling within procurement and contracts
PST1 Establishing a Cycling Strategy or Action Plan
PST5 Linking cycling and public transport
PST7 Gathering knowledge of cycle user needs
PRC1 Linking external forums and decision-makers
PRC2 Working groups and responsibilities
PRC5 Committing capital and revenue funding

ACTION

ACS1 Ensuring continual delivery mechanisms for cycle training
ACS2 Recruiting Cycle Trainers and Cycle Training Assistants
ACS3 Delivering on-road cycle training
ACS4 Monitoring cycle training
ACS5 Ensuring access to cycle training for adults
AIN1 Utilising cycle audit and review of transport infrastructure
AIN2 Ensuring consistent cycle route maintenance and inspection
AIN5 Providing trip-end cycle facilities
AMK2 Forward planning for promoting cycling

MONITORING

MMC1 Cycling in the Single Outcome Agreements
MMC2 Establishing cycling indicators
MMC3 Co-ordinating cycling data
MMC4 Understanding perceptions of cycling
MMC6 Monitoring and evaluation of cycling

STIRLING

STIRLING COUNCIL has made progress since the 2008 National Assessment. Stirling Council has specifically made progress in establishing a more robust monitoring and evaluation framework for cycling as part of monitoring the Local Transport Strategy, ensuring that there is greater commitment from leadership within the council and partnering with external organisations to improve delivery. Further progress could be made with regard to developing a cycling strategy, incorporating established and updated network plans, and continuing to develop monitoring and evaluation.

Wallace Monument, Stirling

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★½☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★☆☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★½☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★½☆

CYCLING IN CONTEXT
SHS LA ANALYSIS 2009/10

1% CYCLING MODE SHARE

45.1% HOUSEHOLDS WITH ACCESS TO A BICYCLE

3.6% CYCLE TO WORK USUALLY OR REGULARLY*

56% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 3.0.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

8.5% CHILDREN CYCLING TO PRIMARY SCHOOL

2.8% CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

5.0% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING

★★★⯪☆

BEST-PRACTICE EXAMPLE

Cycle Stirling

Cycle Stirling is a grouping of local cyclists and cycling interest groups that developed out of a Keep Scotland Beautiful/Going Carbon Neutral Stirling initiative in early 2011 with funding from the Climate Challenge Fund.

It is now partnership hosted by Forth Environment Link in partnership with Recyke-A-Bike and Stirlingshire Voluntary Enterprise (SVE). Its roots are in the broader cycling movement, which has been active for over a decade in Stirling.

Cycle Stirling promotes safe cycling for all ages and abilities to everyday destinations, reducing car journeys, and creating a healthier population and a more sustainable environment. Priorities include cycle training (particularly in schools), awareness raising, advocacy, partnership working, infrastructure improvements, learning from others, and increasing cycle trips in Stirling.

GOOD NEWS STORY

Improving cycle access to and from schools

Two new shared use paths were created in Stirling in 2012, with a new path connecting Bannockburn Primary School to Bannockburn High and St. Mary's Primary School. This linked with surrounding residential areas and was the first part of the Stirling Cross City Cycle Network to be built in the south of the city.

A second new path runs from Cornton Primary School alongside Cornton Road to Old Stirling Bridge. This includes a toucan crossing and traffic islands to help reconnect the residential area with the open space bordering the river.

On the back of this infrastructure work Cornton Primary and St. Mary's Primary Schools took part in the Give Me Cycle Space Campaign and both routes were incorporated into the latest edition of the Stirling City Cycle Map.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC5	Exploring integration of cycling within procurement and contracts
PST1	Establishing a Cycling Strategy or Action Plan
PST3	Ensuring consideration of cycling within development control
PST5	Linking cycling and public transport
PST7	Gathering knowledge of cycle user needs
PRC5	Committing capital and revenue funding

ACTION

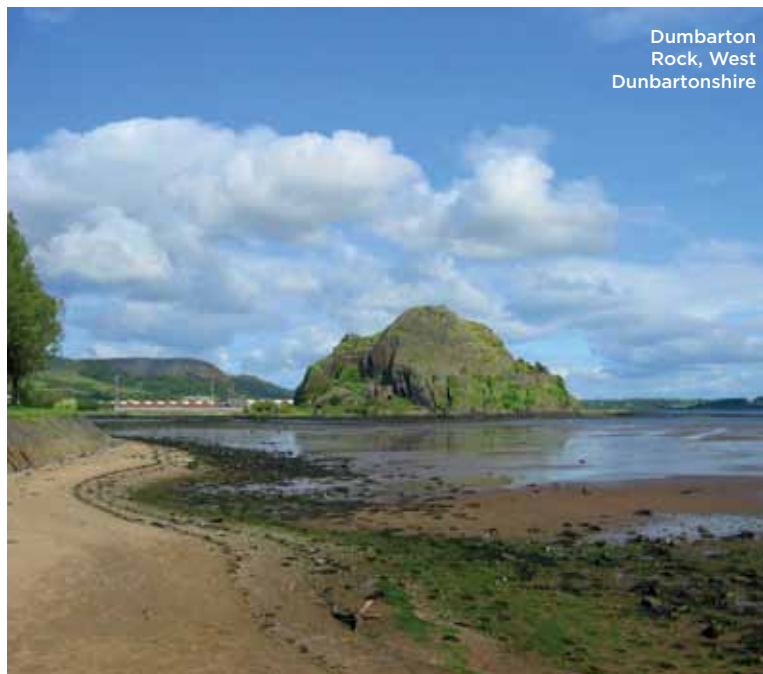|	
ACS1	Ensuring continual delivery mechanisms for cycle training
ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN2	Ensuring consistent cycle route maintenance and inspection
AIN3	Establishing and updating cycling network plans (on-road and off-road)
AIN4	Monitoring cycle training
AMK1	Promoting cycling
AMK2	Forward planning for promoting cycling

