

CAPS 2016 PROGRESS REPORT: CONSULTATION QUESTIONNAIRE

Please read the following instructions before starting:

- You do not have to answer all of the questions. You can answer the questions which you consider most relevant or important to you in terms of achieving the 10% vision.
- Your responses can be made anonymously or in the name of your organisation or organisation type. Responses will not be attributed to named individuals or organisations unless requested specifically.
- The questionnaire has two parts. **Part A** examines progress to date in terms of achievement against CAPS 2013 themes/actions and tackling known barriers. **Part B** is an opportunity to influence the next CAPS. It is about telling us what you think needs to change if we are to meet the shared vision and what our priorities and milestones should be.
- Responses should be brief and no more than 250 words for each one. If you can, please provide specific examples. This will make it easier for us to formulate future recommendations and/or milestones.

RESPONDENT PROFILE*

NAME: Tricia Fort

ORGANISATION: GoBike! Strathclyde Cycle Campaign

My involvement with cycling promotion is mostly at the following level: (please click on relevant box)

Local/city Regional National

* This will tell us about the coverage achieved through this consultation and help plan future engagement.

PART A: LOOKING BACK ON CAPS

Question 1: IMPACT of CAPS

What has been the impact of the [Cycling Action Plan for Scotland 2010](#), the [CAPS 2012 Progress Report](#) and [Cycling Action Plan for Scotland 2013](#) on everyday cycling in your locality or area of interest?

It is difficult to ascertain what progress has been due to CAPS by our local authorities in the Strathclyde area. Generally progress on the ground does not meet the grand words of such documents.

Question 2: PROGRESS AGAINST CAPS 2013 ACTIONS

What progress has been made against each of the 19 actions within CAPS 2013? You do not have to comment on all the actions provided below – only those which are most relevant or important to you. To indicate where you think there has been the most/least progress, please provide a score of 1-5 for each CAPS action (*1 is no progress; 3 some progress; and 5 significant progress*).

CAPS Actions	Comment on Progress	Score (1-5)
Establish an annual national cycling summit involving the Minister for Transport and local authority Heads of Transportation and relevant Committee Convenors, to lead delivery and gauge progress.	Not aware of these meetings. Are targets set, is delivery measured? If there were positive progress I feel we would hear more about it.	1
Develop for each local area the strategic approach to supporting functional cycling (and active travel more broadly), mapping the appropriate infrastructure improvements required along with supporting promotional work to achieve tangible changes in travel choices.	No such detail is available for the major local authority in our area, ie Glasgow. Glasgow City Council does have a map showing vague routes, however it does not seem to be the critical radial routes. It does not detail the appropriate infrastructure.	1
Continue to promote a national training programme on cycling-integration design and best practice to planners, designers and engineers, through the delivery of accredited modules such as Making Cycling Mainstream, and promote the use of planning policy - Designing Streets, Cycling by Design cycle guidance and Smarter Choices, Smarter Places good practice.	There is a reluctance on the part of LA staff, certainly in Glasgow, to publicly confirm, and welcome, working with other LAs. Sustrans seems to be the only organisation linking one council to another. More worrying is the silo structure of some local authorities where, eg in Glasgow, such things as parking changes, with the introduction of one-way streets and the Fastlink bus system to the new hospital are planned and introduced with no, or little, consideration of active travel.	1
Continue to develop and maintain community links – i.e., high quality ,	There is some progress here, primarily because of Sustrans, but a reluctance to be	2

