

DUMFRIES & GALLOWAY

Active TRAVEL STRATEGY

2022-2032





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FOREWORD

As Chair and Vice Chair of Dumfries and Galloway Council's Communities Committee, we are delighted to present the Council's second Active Travel Strategy. The strategy will promote more collaboration across Council services and improve the way we plan, design, and deliver active travel infrastructure and the relevant supporting policies to incentivise a shift towards healthier, connected and more sustainable communities.

The views of people living in our towns and villages across the region helped us identify priorities and pressing issues to be tackled. We are aware of the challenges a region as rural as ours presents and the strategic infrastructure that will be required to make communities in Dumfries and Galloway more connected and accessible. However, we are also positive about the increase in funding opportunities and the potential of developing more partnerships to help us improve existing networks, build safer routes and encourage more walking, wheeling, and cycling in a safer environment.

The Strategy was developed with key partners, and we are confident that this will allow us to reinforce our previous work and build for the future in terms of the outcomes that walking, wheeling, and cycling could bring to the environment, people's health, and our local economies in Dumfries and Galloway.



Cllr Ian Blake



Cllr Jackie McCamon

Chair & Vice Chair of Dumfries and Galloway Council's Communities Committee

INTRODUCTION

The Council's second Active Travel Strategy (ATS2) was adopted by the Communities Committee on the 6th of October 2022 to provide a combined approach to active travel infrastructure and culture within Dumfries and Galloway, and better respond to sustainability challenges as part of our Council's Climate Emergency Declaration, carbon reduction targets and wider priorities.

In this document we present an updated framework that builds on the previous strategy (2015) and looks at creating suitable and attractive opportunities for walking, wheeling, cycling, or taking part in any form of active travel across the region by integrating the work of different Council services through an Active Travel Delivery Plan 2022-2032.

This new strategy and delivery plan will promote and drive change to make essential daily destinations accessible by active and sustainable modes and engage people with healthy lifestyles. **Changes in travel choices will go hand in hand with the work of the Regional Transport Strategy and other various Council strategies, plans and further policies aligned with environmental quality, climate change, and the opportunities for our region and local economies to thrive in a sustainable way.** All this in connection with the [benefits of active travel](#).



Photo credit: Sustrans

THE PRINCIPLES OF THE STRATEGY

Collaboration

This strategy is **collaborative** as we developed it together with [Sustrans](#), [SWestrans](#), Council services, different sectors of the community and other key stakeholders, all of which will continue to feed into its implementation. Strengthening social networks and relationships with partners and members of the public is an essential step to achieve our long-term vision.



Integration

This strategy is **integrative** as this will not work on its own. The accompanying Active Travel Delivery Plan 2022-2032 will inform future actions towards the integration of active travel within policy areas including public transport, the improvement of roads infrastructure, Core Paths with fair access to open spaces, and increased safety when moving around in our neighbourhoods. This also considers the need for integration with wider regeneration plans by supporting and linking actions to the work of various Council policies and initiatives from external partners that strive for more connected communities as a shared goal.

Diversity

This strategy recognises the **diversity** of our region and that there is no one-size-fits-all solution for active travel. The success of this Strategy and the accompanying Delivery Plan will need a bespoke, place-based approach, to achieve modal shifts in both urban and rural communities at varying scales throughout our regional landscape. This implies more support to communities in making informed travel choices and enabling everyone to share and experience the benefits of active travel, reducing inequalities and seeking equity for all community groups according to their levels of experience and abilities for walking, wheeling and cycling.

WHAT DOES ACTIVE TRAVEL MEAN FOR MY COMMUNITY?

Active Travel is any form of transport that is primarily based on physical activity, such as walking, wheeling, and cycling.

This includes the use of standard bikes, adapted bikes or trikes, e-bikes, and other micro-mobility devices to support day-to-day trips. There are fully and partially active trips during a journey. For instance, walking and cycling to/from the bus stop or train station are active trips as they involve active travel in the first stage.

This strategy is not about making one single travel mode mandatory. Instead, it is about promoting and supporting the choice to use all kinds of human-powered means of transportation with an emphasis on walking, wheeling, and cycling. **This is inclusive of partially active trips in public and shared transport, the use of multiple wheeling mechanisms in support of disabilities (wheelchairs) or other individual active means (scooters, etc) when suitable and in compliance with relevant regulations,** whether it is for leisure, exercise, going to school, work, or other functional trips.

The way we move around in and between our neighbourhoods, villages, and towns has a significant impact on a diverse range of aspects that affect our own health, the quality of the environment we live in, and the future of our local economies in Dumfries and Galloway, especially tourism, retail, and leisure economies. For that reason, active travel in any form is a key theme for the development of sustainable communities in our region.



Photo credit: Sustrans

WHY DO WE NEED AN ACTIVE TRAVEL STRATEGY?

We need an Active Travel Strategy to **organise, communicate, manage, deliver, and monitor** current and future active travel projects and initiatives by providing a framework for Dumfries and Galloway to deliver positive change in infrastructure and culture.

Making a strategy is about encouraging people to make sustainable choices when travelling and moving around in our region by defining **collaborative local action** to meet both communities and national aspirations for better walking, wheeling and cycling conditions. This includes **coordinating funds and multisector action** to build active infrastructure and cultural shifts, maintaining the existing networks in a good state, and monitoring our journey towards an active, sustainable, and net-zero region.

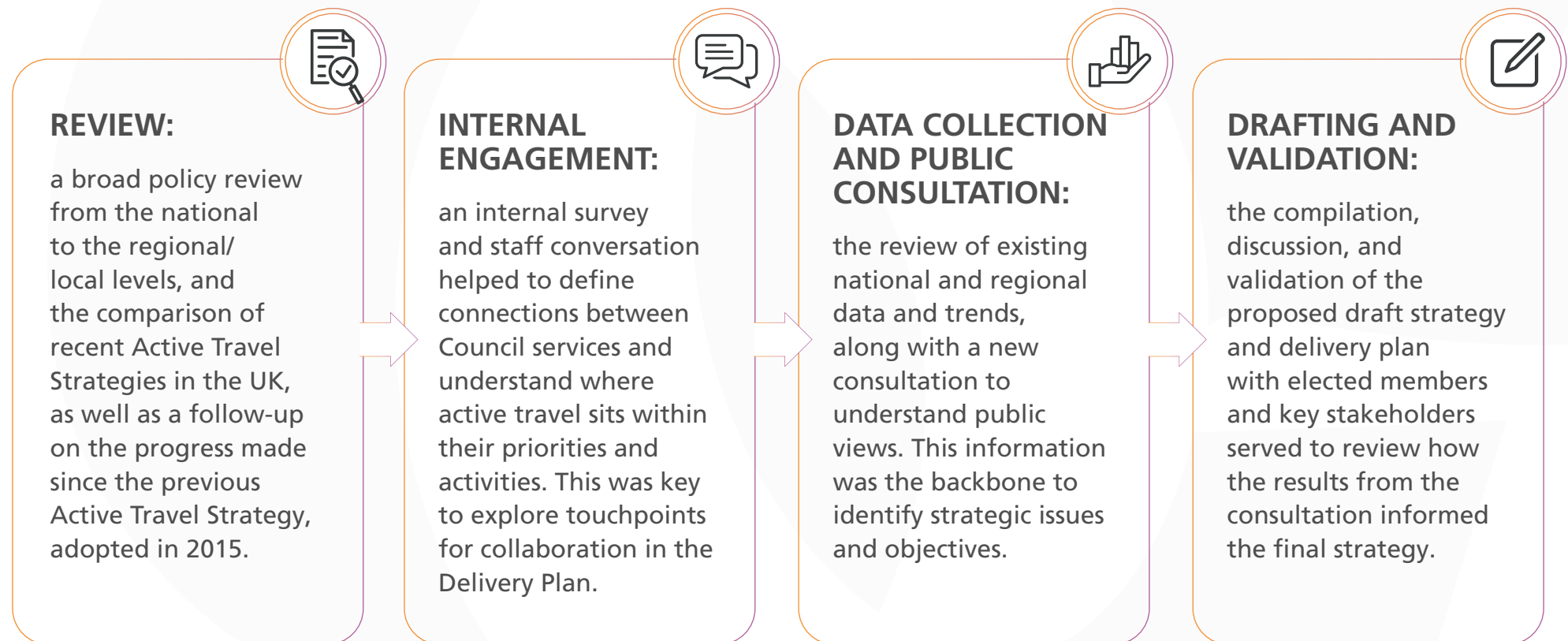
The strategy allows us to align with the evolving context of national policies, which are increasingly promoting more walking, wheeling and cycling, 20-minute neighbourhoods, and net-zero initiatives across Scotland. These policies are important for our region to deliver on social, environmental, economic, and climatic goals by 2030. Therefore, a Delivery Plan accompanies the Strategy to guide communication and informed decisions towards strategic outcomes addressing both urban and rural realities and satisfying current needs whilst aiming at the future.



Photo credit: Sustrans

HOW WAS THIS STRATEGY DEVELOPED?

The planning and development of the Council's second Active Travel Strategy started in April 2021 and continued until October 2022 when it was approved by Elected Members. The progress from the previous ATS was considered as a baseline as well as the incorporation of recent information coming from national data, new staff engagement, and an updated local consultation that took place during January-March 2022. The stages are detailed below:

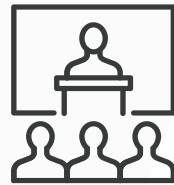


HOW WAS THIS STRATEGY DEVELOPED? (Cont'd)

In line with the relevant [Mandate](#), the public consultation¹ for this strategy involved the following range of activities:



One internal (Council) pre-consultation questionnaire



Three online workshops for Key stakeholders



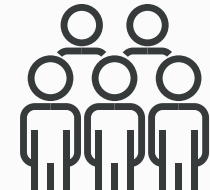
10+ One-to-ones with officers from national/regional organisations



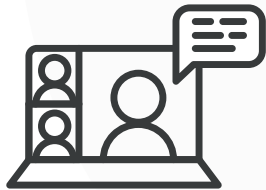
Five organisations working with vulnerable people were targeted for consultation



400+ Survey entries in the public questionnaire (coming from all postcodes, including both digital and paper-based formats)



30+ Local groups/representatives expressed interest in taking part in the Regional Active Travel Forum



Four online Community Conversations (One per each Council locality)



Four drop-in opportunities (One per each council locality)



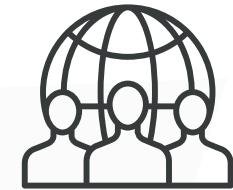
250+ People were handed-out a printed leaflet during the information drop-ins



95% of established Community Councils were formally invited and reminded to participate



Councillors attended Community Conversations



50+ Organisations were identified as potential participants in ongoing and future engagement

1. You can read more about the results of the consultation at: [Active Travel Strategy - Dumfries and Galloway Council \(dumgal.gov.uk\)](https://www.dumgal.gov.uk/active-travel-strategy)

THE VISION AND PURPOSE OF THIS STRATEGY



Following the consultation with members of the public, partner organisations, and civic groups based in Dumfries and Galloway we developed a long-term **vision** for active travel and the region:

Dumfries and Galloway will be an active region with accessible, reliable, and safe routes that connect communities, and will embrace a culture that promotes active and sustainable travel for both urban and rural areas.

Becoming an **active region** means that:



- Residents, tourists, and visitors have active opportunities to enjoy public spaces and the outdoors for leisure or exercise and can reach key destinations for everyday functional trips by active modes, including partially active trips supported by public transportation.
- Communities are actively encouraged to take part in projects and initiatives to promote healthy lifestyles and make use of active travel infrastructure to help our towns and villages be more sustainable and meet our net-zero ambition.