MONITORING

MMC1	Cycling in the Single Outcome Agreement
MMC2	Establishing cycling indicators
MMC4	Understanding perceptions of cycling
MMC5	Utilising automated cycling counters
MMC6	Monitoring and evaluation of cycling

WEST DUNBARTONSHIRE

WEST DUNBARTONSHIRE has remained at a similar situation as in the 2008 National Assessment. There has been a slight improvement in leadership and commitment, along with some progress with regard to strategy. Focusing on quality automatic counters is a good step towards enhanced monitoring of cycling, but continued maintenance and gathering of information from this is essential. There is evidence of focus on a strategic network, and this could be enhanced by ensuring attention is on both on-road and off-road links.

Dumbarton Rock, West Dunbartonshire

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★⯪☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★⯪☆☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★⯪☆☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★⯪★☆

CYCLING IN CONTEXT
SHS LA ANALYSIS 2009/10

<0.5% CYCLING MODE SHARE

32.8% HOUSEHOLDS WITH ACCESS TO A BICYCLE

2.9% CYCLE TO WORK USUALLY OR REGULARLY*

61% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 3.0.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

1.6% CHILDREN CYCLING TO PRIMARY SCHOOL

0.7% CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

8.8% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

NATIONAL ASSESSMENT OVERALL RATING

★ ★ ★ ☆ ☆

BEST-PRACTICE EXAMPLE

Gritting Off-Road Cycle Routes and Bikeability in Practice

In addition to on road facilities being gritted as part of the Council's winter maintenance regime, West Dunbartonshire now also grit sections of NCN 7, where there is a bound surface.

This work is carried out by the fleet of small vehicles also used to grit footways and is funded through the Council's winter maintenance revenue budget.

Having successfully completed the Bikeability Level 2 programme, pupils in West Dunbartonshire Schools have transferred all those skills onto the roads and cycle paths in the area.

Instead of using public transport, Primary 7 pupils are travelling by bike on local school trips. School staff have been instrumental in encouraging this sustainable form of transport and in giving pupils the confidence to use cycle paths and quiet roads, demonstrating to them how cycling can be a fun but integral part of Health & Wellbeing project.

GOOD NEWS STORY

Community Links and Cycle Counters

Last financial year, West Dunbartonshire Council completed 2 Strategic Community Links projects, and were also successful in bidding for 3 additional strategic Community Links projects as well as a high visibility cycle counter. All the strategic Community Links Projects are match funded by CWSS and Sustrans, and the high visibility cycle counter is completely funded by Sustrans.

The 2 Community Links completed last year take NCN 7 into the more densely populated areas of Clydebank and Dumbarton providing walking and cycling links to the NCN as well as various other utility destinations along the way. 2 of the 3 Community Links are further

phases of these works forming a loop to NCN 7 at the opposite end of each town, thereby providing a similar facility whichever direction you wish to travel. The high visibility cycle counter will be installed at the junction of NCN 7 and NCN 754 in Clydebank, next to the "Big Bike" Sculpture and Clydebank Shopping Centre. This area has seen a large increase in cycle use over the past few years and the counter shows not only users of the route how popular it is, but also nearby car drivers sitting in queuing traffic on Argyll Road.

KEY AREAS
FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

PLC5	Exploring integration of cycling within procurement and contracts
PST1	Establishing a Cycling Strategy or Action Plan
PST2	Including cycling across policy areas and strategies
PST3	Ensuring consideration of cycling within development control
PST4	Considering all types of cycling
PST6	Emphasising 'place' in built environment and land-use policies
PST7	Gathering knowledge of cycle user needs
PRC1	Linking external forums and decision-makers
PRC5	Committing capital and revenue funding
PRC6	Exploring funding opportunities outside 'transport'

ACTION

ACS1	Ensuring continual delivery mechanisms for cycle training
ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN3	Establishing and updating cycling network plans (on-road and off-road)
AIN4	Adhering to design standards and best-practice
AIN5	Providing trip-end cycle facilities
AMK1	Promoting cycling
AMK2	Forward planning for promoting cycling

MONITORING

MMC2	Establishing cycling indicators
MMC3	Co-ordinating cycling data
MMC4	Understanding perceptions of cycling
MMC6	Monitoring and evaluation of cycling

WEST LOTHIAN

WEST LOTHIAN Glasgow City Council has shown some progress since the 2008 National Assessment. In particular, there has been progress with regard to leadership, commitment and co-ordination, and this has led to improvement particularly with establishment of an implementation plan for cycling projects and a strategic approach to cycle skills development. There is still room for development, with potential for improvement in monitoring and understanding the needs of those who cycle, or wish to do so.

