

DUMFRIES AND GALLOWAY

Active Travel Strategy



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Foreword

As Chair of Dumfries and Galloway Council's Economy, Environment and Infrastructure Committee, I welcome the production of this Active Travel Strategy for our region which has been developed with the aim of increasing walking and cycling throughout Dumfries and Galloway.

The towns and villages across Dumfries and Galloway have a well-developed accessible path network that allows both walking and cycling to be a part of all our daily activities and there is an expanding core path network across the region.

However, there are always opportunities to improve or add to these networks to provide more direct, user friendly, accessible, signed, safe and sustainable links for residents and visitors. Linking the places people live with the places they want to go through innovative and sustainable solutions will be key in encouraging and enabling increased active travel.

The main focus of this Strategy is to promote the opportunities available to residents and visitors that allow for easy, safe and accessible day to day functional walking and cycling, particularly for short journeys (walking - under 2 miles; cycling - under 5 miles) to get to and from work, school, shops, health facilities, leisure, sport and to access sustainable transport services.

This focus on improving the uptake and development of better links for everyday active travel across our region will assist in enhancing health and wellbeing outcomes to encourage and enable all of us to keep active throughout life.

Our vision is to see active travel being the normal choice for short, everyday journeys across all our communities.

Colin Smyth

Chair - Economy, Environment and Infrastructure Committee

Our Active Travel Strategy

The agreed Interventions for Dumfries and Galloway Council's Local Transport Strategy includes an Action to 'Develop an Active Travel Strategy to improve transport sustainability and health'. This Action has a delivery date of March 2015.

This Active Travel Strategy has been developed with the aim of increasing walking and cycling throughout the region. The main focus of the Strategy will be promoting opportunities for easy, safe and accessible day to day functional walking and cycling, particularly for short journeys (walking - under 2 miles; cycling - under 5 miles), that will enable residents and visitors to get to and from work, school, shops, health facilities, leisure, sport and recreational activities. This focus on improving the opportunity for and uptake of functional travel across our region will assist in enhancing health and wellbeing outcomes, in turn encouraging and enabling all of us to keep active throughout our life.

Our vision is to see active travel being the normal choice for short, everyday journeys across all our communities.

In the development of this Strategy, a region-wide public consultation was undertaken in the autumn of 2014, through a questionnaire, to determine the public view on existing walking and cycling in Dumfries and Galloway, future opportunities and a number of proposed Objectives. The consultation closed on 7 October 2014 and had 435 survey returns, of which 26 were from local and national organisations. The results from the consultation have been used to develop this Strategy and a full report on the outcome is available on the Council's website at www.dumgal.gov.uk/consultations

What is Active Travel?

Active Travel is transport by physical activity using our own body energy, such as walking and cycling, and mainly for day to day functional reasons. This can be for all or part of the journey, for example walking to a bus stop, to catch the bus to work, or for shopping.

Why do we need an Active Travel Strategy?

An Active Travel Strategy is necessary to ensure that the many benefits to us all of increasing the levels of physical activity, in the form of active travel are framed, planned, funded, delivered and measured in a structured format. This Strategy will be the framework under which active travel can be delivered by providing:

- high-level public sector leadership;
- a positive environment for partnership working across the public, private and third sectors;
- clear objectives;
- a structure for community involvement;
- a deliverable Action Plan; and
- a means for measuring/monitoring the impact of the Strategy and its Action Plan.

National, regional and local policies

Active travel is a key element in a number of national, regional and local strategies and the development of our Active Travel Strategy has reviewed and been informed by them. They are:

- Let's Make Scotland More Active: a strategy for physical activity in Scotland 2003;
- Scotland's National Transport Strategy 2006;
- The South West of Scotland Transport Partnership - Regional Transport Strategy 2008;
- Preventing Overweight and Obesity in Scotland: a route map towards healthy weight 2010;
- Designing Streets 2010;
- The Regional Tourism Strategy 2011 to 2016;
- The agreed revised Interventions for Dumfries and Galloway Council's Local Transport Strategy (to be published);
- National Institute for Health and Care Excellence (NICE) guidelines PH17 "Promoting physical activity for children and young people", 2009 and PH41, "Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation", 2012;
- Active Travel, Active Scotland - Our journey to a sustainable future 2012;