THE VISION AND PURPOSE OF THIS STRATEGY (Cont'd)



To achieve the vision, this strategy will be a platform to promote:

- **More partnerships** across the public, private and third sectors to encourage active travel.
- **Evidence-based objectives** to respond to both rural and urban locations.
- **Inclusive place-making** to shape places collaboratively with civic groups.
- Actions to **build on the uptake of active travel**
- A Delivery Plan to **contribute to sustainability, net-zero, and green recovery** targets with review milestones.

Beyond the strategic statements that support this vision, we fully realise that there will be a need for continuing internal and external engagement. To design and develop communities that reflect an active region we will require cooperation between all Council services to join up initiatives and share resources where appropriate, following the “One Team Culture” promoted in our People Strategy. At the same time, external partnerships will help us cover the gaps and speed up the implementation of low carbon and accessible transportation options, spaces for active recreation, and liveable neighbourhoods to make active travel truly accessible for all.





Photo credit: Sustrans

WHAT ARE 20-MINUTE NEIGHBOURHOODS, AND WHY IS THIS CONCEPT RELEVANT TO US?

Much is being said about compact communities or 20-minute neighbourhoods. These ideas are becoming important for our daily lives as we need well-connected places, neighbourhoods and towns that make it possible for people to move around and live locally in a “compact” environment, from cities and urban environments to rural and island communities². This vision forms part of an emphasis on localism and quality places in the Programme for Government³ and the progress of Community Wealth Building (CWB)⁴.

The Scottish Government defines 20-minute neighbourhoods as communities where people can meet most of their needs within reasonable distances by walking or cycling, enabling people to live better, healthier lives and supporting net-zero ambitions. This concept is the model in recent policies and plans and plays a fundamental role in the Fourth National Planning Framework (NPF4).

However, distances and timing are context-specific, which is why the 20-minute neighbourhood model needs to be balanced with our geographic realities and the physical and functional limitations they pose⁵. Nonetheless, this Strategy will endeavour to make active travel reliable, enable proximity and connected communities in both urban and rural areas.

The rural context of Dumfries and Galloway requires us to acknowledge a wider scale where, apart from enabling neighbourhoods to sustain short trips, towns are serving satellite villages with services and facilities that might not be available within 800 m, hence the need for better infrastructure. This means that our aims towards connected communities will only be possible with accessible places, facilities, and services that are also supported by inter-settlement links and the integration of public transport systems to make any form of active travel safer, accessible, and convenient.

2. National Planning Framework 4

3. Protecting Scotland, Renewing Scotland: The Government's Programme for Scotland 2020-2021

4. Scottish Government- Cities and regions - Community wealth building (CWB)

5. 20 minute neighbourhoods in a Scottish context

HOW WILL THIS STRATEGY HELP TO DELIVER MORE CONNECTED COMMUNITIES?



To improve and enhance access to services, facilities, and open spaces, this Active Travel Strategy will strive for the integration of actions in the [Delivery Plan](#) with other Council's strategies, plans, and projects dealing with transport, land use planning, regeneration, and public realm design.

In the first instance, **Infrastructure** actions in the Delivery Plan aim at making short distances convenient for walking, wheeling, cycling, or any other form of active travel. A dedicated Active Travel Team will work on **prioritising, designing, and delivering** schemes and projects, as well as **coordinating with Council Services** to respond to requests and align efforts towards neighbourhoods that provide the necessary features to support active travel's wider aims in terms of the quality of places, sustainability, and net-zero. This coordination will also help to **make the case for joint plans, projects, and the funding opportunities available to deliver local projects.**

HOW WILL THIS STRATEGY HELP TO DELIVER MORE CONNECTED COMMUNITIES? (Cont'd)



We expect active travel infrastructure, facilities, and well-equipped places to work along with other actions on **engagement, communication, behaviour change campaigns, and policy measures**. These include speed limit measures, road safety campaigns, efficient parking arrangements, and active travel events to incentivise modal shifts and the promotion of sharing economies for bikes, and other mobility devices as they become available and in compliance with relevant regulations.

Fundamental changes will not be achieved without collaboration, and equitable budget distribution across the region is one of the challenges for our local authority. Therefore, there will be **more support for community-led projects, consideration of low-cost street trials towards incremental changes, and the exploration of other interventions to secure permanent provisions for physical and cultural changes at different scales**. All the above will be informed by **research and monitoring** actions to meet the Place and Wellbeing Outcomes⁶ and **inform capital allocation and further funding applications** to Smarter Choices Smarter Places (SCSP - Paths for All), Places for Everyone (Pfe – Sustrans), and other programmes as they become available via Transport Scotland's delivery partners.



A regional Active Travel Forum (ATF) will be a practice and engagement network for ongoing discussion and development, this goes in line with our Council's communities' model⁷. The ATF will bring together regional representatives, civic groups, and members of the community from the four Council areas: Wigtownshire, Stewartry, Nithsdale, and Annandale and Eskdale, to a space for networking and collaboration to inform decision-making and support monitoring activities for active travel projects. The work to set up the Active Travel Forum started in June 2022 and an initial group will serve as a model for the development of an inclusive structure and governance for this Forum.

6. Place and Wellbeing Outcomes

7. Dumfries and Galloway Council's Community Participation and Engagement Strategy

THE POLICY CONTEXT

Transport is a key sector to tackle carbon emissions towards healthier communities. Our net-zero ambitions have reinforced the interest in a more sustainable approach to how we move around in our neighbourhoods and towns. In addition to that, the Covid-19 pandemic accelerated some changes that made us rethink the way we live, work, shop, communicate and use places and infrastructure. We now rely more on the local scale, work from home when we can, and make more use of delivery and cargo services, just to name a few changes that have impacted public life and services. We are increasingly seeing tangible links between active and sustainable travel and the needed recovery after the pandemic, and policies are reflecting this at different scales.

CURRENT NATIONAL POLICIES

The Long-term vision for Active Travel in Scotland to 2030⁸ wants the country to be shaped around people, with walking or cycling as the most popular choice for shorter everyday journeys. This is being actively promoted in the strategies and frameworks that followed.

8. Long-term Vision for Active Travel in Scotland 2030

9. National Walking Strategy

10. A More Active Scotland: Scotland's Physical Activity Delivery Plan

11. Active Travel Framework | Transport Scotland

WALKING

Revised in 2019 The **National Walking Strategy 2016-2026**⁹ remarks on the need for opportunities in both urban and rural areas of the nation to encourage a day-to-day walking culture supported by walking-friendly green spaces, long-distance and community routes in urban and town centres, and other factors to impact positively on the reduction of inactivity by 15% by 2030 set in the **More Active Scotland Delivery Plan**¹⁰.



CYCLING

Based on a shared national vision for a 10% modal share of everyday journeys by bike, the third version of the **Cycling Action Plan for Scotland** highlighted the need for continuous support to Local Authorities and Regional Transport Partnerships in developing active travel plans/strategies and the delivery of projects, guidelines, and inclusive initiatives.




THE FRAMEWORK

The **Active Travel Framework**¹¹ brings together key policy approaches to improving the uptake of walking and cycling in Scotland including strategic goals to cut carbon emissions, improve health, deliver liveable and sustainable communities, and people travelling safer with equality of opportunities for all.



On a wider scope, the latest **National Transport Strategy 2 (NTS2¹²)** is built on the pillars of collaboration, engagement, and evidence to call for further development and the use of low carbon technologies, as well as significant societal changes towards a reduction of unsustainable travel. NTS2 is based on the Sustainable Transport Hierarchy and recognises the importance of reducing physical inactivity to improve physical and mental health outcomes, which currently impacts the NHS budget at an average cost of £18 per Scottish resident per year. In the same line, the **Strategic Transport Projects Review 2 (STPR2)** was a Scotland-wide review of the strategic transport network across all transport modes. The review was undertaken to give Scottish Ministers a programme of potential transport investment opportunities for the period 2022-2042 and inform the next Infrastructure Investment Plan. STPR2 will help to deliver the vision, priorities and outcomes for transport set out in NTS2 and will align with other national plans such as the Infrastructure Investment Plan, National Planning Framework (NPF4) and the Climate Change Plan. The priorities of NTS2 and STPR2 are summarised below:

NTS2 Thematic priorities	STPR2 Thematic priorities
 <p>NATIONAL TRANSPORT STRATEGY <small>PROTECTING OUR CLIMATE AND IMPROVING LIVES</small></p> <p>Click here to view.</p> <p>NTS2 works around four priorities:</p> <ul style="list-style-type: none"> • Reducing inequalities • Tackling climate action • Delivering economic growth • Improving health and wellbeing 	<p>STPR2 makes 45 recommendations that focus investment on sustainable transport options grouped under 6 themes:</p> <ul style="list-style-type: none"> • Improving Active Travel • Influencing travel choices and behaviors • Enhancing access to affordable public transport • Decarbonising transport • Increasing safety and resilience on the strategic transport network • Strengthening strategic connections



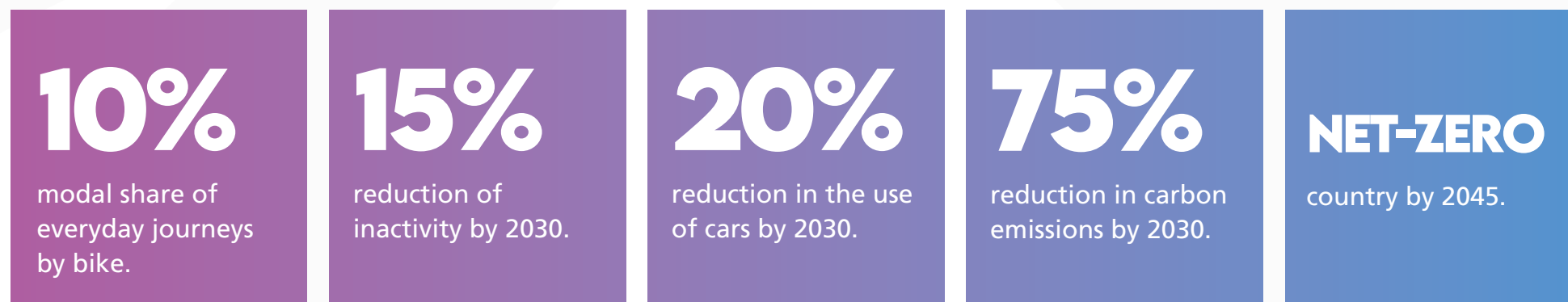
The Scottish Government updated the **Climate Change Plan 2018 – 2032: Securing a Green Recovery on a Path to Net Zero** where the prioritisation of active travel is part of the key actions¹³ to meet a 75% reduction of carbon emissions by 2030 (compared with 1990) and a net-zero country by 2045. One of the strategies to achieve such targets is proposed in the Scottish Government publication ‘A Fairer, Greener Scotland - Programme for Government 2021-2022’, with a commitment to reduce the use of cars (measured as driven ‘car kilometres’) by 20% by 2030.



13. Securing a green recovery on a path to net zero: climate change plan 2018–2032 – update

Photo credit: Sustrans

A 10% of the total Scottish Government transport budget is to be spent on active travel by 2024-25 and more support is expected in upcoming years. This will include increasing the *Cycling, Walking and Safer Routes Grant* for Local Authorities and the allocation of more funding over a five-year period for transformational active travel projects, infrastructure, access to bikes and behaviour change schemes to support place, community-led regeneration, town centres, and 20-minute neighbourhoods.



Similarly, changes in the **National Planning Framework 4¹⁴** (NPF4) and further national policies and plans intend to take transport, economy, and urban development to another level of integration. Most recent agendas underline the role of active travel in assisting the delivery of broader ambitions. Among the NPF4 proposals, it is expected to facilitate the course of active travel planning applications, the process for land acquisition, and the definition of other mechanisms to accelerate new infrastructure.