Linlithgow Palace, West Lothian, hosting riders on the freshnlo Pedal for Scotland bike ride

Context and Assessment

NATIONAL ASSESSMENT SCORES

PLANNING: LEADERSHIP, STRATEGY & RESOURCES: ★★★☆☆

ACTION: POLICY DELIVERY ON INFRASTRUCTURE, SKILLS, MARKETING: ★★★☆☆

MONITORING: MONITORING AND EVALUATION OF POLICY: ★★★☆☆

UNDERSTANDING USERS AND STAKEHOLDERS: ★★★☆☆

CYCLING IN CONTEXT
SHS LA ANALYSIS 2009/10

1% CYCLING MODE SHARE

39.4% HOUSEHOLDS WITH ACCESS TO A BICYCLE

3.5% CYCLE TO WORK USUALLY OR REGULARLY*

55% JOURNEYS LESS THAN 5KM

*This shows the total 'usually' or 'regularly' cycling to work. Confidence interval at 95% is +/- 2.7.

CYCLING IN SCHOOLS

HANDS UP SCOTLAND SURVEY (2012)

4.8% CHILDREN CYCLING TO PRIMARY SCHOOL

0.5% CHILDREN CYCLING TO SECONDARY SCHOOL

BIKEABILITY SCOTLAND ON-ROAD DELIVERY:

15.2% OF PRIMARY SCHOOLS DELIVER LEVEL 2 (AS OF 2012/13)

**NATIONAL ASSESSMENT
OVERALL RATING**

★★★☆☆

BEST-PRACTICE EXAMPLE

Strategy to grow and maintain Bikeability Scotland Level 2 training

West Lothian Council has set an ambitious target of increasing the number of primary schools in the local authority area delivering Bikeability Scotland Level 1 training to 100% with 75% also delivering Level 2 by the end of 2015/16 school year.

This includes an intermediate target of increasing delivery of Bikeability Scotland Level 2 training to 50% by the end of the 2013/14 school year. This is considerably above the national average, and shows a strategic commitment to developing cycling skills for children and young people. To reach this goal, West Lothian is aiming to establish a sustainable training model that will support teaching staff in gaining Cycle Trainer accreditation and make best use of the support available to grow the number of schools delivering cycle training and ensure that this delivery also continues into the future.

GOOD NEWS STORY

freshnlo Pedal for Scotland

West Lothian Council has been instrumental in the development of Scotland's biggest mass participation ride, freshnlo Pedal for Scotland. The council were one of the original partners that helped stage the first ever ride back in 1999, and the lunch stop has been held in Linlithgow every year in the ride's 15 year history. Council staff from the Low Port Centre have assisted with feeding over 50,000 cyclists over the years at the main food stop which is now situated in the spectacular grounds of Linlithgow Palace. The council worked closely with Cycling Scotland in 2013 to build on the existing links established with the town of Linlithgow which included strong partnership working with the council and the Linlithgow Folk Festival, to create a showcase for riders from local business, food and drink and tourist attractions to encourage return visits to the town.

KEY AREAS FOR FOCUS AND DEVELOPMENT

The following provide points of reference for local authorities, as well as key delivery partners including Cycling Scotland, in considering opportunities to encouraging more cycling. These are not necessarily areas where no activity is taking place, but, instead, highlight areas where it is important for the local authority and delivery partners to continue to focus and/or further develop. Further information on each is contained within Appendix 1.

PLANNING

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PST1	Establishing a Cycling Strategy or Action Plan
PST2	Cycling across policy areas and strategies
PST3	Ensuring consideration of cycling within development control
PST4	Considering all types of cycling
PST5	Linking cycling and public transport
PST6	Emphasising 'place' in built environment and land-use policies
PST7	Gathering knowledge of cycle user needs
PRC1	Linking external forums and decision-makers
PRC3	Cycling and job descriptions
PRC4	Regional Transport Partnerships
PRC5	Committing capital and revenue funding
PRC6	Exploring funding opportunities outside 'transport'

ACTION

ACS1	Ensuring continual delivery mechanisms for cycle training
ACS2	Recruiting Cycle Trainers and Cycle Training Assistants
ACS3	Delivering on-road cycle training
ACS4	Monitoring cycle training
ACS5	Ensuring access to cycle training for adults
AIN3	Establishing and updating cycling network plans (on-road and off-road)
AIN4	Adhering to design standards and best-practice
AIN5	Providing trip-end cycle facilities
AMK1	Promoting cycling
AMK2	Forward planning for promoting cycling

MONITORING

MMC2	Establishing cycling indicators
MMC3	Co-ordinating cycling data
MMC4	Understanding perceptions of cycling
MMC5	Utilising automated cycling counters
MMC6	Monitoring and evaluation of cycling

APPENDIX 1:

KEY AREAS FOR FOCUS AND DEVELOPMENT

THIS IS the master list of all possible key areas for focus and development. To identify which areas relate to your local authority, please refer to your local authority's report. Please keep in mind that these areas are not solely for each Local Authority to consider, but they also help open dialogue on methods/best-practice to better deliver cycling and also assist Cycling Scotland in focussing its support programmes.