- Open Outdoors - Dumfries & Galloway Access Strategy 2012 - 2017;
- Dumfries and Galloway Core Paths Plan 2013;
- Cycling Action Plan for Scotland 2013;
- The Society of Chief Officers for Transportation in Scotland's (SCOTS) National Roads Development Guide (Creating Places) 2013;
- National Planning Framework 3, 2014;
- Dumfries and Galloway Council Local Development Plan 2014 and Supplementary Guidance;
- National Physical Activity Implementation Plan: A More Active Scotland - Building a Legacy from the Commonwealth Games 2014;
- Dumfries and Galloway Open Space Strategy 2014
- Let's Get Scotland Walking: the National Walking Strategy 2014; and
- A Long Term Vision for Active Travel in Scotland 2030

Communities that offer good and accessible walking and cycling links are seen as attractive and desirable places in which to live, work and visit. Where such good walking and cycling links are available staff and customers will have easy, safe and quick access to places of business.

Active travel interventions have been shown to provide value for money as they are usually small in scale and can be delivered for relatively low cost by local firms. As such, they provide greater benefits and better value for money than other interventions.

Median Benefit Cost Ratio of 19:1, source apho.org.uk

Other local authorities have committed a percentage of their overall transport budget to active travel, with the Directors of Public Health recommending that 10% of transport budgets should be dedicated to active travel.

The Benefits of Walking and Cycling

For the Economy

Walking and cycling are cheaper than other forms of transport but they can help to contribute to local economic growth through access to local jobs, leisure and as a tourist activity.

Approximately 1 in 3 visitors to Dumfries and Galloway cited short walks as their most popular activity during their stay in the region, source Visit Scotland - Scotland Visitor Survey 2012)

For Health



Active travel is one of the most sustainable ways people can build physical activity into their daily lives. Walking and cycling as part of peoples' everyday routine can contribute to the recommended minimum 150 minutes of physical activity that experts advise adults have per week, and the minimum 60 minutes per day recommended for children. Some 38% of adults and 30% of children do not meet these minimum levels across Scotland (Scottish Health Survey 2012).



In 2013, a local physical activity self-report schools survey was completed with primary 7 and secondary 1/3/5 pupils to measure levels, determinates, behaviours and trends. The survey found disparity between national data on levels of physical activity and local data, with the latter recording much lower activity levels. Key findings are summarised below.

In Dumfries and Galloway:

- less than one in five children and young people meet the recommended levels of physical activity for health;
- the proportions were higher for males (23%) compared to females (15%) and this difference was statistically significant;
- differences were also significantly higher for primary pupils (28%) compared to secondary pupils (16%) and this was true for both males and females; and
- there were significantly less females achieving the guidelines in 2013 (15%) compared to 2012 (23%).

For adults, older people and those with disabilities or long term conditions being more active not only supports a healthy weight and reduces obesity but helps to reduce the risk of heart disease, stroke, diabetes, and some cancers, and improves feelings of both physical and mental wellbeing.

Communities that offer good walking and cycling links create a more connected community and provide easy healthy lifestyle choice options for us all to make active travel part of our daily activity.



For the Environment

Walking and cycling can have positive environmental effects by helping to contribute to traffic reduction and pollution. The Climate Change (Scotland) Act 2009, has committed us to some of the most rigorous CO2 reduction targets in the world. Greater investment in, and promotion of, active travel is one of the most effective ways of meeting these targets.

Communities that offer good and accessible walking and cycling links will provide residents and visitors choices that contribute to a cleaner local environment and a more pleasant and sociable place to live or visit. A greater uptake of walking and cycling will also lead to reduced traffic congestion, fewer parking problems and reduced journey times for shorter trips.

More than 1 in 5 households (22%) in Dumfries and Galloway have no access to a car, source SHS 2012/13

Walking and Cycling in Dumfries and Galloway



With a large geographical area and a dispersed population car dependency is relatively high. Nevertheless, walking levels within the last 3 to 5 days are higher than the national average (25.2% in D&G 23.4% Scotland¹) and levels of access to a bicycle are also higher (38.9% D&G, 34.9% Scotland¹).

However, as some 60% of all car trips made in the region are under 5 kilometres (3 miles)¹, and they could easily be suitable for change to either walking or cycling.