The NPF4 is also expected to require local authorities to embed active travel as a planning priority for achieving sustainable travel, and the promotion of multifunctional networks including green infrastructure (green spaces, trees, and other natural amenities) to support biodiversity, environmental enhancement, air quality and climate comfort. Green networks have leisure and physical activity potential; Core Paths and natural connections through equipped green areas are a fundamental part of sustainable communities, especially in the South of Scotland where the landscape has significant potentialities for joining paths that benefit active tourism.



14. National Planning Framework 4

THE LOCAL PICTURE

This Active Travel Strategy (ATS2) will play an important role in informing and embedding walking, wheeling, cycling, and any emerging form of active travel into future policies. Existing local strategies and plans that interact with active travel are yet to be refreshed but have also provided a base for this strategy’s vision and intentions:

Dumfries and Galloway’s **Regional Tourism Strategy 2016 to 2020** recognised the need for partnerships with transport agencies to increase the number of visitors. It also remarks that enhancing connectivity and active travel opportunities for exploring, discovering, and enjoying the outdoors is inclusive of walking, cycling, mountain biking, country sports, and other pursuits as part of a strategic growth sector.

The **Local Development Plan LDP2** was informed by different departments and agencies that put together a set of policies that include active and sustainable modes of travelling by design. Overarching Policies (OP2), Economic Development (ED7, ED8, and ED9), Community Facilities (CF2, CF3, and CF4) and Transport (T1, T2, and T5) policies that are related to Active Travel as described in the table below:

Policy Type	Specific policies that link with Active Travel
Overarching (OP)	Design Quality and Place-making (Policy OP2) with proposals being designed for people, not vehicle movement, increasing connectivity to nearby places, paths, streets, and open spaces.
Community Facilities (CF)	Access Routes , considering the protection and maintenance of existing routes and Core Paths and ensuring access in cooperation with Green Networks (Policy CF2) and Open Spaces (Policy CF3).
Economic Development (ED)	Town Centre Accessibility (Policy ED8) with improved accessibility for all by developing pedestrian, cycling and public transport facilities, and sustainable and/or active travel access is provided to the town centre. Where Neighbourhood Centres, Small and Rural Shops (Policy ED8) are accessible by bike or within a walking distance of proposed developments and Tourism , promoted through indoor and outdoor attractions and facilities.
Transport (T)	Transport Infrastructure (Policy T1) where development of facilities for cyclists and pedestrians are supported, and sustainable modes of transport should be prioritised in Location of Development/Accessibility (Policy T2) to achieve a modal shift from private car use wherever possible and the reuse of Former Transportation Routes (Policy T5) for operational railways, active transport, or recreational purposes.

The progress in projects and initiatives to deliver on these policies will be impacted by the updates made in the **Local Development Plan** and the **Regional Transport Strategy**, this last is an important platform for strengthening the integration of active travel and public transport to be facilitated and encouraged to meet the aspirations towards healthier lifestyles and net zero emissions.

Similarly, further community planning mechanisms such as the upcoming **Local Place Plans** proposed by the National Planning Framework (NPF4) will have a local impact that will favour active travel implementation.

Other local level policies will be in direct connection with this Active Travel Strategy 2; the **Outdoors Access Strategy**, the **Core Paths Plan**, and the **Open Space Strategy**, are examples of relevant policies and plans that should inform actions as part of our Delivery Pathway.

The Planning (Scotland) Act 2019 established a duty for a planning authority, or authorities acting jointly, to prepare and adopt a **Regional Spatial Strategy (RSS)**. Dumfries and Galloway and Scottish Borders developed an Indicative Regional Spatial Strategy to help inform the preparation of the NPF4 through shared outcomes and strategic development of projects for the south of Scotland by 2050. The **Indicative Regional Spatial Strategy for the South of Scotland (iRSS 2021)** is a 30-year vision that considers climate change, sustainability, and land-use practices across themes where transport and active travel are present in the form of long-term coastal paths, long-distance cycle routes, and the installation/reactivation of railway stations. Additionally, the South of Scotland Cycling Partnership Strategy establishes a framework for the delivery of active travel via joint projects and collaboration between different agencies in the south of Scotland.



Side note: Other reports, policies and guidance that informed the general purpose of ATS2 are:

- National: Cycling by Design 2021; Cycling Framework and Delivery Plan for Active Travel in Scotland, 2022-2030; Reducing car use for a healthier, fairer and greener Scotland (A route map to achieve a 20% reduction in car km by 2030); Scotland's Outlook 2030 (National Tourism Strategy); Scotland's Road Safety Framework to 2030; Place Standard Tool: Strategic Plan 2020-2023.
- Local: SWestrans Regional Transport Strategy STAG Case for Change Report, March 2022; South of Scotland Regional Economic Strategy 2021. Borderlands Growth Deal 2021.

THE BENEFITS OF ACTIVE TRAVEL AS A STRATEGIC FRAMEWORK

Active travel is the most sustainable means of transport and people can benefit from daily physical activity while moving around. Active modes of transport deliver wider social benefits for individuals and communities as these bring multiple opportunities for improving health conditions of people, the environment, and even the local economy.



Photo credit: Sustrans

BETTER HEALTH IN THE REGION

An active travel routine can contribute to daily physical activity¹⁵. In 2020, 47% of adults in Scotland reported taking part in enough activity to meet the recommended minimum activity, these figures normally decline with age¹⁶. That is why an inclusive approach to the elderly population is especially relevant to Dumfries and Galloway. Evidence suggests that active travel improves feelings of both physical and mental health, reduces obesity, and helps to reduce the risk of cardiovascular and metabolic diseases by around 30%,

as well as other conditions including muscular-skeletal health and some types of cancer¹⁷.

Recent research on school-related active travel and after-school activity in the UK showed that individual behaviour change may contribute to collective increases in physical activity¹⁹. The role of this strategy includes promoting active lifestyles in younger groups for a healthier future.

In 2013-2016 combined, the lowest proportion of adults meeting the recommended physical activity was seen in Dumfries & Galloway (60%), and the region also accounted with the lowest proportion of adults who self-rated their general health to be good or very good (69%), a figure that goes below the national level (74%)¹⁸.

A survey by the NHS showed that less than a quarter (22%) of children attending schools in Dumfries and Galloway met the recommended levels of moderate-to-vigorous-intensity physical activity (MVPA) with girls having the lowest share²⁰. From 2016-2019, there was an increase of 7% over this figure, but there is still much work to do²¹.

15. At least 75 minutes per week of vigorous activity or 150 minutes per week of moderate activity (or some combination of the two), and the minimum 60 minutes per day recommended for children.

16. Scottish Health Survey – telephone survey – August/September 2020: main report

17. The role of active travel in improving mental health

18. Scottish health survey results local areas 2013-2014 2015-2016

19. International Journal of Behavioral Nutrition and Physical Activity 16, 72 (2019)

20. NHS Dumfries and Galloway, DG Health & Wellbeing (2016). Dumfries & Galloway School Physical Activity and Wellbeing Survey 2015

21. D&G National Improvement Framework: Evidence Report (May 2019)

SUPPORTED LOCAL ECONOMIES

Apart from direct cost savings to the NHS, communities that offer good and accessible walking and cycling links are seen as **attractive and desirable places in which to live, work and visit**. Walking and cycling are cheaper than other forms of transport, and can foster local economic growth:

- A suitable and attractive streetscape contributes to a positive urban experience for residents and visitors, with **more people in high streets**, resulting in increasing trade²².
- Promoting active travel as part of the working day results in benefits in **productivity** (active employees take 27% fewer days' sick leave), **safety** (physical activity programmes in workplaces reduce industrial injuries by 25%) and higher **job satisfaction** by between 10% and 25%²³.
- Active Travel infrastructure projects impact **local jobs creation** in construction.
- Businesses using cargo bikes have cheaper **delivery operations**.
- **Leisure and tourism** sectors can benefit from accessibility to places and nature. The tourism industry is a cornerstone of the Scottish economy in every region; the turnover was £7.7 billion in 2018 in Scotland²⁴ and around £140million in 2019 for D&G in overnight spending.



22. Living Streets (2018). The Pedestrian Pound: The business case for better streets and places

23. Paths for All/ Scottish Government (Revised 2019). National Walking Strategy

24. Scottish Tourism Alliance/ Scottish Government. Scotland Outlook 2030 - Scotland's tourism strategy

CONTRIBUTING TO A GREEN RECOVERY

Active and sustainable travel helps reduce mobility-related and transport emissions. **This will deliver on national and local climate targets to decarbonise the transport sector in Dumfries and Galloway.**

In 2019, Dumfries & Galloway Council declared a Climate Emergency and set the goal of a net-zero region by 2025, the most ambitious target in Scotland.

The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 sets targets to reduce Scotland's emissions of all greenhouse gases to net-zero by 2045 at the latest, with interim targets for reductions of at least 56% by 2020, 75% by 2030, 90% by 2040.

Promoting active travel measures and considering green and blue infrastructure as part of an active network is key for an enhanced landscape with paths and open spaces that offer residents and visitors **greener choices that contribute to a cleaner and environmentally friendly public realm.**

Getting more people walking and cycling will help the **reduction of traffic congestion, noise, improved air quality,** and other factors that benefit people, biodiversity, local climate, and the conservation of nature within both urban and rural areas of the region.

25. Just Transition Commission: A National Mission for a fairer, greener Scotland

WELLBEING AND JUSTICE

The transition to a net-zero society and the actions we take today to tackle future challenges should secure a fairer, healthier, and greener future²⁵. A just transition looks for substantial benefits to **improve universal access and affordability for all**, and to minimise unintended consequences of projects.

By working together with civic groups which promote walking, wheeling, cycling, or any form of active travel, we will make **smarter decisions that respond to actual needs.** Ongoing participation and active travel events will also help us develop **community stewardship and wider community engagement towards an active culture.**





UNDERSTANDING ACTIVE TRAVEL CHOICES IN DUMFRIES AND GALLOWAY



Travel choices depend on the characteristics of the population, where they live, their transport needs and the current options they have for accessing essential facilities and services.

PEOPLE AND BEHAVIOUR

Around 22% of people in D&G are aged 70 or over, and the region has the highest rate of blue badges (disabled drivers) in the country, which means a vulnerable population for which physical activity could be beneficial but challenging. Physical activity decreases with age and is affected by inability and disabilities in diverse forms. Suitable features and arrangements in streets and the public realm need to be considered to make places and active travel infrastructure equally accessible for all.

In 2019, the Scottish Household Survey (SHS) showed that 44% of people in the region declared fair or good satisfaction with public transportation services, considerably lower than the national level (58%). Car usage is higher in Dumfries and Galloway, in part due to the deficient level of service of public transport along with the rural nature of the region, so the modal share for public transport, walking and cycling are correspondingly low. Data showed that 60%

of car trips in the region are for less than 3 miles (5 km), only 8% of travel to work is taken on foot, and 4% by bus. These figures are also below the national level (12% and 9.6%, respectively). Regardless of cars being the preferred transport choice, 20% of the population in the region has no access to a car which is an indicator of transport poverty that needs to be considered.

Perceived road and personal safety were among the key issues raised during the public consultation for this strategy, around 35% of participants in the survey referred to road safety issues as the main factor that prevents them from walking or cycling more²⁶. Additionally, in the Scottish Household Survey (2019) around 10% of people reported feeling unsafe when walking alone in their neighbourhoods. During the workshops with key stakeholders, safety and lighting conditions were concerns from the personal and gender perspectives, with women being more affected by these conditions.

