

## A CYCLING ACTION PLAN FOR THE CAIRNGORMS NATIONAL PARK

### Foreword

- To be added

### Introduction

- The Cairngorms National Park 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 in the Cairngorms National Park to date has been very good but is piecemeal and uncoordinated.
- The Lecht workshop highlighted much common cause and shared vision amongst business, cyclists, landowners and public agencies.
- The Cycling Action Plan for Scotland provides a strong framework for much of the work identified in this action plan
- The 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.
- The Cycling Action Plan for Scotland (2013) contains the vision that “By 2020 10% of all journeys taken in Scotland will be by bike.” This key document for the delivery of cycling in Scotland requires local authorities and other agencies, such as the National Park Authorities to work in partnership to deliver the plan. Nineteen 19 actions are identified in the plan, that if delivered collectively, will enable the vision to be realised. Annex one lists the 19 actions and highlights the significant ones that the Cairngorms National Park Cycling Action Plan will assist in delivering.

National Planning Framework 3 has proposed national development status for a national network of paths and trails. This is expected to result in a developing network that supports recreation, tourism and everyday cycling and walking.

## **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, businesses, clubs 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 Cycling Action Plan will be the responsibility of a number of organisations to deliver. A Steering Group will be created, taking representation of these bodies, the role of which will be to oversee implementation and monitor progress. A representative from the Steering Group will also contribute to wider Scottish Forums including the National Cycle Tourism Forum and the Cycling Action Plan for Scotland Delivery Forum.

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 (A glossary of the organisations acronyms can be found in Annex 2.)

**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. The outputs and actions identified reflect the two distinct markets that need to be addressed: visitors and locals. A communications plan will be developed alongside this activity so that outputs are effectively communicated.

- There will be a suite of information which will include website, mobile phone apps, 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 off-road cycling routes will be complete.
- The “cyclists welcome” approach will be evident in all published material.
- A range of cycling events and competitions which meet the needs of visitors and locals 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 (see Annex 2 for list of acronyms)	Potential funders and resources	How monitored
I(a)	There will be a suite of information which will include website, mobile phone apps, branded leaflets, guidebooks and route maps covering the National Park, which will highlight the range of on	<ul style="list-style-type: none"> <li>• A web designer will be engaged to enable visitors to easily access cycling information from both CNPA and CBP websites.</li> </ul>	By 31 March 2015	CNPA	CNPA, CBP (web updates done through routine site maintenance)	Review websites

	<p>and off road cycling opportunities that exist and which will highlight related businesses</p>	<ul style="list-style-type: none"> <li>• Develop a road biking leaflet including a map with all the main villages and cycle shops included.</li> <li>• Work with existing guidebook authors and map providers to ensure revised products meet the needs of all including land managers and are CNP branded.</li> <li>• Provide a link from website to popular cycling apps.</li> <li>• Develop a Cairngorms National Park specific app and facebook page which provides key cycling information for</li> </ul>	<p>By 30 September 2014</p> <p>2014/15</p> <p>By 31 March 2015</p> <p>By 31 March 2016</p>	<p>CBP, Cycle shops</p> <p>CNPA, authors CBP,</p> <p>CNPA</p> <p>CNPA</p>	<p>CNPA and businesses. (£1,000)</p> <p>Authors and map providers (cost n/k)</p> <p>CBP, CNPA (web updates done through routine site maintenance)</p> <p>CNPA, (£300)</p>	<p>Review demand.</p> <p>Audit publications annually</p> <p>Review websites</p> <p>Review feedback on pages</p>
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		visitors and encourage the publicising of information through the development of a Cairngorms twitter account.				
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"> <li>• Agreement will be concluded that enables all route promotion to be accessed through both the VisitCairngorms and Cairngorms National Park websites.</li> <li>• A steering group will be created and tasked to audit, develop and deliver future cycling promotion material.</li> <li>• A comprehensive suite of on and off road cycling promotion will be in place.</li> </ul>	<p>By 30 November 2013</p> <p>By 31 December 2013</p> <p>By 31 March 2016</p>	<p>CNPA, CBP</p> <p>CBP, (SS), CNPA, LAs, VS</p> <p>CBP, SS, CNPA</p>	<p>CNPA, (web updates done through routine site maintenance)</p> <p>CBP, (SS), CNPA, LAs, VS (cost n/k)</p> <p>Authors, CBP, CNPA (cost n/k)</p>	<p>Review as part of grant funding delivery.</p> <p>Internal review</p> <p>Reviewed by Steering group</p>