Our Active Travel Strategy will encourage people to think about the type of journey they are making and consider if it can be made by foot or bike.

Responses from the consultation conducted in autumn 2014, indicated that residents of the region want their cycling and walking infrastructure to be funded, well maintained, extensive, accessible, free from barriers (e.g. footways not obstructed by parked vehicles) and safe to use, and wanted more awareness-raising programmes and increased access to information on active travel in the region.

¹ Scottish Household Survey (SHS) LA Analysis, 2009/10



Objectives of the Strategy

Eight objectives for our Active Travel Strategy were proposed during the consultation exercise. The public response to that showed an overwhelming majority of respondents (89.4%) supported these high level objectives. These Objectives are to:

- develop infrastructure improvements that encourages active travel and seeks to prioritise maintenance of active travel infrastructure.
- promote walking, cycling and scooting as alternative transport modes, particularly for short trips;
- continue to work with students and school children, staff and parents to encourage more walking, cycling and scooting to and from school/ further education;
- work with employers and staff to encourage more walking and cycling to and from work;
- improve the safety of walking and cycling in Dumfries and Galloway, and contribute to national road safety targets;
- embed active travel opportunities within new developments;
- seek and support funding opportunities for active travel; and
- encourage and facilitate walking and cycling as leisure and tourist activities to provide benefits to health and the local economy.

Delivering our Active Travel Strategy

The success of our Active Travel Strategy will rely on strong and clear political championing of active travel measures including, where appropriate, identifying and delivering funding. It will also rely on positive and robust partnership working across the private, public and third sectors within the region. To assist in achieving this, a Physical Activity Alliance (PAA) has recently been formed. The PAA will include representation from all of the above. It will provide a forum to produce guidance and ensure a consistent strategic approach across all interventions seeking to increase the levels of active travel and physical activity within Dumfries and Galloway.

To deliver the vision and objectives of our Strategy an initial 2-year Action Plan has been developed with clearly defined actions which will be measured and reported regularly to provide evidence of progress towards the objectives.

This Action Plan is split into three areas of delivery:

- Infrastructure;
- Behaviour change; and
- Monitoring.

The 2 year Action Plan 2015-17 has been developed from the outcomes of the public consultation, existing programmes and evidence from key national/international sources to ensure proven and cost effective interventions. It is intended that the Action Plan will be a living document which will be added to and developed during 2015/16 and annually thereafter. Although reporting on the Action Plan will be managed by the Sustainable Travel team within Dumfries and Galloway Council delivery of the targets within it will rely on continual input from partners, residents and visitors to highlight, inform and provide feedback on how improvements can be made within communities across the region. To achieve this, information and advice will be made available on our website and through other channels of communication to encourage and enable input.

The Strategy and accompanying Action Plan will seek to identify funding for active travel measures and inform funding bids to all local, regional and national bodies. A brief summary of the three action areas is given below and the initial Action Plan for 2015/16 to 2016/17 is appended to this document.

Infrastructure

Most of our communities have a publicly accessible path network that allows both walking and cycling to function for our daily activities and there is a well-developed and expanding core path network across the region. However, there are always opportunities to improve or add to these networks to provide more direct, user friendly, accessible, appropriately signed, safe and sustainable links for residents and visitors. This type of intervention can be developed and delivered reasonably quickly and will be key in encouraging and enabling increased active travel. These need not be extensive works as the provision of dropped kerbs or short lengths of footway may remove barriers to use and make significant changes to the usability of the existing network. However, any new or improved infrastructure works undertaken will need to ensure on-going maintenance costs are considered at the planning stage. Increasing the number of roads with 20mph speed limits will also encourage and enable greater on-road cycling and create a safer environment for pedestrians.