²⁶ Active Travel Strategy

When asked ‘What would be the most important outcome of the Strategy?’ safer roads and better-maintained streets were at the top of strategic themes, closely followed by getting more people walking and cycling. Therefore, an enhanced approach combining infrastructure, speed limits, enhanced road features for pedestrians and cyclists, and traffic management will need to be better addressed going forward.

There are opportunities for achieving the vision of an active region. In 2019, 48% of households (SHS) in Dumfries and Galloway perceived a strong level of community belonging to their neighbourhoods, and the results from the consultation showed a significant willingness to reduce car use. **Out of 400+ people consulted across the region, at least 63% responded “yes” and 17% “Maybe” to the question ‘Would you be willing to give up some of your car use to walk and cycle more?’, and around 80% of participants would consider doing trips of more than 3 miles (5km) by some form of active travel if the right infrastructure was in place.** These aspects show a positive attitude towards active travel and will play a relevant role in encouraging the participation of people in local initiatives to achieve modal shifts.

The Annual Cycling Monitoring Report 2021, which compiles data from various sources on the use of bikes in Scotland in 2019, shows that **6.7% of employees in the Dumfries and Galloway are cycling to work while 1.8% of secondary students and 5.2% of children are cycling to school. Moreover, the results of the Dumfries and Galloway ‘Hands Up’ Active Travel Survey (Data for 2018) indicate that more than half (53%) of children or young people in the region used active travel to get to school.** There is room for improvement in increasing cycling in the region and the current level of access to bikes (33%). Walking was the most popular active mode across all sectors²⁷. The share of employees and secondary students cycling in Dumfries and Galloway is above the national level and this number has evolved positively in recent years, the COVID-19 pandemic influenced the uptake of active travel due to very particular circumstances. Therefore, more incentives and promotions are needed to maintain the momentum gained among these groups but there is still much effort required to engage with those that are not considering active travel as an option.

The complete report on the engagement and consultation process of this strategy will be available at the Council’s website for the [Active Travel Strategy](#).

27. D&G National Improvement Framework: Evidence Report (May 2019)

A SPATIAL PERSPECTIVE

Dumfries and Galloway Council is the third-largest local authority by land area in Scotland. Its geography brings an uneven distribution of towns and populations with both challenges and opportunities for active and sustainable travel.

The population of the region is 148,290 (2020), 28% of which live in 2 urban areas: Dumfries and Stranraer. Most people live within or around 15 smaller towns which total 72% of the population living within areas with potential for more active and sustainable travel. The remaining 28% of the population lives in remote or rural areas.

The rurality of Dumfries and Galloway is evidenced with 85% of respondents to the Scottish Household Survey indicating they have blue/green spaces within a 5-minute walk. These green networks are part of the resources that need to be better promoted and equipped for enhanced use and experience of both residents and visitors in the area. The provision of well-maintained paths and the need for extension of the network were among the top issues the consultees identified, who demanded improvements to facilitate not only leisure but wayfinding provisions for functional trips and long-distance paths for those living in rural areas.

The spatial strategy of the Local Development Plan 2 recognised the strategic role of employment zones, highlighting the role of the capital (Dumfries), the surrounding corridor Gretna-Lockerbie-Annan and the strategic location of Stranraer as economic regeneration

areas. Active travel is to be a key element within and between these zones, but also between other strategic corridors to facilitate such regeneration and ensure a sustainable model of development that encompasses both urban and rural connections.

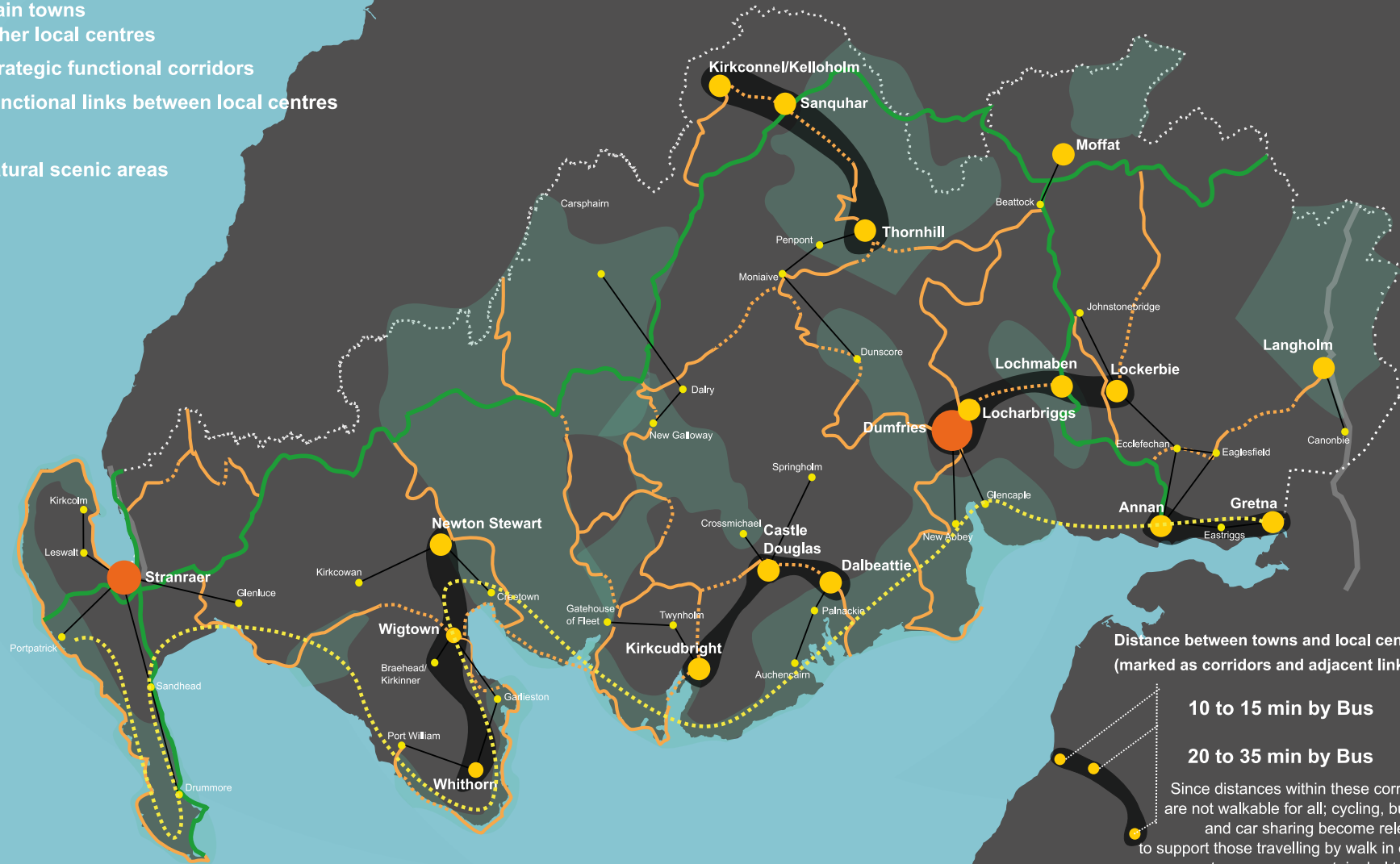
Our Spatial Strategy for active travel takes references from the LDP2, the Indicative Regional Spatial Strategy for the South of Scotland, and the South of Scotland Cycling Partnership Strategy. These last two were developed jointly between Dumfries and Galloway Council and Scottish Borders Council in 2021, and 2022, respectively.

From a region-wide perspective, the Spatial Strategy identifies 8 strategic areas of action, which will help determine active and sustainable travel in interaction with the local landscape (open space, rural, and scenic areas), land use (main town centres and other functional centres), and functional connections (corridors) to be enhanced towards active, healthy, and net-zero towns and satellite communities. These 8 strategic areas of action will represent the basis for further discussion and the identification of joint initiatives coming from different Council services, wider masterplans, and from members of the public promoting local action via Local Place Plans.

Spatial Strategy (Regional Walking Network)

This map shows the existing regional walking network in Dumfries and Galloway. This is a combination of branded routes for long-distance walking along with strategic Core Paths, and some conceptual proposals for potential connections to support existing links. The aspirational inter-settlement connections are based on functional corridors, these corridors draw on the proximity between main towns and key satellite communities (local centres).

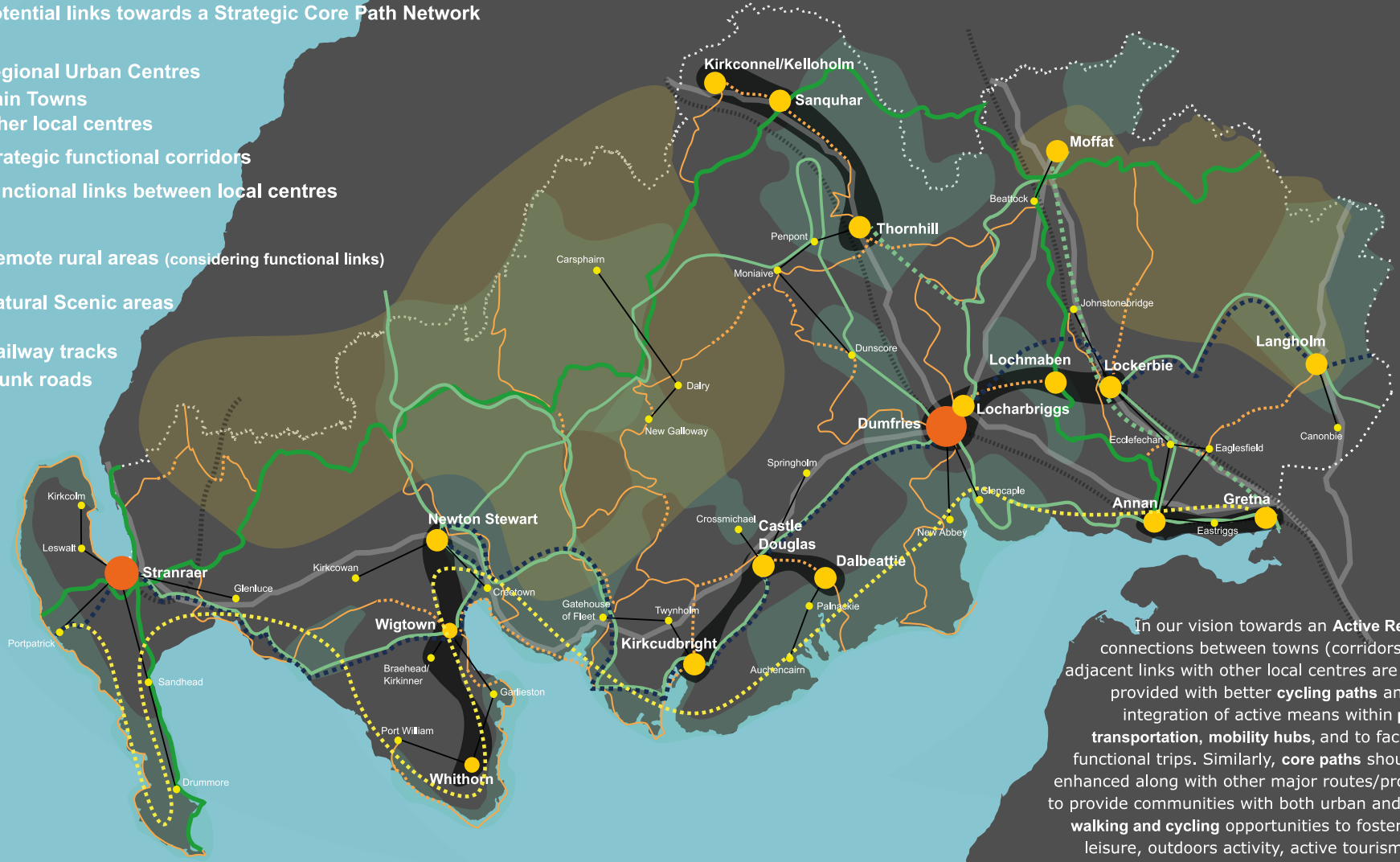
- South West Coastal Path Project
- Great Trails (Southern Upland Way, Annandale Way, Mull of Galloway)
- Strategic Core Paths
- Potential links towards a Strategic Core Path Network
- Regional urban centres
- Main towns
- Other local centres
- Strategic functional corridors
- Functional links between local centres
- Natural scenic areas