I(c)	Consistent signage of all major off-road cycling routes will be complete.	<ul style="list-style-type: none"> <li>An audit of cycling routes will be undertaken to identify gaps.</li> <li>All major cycling routes will have standard path signage at start and end points.</li> </ul>	<p>By 31 December 2013</p> <p>By 31 March 2018</p>	<p>CNPA, Sustrans</p> <p>CNPA, Sustrans</p>	<p>TS, Sustrans, LAs, CNPA (cost n/k)</p> <p>TS, Sustrans, CNPA (cost n/k)</p>	<p>Reviewed by Steering group</p> <p>“Fit for purpose” methodology extended to all cycle routes</p>
I(d)	The “cyclists welcome” approach will be evident in all published material.	<ul style="list-style-type: none"> <li>All printed material will be framed in a positive manner.</li> </ul>	On-going	CNPA, VS, CBP, authors	VS, CBP, Estates, Communities, CNPA (no additional costs)	Reviewed by Steering group
I(e)	A range of cycling events and competitions which meet the needs of visitors and locals will be encouraged to highlight the opportunities available in the National Park.	<ul style="list-style-type: none"> <li>All existing and new cycling events and competitions to be posted on “What’s on” and links provided from agency websites</li> <li>Potential gaps in events will be highlighted and discussed at the annual events meeting in</li> </ul>	<p>Immediate and on-going</p> <p>By 3<sup>rd</sup> week in October each year</p>	<p>Event organisers, CNPA, CBP, VS</p> <p>Organisers, SS, CBP, CNPA</p>	<p>EventScotland, event organisers, CBP, CNPA</p> <p>CNPA, event organisers, estates</p>	<p>Annual event meeting</p> <p>Annual event meeting</p>

		October.				
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"> <li>Addressed through active school programmes, cycle friendly schools initiatives (see 5f) and Sports hub activity plans.</li> </ul>	On-going	Sports hubs, LAs, active schools co-ordinators, Cycling Scotland with Bikeability Scotland and Go MTB activity, Scottish cycling with Go Ride activity.	LAs, Cycling Scotland (no additional resources required)	Part of CAP review process
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"> <li>Existing guides to consider whether current provision is sufficient.</li> </ul>	By 31 March 2014	Guides, activity provider group	Guides	No monitoring required
I(h)	The use of images is appropriate to the target audience	<ul style="list-style-type: none"> <li>Designers to consult with authors to ensure images are consistent with the activity.</li> </ul>	On-going	authors	Designers (no additional costs)	Reviewed by Steering group
I(i)	All communities will have information boards and bike racks	<ul style="list-style-type: none"> <li>Community groups to identify if new/additional provision is required and consistent information available on boards.</li> </ul>	By 31 March 2015	Community groups, Local authorities, CNPA	LAs, CNPA (costs n/k)	Reviewed through community action plan processes
I(j)	Environmental awareness is encouraged within all off	<ul style="list-style-type: none"> <li>Reference to “Do the Ride thing” is</li> </ul>	On-going	Authors, DMBinS	Authors	Reviewed by Steering

	road promotion	encouraged in all printed and web-based information				group
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## 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	Potential funders and resources	How monitored
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"> <li>• Use core paths planning process to identify missing links.</li> <li>• Develop and implement programme of</li> </ul>	<p>By 31 July 2013</p> <p>By 31 March 2018</p>	<p>CNPA,</p> <p>CNPA, COAT, Sustrans</p>	<p>CNPA (staff time costs only)</p> <p>Sustrans, Scot. Gov. LEADER,</p>	<p>Feedback on Core Paths Plan</p> <p>“Fit for purpose” methodology</p>



