

A CYCLING ACTION PLAN FOR THE CAIRNGORMS NATIONAL PARK

Foreword

- To be added

Introduction

- CNP offers a fantastic place for all types of cycling.
- Cycling is going through resurgence with outstanding performances in the Olympics and at the Tour de France.
- Much of what has happened to date has been very good but is piecemeal and uncoordinated.
- Lecht workshop highlighted much common cause and shared vision amongst business, cyclists, landowners and public agencies.
- Action plan builds on the feedback from the workshop and provides a framework for delivery over the short, medium and long term.

Strategic Fit

- Links to Scottish Government National Outcomes:
 - We live longer healthier lives;
 - We live in well designed sustainable places where we are able to access the amenities and services we need;
 - We have strong resilient and supportive communities where people take responsibility for their own actions and how they affect others; and
 - We reduce the local and global environmental impact of our consumption and production.
- The National Park Partnership Plan recognises the need to develop cycling and seeks to both promote the existing opportunities for cycling and to improve both infrastructure and awareness of the network of safe on and off road cycling opportunities. The Plan also recognises the health benefits that can derive from more people being more active.
- Contributes to the vision of Cycling Scotland and Scottish Ministers that “By 2020 10% of all journeys taken in Scotland will be by bike.”

Aim

“A National Park where cycling is enjoyed by all and where it contributes to the social and economic wellbeing of locals and visitors.”

Action Plan

Turning the vision into a reality requires a great deal of co-ordinated work from individuals, communities, organisations and other bodies. The workshop at the Lecht in November 2012 identified 5 broad themes that need to be taken forward collectively to help achieve the aim. These are:

- Marketing promotion and information;
- Development and investment;
- Access and inclusion;
- Shared understanding; and
- Local participation.

The workshop also identified the need for the action plan to be routed in a strategic context and the revisions planned for the Cairngorms Outdoor Access Strategy will provide such a context. It is scheduled for review in late 2013.

The following sections provide an overview of what should be achieved over the next 5 years and the necessary actions required to make it happen. Lead bodies have been identified together with the timescale.

I. Marketing promotion and information

The following outputs have been identified which, delivered collectively, will ensure a consistent quality and coverage of the marketing, promotion and information component of the cycling action plan.

- There will be a suite of branded leaflets, guidebooks and route maps covering the National Park, which will highlight the range of on and off road cycling opportunities that exist and which will highlight related businesses.
- The marketing of cycling information (printed and digital) will be co-ordinated through a partnership between the Cairngorms Business Partnership, relevant businesses and the Cairngorms National Park Authority.
- Consistent signage of all major cycling routes will be complete.
- The “cyclists welcome” approach will be evident in all published material.
- A range of cycling events and competitions will be encouraged to highlight the opportunities available in the National Park.
- Children and young people will be a key focus to encourage participation at all levels of cycling.
- Cycling Guides will be available who can offer quality experiences for a wide range of skill levels.
- The use of images is appropriate to the target audience.
- All communities will have information boards and bike racks.
- Environmental awareness is encouraged within all off road promotion.

I.	Output	Actions	Timescale	Lead organisation
I(a)	There will be a suite of branded leaflets, guidebooks and route maps covering the National Park, which will highlight the range of on and off road cycling opportunities that exist and which will highlight related businesses	<ul style="list-style-type: none"> • Develop a road biking leaflet including a map with all the main villages and cycle shops included. • Work with existing guidebook authors and map providers to ensure revised products meet the needs of all including land managers and are CNP branded. 	<p>By 31 March 2014</p> <p>2014/15</p>	<p>CBP, Cycle shops</p> <p>CNPA, CBP, authors</p>

I(b)	The marketing of cycling information (printed and digital) will be co-ordinated through a partnership between the Cairngorms Business Partnership, relevant businesses and the Cairngorms National Park Authority.	<ul style="list-style-type: none"> • Agreement will be concluded that enables all route promotion to be accessed through both the VisitCairngorms and Cairngorms National Park websites. • A steering group will be created and tasked to audit, develop and deliver future cycling promotion material. • A comprehensive suite of on and off road cycling promotion will be in place. 	<p>By 30 September 2013</p> <p>By 31 December 2013</p> <p>By 31 March 2016</p>	<p>CNPA, CBP</p> <p>CBP, SS, CNPA</p> <p>CBP, SS, CNPA</p>
I(c)	Consistent signage of all major cycling routes will be complete.	<ul style="list-style-type: none"> • An audit of cycling routes will be undertaken to identify gaps. • All major cycling routes will have standard path signage at start and end points. 	<p>By 30 September 2013</p> <p>By 31 March 2015</p>	<p>CNPA</p> <p>CNPA</p>
I(d)	The “cyclists welcome” approach will be evident in all published material.	<ul style="list-style-type: none"> • All printed material will be framed in a positive manner. 	On-going	CNPA, CBP, authors
I(e)	A range of cycling events and competitions will be encouraged to highlight the opportunities available in the National Park.	<ul style="list-style-type: none"> • All existing and new cycling events and competitions to be 	Immediate and on-going	Event organisers