Building in walking and cycling at the planning stage of new developments will be key to ensuring increased active travel across our communities. Clear connections are made to the vision and spatial strategy of the Local Development Plan (LDP) including maximising the use of existing infrastructure, developments being based around sustainable transport and ensuring future



development minimises the need to travel. The LDP includes a number of policies which are particularly relevant including:

- Policy OP2 Design Quality of New Development which states that development should “be designed with people, not vehicle movement, as the primary focus, incorporating the principles set out in “Designing Streets” and where possible increase connectivity to nearby places, paths, streets and open spaces; and “be designed to create safe, accessible and inclusive places for all people which are well integrated into existing settlements...”;
- Policy CF2: Green Networks which seeks to protect and enhance green networks and avoid fragmentation;
- Policy CF3: Open Space which seeks well connected spaces linked to wider green networks (which could be walking/cycling routes); and
- Policy CF4: Access Routes which protects existing access routes, requires new access routes to be provided in new development and support enhancements to existing routes, especially where these link to wider networks
- Policy T2: Location of Development/Accessibility (and associated Travel Plan Supplementary Guidance) which expects development proposals to consider accessibility issues early on and ensure street layout and design are part of the design and planning process from the beginning. To prioritise personal travel by mode in the following order: walking, cycling, public transport and lastly car and other motorised vehicles. Be well served by the most sustainable modes of travel available and provide opportunities for a modal shift from private car use to more sustainable transport, including active travel, wherever possible.



There are 16 towns in the region with a population of over 1,500, covering approximately 98,000 residents, these are:

• Dumfries	• Langholm
• Stranraer	• Sanquhar
• Annan	• Gretna
• Castle Douglas	• Moffat
• Lockerbie	• Kirkconnel/Kelloholm
• Dalbeattie	• Lochmaben
• Newton Stewart	• Eastriggs
• Kirkcudbright	• Thornhill



The Action Plan will progressively map existing active travel links within these towns. This will then form a basis for identifying opportunities for improvement to existing networks, identifying gaps in provision and formulating new provision. It will also help demonstrate what provision is required in relation to new development. This will be undertaken in partnership with the communities to ensure any proposed changes or additions are acceptable and embed community ownership from the outset. Key stakeholders within each community will be local businesses, schools, groups representing older people, leisure facilities, Community Councils, disabled groups, existing active travel groups, third sector organisations and Council Members. For those communities below 1,500 in population no mapping is intended, however, where active travel link improvements can be identified which will enable better access to work, education or local services, these will be considered for inclusion in delivery plans.

Within the region a number of our communities are close enough to each other or to public transport routes and the core path network to support walking and/or cycling links between them, and the Action Plan will identify these communities and possible solutions.

Integrating active travel choice with the public transport network, developed and delivered by SWestrans, will encourage greater sustainability. Dumfries, as part of the GoSmart (Smarter Choices Smarter Places) initiative, developed a number of active travel choices at its railway station, main public transport interchanges, hospital and further education sites, including a bike hire scheme, cycle storage and a car club. The final report of the independent monitoring of the Smarter Choices, Smarter Places initiative was published by the Scottish Government on 29 April 2013. The report concluded that “overall Smarter Choices Smarter Places (SCSP) in Dumfries has been an ambitious project which has achieved most of its aims, both in terms of reduced car use and more walking, and also nurturing new partnership working arrangements within the Council and SWestrans and with other partners.” The headline figure from the report was that for Dumfries “there has been a 7.4% reduction in car driver trips and a similar increase in levels of walking.”



The Action Plan will seek to ensure that walking and cycling links are considered at each of the transport hubs (rail and bus interchanges) across the region and develop appropriate support from partners within the private, public and third sectors at each hub to encourage and enable active travel.

Maintenance of existing links was highlighted throughout the consultation responses as essential and in need of improvement particularly during periods of adverse weather. Therefore, the Action Plan will seek to ensure public awareness of current planned and reactive maintenance programmes and increase local involvement in determining maintenance priorities. The Action Plan will seek, where appropriate, additional funding in future maintenance programmes for current and new active travel links, and for them to be maintained to a standard that ensures users are encouraged and feel safe to use the network. The development of an Active Travel Forum for the region would seek to build community support and action for local maintenance where appropriate.

Behaviour change

The benefits to us all from an increase in walking and cycling and a travel reduction in other modes are clear in terms of health and well-being, and the desirability of our communities as places to live, work and visit. Achieving an increase in walking and cycling rates is not solely reliant on better and more accessible infrastructure but requires a change in attitude towards active travel as the norm for shorter day to day journeys. However, it is essential that any behaviour change interventions are monitored to provide a clear evidence base for continuation.