		works to ensure all villages and key attractions are linked.			ERDF, SRDP (est. £3-4 million)	extended to all cycle routes
2(b)	There are safe routes to all schools in the National Park	<ul style="list-style-type: none"> <li>Map all key routes to each school and identify gaps in safe provision.</li> <li>Prepare a plan which will provide for more, safer cycle routes to school and which will promote the benefits of cycling.</li> <li>Develop and implement a programme of works to ensure safe routes exist.</li> </ul>	By December 2014	LAs, CNPA communities,	LAs, (no additional costs)	Review through Core Paths Plan
			By 31 March 2015	LAs	LAs, Sustrans, CNPA	(as above)
			By 31 March 2018	Local authorities, Sustrans	See 2a) above	“Fit for purpose” methodology extended to all cycle routes
2(c)	There are aligned and complimentary budgets for development and maintenance.	<ul style="list-style-type: none"> <li>Influence next round of SRDP/LEADER so that a funding stream can be put in place for path maintenance.</li> <li>CNPA continues to fund COAT to</li> </ul>	By 30 June 2013	CNPA/ local authorities	CNPA, LAs, Scot Gov. (staff time only)	Steering group to review criteria when published
			On-going	CNPA	CNPA, + COAT income	Review through COAT

		<p>maintain routes that have been improved.</p> <ul style="list-style-type: none"> <li>• Voluntary donations are directed towards organisations involved in path maintenance.</li> <li>• Use capital funding streams from Scot. Gov. to tackle large scale improvements such as Climate Challenge Fund and local authority funding streams</li> <li>• Work with groups and clubs to develop skilled volunteers capable of maintaining trails</li> </ul>	<p>On-going</p> <p>Annual rounds bidding</p> <p>By March 2016</p>	<p>Activity providers, CBP, COAT, SS</p> <p>CNPA</p> <p>COAT</p>	<p>generation (est. £50K p.a.)</p> <p>Activity providers, CBP, COAT</p> <p>Scot. Gov, LAs, CNPA (see 2a above for costs)</p> <p>Leader</p>	<p>grant.</p> <p>Review of COAT grant and other income streams</p> <p>“Fit for purpose” methodology extended to all cycle routes</p> <p>COAT</p>
2(d)	<p>Bike skill areas or pump tracks have been provided in all communities that wish them.</p>	<ul style="list-style-type: none"> <li>• Use community action planning process to identify where</li> </ul>	<p>On-going</p>	<p>Communities, SS</p>	<p>LEADER, Scot Gov, CNPA, (costs est.</p>	<p>Review through community planning</p>

		<p>new facilities are required and engage with cycled groups to ensure facilities are located correctly.</p> <ul style="list-style-type: none"> <li>• Use new LEADER as funding stream for works.</li> </ul>	From 2014/15 onwards	Communities/COAT	£80k per facility)  LEADER, CNPA (see est. costs above)	process  Review LEADER criteria when published
2(e)	There is a range of “cycle friendly” accommodation in the National Park.	<ul style="list-style-type: none"> <li>• Campsites, B&amp;Bs, hostels, hotels and self catering accommodation to join Visitscotland’s cycle welcome award scheme.</li> </ul>	Immediate and on-going	VS, CBP and relevant groups such as Cairngorm hostels	Tourism businesses (no costs to join)	VS to review
2(f)	Most buses and trains have provision for cycle carriage.	<ul style="list-style-type: none"> <li>• Approach Stagecoach and other bus companies for similar provision to the pilot being undertaken on the Black Isle.</li> <li>• Approach Transport Scotland to</li> </ul>	By 31 March 2014  By 31 December 2013	LAs, RTPs  CBP, SS, CNPA, RTP	Scot Gov, TS, (costs n/k)  TS, (costs n/k)	Steering Group to review demand  Checked on publication

		influence next franchise round for better cycling provision on trains and continue to press First Scotrail for improvements on existing services.				
2(g)	There are donation boxes and other means of contributing to trail maintenance available to trail users.	<ul style="list-style-type: none"> <li>Information panels, leaflets and websites have information on how to give.</li> <li>Additional funding streams are identified to provide secure long term funding including national rider contribution scheme currently being investigated.</li> </ul>	<p>Websites by 31 December 2013 Leaflets and panels when they are replaced By 31 March 2014</p>	<p>CBP, authors, COAT, CNPA</p> <p>CBP, COAT, CNPA</p>	<p>CNPA, CBP (no additional costs)</p> <p>CBP, COAT, CNPA (staff time)</p>	<p>Review websites</p> <p>N/A</p>
2(h)	Provision for cycle routes and other infrastructure is integrated into development planning at national and local level and opportunities are taken to use planning gain to join up	<ul style="list-style-type: none"> <li>Briefing provided for planners on all planning applications that could make a positive contribution to</li> </ul>	When applications arise.	LAs, CNPA, RTPs	CNPA (staff time)	N/A