Spatial Strategy (Walking and Cycling Network)

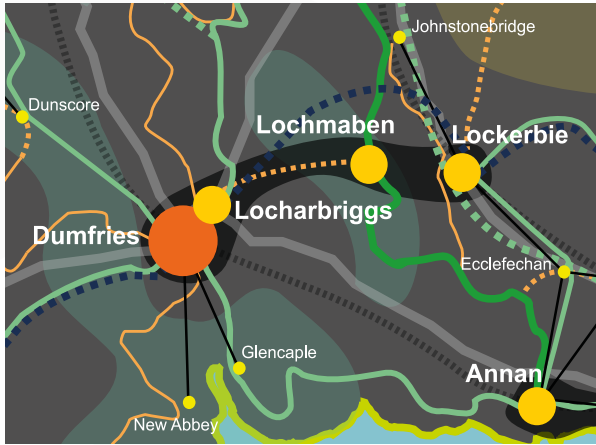
- South West Coastal Path Project
- Great Trails (Southern Upland Way, Annandale Way, Mull of Galloway)
- National Cycle Network + ByWay + Local Cycling Network
- - - - - Coast to Coast (C2C) Project
- - - - - Potential links to support the regional cycling network.
- Strategic Core Paths
- - - - - Potential links towards a Strategic Core Path Network

- Regional Urban Centres
- Main Towns
- Other local centres
- Strategic functional corridors
- Functional links between local centres
- Remote rural areas (considering functional links)
- Natural Scenic areas
- - - - - Railway tracks
- Trunk roads

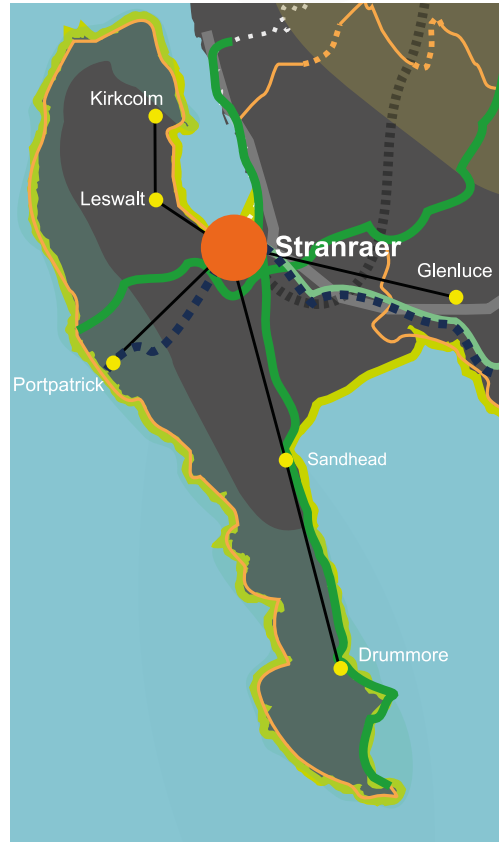


In our vision towards an **Active Region**, connections between towns (corridors) and adjacent links with other local centres are to be provided with better **cycling paths** and the integration of active means within **public transportation, mobility hubs**, and to facilitate functional trips. Similarly, **core paths** should be enhanced along with other major routes/projects to provide communities with both urban and rural **walking and cycling** opportunities to foster local leisure, outdoors activity, active tourism, and sustainable lifestyles in our region.

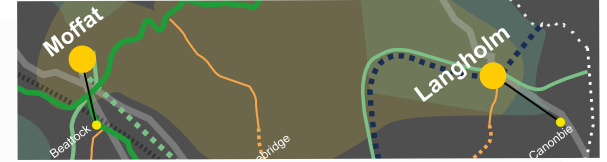
Dumfries hub and Lochmaben-Lockerbie corridor



Stranraer hub and key satellite communities



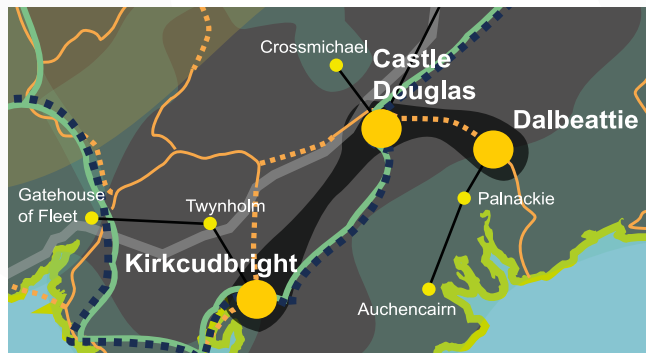
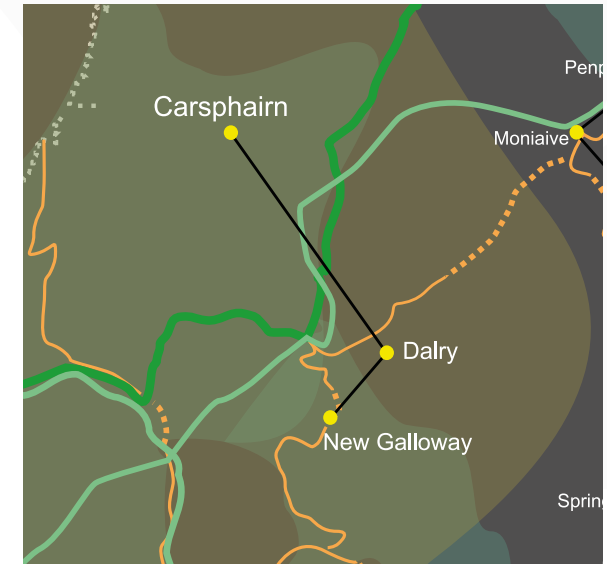
Northeast connections with key settlements



Wigtown corridor and key settlements



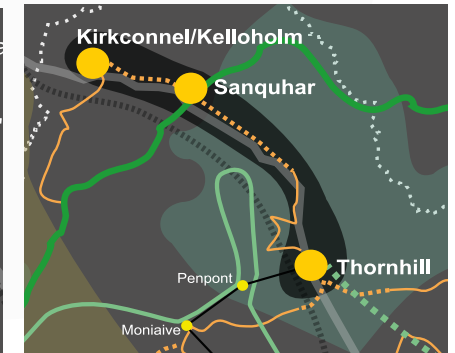
Galloway's rural connections



Stewartry corridor and key settlements

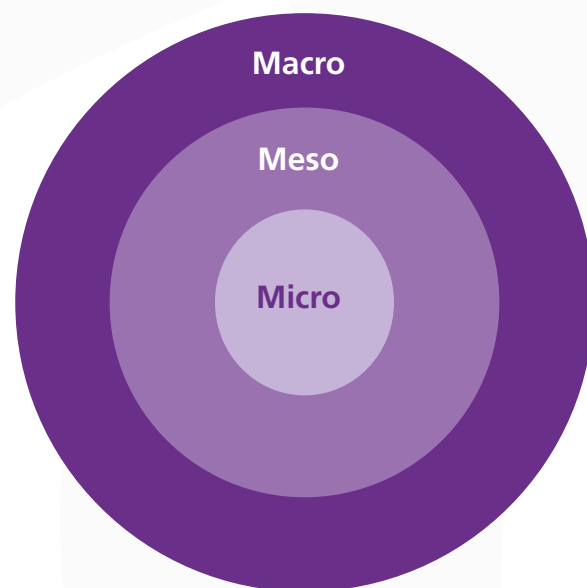


Annan-Gretna corridor and key settlements



North Nithsdale corridor and key settlements

There are three scales of action to be considered in this spatial strategy:



Macro (Regional):

Wider long-distance and inter-settlement provisions.

Meso (Corridors):

Functional connections between main towns and satellite communities.

Micro (Communities):

Local infrastructure and specific projects in neighbourhoods.

Outwith the key regeneration areas, the feasibility of intra and inter-links for connecting the main settlements to their satellites will depend on need, demand, distance, and funding availability. The South West Scotland Transport Partnership (SWestrans) has been leading in the identification and initial high-level assessment of such links. A paper on this short path development (2 miles walking; 5 miles cycling) initially focused on links to/from the 16 towns in the region identified in the 2015 Active Travel Strategy

(Dumfries; Stranraer; Annan; Castle Douglas; Lockerbie; Dalbeattie; Newton Stewart; Kirkcudbright; Langholm; Sanquhar; Gretna; Moffat; Kirkconnel/Kelloholm; Lochmaben; Eastriggs and Thornhill). Overall, some 97 path options were identified/prioritised using a high-level assessment of existing infrastructure on each of the possible links, along with opportunities/constraints. The first appraisal will be better developed as part of this strategy's delivery plan.

The idea of the Spatial Strategy is to set an indicative canvas for strategic aspirations to feed into the Regional Transport Strategy, the Outdoors Access Strategy, the Core Paths Plan and LDP3 in the light of the upcoming Local Place Plans. Some of the connections shown in the map reflect the vision and aspirations in the long term, also providing a spatial framework for the deliverability of short, medium, and long-term active travel projects to be considered as part of wider initiatives with cross-cutting themes. The final goal is to promote more investment and interventions for the benefit of neighbourhoods, corridors, and their functional connections with urban and rural life, and the Spatial Strategy is a way to visualise our way towards that.

FROM STRATEGIC CONNECTIONS TO THE STATE OF LOCAL STREETS AND FACILITIES

As planned in the previous strategy, during 2017-2019 a series of Active Streets Audits were completed in 16 main 'attractor' towns across the region to develop an understanding of the existing conditions that ease/prevent active travel within each of these communities. Streetscape conditions, facilities, signage, and infrastructure problems were identified, and a broad range of issues was grouped to define specific projects in the short, medium and long term.

Every year a selection of these infrastructure projects will be developed through the annual active travel infrastructure programme. The Projects Bank will be updated with ongoing assessments and requests. To date, there are 300+ projects being considered, and these relate to the issues mentioned above and will require road space reallocation, place-making, and further studies to assess junctions and new and improved connections across the region.

A prioritisation criterion tool is being developed between SWestrans, Sustrans and the Council to assist the selection process to take these improvements forward. This will enable us to weigh technical and qualitative features in terms of impact, benefit, and feasibility of future infrastructure projects to be implemented. The prioritisation framework will be adapted as necessary in review milestones by 2025, 2028 and 2032.