		<p>posted on “What’s on”</p> <ul style="list-style-type: none"> • Potential gaps in events will be highlighted and discussed at the annual events meeting in October. 	By 3 rd week in October each year	Organisers, SS, CBP, CNPA
I(f)	Children and young people will be a key focus to encourage participation at all levels of cycling.	<ul style="list-style-type: none"> • Addressed through active school programmes and Sports hub activity plans. 		Sports hubs and active schools co-ordinators
I(g)	Cycling Guides will be available who can offer quality experiences for a wide range of skill levels	<ul style="list-style-type: none"> • Existing guides to consider whether current provision is sufficient. 	By 31 March 2014	Guides, activity provider group
I(h)	The use of images is appropriate to the target audience	<ul style="list-style-type: none"> • Designers to consult with authors to ensure images are consistent with the activity. 	On-going	authors
I(i)	All communities will have information boards and bike racks	<ul style="list-style-type: none"> • Community groups to identify if new/additional provision is required. 	By 31 March 2015	Community groups, THC, CNPA
I(j)	Environmental awareness is encouraged within all off road promotion	<ul style="list-style-type: none"> • Reference to “Do the Ride thing” is encouraged in all printed and web-based information 	On-going	authors

2. Development and Investment

The following outputs have been identified which, delivered collectively, will ensure a consistent quality and coverage of the development and investment component of the cycling action plan.

- There is a well developed network of off road cycling routes which link villages and key attractions.
- There are safe routes to all schools in the National Park
- There are aligned and complimentary budgets for development and maintenance.
- Bike skill areas or pump tracks have been provided in all communities that wish them.
- There is a range of “bike friendly” accommodation in the National Park.
- Most busses and trains have provision for cycle carriage.
- There are donation boxes and other means of contributing to trail maintenance available to trail users.
- Provision for cycle routes and other infrastructure is integrated into development planning and opportunities are taken to use planning gain to join up and develop routes.
- Each local authority provides a designated percentage of transport budgets towards the maintenance of routes used for active travel.

2.	Output	Actions	Timescale	Lead organisation
2(a)	There is a well developed network of off road cycling routes which link villages and key attractions.	<ul style="list-style-type: none"> • Use core paths planning process to identify missing links. • Develop and implement programme of works to ensure all villages and key attractions are linked. 	<p>By 31 July 2013</p> <p>By 31 March 2017</p>	<p>CNPA</p> <p>CNPA, COAT</p>
2(b)	There are safe routes to all schools in the National Park	<ul style="list-style-type: none"> • Map all key routes to each school and identify gaps in safe provision. • Develop and implement programme of works to ensure safe 	<p>By 31 December 2013</p> <p>By 31 March 2017</p>	<p>Local authorities</p> <p>Local authorities</p>

		routes exist.		
2(c)	There are aligned and complimentary budgets for development and maintenance.	<ul style="list-style-type: none"> • Influence next round of SRDP/LEADER so that a funding stream can be put in place for path maintenance. • CNPA continues to fund COAT to maintain routes that have been improved. • Voluntary donations are directed towards organisations involved in path maintenance. • Use capital funding streams from Scot. Gov. to tackle large scale improvements 	<p>By 30 June 2013</p> <p>On-going</p> <p>On-going</p> <p>Annual bidding rounds</p>	<p>CNPA/ local authorities</p> <p>CNPA</p> <p>Activity providers, CBP, COAT, SS</p> <p>CNPA</p>
2(d)	Bike skill areas or pump tracks have been provided in all communities that wish them.	<ul style="list-style-type: none"> • Use community action planning process to identify where new facilities are required. • Use new LEADER as funding stream for works. 	<p>On-going</p> <p>From 2014/15 onwards</p>	<p>Communities, SS</p> <p>Communities/COAT</p>
2(e)	There is a range of “bike friendly” accommodation in the National Park.	<ul style="list-style-type: none"> • Campsites, B&Bs, hostels, hotels and self catering accommodation to promote secure bike storage. 	<p>Immediate and on-going</p>	<p>CBP and relevant groups such as Cairngorm hostels</p>