PLANNING:
LEADERSHIP & COMMITMENT

PLC1 Ensuring buy-in and participation from councillors

Ensure buy-in and participation from Councillors in steering cycling – and cycling-related – policies.

Suggestions:

- Cross-portfolio working

- Briefing papers for portfolio holders presented with evidence

- A councillor designated for looking after cycling and cycling issues

PLC2 Ensuring buy-in and participation from senior managers

Ensure buy-in and participation from senior managers.

Suggestions:

- A steering group of senior managers

- A formalised reporting process of updates going to senior managers and portfolio holders

- Establishment of delivery targets with senior managers for cycling projects/programs

PLC3 Implementing or updating a Council Travel Plan

Ensure a travel plan is implemented for main LA offices (or updated if already established).

Suggestions:

- Travel plan should have targets

- Travel plan should continually adapt to take into account changing behaviour and needs in order to ensure staff are travelling sustainably and provide a best-practice example to other local employers

PLC4 Establishing an internal working group

Ensure there is an internal working group that meets regularly, not only in ad hoc situations when need arises.

Suggestions:

- Senior management representation and/or interest in the working group is essential, so, at the very least, minutes/ actions should be communicated to senior managers

- Ensure involvement from across departments, not just planning and streets/road engineering departments

- Utilise an internal working group to find funding opportunities and also to find resource efficiencies to help spread elements of cycling delivery across multiple-departments

PLC5 Exploring integration of cycling within procurement and contracts

Ensure local authority procurement and contract development is linked with and contributes to improvements to cycling and sustainable transport:

For example:

- Cycle awareness training requirement for fleet vehicles and contractors who utilise motor vehicles (fleet vehicles or grey fleet) for their work

- A commitment to cycling and sustainable travel should be considered when choosing suppliers, i.e., through procurement with supplier minimum standards for cycle safety and awareness training and other cycling commitments

STRATEGY

PST1 Establishing a Cycling Strategy or Action Plan

Develop (or update) a cycling strategy and action plan cutting across policy areas to support delivery and linking to the Cycling Action Plan for Scotland process; A cycling strategy and action plan could stand alone or as part of a wider active travel strategy

PST2 Including cycling across policy areas and strategies

If cycling is included in other policy areas and strategies, ensure that the cycling-related policy and actions are linked

PST3 Ensuring consideration of cycling within development control

Strengthen the role of cycling in development control policies

Suggestions:

- Establish a clear cycling network (both on- and off-road routes) so that planning officers are able to clearly understand if developers are making adequate links/ improvements to the cycling network

- Utilise developer contributions (e.g., Section 75) to bring in funding to help enhance the cycle network and delivery; this could be a ring-fenced budget for delivering cycling and sustainable transport improvements

PST4 Considering all types of cycling

All types of cycling should be considered in strategies and policies, with emphasis not just on recreational or off-road provision, but also for utility and/or on-road provision

PST5 Linking cycling and public transport

Ensure linkages between public transport and cycling, particularly with consideration to transport interchanges and also facilities that attract people on bikes from farther away, such as mountain biking centres, canals/waterways or longer-distance cycle routes.

PST6 Emphasising 'place' in built environment and land-use policies

Ensure that there is an emphasis on 'place' in emerging spatial and land-use policies, utilising principles from Designing Streets and Cycling by Design.

PST7 Gathering knowledge of cycle user needs

Improve knowledge of cycle user needs across departments and at senior level (e.g., through engagement through forums or through surveys/questionnaires, etc.)

RESOURCES AND CO-ORDINATION

PRC1 Linking external forums and decision-makers

Develop links between forums and decision-making partners

Suggestions:

- Develop a cycling forum so that all delivery partners – public, private, local, regional and national – have an opportunity to feed into decision-making for cycling

PRC2 Working groups and responsibilities

Ensure that there are internal and external working groups/ forums so that responsibilities for delivering cycling improvements are understood amongst partners. However, it tends to be more effective if these groups/forums are formally established and subsequently co-ordinated by a dedicated officer and communicated to senior managers and elected members across relevant portfolios.

PRC3 Formalising cycling within job descriptions

Formalise in job descriptions which members of staff and line management are responsible for co-ordinating cycling related projects and programmes and reporting back on progress.

PRC4 **Linking with Regional Transport Partnerships and neighbouring local authorities**
Establish linkages at a Regional Transport Partnership level and with neighbouring local authorities to ensure networks are linked across council boundaries, strategic cycling policy or infrastructure decisions consider wider regional implications, and potential funding or resource efficiencies are considered.

