Scotland on the move

Active travel for liveable, healthy and prosperous local communities

A walking and cycling manifesto for the 2017 local government elections in Scotland
An invitation to talk

Walking and cycling are the most affordable and accessible forms of transport and the easiest ways to build physical activity into everyday life. This means that getting people to travel actively will improve public health, reduce inequalities, support jobs, and improve quality of life for us all. But much work remains to unlock these benefits by improving all of our towns, cities and rural areas so they are attractive places for people to walk or cycle.

Scotland is fortunate to have strong national policies and leadership on walking and cycling. The National Walking Strategy, the Cycling Action Plan for Scotland (with its shared vision of 10% of everyday journeys by bike by 2020), the Physical Activity Implementation Plan, and the Vision for Active Travel in Scotland 2030 all demonstrate the Scottish Government's long-term aspirations. It is now imperative that these policy commitments are turned into reality.

Councils across Scotland will be at the forefront of delivering this change for the benefit of their communities. Sufficient and guaranteed funding is a key requirement to plan for the long-term and invest successfully.

The City of Edinburgh is committed to spend 10% of its transport budget on walking and cycling, while Dundee City propose to spend at least 5% of theirs. Our shared ambition is clear: spending 10% of transport budgets at local and national levels would bring conditions for walking and cycling in Scotland closer to the standards seen across northern Europe.

We call on you to join the growing number of councils by investing in walking and cycling – let's get Scotland on the move!
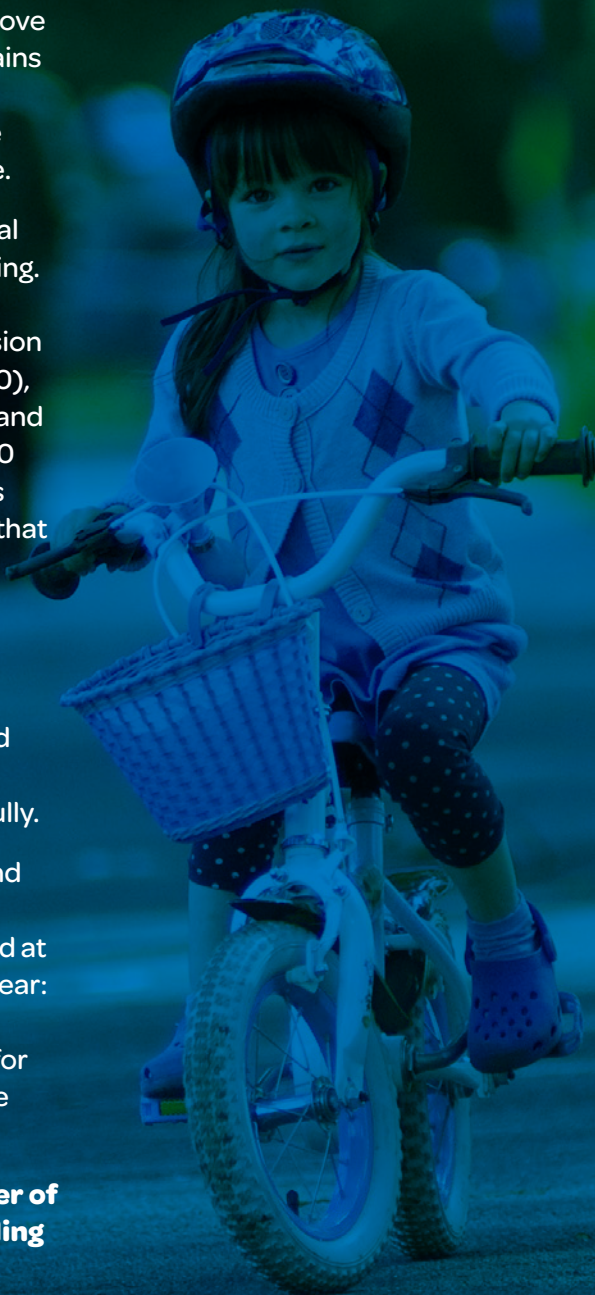
5 steps to **Active Travel**

1. Link communities across Scotland

- **In all of Scotland's cities and towns, provide at least one entirely segregated cycle route that helps connect people's homes to jobs, shops and services. These routes should run either on or parallel to the primary roads - wherever the demand is greatest.**

- Consolidate and maintain the existing national long-distance network of walking and cycling routes, not only to link communities but also to build on Scotland's reputation as an active tourism destination, particularly to the domestic market. This would include completing the missing links in the National Cycle Network (particularly in towns and cities), implementing core path plans and delivering the routes highlighted in the National Planning Framework (NPF3).

- Champion your Community Links, Smarter Choices Smarter Places and Cycling Programmes to bring ever greater investment in a comprehensive, well-used network of walking and cycling routes in your area.

2. Make towns and cities people-friendly

- **Put your town centre first in planning decisions to transform the quality of your urban environment. Commit to follow Designing Streets to renew and revitalise high streets by providing space for people on foot and on bikes.**

- Make 20mph the default speed limit on the streets where people live, shop, work and play, like Edinburgh and Fife. Slower traffic speeds will improve quality of life and provide safer conditions for all.

- Push forward with Low Emission Zones in your areas to improve everyone's health, setting out the best air quality standards for your area.

3. Enable children and young people to travel actively

- **Create safe areas for children to walk and cycle to school by creating traffic exclusion zones around schools. Keep the school gates and surrounding streets car-free at drop-off and pick-up times, following the successful pilots in East Lothian and Edinburgh.**

- Deliver Bikeability cycle training at every primary school to equip children with the skills and confidence to cycle on-road.

- Boost physical activity, reduce congestion and pollution by establishing school programmes to get families walking and cycling the journey to school, by having School Travel Coordinators and IBike officers, for example.
- Increase access to bikes through supporting bike recycling schemes, cycle hire schemes and bike libraries.

4. Make walking and cycling easy for everyone

- **Establish active travel hubs, with easy access and high-quality walking and cycling facilities, at all major railway stations, bus stations and ferry terminals.**
- Install more high quality cycle parking at schools, public facilities and workplaces and in homes for people without safe storage.
- Bring cycle hire schemes, such as the ones already in place in Glasgow and Stirling, to your city.
- Ensure that all major employers, including public bodies, active in your area have a sustainable and active travel plan which sets out how everyone accessing their premises can easily travel actively.

5. Make roads safer for people on foot and bike

- **Support a zero tolerance approach to speeding and aggressive driving on all key routes for vulnerable road users, especially around schools.**
- Tackle inconsiderate and irresponsible parking, especially on pavements through making a commitment to use new powers which are being developed by the Scottish Government.
- Implement walking and cycle friendly rural roads, like Clackmannanshire Council, to slow traffic on key rural routes.
- Fund projects to empower communities to take more control of their streets to make them safer and more attractive.

Increased walking and cycling will bring multiple benefits to our health, environment and economy. Councils can lead in delivering these benefits to communities.

We are calling for 10% of local and national transport budgets to be spent on active travel.

A joint manifesto for
Active Travel by

Cycling UK • Cycling Scotland • Living Streets Scotland • Sustrans Scotland
Paths for All • Ramblers Scotland • Transform Scotland • Living Streets Scotland