<p>local infrastructure to support active travel (routes and public realm improvements) particularly in urban areas where high levels of cycling can be achieved, along with associated infrastructure such as cycle parking facilities at key destinations including schools, bus and rail stations, shopping areas and workplaces.</p>	<p>ambitious in the city centre, eg the absence of any improvements for active travel in the recently issued TRO for Union Street, right outside Central Station in Glasgow.</p>	
<p>Continue to develop and maintain the National Cycle Network to provide long distance cycling routes, connecting rural communities and promoting tourism.</p>	<p>We see progress here and we are grateful to Sustrans volunteers for the work they do in maintaining routes.</p>	3
<p>Develop better integration with public transport, through partnership working with interests such as rail and bus/coach operators and RTPs.</p>	<p>Far more work needs to be done in this area, eg access by bike to Central Station in Glasgow. The ScotRail Cycle Forum must be supported by Transport Scotland and Local Authorities.</p>	1
<p>Establish the Cycle Hub at Stirling Station as a pilot and evaluate it pilot for potential wider roll-out at other railway stations.</p>	<p>This has been established. Has it been evaluated? Is the Cycle Hub at Haymarket benefitting from the lessons learnt?</p>	1
<p>Promote the implementation of 20 mph schemes in all residential areas and share best practice across the country.</p>	<p>The Glasgow experience on this is not good. The current implementation plan is piecemeal and unnecessarily expensive. Small, disparate residential 20mph zones are being established, thus requiring far more signage than if there was an overall plan to extend each zone. The lessons from Edinburgh do not seem to be being adopted, ie to make most of the city 20mph with 30 being the exception rather than the rule. This action needs to be updated in light of current evidence and good practice.</p>	2
<p>Develop and deliver a ‘Mutual Respect’ Campaign for all road users (complementing the ‘Give Me Cycle Space’ campaign aimed at drivers).</p>	<p>This was done but needs to be led from the top, with a move towards zero tolerance of bad driving.</p>	3
<p>Continue the roll-out of Bikeability Scotland cycle training through schools, steadily expanding participation, particularly in on-road training (Bikeability level 2). Develop and promote support for this, including volunteer-led delivery and parental involvement.</p>	<p>This is being done but is a wasted effort if the infrastructure isn't there and the environment does not encourage active travel. This applies to the following sequence of actions; training people to cycle without providing streets where cycling is a pleasure might provide a good statistic for training but not for bodies on bikes in our towns and cities.</p>	3

Develop Adult Cycle Training resources, building on Bikeability Scotland standards, including an essential skills module as a pilot for potential roll-out nationwide.	This is being done by such agencies as the Bike Station in Glasgow.	3
Promote and support community-led cycling initiatives , through signposting resources and providing support for projects that will promote cycling participation in an inclusive, accessible way. Evaluate the delivery of the Cycle Friendly Communities Fund programme to date and promote the learning to further develop approaches to supporting communities.	This is being done.	3
Continue to promote projects which encourage primary school pupils to continue cycling when progressing to secondary schools , such as I-Bike and delivery of Bikeability Scotland level 3.	That would be stopping cars parking right outside schools, ensuring all schools and routes to schools are within a 20mph speed limit, etc. There are some signs that this is being done.	2
Promote cycling for young people more broadly, for leisure or travel, for fun, health and sport, through the promotion of cycling activities, events and led cycle rides.	There are signs that this is being done. However, for some activities, bikes will be taken to the venue by car. Why?	3
Develop approaches to promoting access to bikes – e.g., develop Bike Library schemes for schools and communities to promote access to bikes in areas of low cycle use or deprivation, as taster cycling sessions.	There are signs that this is being done.	2
Encourage all employers across all sectors to become Cycle Friendly (e.g., by offering support for workplace cycling facilities and promotional resources, active travel champions, travel planning).	There are signs that this is being done.	3
Develop follow-up work from the Smarter Choices, Smarter Places evaluation report, applying learning to encourage active travel as part of community-based sustainable transport promotion.	There are signs that this is being done.	2
Report annually on an appropriate suite of national indicators to inform the national picture of cycling participation.	Not sure if this is being done, but it should be; it's essential.	1
Develop local monitoring , using data from local cycle counts and surveys	This is done to some extent in Glasgow, not sure about the surrounding areas but	2

etc., with support from national delivery bodies to develop a coordinated approach to data collection.	is not done comprehensively and reporting is not robust.	
--	--	--

QUESTION 3: Progress tackling key barriers

What progress has been made in your locality or sector on tackling **safety, practicality, and culture**, identified in the [CAPS Public and Stakeholder Survey](#) as key barriers?