PRC5 **Committing capital and revenue funding**
Provide consistent capital and revenue funding to ensure continued delivery of cycling infrastructure and support programmes such as training, behaviour change, maintenance and marketing.

PRC6 **Exploring funding opportunities outside 'transport'**
Utilise opportunities that do not necessarily fall within 'transport' to deliver projects and help provide match funding. This could include health, education, regeneration, sport and leisure, etc.

ACTIONS:
CYCLE SKILLS DEVELOPMENT

ACS1 **Ensuring continual delivery mechanisms for cycle training**
Ensure that there is a delivery mechanism for cycle training and that this is adequately resourced and co-ordinated.

ACS2 **Recruiting Cycle Trainers and Cycle Training Assistants**
Ensure that there is a methodology for recruiting and training Cycle Trainers (CT) and Cycle Training Assistants (CTA) for delivery of cycle training to the national standard (e.g., through Bikeability Scotland). To ensure best delivery, CTs and CTAs should be recruited for and in place at least at each primary school and recruited from school staff and volunteers.

ACS3 **Delivering on-road cycle training**
Commit to ensuring that all pupils have access to on-road cycle training to national standard (e.g., Bikeability Scotland Level 2).

ACS4 **Monitoring cycle training**
Monitor the number of pupils undertaking cycle training down to school level.

ACS5 **Ensuring access to cycle training for adults**
Identify and implement opportunities for adults to access cycle training.

INFRASTRUCTURE

AIN1 **Utilising cycle audit and review of transport infrastructure**
Make use of cycle audit and review procedures for all transport infrastructure.

AIN2 **Ensuring consistent cycle route maintenance and inspection**
Develop specific criteria for route inspection and maintenance procedures, particularly consideration for off-road cycle routes (e.g., leaf-clearance, gritting, re-surfacing, etc.)

AIN3 **Establishing and updating cycling network plans (on-road and off-road)**
Establish or update a cycling network plan that covers the on-road network as well as the off-road network; this should be developed to consider future network requirements, to address key safety issues and barriers, and to help feed into strategy development and development and planning negotiations; the network should allow access to all destinations by all types of users on bicycle and link to key public transport stations and important trip generators/attractors; the network should also consider signing strategy, continued maintenance requirements and ensure promotion of the route/network.

AIN4 **Adhering to design standards and best-practice**
Use best-practice, modern design standards (e.g., Designing Streets) to prioritise cycling and walking over car use, particularly for short journeys.

AIN5 **Providing trip-end cycle facilities**
Provide trip-end facilities for cycling (e.g., secure cycle parking, changing rooms, storage, etc.) at schools, workplaces and public transport interchanges.

MARKETING

AMK1 **Promoting cycling**
Develop an outcome-based promotion and marketing strategy for cycling, particularly linked with infrastructure improvements, signing and wayfinding, events, road safety, etc.

AMK2 **Forward planning for promoting cycling**
Ensure there is a yearly calendar of key events/opportunities to promote cycling. This could simply include major events such as Bike Week or European Mobility Week, but ideally would be co-ordinated with infrastructure delivery so that improvements could be promoted.

MONITORING:
MONITORING CYCLING

MMC1 **Cycling in the Single Outcome Agreement**
Incorporate indicators on cycle use into the SOA. These should link to the Cycling Action Plan for Scotland target of 10% of journeys by bike by 2020, as well as other relevant national indicators such as sustainable travel to work, physical activity levels, access to the outdoors, congestion levels and carbon emissions.

MMC2 **Establishing cycling indicators**
Establish a set of 'key' cycling-related indicators as a baseline, to understand short and long term trends and impacts of policy.

Suggestions include:
- Safety (e.g., KSI and casualty rates and locations of incidents)
- School cycling levels (e.g., through Hands Up Scotland Survey and delivery of Bikeability Scotland)
- Council employee cycling levels (e.g., through travel plan monitoring)
- Perceptions of cycling (e.g., through citizen panel surveys or similar)

MMC3 **Co-ordinating cycling data**
Co-ordinate data and information on cycling – whether it comes from automatic/manual counters or citizen panel surveys – and make it accessible to the public.

MMC4 **Understanding perceptions of cycling**
Monitor actual, as well as perceived, safety among both cycle users and non-cycle users.

MMC5 **Utilising automated cycling counters**
Establish a network of automated cycle counters, particularly looking at key routes and corridors, so that changes can be monitored over time.