	and develop routes.	<p>cycle provision.</p> <ul style="list-style-type: none"> <li>Improvements in strategic routes are embedded in National Planning Framework</li> </ul>	Influence the working group who are leading on the development of the LDR network	Sustrans, RTP, SNH, CNPA, LAs	CNPA, LAs, SNH, Scot Gov (staff time)	Review NPF3 on publication
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"> <li>Negotiate with each LA to encourage a flat % contribution.</li> </ul>	By 31 March 2015	Local authorities, CNPA, RTPs	CNPA, LA (staff time)	Steering Group to review

### 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	Potential funders	How monitored
3(a)	The development of cycling skills will be delivered through the “Bikeability”	<ul style="list-style-type: none"> <li>Bikeability levels 1 and 2 will be delivered for each</li> </ul>	Programmes available by summer 2014.	LAs, Cycling Scotland	LAs, Cycling Scotland (costs)	Part of CAP review process

	programme within all primary schools in the National Park.	primary school in the National Park.			already embedded)	
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"> <li>The core paths plan review will be used to identify all paths that are not fit for purpose.</li> <li>A programme of works will be developed and implemented to upgrade paths that are not fit for purpose.</li> <li>Dedicated paths for cycling are supported where they are required.</li> <li>Community Cycle Mapping workshops will be held for communities wishing to map their own routes</li> </ul>	<p>Consultation complete mid July 2013</p> <p>Implementation to start in 2013/14.</p> <p>Implemented as above</p> <p>Respond to requests</p>	<p>CNPA, Communities</p> <p>CNPA, COAT, Sustrans</p> <p>CNPA, COAT, Sustrans</p> <p>Cycling Scotland</p>	<p>CNPA (staff time)</p> <p>(see 2a above)</p> <p>CNPA, COAT</p> <p>Cycling Scotland (staff time only)</p>	<p>Reviewed as part of “Fit for Purpose”</p> <p>(see 2a above)</p> <p>Review as part of Core paths plan Part of CAP review process</p>
3(c)	An incentive scheme is in place which enables all groups to access cycling.	<ul style="list-style-type: none"> <li>Support given for groups that promote inclusion such as Petal Power</li> </ul>	By March 2014	CNPA, Cycling Scotland	CNPA, Cycling Scotland (est £500 p.a.)	Steering Group to review

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"> <li>Each core paths will be assessed as fit for purpose and remedial action taken to remove barriers and locked gates.</li> </ul>	On-going	CNPA with assistance from Ranger services and LOAF.	CNPA and Ranger services (staff time)	Part of CNPA reporting to LOAF
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"> <li>An electric bike network will be piloted in Strathspey and Deeside</li> <li>Electric bike network to be developed across the whole the National Park</li> <li>Community based electric networks to be piloted in Kingussie or Aviemore)</li> </ul>	<p>Commenced spring / summer 2013</p> <p>Spring 2014</p> <p>Spring 2015</p>	<p>Sustrans, Electric Bike Network (EBN), CNPA</p> <p>Sustrans, Electric Bike Network (EBN), CNPA</p> <p>LA, Sustrans, Electric Bike Network (EBN), CNPA, Kingussie community</p>	<p>Sustrans, EBN, Scot. Gov. CNPA (costs £108K)</p> <p>Sustrans, EBN, Scot. Gov. CNPA (costs £100K)</p> <p>THC, Scot. Gov, CNPA (costs est. £100K)</p>	<p>Reviewed by EBN Steering Group</p> <p>Reviewed by EBN Steering Group</p> <p>Reviewed as part of Carbon CLEVER Highlands</p>
3(f)	Public transport connections link to popular setting off points.	<ul style="list-style-type: none"> <li>Public transport providers encouraged to develop routes that include popular setting off points.</li> </ul>	In place for 2015 season	LAs, Stagecoach and other transport providers.	LAs, Stagecoach and other transport providers (costs n/k)	N/K
3(g)	Participation of all non-	<ul style="list-style-type: none"> <li>Promotion and</li> </ul>	On-going	CNPA	CNPA (staff	Part of