Dumfries and Galloway has been at the forefront of such behavioural change through its GoSmart Dumfries and Lockerbie initiatives, school travel planning/active schools programmes and health promotion. However, there are further opportunities to build on this and work more closely across the public and private sectors to deliver real change. There are significant challenges in delivering such desired change and this Strategy and Action Plan seeks to provide a structure and support to enable these challenges to be met.



The Action Plan will seek to ensure, that all local and regional active travel measures have a consistent message, are appropriately “sign-posted”, and are promoted and marketed in an easily understood format for all residents and visitors. The independent assessment of the GoSmart initiative determined that the branding, mapping and other promotional aspects were successful, stating “Local awareness of the GoSmart Dumfries initiative was shown to be very high in the 2012 household survey, together with good brand recognition and understanding

of its messages. GoSmart Dumfries has had positive impacts in terms of reduced travel costs, improved access, community development and environmental improvement.”



The Action Plan will also further develop local education and training campaigns, including mutual respect and safety campaigns, to enable residents of all ages and abilities to take up the walking and cycling options available with confidence.

It will be essential to build active travel choice into the Dumfries Learning Town (DLT) model at the planning stage. DLT is an innovative approach to provide a new model of education delivery for the ages between 2 and 18. Through new purpose built facilities which are better integrated with further/higher education and businesses, our learners will fully benefit from an integrated approach to delivering Curriculum for Excellence together with essential life skills. The Schools for the Future Team and GIS systems is developing an online tool matching students to learning opportunities and destinations. The objective of this work will be to develop an online map viewer for use by pupils, parents, teachers and the wider community (i.e. business and voluntary) to access opportunities for learning in Dumfries - referred to as 'the Learning Journey'. While the solution would be developed specifically for the Dumfries area, it would be scalable so that it could be extended region-wide. Key to the success of this project will be an underlying database used to share/record the details on learning destinations by curriculum area and service provider. This database will then be linked to a wide range of underlying GIS information to help visually identify the locational aspects of these learning opportunities.

These will include:

- The location and connection of the new learning Hub as part of Dumfries Learning Town investment plan;
- Existing cycle routes and the capacity to map on new potential routes;
- Green spaces (public access) and the capacity to map new potential sites that are in council ownership; and
- Walking routes with safe crossing points for major roads that link to main centres of transport.

The opportunity for DLT to dovetail with the GoSmart initiative and be in support of the Active Travel Strategy offers clear partnership approaches in regards to a shared vision of promoting active solutions to travel to/from and between our learning zones.

It will also be important to continue being involved with assisting national campaigns. In 2012, 2013 and 2014, Dumfries and Galloway Council participated in Cycling Scotland's "Give Me Cycle Space" campaign which raises awareness around schools about children cycling, and directly asks drivers to give children space on the roads when cycling. Independent research on the campaign has shown that 90% of drivers and 94% of parent drivers said that the campaign would make them give children more space on roads.

To embed active travel as a change in lifestyle and attitude intervention with children is important. For example, by the end of 2014, 24 primary schools and one secondary had been awarded the "Cycle Friendly School" award. This places Dumfries and Galloway as the top region in Scotland for number of schools with this award. The Active Schools Co-ordinators are also encouraging greater activity in general, which includes travel.



Monitoring

It is important to ensure an effective monitoring framework for assessing progress against the objectives of the Strategy. A number of measures will be undertaken as shown below, and it is also intended that a partnership with Public Health will be developed. This partnership will evaluate the impact of physical activity behaviour from our interventions to measure increases in physical activity and mental health and wellbeing etc. Monitoring of the LDP will look at how the access/transport policies are achieving their objectives.

Limited data on walking and cycling activity levels is available from national sources and will be utilised to measure the progress in overall uptake of walking and cycling (Objectives 1, 2 and 8). Data is also available from local automatic cycle counters across the network, particularly in Dumfries, and the collection and use of this data will be reviewed for appropriateness. The data requirements to enable robust and meaningful monitoring of progress against targets at a Dumfries and Galloway level will also be reviewed.