MMC6 **Monitoring and evaluation of cycling**
Ensure that monitoring and evaluation of cycling are key elements of any infrastructure and behaviour change projects as well as in relation to new development.
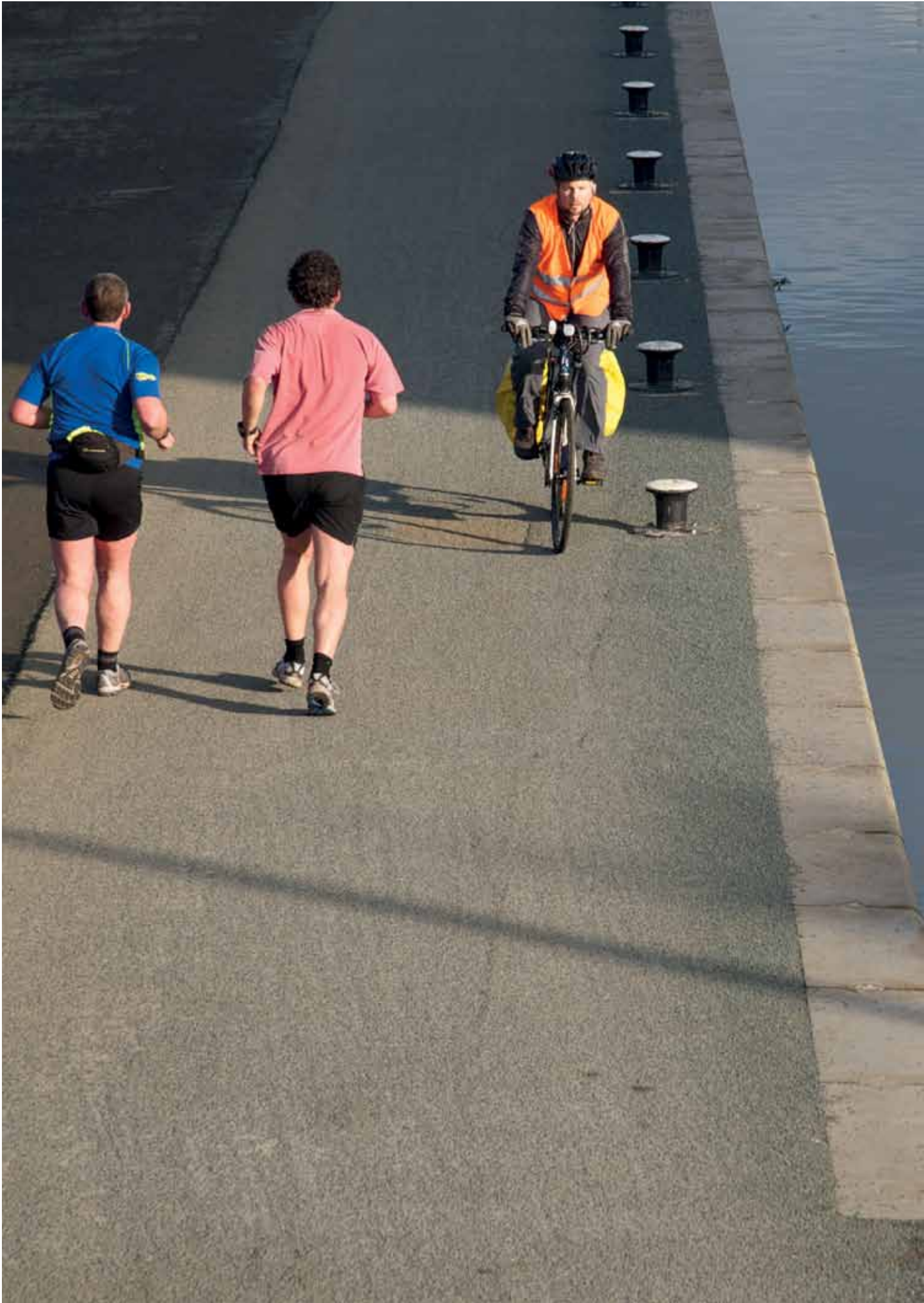
APPENDIX 2:

METHODOLOGY DEVELOPMENT

The methodology for this iteration of the National Assessment followed the methodology as set during the 2008 National Assessment. The information gathered from self-assessment as well as discussions and follow-up with each Local Authority has been used within this methodological framework in order to derive the results and commentary contained within this report. To note, however, the presentation of the results has changed, with a greater emphasis on the presentation of contextual information, examples from each local authority and potential areas for development.

In 2008 the methodology was developed through internal and external consultation, a review of the National Assessment 2005 Methodology and a review of similar assessments of cycling policy undertaken throughout Europe.

This process identified a number of recommended improvements to the methodology:

• The criteria for assessment could be more clearly defined to remain consistent for future years;

• The criteria should be available to local authorities and the process of assessing should be more transparent;

• A degree of self-evaluation should be introduced;

• Assessment tools should be develop to reduce the resource intensive nature of the assessment for Cycling Scotland and Local Authorities; and

• Cycling Scotland should avoid 'league-tabling' local authorities but retain the critical elements of the reporting process.

In developing the methodology of the Assessment in 2008, Cycling Scotland undertook a review of similar processes throughout Europe; consulted internally and informally with Sustrans on the scope of the review; and held a series of consultative workshops with local authorities, Regional Transport Partnerships and the Scottish Government.

REVIEW OF CYCLING POLICY AUDITS
This review considered assessments of cycling policy carried out throughout Europe.