	motorised wheel users is encouraged e.g. roller blades, roller skis and skateboarders.	signage of routes will be inclusive for all types of use and responsible behaviour promoted.			time)	CNPA reporting to LOAF
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#### 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	Potential funders	How monitored
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	<ul style="list-style-type: none"> <li>• Leaflets, websites and on site information highlight key messages about</li> </ul>	When developed or re-printed.	CBP, CNPA, VS, Estates	CNPA, Estates (part of existing duties)	Audit publications annually



	arises.	<p>responsible promotion.</p> <ul style="list-style-type: none"> <li>• Ranger services will provide a first point of contact for many visitors. Offer cycle training to rangers to increase awareness.</li> <li>• CNPA access officers will respond to request for intervention to help resolve issues.</li> </ul>	<p>On-going</p> <p>On-going</p>	<p>Local Authority, Non-Government Organisations (NGO) and private estate Ranger Services</p> <p>CNPA, Local Outdoor Access Forum</p>	<p>LAs, Estates and CNPA (part of existing funding)</p> <p>CNPA (staff time)</p>	<p>Through annual ranger monitoring</p> <p>Part of CNPA reporting to LOAF</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"> <li>• A Cairngorms cycling code will be developed in partnership with key interest groups.</li> <li>• Code will be promoted by all.</li> </ul>	<p>By September 2015</p> <p>From September 2015</p>	<p>Cycling Scotland, CBP, Sustrans, CNPA, Estates.</p> <p>All</p>	<p>Cycling Scotland, CBP, Sustrans, CNPA, Estates (staff time + publication costs £2K)</p> <p>As above</p>	<p>Reviewed by Steering Group</p> <p>Reviewed by Steering Group</p>
4(c)	Areas will be identified for positive promotion.	<ul style="list-style-type: none"> <li>• Robust routes will be identified in,</li> </ul>	Path leaflet reviews will provide the	Communities and CNPA.	CNPA , communities	Part of core paths plan

		<p>around and between communities for promotion.</p> <ul style="list-style-type: none"> <li>• Popular areas for cycling away from communities will be identified and promoted.</li> </ul>	<p>timing for ensuring routes are included.</p> <p>Areas will be identified by March 2014</p>	<p>Estates and communities.</p>	<p>(no additional costs)</p> <p>Estates, CNPA (identified on existing leaflets – no additional costs)</p>	<p>review</p> <p>Reviewed by Steering Group</p>
4(d)	<p>Mediation is available to help resolve serious conflicts.</p>	<ul style="list-style-type: none"> <li>• The Local Outdoor Access Forum is in place to bring parties together.</li> </ul>	<p>On-going</p>	<p>Cairngorms Local Outdoor Access Forum (LOAF)</p>	<p>LOAF, CNPA (staff time)</p>	<p>Part of CNPA reporting to LOAF</p>
4(e)	<p>Managers are monitoring and managing desire lines where impacts are likely to cause serious damage.</p>	<ul style="list-style-type: none"> <li>• Land managers will instigate repairs or other remedial work necessary to prevent deterioration of routes.</li> </ul>	<p>On going</p>	<p>Land managers</p>	<p>Estates, COAT (costs n/k)</p>	<p>Feedback from estate and public</p>
4(f)	<p>Bike Aware driving and positive attitude towards cyclists is promoted on all quiet roads.</p>	<ul style="list-style-type: none"> <li>• Roads signage is incorporated on popular cycling routes</li> <li>• National safety</li> </ul>	<p>When current signage is reviewed.</p> <p>At time of</p>	<p>LAs, TS, Sustrans, Cycling Scotland</p> <p>LAs, TS, Cycling</p>	<p>LAs, TS, Sustrans, Cycling Scotland (no additional costs)</p> <p>LAs, TS,</p>	<p>Part of CAP review process</p> <p>Part of CAP</p>

		campaigns are rolled out locally	campaigns	Scotland and Police Scotland	Cycling Scotland and Police Scotland	review process
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### 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	Potential funders	How monitored
5(a)	Communities in the National Park have embraced a cycle friendly approach.	<ul style="list-style-type: none"> <li>• Support from public bodies is given to Communities to help them become Cycle Friendly communities</li> <li>• Traffic calming measures are developed to make cycling in villages more attractive</li> </ul>	<p>On-going</p> <p>On-going</p>	<p>Cycling Scotland, CNPA local authorities</p> <p>LAs</p>	<p>SS, Cycling Scotland</p> <p>LAs (cost not known but THC have already supported in</p>	<p>Feedback from communities</p> <p>Feedback from communities</p>