In line with the agreed Action Plan for the Council's Local Transport Strategy, this Strategy includes targets for walking and cycling based around travel to work and as a regular means of transport, as follows:

Travel to work (Dumfries and Galloway)

- 6% of people cycle (baseline - 4.5%²)
- 20% of people walk (baseline - 18.5%²)

Walking and cycling

- 12% of people regularly cycle (daily) as a means of transport by 2017 (baseline - 10.8%³)
- 27% of people regularly walk (last 3 to 5 days) as a means of travel by 2017 (baseline - 25.2%²)

Additional indicators that will be used are:

- The annual national "Hands Up" school travel surveys and the equivalent local survey, also undertaken annually (Objective 3);
- I-Bike schools data (Objective 3);
- Council and NHS staff travel surveys (Objective 4);
- National and local road safety statistics (Objective 5);
- An annual report on active travel provision within new developments (Objective 6); and
- An annual assessment of all bids for funding (Objective 7)

An Active Travel progress report will be produced on an annual basis and reported to the relevant Council Committee and to all community planning partners, as required.

² Scottish Household Survey (SHS) LA Analysis, 2009/10

³ Dumfries and Galloway Active Travel Strategy Consultation Questionnaire, 2014



DUMFRIES AND GALLOWAY

Active Travel Strategy



Action Plan

Active Travel Action Plan

OBJECTIVE	ACTIONS	TYPE	TIMESCALE	LEAD
To develop infrastructure improvements that encourages active travel and seeks to prioritise maintenance of active travel infrastructure	Provide and publish on the GoSmart website explicit information on the current funding provided for active travel infrastructure and maintenance and continue to seek additional funding for active travel through the budget setting process.	Infrastructure	2015	DGC Sustainable Travel
	Produce and publish on the GoSmart website an initial list of possible infrastructure improvements to existing walking and cycling links within the 16 towns with a population above 1,500 residents, these are: Dumfries, Stranraer, Annan, Castle Douglas, Lockerbie, Dalbeattie, Newton Stewart, Kirkcudbright, Langholm, Sanquhar, Gretna, Moffat, Kirkconnel/Kelloholm, Lochmaben, Eastriggs, Thornhill	Infrastructure	2015	DGC Sustainable Travel
	Produce and publish on the GoSmart website an initial list of possible new infrastructure links for walking and cycling within the 16 towns	Infrastructure	2015	DGC Sustainable Travel
	Audit existing walking and cycling links to public transport interchanges within the 16 towns and key rural points	Infrastructure	2015	DGC Sustainable Travel
	Produce and publish on the GoSmart website an initial list of possible infrastructure improvements to existing walking and cycling links between communities, to the public transport network, the core path network and to tourist destinations	Infrastructure	2015	DGC Sustainable Travel
	Produce and publish on the GoSmart website an initial list of possible new infrastructure links for walking and cycling links between communities, to the public transport network, the core path network and to tourist destinations	Infrastructure	2015	DGC Sustainable Travel
	Produce and publish on the GoSmart website a high-level cost estimate for new or existing infrastructure improvements	Infrastructure	Annual	DGC Sustainable Travel
	Develop a prioritisation criteria for new and existing infrastructure improvements in partnership with the Active Travel Forum	Infrastructure	2015	DGC Sustainable Travel
	Develop schemes to the required standard for bids for Community Links funding	Infrastructure	Annual	DGC Network Strategy