2(f)	Most buses and trains have provision for cycle carriage.	<ul style="list-style-type: none"> • Approach Stagecoach for similar provision to the pilot being undertaken on the Black Isle. • Approach Transport Scotland to influence next franchise round for better cycling provision on trains. 	<p>By 30 September 2013</p> <p>By 31 December 2013</p>	<p>CBP, SS, CNPA</p> <p>CBP, SS, CNPA</p>
2(g)	There are donation boxes and other means of contributing to trail maintenance available to trail users.	<ul style="list-style-type: none"> • Information panels, leaflets and websites have information on how to give. • Additional funding streams are identified to provide secure long term funding. 	<p>Websites by 31 December 2013</p> <p>Leaflets and panels when they are replaced</p> <p>By 31 March 2014</p>	<p>CBP, authors, COAT, CNPA</p> <p>CBP, COAT, CNPA</p>
2(h)	Provision for cycle routes and other infrastructure is integrated into development planning and opportunities are taken to use planning gain to join up and develop routes.	<ul style="list-style-type: none"> • Briefing provided for planners on all planning applications that could make a positive contribution to cycle provision. 	When applications arise.	CNPA
2(i)	Each local authority provides a designated percentage of transport budgets towards the maintenance of routes used for active travel.	<ul style="list-style-type: none"> • Negotiate with each LA to encourage a flat % contribution. 	By 31 March 2014	CNPA

3. Access and Inclusion

The following actions will provide greater accessibility to cycling and will contribute to a low carbon economy with associated health benefits.

- The development of cycling skills will be delivered through the “Bikeability” programme within all primary schools in the National Park.
- Each community will have a well developed network of high quality cycling routes and which suit all types of riding.
- An incentive scheme is in place which enables all groups to access cycling.
- There are no locked gates and barriers to bikes have been removed from the promoted path network.
- Rental and hire facilities exist in all the main villages including the option for electric bike hire.
- Public transport connections link to popular setting off points.
- Participation of all non-motorised wheel users is encouraged e.g. roller blades, roller skis and skateboarders.

3.	Output	Actions	Timescale	Lead organisation
3(a)	The development of cycling skills will be delivered through the “Bikeability” programme within all primary schools in the National Park.	<ul style="list-style-type: none"> • Bikeability levels 1 and 2 will be delivered for each primary school in the National Park. 	Programmes available by summer 2014.	THC, P&KC, AC, MC
3(b)	Each community will have a well developed network of high quality cycling routes and which suit all types of riding.	<ul style="list-style-type: none"> • The core paths plan review will be used to identify all paths that are not fit for purpose. • A programme of works will be developed and implemented to upgrade paths that are not fit for purpose. • Dedicated paths for cycling are supported where they are required. 	Consultation complete mid July 2013 Implementation to start in 2013/14. Implemented as above	CNPA, Communities CNPA, COAT CNPA, COAT

3(c)	An incentive scheme is in place which enables all groups to access cycling.	<ul style="list-style-type: none"> • ?? 		
3(d)	There are no locked gates and barriers to bikes have been removed from the promoted path network.	<ul style="list-style-type: none"> • Each core paths will be assessed as fit for purpose and remedial action taken to remove barriers and locked gates. 	By March 2014	CNPA with assistance from Ranger services.
3(e)	Rental and hire facilities exist in all the main villages including the option for electric bike hire.	<ul style="list-style-type: none"> • An electric bike network will be piloted in Strathspey and Deeside 	Commences spring / summer 2013	Sustrans, EBN, CNPA
3(f)	Public transport connections link to popular setting off points.	<ul style="list-style-type: none"> • The electric bike network will be rolled out across the Park and be self financing. 	In place for 2014 season	Sustrans, EBN, CNPA
3(g)	Participation of all non-motorised wheel users is encouraged e.g. roller blades, roller skis and skateboarders.	<ul style="list-style-type: none"> • Promotion and signage of routes will be inclusive for all types of use. 	On-going	CNPA

4. Shared Understanding

Encouraging a spirit of cooperation will help ensure that all can contribute to the enjoyment, health and economic benefits that can derive from cycling whilst not adversely impacting on land management activities. This will ensue if the following outputs are achieved.

- There exists a range of tools that can be used by land managers to help them minimise conflicts and respond effectively when it arises.
- A Cairngorms Cycling Code is followed by all.
- Areas will be identified for positive promotion.
- Mediation is available to help resolve serious conflicts.

- Managers are monitoring and managing desire lines where impacts are likely to cause serious damage.
- A broad campaign of responsible behaviour is in place which incorporates national cycling initiatives such as “Do the Ride Thing.”
- Bike Aware driving and positive attitude towards cyclists is promoted on all quiet roads.
- Dedicated paths for cycling are supported where they are required.
- A Forum is in place to bring parties together.

