

PLAN TO DEVELOP AN ACTIVE TRAVEL STRATEGY

1.0 HEADLINES

- 1.1. The Active Travel Strategy will be a strategy to increase opportunities for residents and visitors to choose to make journeys by physically active means, for example walking or cycling. This will establish the context for the future development of plans for infrastructure to enable and encourage active travel, as well as behaviour change programmes to encourage uptake.
- 1.2. The subsidiary Active Travel Development Plan will set out a prioritised set of actions for both infrastructure and behaviour change projects. The prioritisation will apply the strategic context set out in the 2021-2026 Active Travel Strategy.

3.0 DETAIL

- 3.1. The Strategic Transportation Team has successfully secured £9.4M external funding over the past 5 years to develop active travel across Argyll and Bute. Additionally, the staff costs of the 1.7 FTE staff in the team working on active travel are funded via successfully securing highly competitive external challenge funds. There is a limited budget available through a grant from the Scottish Government for Active Travel, which is utilised for match funding.
- 3.2. Funding for active travel has recently been secured from the following sources:
- Cycling Walking and Safer Routes (CWSR). A ring-fenced annual allowance awarded for active travel infrastructure work to each local authority on a per capita basis. This can be used as match funding for the Transport Scotland derived funds or stand-alone to deliver infrastructure. Recently CWSR has supported delivery of the Helensburgh Waterfront Cycleway and cycle parking at Helensburgh Waterfront, Dunoon Castle Gardens access improvements, Colchester Square & Argyll Street pedestrian improvements, Bruchladdich-Port Charlotte Path and Ralston Road/Meadows Avenue Cycleways.
 - Places for Everyone (PfE). Transport Scotland derived funding for construction of new active travel routes which Sustrans are paid to administer. Offers a maximum of 100% of design funding (up to 10% of total project cost) and 70% of construction funding, with 30% required to be secured from non Transport Scotland derived sources. PfE requires repeated highly competitive funding applications for each set of design stages and again for construction (min 3 applications to get to construction), and Sustrans set a very exhaustive list of requirements on the design, design process and level of control they have over each project.
 - Regional Transport Partnerships Active Travel Grant (RATG). Transport Scotland funding pot which is only open to regional transport partnerships. Have secured funding from RATG via both HITRANS and SPT. Recently the RATG has enabled the construction of the segregated cycleways on Ralston Road/Meadows Ave to serve Campbeltown Grammar, Castlehill Primary and Campbeltown Hospital.
 - Smarter Choices Smarter Places (SCSP). Transport Scotland derived funding for behaviour change projects which Paths for All are paid to administer. Offers a maximum of 50% funding in a single financial year towards non-infrastructure projects which are designed to encourage or enable people to choose to walk, cycle or travel sustainably (e.g. public transport). The 50% match funding required can be made up of a maximum of 25% staff time and a minimum of 25% cash, which we currently derive from CWSR. Recently SCSP has enabled the development of the popular Active Travel Smartphone Apps for Bowmore/Islay, Campbeltown, Dunoon, Helensburgh, Oban, Rothesay and Tobermory/Mull.

- 3.9. An outline programme for development of the ATS (Table 1) and ATDP (Table 2) is below, noting that this is subject to change depending on the limited staff capacity available to develop these important strategic plans.

Table 1: Active Travel Strategy Programme

Action	Period
Review of existing relevant guidance, incl. national, regional and local strategic guidance	

4.0 CONCLUSION

mainland.

5.6. Climate Change

Active Travel is the least carbon intensive mode of

APPENDIX 1 ACTIVE TRAVEL GUIDANCE

Relevant local guidance:

- Road Asset Management Plan
- Local Development Plan / Local Development Plan 2
- Economic Strategy

Relevant regional guidance:

- SPT Regional Transport Strategy
- SPT Regional Active Travel Plan
- HITRANS Regional Transport Strategy
- HITRANS Regional Active Travel Plan
- NHS Argyll Activity Plan

Relevant national guidance:

- National Transport Strategy 2
- Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030

The National Walking Strategy

- Update to the Climate Change Plan 2018 2032
- Climate Ready Scotland: climate change adaptation programme 2019 2024
- Climate Change Plan: third report on proposals and policies 2018-2032
- National Planning Framework 4
- Public Health Priorities for Scotland
- Cleaner Air for Scotland 2
- A Connected Scotland: our strategy for tackling social isolation and loneliness and building stronger social connections
- Decarbonising the Scottish transport sector

- Cycle by Design
- Active Travel Framework
- Fairer Scotland Duty

- Strategic Transportation Projects Review 2 (STPR 2)
- Public Health Scotland Strategic Plan 2022 2025

establishes a hierarchy of transport modes, which places active travel modes (walking, wheeling and cycling) at the top of the modal priorities, as shown in **Figure 1.1**.

the pedestrian environment; fear of slips, trips and falls

The quality of the built environment disproportionately prevents people who identify with certain protected characteristics (including disabled people, children and elderly) from walking or wheeling. It can also prevent people from being able to access public transport.

Often many small changes need to be made in an area to create good conditions for walking and wheeling. Audits are a good way to identify and