CHALLENGES AND OPPORTUNITIES

A summary of the current strengths, opportunities and challenges for Dumfries and Galloway to achieve a more active future is presented below:

Strengths	Opportunities
<ul style="list-style-type: none">• Previous projects have increased the level of local engagement and learning outcomes for the region.• Green areas and open spaces within walkable distances are part of the assets that will enable more active travel.• There is an increasing interest in local communities to run community-led projects.• Local stakeholders (Non-Government Organisations, community groups, and partners) have been engaged to start an Active Travel Forum.• The size of our towns favours the first stages of some projects (pilots and trials).• People in Dumfries and Galloway are already above the national level in different metrics of walking and cycling.• Most people (72%) live in or around areas with the potential for a more active culture.	<ul style="list-style-type: none">• Our natural landscape and geography present opportunities for active tourism and wider initiatives for the South of Scotland.• There is national backing and emerging policies to fund more active and sustainable travel.• There was momentum in active mobility during the pandemic COVID-19.• Public consultation showed there is enthusiasm from residents to uptake active and sustainable travel if the infrastructure is improved.• Active travel projects are key to meeting net-zero goals.• The cross-cutting role of active travel connects objectives and aspirations of local agendas (environmental and people's health, reduction of carbon emissions, circular economy initiatives, sustainable tourism, and economic regeneration of towns) which can be used to make the case for joint-regeneration projects.• There is increased interest from Transport Scotland in tackling active travel on trunk roads.

Challenges

- Longer distances within rural settings.
- Low diversity in the local offer of services/facilities makes the car a preferred choice for those living outside towns.
- Some settlements are too small for the feasibility and scalability of certain initiatives.
- Infrastructure schemes struggle to be delivered due to a lack of capacity.
- Timber and other heavy stocks are part of the local economy that sustains the region, and this can pose road safety issues.
- Limited local powers on trunk roads.
- Expectation management versus cost-benefit analyses.
- Local weather conditions could hinder the uptake of active travel.
- Demographic trends; an ageing population, young people leaving the region.
- The electrification of private cars and other technologies that might interfere with active travel choices, if left unmanaged.
- Maintenance of infrastructure in such an extensive region.
- Income deprivation and inequalities in access to active travel equipment.
- Public transport integration and coordination with different operators.

The Delivery Plan for this strategy is designed to be an evolving document which will be constantly reviewed within specific milestones in 2025, 2028 and 2032. Several actions are continuing strands from the previous strategy, and these are supplemented with new actions and goals for the short, medium, and long term, considering the above challenges and opportunities. Also, it is important to highlight that the roadmap to improving active travel in Dumfries and Galloway is an ongoing process that builds on previous milestones (See Towards an Active Region).



TOWARDS AN ACTIVE REGION

01 Initiatives to making Dumfries and Galloway an active region began in the late 1980s and early 1990s with provisions in infrastructure as part of the Southern Upland Way and the National Cycle Network for long-distance walking and cycling.

02 Later in 2008 Dumfries was chosen as a Sustainable Travel Demonstration Town, and the GoSmart Dumfries project started a multimodal approach to functional journeys through active travel infrastructure and public transport integration to support shared mobility and behaviour change.

03 From 2008 until 2014 pilots and demonstrations were implemented in different locations along with efforts to provide facilities to encourage modal shift. In 2010 the first bike hiring scheme in Scotland was piloted in Dumfries.

04 In 2015 the first Active Travel Strategy for the region was agreed upon by the Economy, Environment, and Infrastructure Committee along with an Action Plan to monitor its delivery and success.

05 A number of other local initiatives were developed during 2015-2019, from communication, engagement events, and active streets audits in 16 towns, to new policy measures and infrastructure schemes.

06 2020 brought a shift in our daily lives, including the way we move, work, shop and experience places and facilities at the neighbourhood scale. Active Travel is recognised by the Scottish Government as a critical enabler across most policy areas for the coming years, so specific plans and strategies are required to exploit this potential at the local level.

07 A dedicated Active Travel Team started planning and developing the Council's second Active Travel Strategy (ATS2) in 2021. The team sits within the Roads and Infrastructure Service and will work to communicate across different Council Services (Neighbourhoods, Community Services, Economy and Development, etc) to secure more integration for the delivery of this Strategy.

The ongoing contribution of community groups, strategic partners and external organisations has played a fundamental role in helping Dumfries and Galloway make our way towards an active region. We will now seek to better support such endeavours to develop and deliver infrastructure improvements collaboratively and promote walking, wheeling, and cycling as the first choice for short daily journeys across the region.

Recent efforts have focused on three priorities which will be further promoted.

PARTNERING WITH SCHOOLS, CIVIC GROUPS, AND OTHER PARTNERS TO INVOLVE FUTURE GENERATIONS

We have been working in partnership with schools and other organisations to deliver projects related to physical activity, awareness, and training. Level 1/2 Bikeability training has been delivered to 35.7% of primary schools, and the Active Schools and Communities programme has been promoting activities before school, during lunchtime and after school.

Dumfries Learning Town (2017) provided an experience where young people were involved in jointly planning routes and undertaking network assessments. AT2 aims to make use of the outcomes from these assessments and replicate this initiative in other key settlements as well as formulating new programmes to produce first-hand (user experience) information from students and schools that allow us to monitor and extend safer home-to-school routes.

We will continue to work closely with third-sector partners to deliver engagement with younger groups. The I Bike initiative by Sustrans has provided practical sessions to promote cycling interest; focused on children moving to primary and secondary schools and targeting the gender gap of the uptake. Similarly, WOW (Living Streets) is currently ongoing in a handful of schools in the region, and to date 31 schools have also been awarded cycling-friendly status (Cycling Scotland).

This strategy acknowledges the need for scaling up these initiatives to make school routes safer and provide more opportunities for every child within 2 miles of a school to walk, wheel or cycle.



IMPROVING THE STREETScape, MAKING SAFER ROUTES FOR ALL

There have been projects for the enhancement of active links and places in different areas of the region. For instance, a project to connect and increase community usage of Dalbeattie Forrest Core Path 20 for residents and visitors as part of the Core Paths Programme, and the Sustrans' Neighbourhood Street Design projects completed in early 2017 which brought positive and tangible improvements including better crossing points and junctions in Dumfries' Queen Street, Shakespeare Street, and Brooke Street linking to the Town Centre and DG One facilities; other past initiatives include continuous work on the removal of staggered barriers affecting the streetscape in different locations, and planned placemaking interventions for improvements in Lockerbie, Annan and Stranraer, which will be the object of further support.

Such projects are never a standalone action, during the Neighbourhood Street Design projects, we held over thirty engagement events supporting community-led delivery. These had positive post-project changes in modal shift and safety levels within neighbourhoods, resulting in a reduction in recorded vehicle movements, and more social and pedestrian-friendly neighbourhoods.

New projects were included as part of the Levelling-Up Fund application and some others are currently receiving Sustrans funding. These include connections between settlements and interventions that form part of wider regeneration programmes in some town centres. We want to make the most of recent policies and upcoming funding opportunities to enable similar projects and make streets in our towns and villages suitable and attractive for walking, wheeling and cycling.



FACILITATING PARTICIPATORY PROCESSES AND BEHAVIOUR CHANGE

The grants from Smarter Choices Smarter Places, administered by Paths for All, bring many opportunities to realise community-wide interventions. These funding schemes have served to encourage people to be physically active in Dumfries and Galloway and will continue to be an important mechanism to deliver this Strategy.

'Beat the Street', an initiative created by Intelligent Health, proved to be a fun way to increase active travel through the participation of residents in a 6-week game consisting of tapping a card on sensors called 'Beat Boxes' placed approximately half a mile apart around their town. During 2015-2018, this project successfully engaged residents in Annan, Dalbeattie, Stranraer, and Dumfries, resulting in an increase in the proportion of people taking public transport and cycling as well as a decrease in inactivity.

Education and culture shifts are important milestones in the journey towards an active region; campaigns like Give Everybody Cycle Space (Cycling Scotland) have helped to raise drivers' awareness of cyclists. Similarly, a series of virtual workplace challenges to encourage individuals/teams to walk more as part of their everyday routine (Big Team Challenge / Pedometer Challenge) have taken place across the region, and initiatives like the Health Walks Programme have been running weekly in 24 locations across the region. ATS2 will build on these experiences to support and extend the implementation of such campaigns.

Social media and formal platforms like GoSmart and #DGDoingMore will be enhanced to showcase local and regional opportunities for active and sustainable travel in Dumfries and Galloway and to spread knowledge across different age groups. In addition to this, communication and participation will be strengthened via the Active Travel Forum, which will also interact with existing groups like the Outdoors Access Forum, Active Schools and Communities, and other relevant groups.



STRATEGIC OBJECTIVES

The 10 objectives of this strategy have been developed and informed by the different stages described in the introduction of this document. Along with each objective, we propose a series of outcomes to make these objectives measurable. These should guide the reviews of the Delivery Plan²⁸, as each strategic action will be connected to specific outcomes.

Both objectives and outcomes reflect on four key themes:

Safety and management:

ensure that schemes and policies for safer active routes are implemented to provide both road safety and personal safety when walking, wheeling, and cycling, recognising that perception can be as significant a barrier as actual risks. This includes managing funds for active travel effectively to address wider issues via behaviour and infrastructure projects, and speed and traffic management.

Streetscape enhancement:

improve and maintain physical infrastructure to make active travel not only possible but attractive for residents and visitors. When we talk about the streetscape in this strategy, we mean all active routes; this includes on-road/street provisions, segregated lanes, Core Paths, and features that support these, such as proper signage, marking, parking and storage facilities, green spaces, and other characteristics towards a positive user experience.

Community engagement:

encourage and keep effective communication with people, promote active and healthy lifestyles, and wider participation across all sectors. This includes Council staff engagement and co-working sessions with key stakeholders and partner organisations to roll out programmes and schemes. An important platform for the application of this theme will be the Active Travel Forum.

Context adaptation:

research and monitor ongoing initiatives to ensure we learn and better respond to both rural and urban living, diverse social groups, and ongoing sustainability and climatic challenges. This is a fundamental part of the strategy to make interventions relevant and responsive to actual needs.

28. The Active Travel Delivery Plan is a live document that accompanies this Active Travel Strategy and relevant Council services will need to act together considering the connections between the ATS2 and their strategies and plans to update and review the Active Travel Delivery Plan

STRATEGIC OBJECTIVES AND OUTCOMES

1

Improve infrastructure to make walking, wheeling, and cycling not only possible but attractive

- Outcome 1a: Reduced share of Core Paths and cycleways/ paths that are in a poor state
- Outcome 1b: Increased Km of active travel routes either on or off-road
- Outcome 1c: Reduced obstructions on footways and cycle paths

2

Make places and streets safer for people to walk, wheel, cycle or take any form of active travel

- Outcome 2a: Increased km of streets covered by 20mph schemes
- Outcome 2b: Increased share of people reporting feeling safe when walking/cycling (SHS)
- Outcome 2c: Improved provision of traffic calming features where needed
- Outcome 2d: Improved conditions for people with disabilities and other vulnerable groups

3

Build upon the recent modal shift achieved to make walking and cycling the preferred choice for short trips

- Outcome 3a: Increased share of people regularly cycling or walking for short everyday journeys (to shop, work, education and/or leisure)
- Outcome 3b: Increased share of Council, NHS and all other workers using active and sustainable travel to work (walking, cycling, public transport, or car-sharing)

4

Engage with a wider sector of the community and empower them via active travel projects and initiatives

- Outcome 4a: Increased number of employers involved in active schemes and initiatives (e.g., Cycle to work, Pedometer, Cargo bikes etc)
- Outcome 4b: Increased number of schools and other education sites with cycle-friendly status or involved in active programmes (WOW, I Bike, etc)
- Outcome 4c: Increased representation from vulnerable and seldom heard groups
- Outcome 4d: Increased support given to community-led projects (advisory, capacity-building, funding, or knowledge sharing)

5

Integrate the work of this strategy with that of the Regional Transport Strategy to facilitate sustainable travel

- Outcome 5a: Increased active travel facilities or features at and to key nodes of public transport
- Outcome 5b: Increased level and quality of information offered through GoSmart in terms of public transport

6**Signpost and promote active travel opportunities as a means for improved health, and wellbeing in the region**

- Outcome 6a: Increased level of participation in local Walks for Health and similar initiatives
- Outcome 6b: Growth of the social prescription of active travel
- Outcome 6c: Increased number of events dedicated to the health benefits of active travel and physical activity

7**Make active travel deliver on climate and environmental benefits**

- Outcome 7a: Increased number of e-bike trials and access to bikes.
- Outcome 7b: Increased promotion of bike repairs, and equipment sharing initiatives across the region, in line with a circular economy.
- Outcome 7c: Reduced car usage for trips below 3 miles, to contribute to the national aim of 20% fewer car km driven by 2030.