2005 NATIONAL ASSESSMENT (SCOTLAND)
The 2005 National Assessment Report formed the starting point for this Assessment. It adopted the approach of the English Regions Development Team (discontinued) National Assessment, carried out in England in 2003.

Recommendations for the development of cycling policy and delivery were provided to each local authority and for national agencies to consider.

This approach was a valuable one and allowed a range of very detailed information on local authority activities to be collated and understood. This greatly assisted Cycling Scotland and other national agencies direct their efforts to best effect.

ERCDT 2004 (ENGLAND)
The ERCDT carried out two assessments of English local authorities in consecutive years. The methodology of the first (2003) was largely adopted by Cycling Scotland in carrying out the 2005 National Assessment. The second (2004) developed a document of good practice , that was intended to help steer and advise local authorities. Consideration of the criteria in this document was incorporated into the National Assessment 2008 Detailed Assessment Criteria.

BICYCLE POLICY AUDIT (EU)
Bicycle Policy Audit (BYPAD) is a commercial assessment tool enabling authorities to evaluate and improve the quality of their cycling policy, based on the methods of total quality management. Local politicians, officers and users are facilitated to separately assess the quality of the authority's cycling policy, and reach agreement on a report on the policy and the direction of development. An independent facilitator ensures a degree of impartiality in the final result.

The BYPAD process is overly resource intensive to be delivered by Cycling Scotland to all local authorities, but has two key advantages for participants. It brings the decision-makers, delivery personnel and the customers together to agree on the way forward for cycling, encouraging buy-in from all parties. Secondly, participation permits access to an EU-wide network of other authorities, allowing authorities to learn from others' experiences.

The BYPAD Ladder of Development has been heavily drawn on alongside the National Assessment 2005 to develop the 2008 scoring process.

CYCLE BALANCE (NETHERLANDS)
The primary objective of Cycle Balance is to stimulate local authorities to adopt a better cycling policy. The emphasis is on developing policies for cycles based on user needs. The tools of assessment are

• A local authority questionnaire to assess cycling policy;

• A user satisfaction questionnaire;

• National databases and statistics to assess local cycling conditions.

- An assessment of the quality of local cycling infrastructure.

The results are compared with: existing and developed standards; average scores of all assessed councils and councils of roughly the same size; the best scoring councils.

The Bicycle Balance tool involves a detailed data gathering exercise that is beyond the resource available for the National Assessment. There is a strong emphasis on infrastructure and it would be a useful guide for local authorities looking to improve their policy evaluation.

TRAFFIC INSPECTIONS (SWEDEN)
The traffic inspections arranged by the Swedish Association for the Promotion of Bicycling, were conceived following the decision by the Swedish government to realise their Vision Zero safety strategy and to create a transportation system sustainable in the long run.

The purpose of the inspections is to help the local government to create an attractive and safe traffic infrastructure, with the emphasis on bicycle paths in areas of especially high potential for replacing automobile traffic by bicycle traffic.

Traffic inspections are performed jointly by traffic experts, and municipal officials, both elected and appointed. Inspections are carried out on foot or by bicycle. Shortcomings in the traffic environment are noted, with the interests of vulnerable road users in mind. Each group presents its observations, comparisons are made, and the findings are summarised. Thereafter, the groups meet with representatives of the municipality, those responsible for roads and streets and city planning, as well as elected officials and the local office. At this meeting, the groups present

their findings and proposals for improvements.

Plans should be made for a follow-up inspection a year or two later.

A written report on the traffic inspection is prepared and sent to the elected and appointed officials concerned, and to the mass media.

Again, the resource involved in this as just one aspect of cycling policy was too great to consider taking on. However there is a lesson here for the future development of Scotland's Road Safety Strategy.

BENCHMARKING CYCLING POLICIES (SWITZERLAND)
The evaluation identifies eight indicators to develop authority policy in favour of cycling. Each indicator is assessed by survey questions.

- Indicator 1: The urban structure
- Indicator 2: The transport setting and environment (attractiveness, safety)
- Indicator 3: The cycling network and equipment
- Indicator 4: Interface at terminals
- Indicator 5: The image of the bicycle and its integration into daily life
- Indicator 6: Transmission of a "bicycle culture"
- Indicator 7: Management and follow-up of bicycling policy?
- Indicator 8: Financing

The format of the benchmarking process was drawn on to inform the National Assessment 2008.

URBAN TRANSPORT BENCHMARKING INITIATIVE (EU)
The aim of the Urban Transport Benchmarking Initiative (UTBI) was to raise awareness of the potential for performance benchmarking to encourage transport stakeholders in

cities to adopt best practices which could improve their urban transport. The project took place between autumn 2003 and summer 2006.

Glasgow City Council took part in the early stages of the project. Cycling Scotland took part in all stages.

The quantitative and qualitative data collected from different authorities across Europe and compared in this process was used to inform the development of the National Assessment 2008 Detailed Assessment Criteria.