4.	Output	Actions	Timescale	Lead organisation
4(a)	There exists a range of tools that can be used by land managers to help them minimise conflicts and respond effectively when it arises.	<ul style="list-style-type: none"> • Leaflets, websites and on site information highlight key messages about responsible promotion. • Ranger services will provide a first point of contact for many visitors. • CNPA access officers will respond to request for intervention to help resolve issues. 	<p>When developed or re-printed.</p> <p>On-going</p> <p>On-going</p>	<p>CBP, CNPA, VS, Estates</p> <p>Local Authority, NGO and private estate Ranger Services</p> <p>CNPA, Local Outdoor Access Forum</p>
4(b)	A broad campaign of responsible behaviour is in place which incorporates national cycling initiatives such as “Do the Ride Thing.”	<ul style="list-style-type: none"> • A Cairngorms cycling code will be developed in partnership with key interest groups. • Code will be promoted by all. 	<p>By September 2014</p> <p>From September 2014</p>	<p>CBP, Sustrans, CNPA, Estates.</p> <p>All</p>
4(c)	Areas will be identified for positive promotion.	<ul style="list-style-type: none"> • Robust routes will be identified in, around and between communities for promotion. • Popular areas for cycling away from communities will be identified and 	<p>Path leaflet reviews will provide the timing for ensuring routes are included.</p> <p>Areas will be identified by March 2014</p>	<p>Communities and CNPA.</p> <p>Estates and communities.</p>

		promoted.		
4(d)	Mediation is available to help resolve serious conflicts.	<ul style="list-style-type: none"> The Local Outdoor Access Forum is in place to bring parties together. 	On-going	LOAF
4(d)	Managers are monitoring and managing desire lines where impacts are likely to cause serious damage.	<ul style="list-style-type: none"> Land managers will instigate repairs or other remedial work necessary to prevent deterioration of routes. 	On going	Land managers
4(f)	Bike Aware driving and positive attitude towards cyclists is promoted on all quiet roads.	<ul style="list-style-type: none"> Roads signage is incorporated on popular cycling routes National safety campaigns are rolled out locally 	<p>When current signage is reviewed.</p> <p>At time of campaigns</p>	<p>Local authorities</p> <p>Local authorities and Police Scotland</p>

5. Local Participation

Increasing both the numbers and range of cyclists will contribute to the health of individuals and reduce reliance on motor vehicles. This will be achieved through the following outputs being delivered.

- Communities in the National Park have embraced a cycle friendly approach.
- A Cycle to School Development Plan exists for each community.
- There is a strong cadre of volunteers who help promote and maintain routes and highlight missing links.
- Local communities have a strong voice in the development of cycling in the National Park.
- A network of clubs exists to enable young people to get actively involved in competitive cycling and a clear pathway exists from fun through to sporting excellence.
- A Cycle Friendly badge scheme exists for local businesses, facilities and schools.

5	Output	Actions	Timescale	Lead organisation
5(a)	Communities in the National Park have embraced a cycle friendly approach.	<ul style="list-style-type: none"> • Support from public bodies is given to Communities to help them become Cycle Friendly villages. • Traffic calming measures are developed to make cycling in villages more attractive 	<p>On-going</p> <p>On-going</p>	<p>Cycling Scotland, CNPA local authorities</p> <p>Local authorities</p>
5(b)	A Cycle to School Development Plan exists for each community.	<ul style="list-style-type: none"> • Local authorities and communities to prepare a plan which will provide for more, safer cycle routes to school and which will promote the benefits of cycling. 	By 31 March 2015	Local authorities, community councils, schools
5(c)	There is a strong cadre of volunteers who help promote and maintain routes and highlight missing links.	<ul style="list-style-type: none"> • Materials and assistance is given to enable path and cycling groups to adopt a path 	By 31 March 2014	CNPA, COAT
5(d)	Local communities have a strong voice in the development of cycling in the National Park.	<ul style="list-style-type: none"> • A National Park Cycling Group is established to monitor implementation of the Cycling Action Plan • Representatives from communities should be 	<p>By December 2014</p> <p>By December 2014</p>	<p>CNPA, local communities, Sportscotland and CBP</p> <p>CNPA, local communities, Sportscotland and CBP</p>

		the prevalent voice on the National Park cycling group		
5(e)	A network of clubs exists to enable young people to get actively involved in competitive cycling and a clear pathway exists from fun through to sporting excellence.	<ul style="list-style-type: none"> • Road and MTB clubs are encouraged to include all communities within the National Park • Cycle clubs promote participation and competition 	<p>On-going</p> <p>On-going</p>	<p>Cycling clubs</p> <p>Cycling Clubs, Sportscotland</p>
5(f)	A Cycle Friendly badge scheme exists for local businesses, facilities and schools.	<ul style="list-style-type: none"> • The National Park cycling group will develop a scheme which recognises good cycling practice and to which businesses, schools and other facilities can register 	By December 2014	NP cycling group, CBP, CNPA