The link did not open to the barriers section. 20 mph is now being introduced in Glasgow City Centre but not across the city as pointed out above. The budget, nationally and locally, for cycling and active travel is not yet adequate. Cycling is still in a silo, although there is more awareness outwith the silo. However, it is still people talking the talk, rather than riding the bike. There is much potential for improvement.

PART B: LOOKING FORWARD

Question 4: Meeting the shared 10% vision

What do you think needs to change in order to achieve the vision of 10% of everyday journeys undertaken by bike by 2020?

The culture needs to be changed, and it must be changed from the top. The default urban speed limit needs to be 20mph not 30mph. Presumed liability needs to be introduced. ALL traffic schemes MUST consider cycling and walking before motoring.

Question 5: Key priorities for action in the next CAPS

What are the key actions to be included and prioritised in the next CAPS? If possible, please provide specific examples of where these actions have already happened in Scotland and the results achieved.

Government and public departments need to reduce the use of the car for business, moving to active travel and public transport. QEU Hospital in Govan has reduced the number of car parking places for staff and cycle use has boomed. This good practice should be copied throughout Scotland.

Transport Scotland and all Local Authorities must include active travel in all road infrastructure. Apart from motorways no new road should be built without a footway and cycleway. Sorry, I have no example of good practice.

20mph must be the default urban speed limit. Edinburgh leads the way here.

All railway stations must have good cycle and pedestrian access. Glasgow City Council, under pressure from GoBike and CTC is now looking at a segregated cycle lane on Union Street to improve the current poor access to Central Station by bike. Where necessary, Local Authorities and Transport Scotland must work proactively with ScotRail to achieve good active travel links to stations.

Ditto for bus stations, with major bus companies involved in the discussion process.

Question 6: Additional outcomes and milestones in the next CAPs

What, if any, additional outcomes and milestones should be included in a revised CAPS? What actions should be prioritised to achieve these? Can you provide specific examples of where these actions have already happened in Scotland and the results achieved?

As well as improving the ability to cycle for all the journeys people resident in Scotland wish, cycling must be a priority for tourism. Scotland is a very attractive venue for people who wish to either hire a bike here or bring their own bike by either car or train. We already measure the numbers of visitors to our tourist attractions but are we measuring the number of tourists who bring their bike to Scotland by either daytime or sleeper train. Do we measure the number of people refused a bike space on a train because the allocated spaces are full? Central Belt trains are wonderful for allowing large numbers of bikes when there is a group out cycling together and this practice should be spread across the country, while recognising the limits for commuter travel.

Information for visitors wishing to cycle must be held centrally for Scotland, ie cycle hire outlets, cycle routes and public transport cycle carriage (buses and trains). Most local authorities hold this information but there must be a central link.

Question 7: Local outcomes and milestones

Do you have, or do you intend to have, any cycling outcomes and milestones in your locality, region or area of interest?

It would be good to see meaningful measures from all Local Authorities. Glasgow City Council has recently published its new Strategy but we have yet to see regular measurement of key factors.

Question 8: Local monitoring

What methods do you currently use to assess levels of everyday cycling in your area, and what might you use in the future?

Glasgow City Council currently uses cordon counts but declines to use Strava (despite having had a contract to obtain the data) on the misguided view that only men in lycra use the app.

Thank you once again for the time taken in completing this questionnaire. Please return the completed questionnaire to Mark Hughes at Cycling Scotland by **24 March latest**. Mark's email address is mark@cyclingscotland.org.

All the responses will be summarised and included within the second CAPS Progress Report.