		(including 20mph zones)			principle)	
5(b)	There is a strong cadre of volunteers who help promote and maintain routes and highlight missing links.	<ul style="list-style-type: none"> <li>Materials and assistance is given to enable path and cycling groups to adopt a path</li> </ul>	By 31 March 2014	CNPA, COAT, Sustrans	COAT, Sustrans (managed through existing volunteer arrangements)	COAT grant review and Sustrans reporting.
5(c)	Local communities have a strong voice in the development of cycling in the National Park.	<ul style="list-style-type: none"> <li>A National Park Steering Group is established to monitor implementation of the Cycling Action Plan</li> <li>Representatives from communities should be the prevalent voice on the National Park cycling group</li> </ul>	By March 2014	CNPA, local communities, SS, Sustrans, Cycling Scotland LAs, CBP and local businesses	All relevant agencies (mainly staff time)	Steering Group to review itself
			By March 2014	CNPA, local communities, SS and CBP	Steering group	Steering Group to monitor
5(d)	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"> <li>Road and MTB clubs are encouraged to include all communities within the National Park</li> <li>Cycle clubs promote participation and</li> </ul>	On-going	Cycling clubs	SS, cycling clubs (volunteer time)	N/K
			On-going	Cycling Clubs, SS	SS, cycling clubs (volunteer	Competitor numbers monitored

		<p>competition</p> <ul style="list-style-type: none"> <li>Go MTB and Bikeability Scotland opportunities are established as stepping stones to club level activity</li> </ul>	On-going	Cycling Scotland and Go MTB	time) Cycling Scotland and Go MTB	by clubs Monitored by Cycling Scotland
5(e)	A Cycle Friendly badge scheme exists for local businesses, facilities and schools.	<ul style="list-style-type: none"> <li>Use existing award schemes to encourage cycling participation</li> <li>The National Park cycling Steering group will develop a scheme which recognises good cycling practice and to which businesses, schools and other facilities can register</li> </ul>	<p>On-going</p> <p>By 2015</p>	<p>Cycling Scotland</p> <p>Cycling groups, CBP, CNPA</p>	<p>Cycling Scotland and LAs</p> <p>Steering group, CNPA, Cycling Scotland (costs n/k)</p>	<p>Monitored and reviewed by Cycling Scotland Steering Group to monitor</p>

## **Cycling Action Plan For Scotland 2013 - Actions**

*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.*

**2. 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.**

*3. 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.*

**4. Continue to develop and maintain community links – i.e., high quality, 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**

*5. Continue to develop and maintain the National Cycle Network to provide long distance cycling routes, connecting rural communities and promoting tourism*

**6. Develop better integration with public transport, through partnership working with interests such as rail and bus/coach operators and RTPs**

*7. Establish the Cycle Hub at Stirling Station as a pilot and evaluate it pilot for potential wider roll-out at other railway stations*

**8. Promote the implementation of 20 mph schemes in all residential areas and share best practice across the country.**

**9. Develop and deliver a ‘Mutual Respect’ Campaign for all road users (complementing the ‘Give Me Cycle Space’ campaign aimed at drivers).**

**10. 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.**

*11. Develop Adult Cycle Training resources, building on Bikeability Scotland standards, including an essential skills module as a pilot for potential roll-out nationwide.*

- 12. 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.***
- 13. 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.***
- 14. 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***
- 15. 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.***
- 16. 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)***
- 17. 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.***
- 18. Report annually on an appropriate suite of national indicators to inform the national picture of cycling participation***
- 19. Develop local monitoring, using data from local cycle counts and surveys etc., with support from national delivery bodies to develop a coordinated approach to data collection.***

**Annex 2**

**List partner organisations and abbreviations**

<b>Organisation</b>	<b>Abbreviation</b>
Cairngorms Business Partnership	CBP
Cairngorms National Park Authority	CNPA
Cairngorms Outdoor Access Trust	COAT
Developing Mountain Biking in Scotland	DMBinS
Local Authorities	LAs
Local Outdoor Access Forum	LOAF
Regional Transport Partnerships	RTPs
Scottish Government	Scot. Gov.
Scottish Natural Heritage	SNH
Sportscotland	SS
Transport Scotland	TS
The Highland Council	THC
VisitScotland	VS