OBJECTIVE	ACTIONS	TYPE	TIMESCALE	LEAD
	Publish on the GoSmart website a link to the national signing standard to which all walking and cycling links across the region will be provided	Infrastructure	2015	DGC Sustainable Travel
	Develop a “bikes on buses” solution in partnership with local bus companies and cycling groups to facilitate and encourage multi-modal trips for residents and visitors	Infrastructure	2016	DGC Sustainable Travel
	Audit existing bicycle storage facilities within the 16 towns, at countryside destinations and across the region and seek to provide storage solutions in all town centres and at all community facilities	Infrastructure	2016	DGC Sustainable Travel
	Work with local community groups, public transport operators and/or the third sector to develop and deliver active travel facilities (Bike2Go Scheme in Dumfries with Abellio Scotrail)	Infrastructure	2015	DGC Sustainable Travel
	Publish on the GoSmart website links to the existing information on planned and reactive maintenance programmes for walking and cycling infrastructure and provide a feedback option on maintenance through the website	Infrastructure	2015	DGC Sustainable Travel
	Ensure existing walking and cycling infrastructure is subject to regular checking and maintained to a reasonable standard	Infrastructure	Annual	DGC DGFirst
	Through the Active Travel Forum, encourage and develop greater community ownership of the active travel network and seek to improve volunteer involvement in maintenance	Infrastructure	Annual	DGC Sustainable Travel
	Develop schemes to reduce footway parking obstructions at identified hotspots	Infrastructure	2016	DGC DGFirst
To promote walking and cycling as alternative transport modes, particularly for short trips	Identify and appoint an appropriate senior political “Champion” for Active Travel in Dumfries and Galloway	Behaviour / Infrastructure	2015	EI Committee
	Further develop cross-sector partnership working with NHS Dumfries and Galloway, third sector organisations and others through the Physical Activity Alliance to ensure clear, consistent and easy to access promotion of the benefits of active travel	Behaviour	2015	NHS/DGC
	Set-up an Active Travel Forum to discuss active travel initiatives and to monitor the delivery of the Active Travel Action Plan	Behaviour / Infrastructure	2015	DGC Sustainable Travel
	Research and establish via the public what the physical barriers are to increased walking and cycling across the region	Behaviour / Infrastructure	2015	DGC/NHS

OBJECTIVE	ACTIONS	TYPE	TIMESCALE	LEAD
	Provide a "suggestions" system for residents and visitors to identify new walking/cycling links, links that need improvement and/or minor works to enable better access across the region	Infrastructure	2015	DGC Sustainable Travel
	Continue to promote and develop the GoSmart initiative, for the 16 towns in the region with a population above 1,500	Behaviour / Infrastructure	2015	DGC Sustainable Travel
	Develop, update and promote the GoSmart website	Behaviour	2015	DGC Sustainable Travel
	Update and maintain the walking and cycling sections on the Dumfries & Galloway Council webpage, highlight links to the GoSmart webpages and develop social media feeds.	Behaviour	2015	DGC Sustainable Travel / Comms
	In partnership with Public Health, produce information to emphasise the health benefits of active travel and publicise and encourage the use of active travel across all life stages	Behaviour	2015	NHS
	Produce active travel mapping for the 16 towns and deliver in printed, downloadable and mobile formats to increase resident and visitor awareness of walking and cycling opportunities.	Behaviour	2016 (9 guides available by March 2015)	DGC Sustainable Travel
	Provide a reporting system for residents and visitors on the GoSmart website for footway/cycleway parking issues to allow identification of hotspots	Behaviour	2015	DGC Sustainable Travel
	Continue to participate in and support high profile events such as Bike Week, Give Me Cycle Space and Walk To School Week	Behaviour	Annual	DGC Sustainable Travel
	Promote cycling to harder to reach groups by investigating opportunities to provide adult cycling courses through Cycling Scotland and the creation of bicycle maintenance workshops in partnership with local businesses, cycling groups/initiatives	Behaviour	2016	DGC
	Promote walking to a range of groups (young people, adults, family groups, older people and those with long term conditions) by working in partnership with local businesses, walking groups and initiatives	Behaviour	2016	DGC/NHS
	Through the Active Travel Forum, identify and run an annual set of events to encourage cycling and walking in the region, specifically focusing on identified barriers to active travel such as lack of confidence and awareness	Behaviour	2016	Active Travel Forum