CTC BENCHMARKING
The CTC Benchmarking process is intended to facilitate knowledge sharing between local authorities in practical aspects of delivering cycling policy. To date in Scotland, only Glasgow City and Fife Councils have taken part. This process is considered a valuable tool to enhancing the expertise of those that have taken part. The approach is complementary to the National Assessment and it is recommended that Scottish Local Authorities take part and utilise the Good Practice Database available on the CTC website (www.ctc.org)
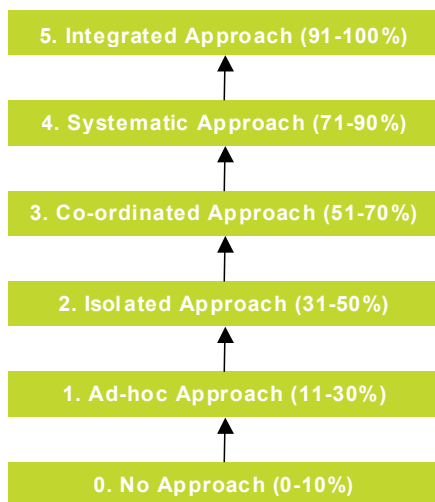
DEVELOPMENT OF ASSESSMENT STRUCTURE
The Assessment Structure was required to remain consist with the National Assessment 2005 and 2008.

DEVELOPMENT OF SCORING SYSTEM (LEVELS OF DEVELOPMENT)
The Levels of Development scoring system draws heavily on the BYPAD Ladder of Development system. It was adapted to remain consistent with the National Assessment 2005 and 2008. While BYPAD has four levels of development, the National Assessment has six.

5. Integrated Approach (91-100%)
4. Systematic Approach (71-90%)
3. Co-ordinated Approach (51-70%)
2. Isolated Approach (31-50%)
1. Ad-hoc Approach (11-30%)
0. No Approach (0-10%)

As with the 2005 and 2008 Assessment, local authorities were given a mark between 0 and 5 for each aspect of policy. To enable comparison, Assessment 2005 scores were converted into the Assessment 2008 scoring system. The 2005 Assessments of 7 local authorities across the development spectrum were then re-tested by 3 Cycling Scotland staff using 2008 system to ensure it was consistent with that in 2005. In all cases, the 2008 scores were within 5% of those in 2005. The system was therefore considered robust within a 5% margin of error.

DEVELOPMENT OF DETAILED ASSESSMENT CRITERIA

The Detailed Assessment Criteria for National Assessments from 2008 onwards was developed firstly by reviewing the activities of local authorities at different levels in the 2005 Assessment. The criteria for each of the 0-5 levels in 2005, was then strengthened with some of the content of the ERCDT 2004 Guidelines (see above).

Following this, for each topic area, good practice guidelines and policy

documents were drawn on to identify the appropriate criteria for each level of development.

DEVELOPMENT OF LOCAL AUTHORITY SURVEY

During the National Assessment Workshop held during May 2007, local authorities reacted favourably to introducing an element of self-assessment. This was complementary to Cycling Scotland's desire to create a tool that could be easily transferable to future years and another local authority request that the criteria of assessment be made more transparent.

The form of the Local Authority Survey was drawn from the survey style used in the BYPAD process and was developed as an online tool to aid sharing between local authority staff members and reduce the administrative burden for both the respondent and Cycling Scotland

METHODOLOGY REVIEW

Further consultation was held in 2011, with 11 local authorities providing feedback on some elements of the National Assessment.

Feedback from local authority participants covered comments on:

• The length of time and resource requirements to complete the Local Authority Survey;

• The level of detail and appropriateness of the Survey;

• Any additional topic areas to be covered;

• Weighting and scoring; and

• Any additional proposals.

The feedback received from local authorities was that the National Assessment exercise was useful and provided a good opportunity for local authorities to benchmark.
There was feedback on the length of the Survey, along with appropriateness,

weighting and relevancy for certain question areas (e.g., differences between various local authorities made some questions difficult to answer, such as between an urban / rural area, etc.) These comments have been considered and have led to some alterations of the presentation of the report itself which will assist in transitioning to an updated methodology for future National Assessments in light of feedback and the refresh of the Cycling Action Plan for Scotland in 2013.

It was not possible within the scope of this version of the National Assessment to include RTPs and National Parks, but this will be considered in future years. The full question set for the survey completed by each local authority can be found on the Cycling Scotland website at www.cyclingscotland.org/policy/national-assessment-of-local-authority-cycling-policy.

FUNDING REVIEW

Presentation of funding across Scotland was also considered for inclusion in the National Assessment. However, the funding situation at a national and local level does tend to change fairly often. In future versions of the National Assessment inclusion of funding will be considered; however, for reference now the Scottish Parliament Information Centre (SPICe) identified the funding analysis by Spokes, the Lothian Cycle Campaign, as "the most accurate and comprehensive guide to investment in cycling in Scotland." Spokes provides annual updates on funding for cycling and active travel and the most up-to-date analysis (at time of publication, Bulletin 117, October 2013) can be found on their website: www.spokes.org.uk

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