8**Improve urban-rural connections**

- Outcome 8a: Progressed plans for setting up community links for inter-settlement connectivity (In line with the Regional Transport Strategy)
- Outcome 8b: Increased standard of requirements for active travel features in planning applications
- Outcome 8c: Increased access and continuity of existing routes and Core Paths (In line with Outdoors Access Strategy and the Core Paths Plan)
- Outcome 8d: Improved level of alignment between Council services towards 20-minute neighbourhoods (In line with NPF4/LDP3/LPPs)

9**9. Make active travel a key element of regional leisure, tourism, and local economies**

- Outcome 9a: Increased number of partnerships with businesses and the third sector to pilot projects (e.g., thematic routes, events, etc, - in line with SOS Regional Economic Strategy and D&G Regional Tourism Strategy)
- Outcome 9b: Increased number of both leisure events and promotion of branded routes per year (Council and community-led)
- Outcome 9c: Improved provisions to support existing nature trails and great trails in the region (Romans and Reivers Route, Southern Upland Way, Mull of Galloway Trail, Annandale Way, 7 Stanes Mountain bike trail centres, The Byway, KM Trail, and other routes - In line with Open Space Strategy, Outdoors Access Strategy and Regional Tourism Strategy)

10**10. Monitor and report on the progress of the Delivery Plan**

- Outcome 10a: Increased level and quality of data available to make informed decisions
- Outcome 10b: Improved channels of information and management of public requests.

MONITORING THE PROGRESS OF THIS STRATEGY

The relevant Council services will need to act together considering the connections between the ATS2 and their strategies and plans to update and review the progress of the Delivery Plan. Actions will be reported yearly, and reviews will happen in milestones in 2025, 2028 and 2032, when the Delivery Plan will be revised against the objectives/outcomes proposed in the strategy and their level of progress.

The proposed key indicators for which data will be tracked to measure the performance and delivery of this strategy are:

Travel Choices

Percentage of employees cycling to work (Baseline: 6.7%)

Percentage of employees walking to work (Baseline: 8%)

Number of employers involved in active schemes (Baseline: 7 Cycling friendly)

Percentage of students cycling to school (Baseline: 4.3%)

Percentage of students walking to school (Baseline: 35.9%)

Number of schools involved in active initiatives like Big Walk & Wheel, Walk to School Week, Cycling Friendly Status, etc. (Baseline: 31 Cycling Friendly)

Infrastructure provision

Length (km) of active travel paths/links improved or created

Percentage of the active travel network in a poor state

Number of schools with cycle parking facilities

Number of workplaces with cycle parking facilities

Length of local network subject to 20 mph speed restrictions

Number of schools with 20mph speed limits and zones

People's Perception and Inequalities

Percentage of people reporting feeling unsafe when walking alone in their neighbourhood (Baseline: 10%)

Percentage of Households with access to a bike (Baseline: 33%)

Number of towns and villages represented in the Local Active Travel Forum

Number of community-led projects that receive support from the council. (This could be advisory, capacity-building, funding, or knowledge sharing)

Number of active travel events per year. (Behaviour change; including campaigns, bike trials, training, informative and participation sessions)

Data sources:

Cycling Scotland National Monitoring Framework via [Active Travel Open Data](#)

Which includes:

Cycling statistics from the [Scottish Household Survey](#), Living Streets Scotland and Transport Scotland, along with real-time automatic cycle counter data from different location in D&G.

Cycling Scotland programme data including: [Bikeability Scotland](#), and Cycling Friendly awards. Sustrans's [I Bike, Workplaces](#) and [Hands Up Surveys, Living Streets WOW Travel Tracker](#), and other sources as suggested by the [Active Travel Framework](#).

We will seek support from DGC's GIS Unit to record and manage data coming from active travel initiatives led by key Council Services.

DUMFRIES & GALLOWAY

Active TRAVEL DELIVERY PLAN

2022-2032



ACTIVE TRAVEL DELIVERY PLAN










The second Active Travel Strategy (ATS2) is a step to get us closer to achieving the vision of an active region. This Delivery Plan is not a single project or a detailed list of interventions for a particular village or town, but a framework to join and organise action in relation to the objectives within the strategy. Each action in the Delivery Plan needs to be developed into specific place-based projects across the region, and some past or ongoing initiatives are cited as examples to be better explored, without starting from scratch but building on ongoing work.

This Delivery Plan is a live document, so stakeholders will continue to inform, question, validate and propose further action during reviews. These actions are categorised into four streams:

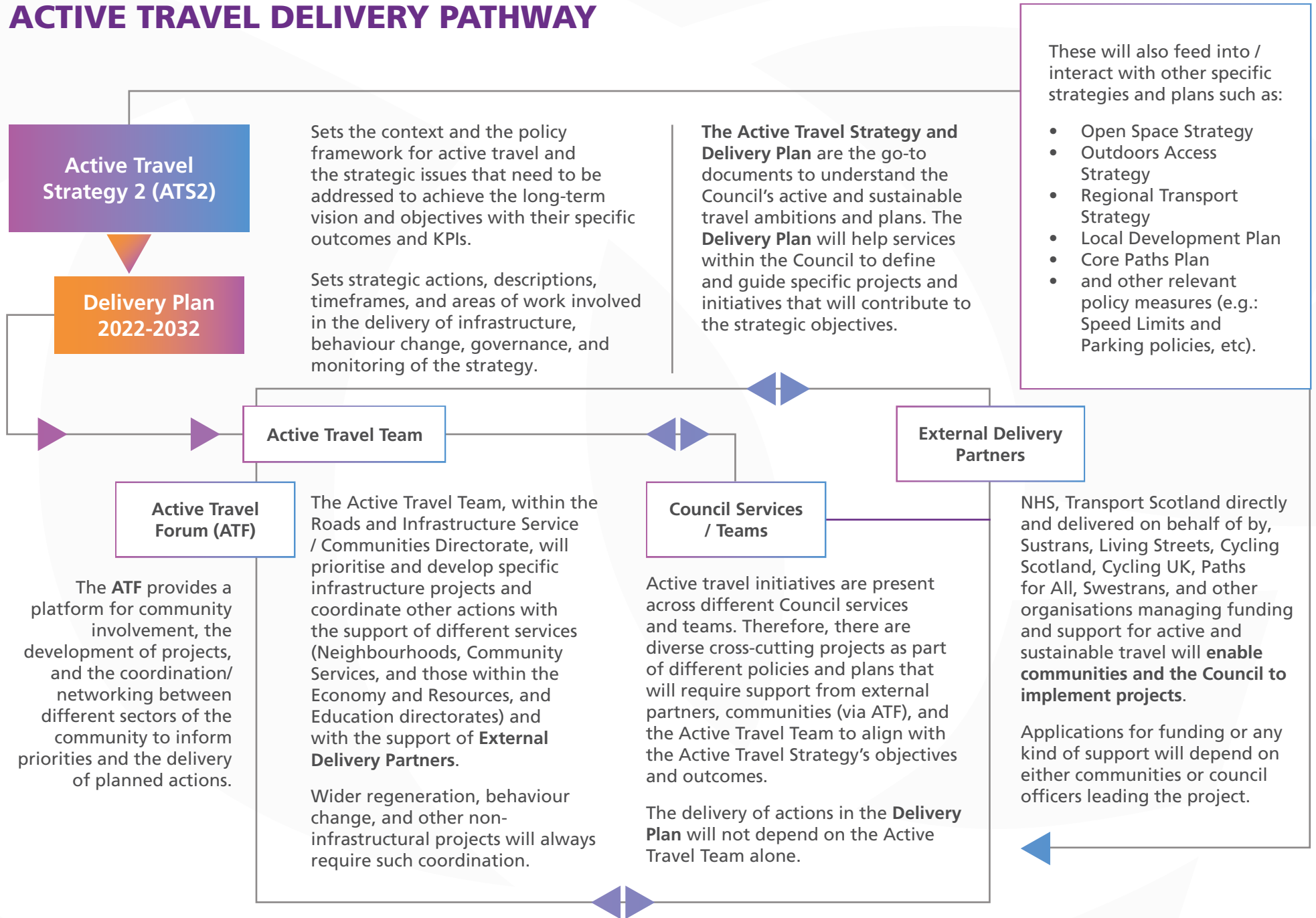
- **Networks and Infrastructure - 12 Actions**
- **Engagement, Communication and Behaviour Change - 11 Actions**
- **Research and Monitoring - 6 Actions**
- **Governance and Development - 8 Actions**

Reviews against the objectives/outcomes proposed in the strategy and their level of progress will happen in milestones in 2025, 2028 and 2032. Some actions have an ongoing implementation, whereas others have estimated deadlines. The materialisation of specific projects will require support from external partners and the Active Travel Forum (ATF). The latter is intended as a platform to facilitate a closer approach to collaborative work with all sectors of the community.

Actions require various services/teams to work together in line with the “One Team Culture” promoted in our People Strategy; therefore, each action has been assigned **Lead** and **Support** services with a legend of colours for easier identification of the services involved. This is to help communication and alignment between the Delivery Plan of the Active Travel Strategy 2 and current/planned initiatives taking place across services, SWestrans and other key external delivery partners.

Dir.	Communities			Economy and Resources			Skills, Education and Learning	External Delivery Partners	
Service	Roads and Infrastructure	Neighbourhoods	Community Services	Economy and Development	People and Transformation	Finance and Procurement	Learning and Resources	RTP SWESTRANS	Other Partners
Colour									

ACTIVE TRAVEL DELIVERY PATHWAY



NETWORK AND INFRASTRUCTURE

There are opportunities to make active travel routes, facilities, and networks across the region more direct and accessible. We will seek to capitalise on these opportunities to provide safer links for residents and visitors. Past experiences and the consultation phase for this strategy evidenced that projects and interventions do not always need to be extensive, innovative, or expensive, but do require to be meaningful and informed by communities.

Town-specific audits have been complemented with key stakeholders' workshops and community conversations to understand the usability of existing networks. Provisions to integrate active options in an accessible, safe, and attractive streetscape are one of the strategic priorities. Improving signage, lighting, and other features on and off-road will also provide a stronger sense of personal safety in the active travel network.

By working closely with SWestrans, we aim to integrate, where possible, active travel links to the public transport network (railway stations, bus stops and potential mobility hubs), to increase connections/accessibility to hospitals, education, sports facilities, workplaces, open spaces, and other key destinations.

The following actions acknowledge that all works undertaken will need to ensure proper design and ongoing seasonal maintenance, as well as more commitment across Council services to support such infrastructural enhancement in both urban and rural locations where feasible to do so. Similarly, embedding active travel features in planning requirements for new developments will help deliver more active and sustainable opportunities in the future.