OBJECTIVE	ACTIONS	TYPE	TIMESCALE	LEAD
	Support local walking and cycling groups through knowledge sharing and the provision of comprehensive guides to walking routes in communities and across the region	Behaviour	2016	DGC Sustainable Travel
To continue to work with students and school children, staff and parents to encourage more walking, cycling and scooting to and from school/further education	Assist schools to develop or review existing School Travel Plans and continue to support the School Travel Planning and Active School work to encourage pupils where possible to cycle, walk or scoot to School.	Behaviour	Annual	DGC Sustainable Travel / Leisure & Sport
	Continue to roll-out Bikeability Scotland cycle training through schools	Behaviour	Annual	DGC
	Assist schools and further education sites in achieving the Cycle Friendly School and Campus status	Behaviour / Infrastructure	Annual	DGC Sustainable Travel/I Bike
	Continue to support Sustrans' I-Bike scheme presence within the region	Behaviour	2015	DGC/NHS
To work with Employers and staff to encourage more walking and cycling to and from work	Provide support, guidance and assistance for employers to develop or review Travel Plans	Behaviour	2016	DGC Sustainable Travel
	Produce, maintain and monitor Travel Plans for all significant Council sites by end of 2016/17 and to act as an exemplar in the encouragement of active travel	Behaviour	2016	DGC Sustainable Travel
	Continue to implement and publicise the Cycle2Work scheme to Council and NHS employees, and seek to extend the scheme to other employers in the region	Behaviour	Annual	DGC/NHS
	Produce advice and distribute to employers on the economic benefits of having an active workforce	Behaviour	2016	DGC Sustainable Travel
	Assist employers to achieve Cycling Scotland's "Cycle Friendly" status	Behaviour	2016	DGC Sustainable Travel
	Produce an annual report on business and home to work travel by Council staff	Behaviour	2015	DGC Fleet Management
	Develop monitoring data and monitor implementation of Travel Plans in relation to developments	Behaviour	Annual	DGC Planning

OBJECTIVE	ACTIONS	TYPE	TIMESCALE	LEAD
To improve the safety of walking and cycling in Dumfries and Galloway, and contribute to national road safety targets	Seek funding and provide initial and advanced cycle training to ensure cyclists are able to travel safely and confidently in a range of settings, both rural and urban	Behaviour	2015	DGC Sustainable Travel
	Provide further 20mph speed limits in line with Council's agreed policy and priority order	Infrastructure	Annual	DGC Network Strategy
	Produce advice, run a campaign and lobby for legislative change on the issues that footway/cycleway parking obstruction can cause to all users, but in particular to those users with reduced mobility	Behaviour	2016	DGC Sustainable Travel
	Work with Police Scotland to increase compliance of pedestrianised areas and "No motor vehicle" restricted lengths of road	Behaviour	2016	DGC/Police Scotland
	Audit existing walking and cycling facilities across the 16 towns to assess priority and safety of pedestrians and cyclists including appropriate signage	Infrastructure	2016	DGC Sustainable Travel
	Include provision of facilities for pedestrians, and where appropriate, cyclists at all relevant signal controlled installations	Infrastructure	Annual	DGC Network Strategy
	Hold further cycling awareness-raising campaigns for motorists and pedestrians with particular emphasis on "mutual respect" for all road users.	Behaviour	2015	DGC/Police Scotland
	Develop and distribute advice on appropriate use of active travel infrastructure in partnership with Police Scotland	Behaviour	2016	DGC/Police Scotland
	Provide advice to employers of HGV/PCV drivers on how to access and use cycle awareness driver training modules and the fitting of appropriate cycle safety measures to large vehicles	Behaviour	2015 and Annual	DGC Fleet Management
	To embed active travel opportunities within new developments	Require Travel Plans to be produced by developers for development proposals, where required by the Local Development Plan policy T2 and monitor their implementation	Behaviour / Infrastructure	Annual
	Ensure that all developments follow the principles of "Designing Streets" and that within developments full and appropriate provision is made for walking and cycling and allowance is made for connections to future developments. Ensure that walking and cycling links to developments are provided as part of the development	Infrastructure	Annual	DGC Planning /Network Strategy
To seek and support funding opportunities for active travel	Pursue all funding opportunities for pedestrian and cycling infrastructure and initiatives	Behaviour / Infrastructure	Annual	DGC/NHS/ SWestrans

OBJECTIVE	ACTIONS	TYPE	TIMESCALE	LEAD
To encourage and facilitate walking and cycling as leisure and tourist activities to provide benefits to health and the local economy	Continue to work in partnership with the NHS, Countryside Services, and others, as members of the Physical Activity Alliance to ensure the health benefits of cycling and walking are accurately conveyed to residents and visitors to the region	Behaviour	2015	DGC Countryside / PAA
	Run promotional campaigns in partnership with Countryside Services on Dumfries and Galloway as a key destination for a range of challenging and leisurely cycling and walking routes. Including the core paths, Southern Upland Way, Annandale way, Biosphere etc., capitalising on the scenery on offer in the region. Evaluate impact.	Behaviour	2016	DGC Sustainable Travel / Countryside