COD.	ACTION	DESCRIPTION	TIME	SUPPORT OUTCOME
NI-1	<p>Provide regular inspections and maintenance for existing walking and cycling infrastructure.</p> <p>Co-Lead:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure ■ Economy and Development <p>Support:</p> <ul style="list-style-type: none"> ■ SWestrans 	<p>Ensure that fault reporting systems in place are promoted and strive for a good response rate to public requests.</p> <p>Secure basic seasonal summer/winter maintenance is achieved for strategic cycle lanes and Core Paths (good state of verges, surfaces, drainages, etc) and monitor lighting and cleaning conditions.</p> <p>Coordinate external resources for maintenance and monitoring when necessary. The model of community-led action and a volunteering programme like Community Litter Pickers should be considered for active travel paths (In line with action GD-5).</p>	<p>Ongoing</p> <p>Priority: High</p>	<p>Outcome 1a</p> <p>Outcome 3a</p> <p>Outcome 9c</p> <p>Outcome 10b</p>
NI-2	<p>Mitigate safety and accessibility issues affecting walking, wheeling, and cycling in the existing network.</p> <p>Lead:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure <p>Support:</p> <ul style="list-style-type: none"> ■ Economy and Development ■ SWestrans ■ Other Partners (Sustrans, Paths for All, etc) 	<p>Review universal accessibility features in key hubs and locations, and deliver improvements (tactile surfaces, kerbs, ramps, etc) as part of the ongoing programme of active travel infrastructure.</p> <p>Identify black spots with lighting issues that prevent functional evening/night-time active travel and hot spots where personal safety represents an issue for people to use paths. (The Active Travel Forum ATF should support these activities)</p> <p>Validate and elaborate on the outputs of the Active Streets Audits to deliver phased improvements on crossing and traffic calming devices and monitor the enforcement of 20mph Speed Limits (action GD-8) and the Regional Parking Strategy (action NI-8).</p> <p>Align with Outdoors Access Strategy regarding accessibility issues in countryside paths and links.</p>	<p>Check progress/ Review by 2025, 2028, 2032.</p> <p>Priority: High</p>	<p>Outcome 2b</p> <p>Outcome 2c</p> <p>Outcome 2d</p> <p>Outcome 3a</p>

COD.	ACTION	DESCRIPTION	TIME	SUPPORT OUTCOME
NI-3	<p>Progress in the delivery of the ongoing programme of active travel infrastructure improvement across the region.</p> <p>Lead:</p> <ul style="list-style-type: none"> Roads and Infrastructure <p>Support:</p> <ul style="list-style-type: none"> SWestrans Finance and Procurement Other Partners (Sustrans, Paths for All, etc) 	<p>Feed the Projects Bank (prioritisation list) developed by the Active Travel Team with ongoing audits, relevant consultations, and entries from the <i>Report it and Request it</i> site.</p> <p>Agree on a prioritised capital programme for active travel infrastructure improvements yearly and aim at a fair balance of urban-rural investment.</p> <p>Review the priorities for localities using the prioritisation criteria and validate results from the Active Streets Audits, via community consultation and further reports and requests.</p> <p>Follow up and revisit actions when necessary to keep an updated record of the progress of the programme, especially when these have been subject to partial/phased delivery.</p>	<p>Ongoing.</p> <p>Priority: High</p>	<p>Across Outcomes</p>
NI-4	<p>Provide practical solutions for better integration of active travel with public transport.</p> <p>Lead:</p> <ul style="list-style-type: none"> SWestrans <p>Support:</p> <ul style="list-style-type: none"> Roads and Infrastructure Other Partners (CoMo UK, Sustrans, Cycling Scotland, etc) 	<p>Work with SWestrans to develop local partnerships with public transport operators and businesses to consider feasible infrastructure solutions and trialling 'bikes on buses'.</p> <p>Inform the Regional Transport Strategy to consider the improvement of active travel features in existing bus stops at key locations and integrate active travel options within Community Transport projects.</p> <p>Work in partnership with SWestrans to assess the potential locations of mobility hubs that integrate active travel features (covered cycle parking, E-bike charging points) near both urban and rural locations, especially along strategic corridors, and consider a phased implementation (in line with action RM-5).</p> <p>Liaise with Transport Scotland to achieve active travel provisions in railway stations.</p>	<p>Check progress/ Review by 2028 – 2032.</p> <p>Priority: High</p>	<p>Outcome 5a</p> <p>Outcome 7c</p>

COD.	ACTION	DESCRIPTION	TIME	SUPPORT OUTCOME
NI-5	<p>Work on active travel links within residential and school areas.</p> <p>Lead:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure <p>Support:</p> <ul style="list-style-type: none"> ■ Learning and Resources ■ Economy and Development ■ Other Partners (Sustrans, Paths for All, etc) 	<p>Identify and deliver a programme of interventions for safer home-to-school routes and other potential improvements to support active choices for everyday short trips within neighbourhoods. (In line with action BC-3).</p> <p>Work neighbourhood-level infrastructure assessments supported by community mapping processes to identify key issues (see action RM-6) e.g., most used paths, missing links, etc, to assist the prioritisation of infrastructure projects.</p> <p>Address active travel barriers in remote residential areas and small villages in cases where school and other functional trips depend on a single path.</p>	<p>Check progress/ Review by 2028 – 2032.</p> <p>Priority: High</p>	<p>Outcome 1b</p> <p>Outcome 2d</p> <p>Outcome 3a</p> <p>Outcome 4b</p>
NI-6	<p>Explore alternatives to overcome deficiencies in active travel infrastructure and the streetscape.</p> <p>Lead:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure <p>Support:</p> <ul style="list-style-type: none"> ■ Economy and Development ■ Other Partners (Sustrans, LivingStreets, etc) 	<p>In line with action RM-1:</p> <p>Work together with local organisations and external partners to execute street trials and quick solutions for the most common issues identified in consultations (e.g., marking/wayfinding improvements, road space reallocation, traffic calming devices, etc).</p> <p>When relevant, utilise temporary interventions to validate projects with communities and make use of Experimental Traffic Regulation Orders to support these actions. If appropriate, incrementally escalate from temporary to permanent provisions.</p> <p>Evaluate the integration of temporary infrastructure projects with public realm and behaviour change projects to widen their eligibility for funding (PfE, CWSR, etc).</p>	<p>Ongoing</p> <p>Priority: Medium</p>	<p>Outcome 2b</p> <p>Outcome 2c</p> <p>Outcome 3a</p> <p>Outcome 9a</p>

COD.	ACTION	DESCRIPTION	TIME	SUPPORT OUTCOME
NI-7	<p>Evaluate and implement physical interventions to make it safer to walk and cycle on roads.</p> <p>Lead:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure <p>Support:</p> <ul style="list-style-type: none"> ■ SWestrans ■ Other Partners (Cycling Scotland, Transport Scotland, etc) 	<p>With the support of external delivery partners and the Active Travel Forum:</p> <p>Assess and map potential interventions on A roads and report/liaise with Transport Scotland about trunk road issues. Make use of community mapping and the results from wider public consultations.</p> <p>Identify interventions on A/B roads sections that pass-through towns and villages and include actions in the Project Bank (Prioritisation list) to be considered for delivery.</p> <p>Find ways to optimise back roads for active travel when intervention on other roads is not possible (revisit the Machars Cycle Routes as a model of local signage).</p>	<p>Check progress/ Review by 2025 – 2028, 2032.</p> <p>Priority: High</p>	<p>Outcome 2b</p> <p>Outcome 2c</p> <p>Outcome 3a</p>
NI-8	<p>Develop alternatives to on-road parking and pavement obstructions.</p> <p>Lead:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure <p>Support:</p> <ul style="list-style-type: none"> ■ SWestrans ■ Economy and Development 	<p>Produce and pilot a series of comprehensive proposals to remove the obstructions affecting active travel, considering not only parking but also misplaced features (signage, bins, etc). In line with action GD-4.</p> <p>Produce a phased plan that combines physical and enforcement measures to be implemented as part of the Regional Parking Strategy.</p> <p>Identify hotspots for inappropriate obstructive parking in town areas affecting cycling and walking opportunities.</p>	<p>Check progress/ Review by 2025.</p> <p>Priority: Medium</p>	<p>Outcome 1c</p> <p>Outcome 3a</p>

COD.	ACTION	DESCRIPTION	TIME	SUPPORT OUTCOME
NI-9	<p>Use the AT2 Spatial Strategy to define wider actions in strategic corridors and rural-to-urban connections.</p> <p>Co-Lead:</p> <ul style="list-style-type: none"> ■ SWestrans ■ Economy and Development ■ Roads and Infrastructure <p>Support:</p> <ul style="list-style-type: none"> ■ Other Partners (Sustrans, Paths for All, etc) 	<p>Continue to work with SWestrans to identify and prioritise paths between communities and provide a delivery plan for a feasible network of connections between main towns (attractors) and villages (satellites).</p> <p>Assess the state of the existing paths for the development of a joined-up Strategic Core Path Network to serve long-distance trips, as part of the Core Paths. (Supported by action RM-6).</p> <p>Assess the state of the existing branded cycling routes that form the regional cycling network (NCN, ByWay, etc) and collaborate with external partners to enhance it in line with wider plans like SOSE's South of Scotland Cycling Partnership Strategy, Sustrans Scotland's 30 Year NCN Plan, etc. (Supported by action RM-6).</p> <p>Use the 8 strategic areas in the AT2 Spatial Strategy to consider an integrative planning approach to the 20-minute neighbourhoods' concept to deliver on the national aims for suitable paths within 2 miles of schools.</p> <p>Determine priority areas to be considered for local masterplans to deliver specific active travel links and infrastructure within regeneration projects (via Local Place Plans /Local Development Plan 3) and by making use of the 2017-2019 Active Streets Audits.</p>	<p>Check progress/ Review by 2025, 2028.</p> <p>Priority: Medium</p>	<p>Outcome 8a</p> <p>Outcome 1b</p> <p>Outcome 2b</p>

COD.	ACTION	DESCRIPTION	TIME	SUPPORT OUTCOME
NI-10	<p>Improve signage, cycle parking and enhanced wayfinding features for any form of active travel.</p> <p>Lead:</p> <ul style="list-style-type: none"> ■ SWestrans ■ Roads and Infrastructure <p>Support:</p> <ul style="list-style-type: none"> ■ Economy and Development ■ Other Partners (SOSE, Sustrans, etc) 	<p>In line with actions NI-11 on green infrastructure, and BC-1/BC-6 on the branding of certain routes for leisure, active tourism, and other active travel opportunities considered in the South of Scotland Cycling Partnership Strategy, Core Paths Plan and Outdoors Access Strategy:</p> <p>Review signage provisions to be improved in key areas to secure consistency, visibility, and optimal use of posts.</p> <p>Use of the results of the Active Streets Audits to resolve signage and cycle parking issues at strategic locations.</p> <p>Review and provide supporting public facilities (toilets, water refill stations, cycle parking, etc) along key active travel corridors. Consider both maintenance and improvement.</p> <p>Provide solutions for safe storage and facilities with weather protection at key locations.</p>	<p>Check progress/ Review by 2025, 2028.</p> <p>Priority: High</p>	<p>Outcome 9a</p> <p>Outcome 9c</p> <p>Outcome 8c</p>

COD.	ACTION	DESCRIPTION	TIME	SUPPORT OUTCOME
NI-11	<p>Support initiatives that promote the integration of green infrastructure with walking and cycling opportunities.</p> <p>Lead:</p> <ul style="list-style-type: none"> Economy and Development <p>Support:</p> <ul style="list-style-type: none"> Roads and Infrastructure Other Partners (Visit Scotland, SOSE, SEPA, NatureScot, etc) 	<p>Work with the Active Travel Forum and external delivery partners to identify green projects to enhance nature trails and green spaces where active travel features are needed to impulse active outdoors activities (support the Galloway Glens Project, 7 Stanes, Loch Ken Trust, and similar)</p> <p>Support the programmes for the improvement of coastal footpaths; follow the improvements of the Rhins of Galloway Coastal Path and extend the initiative to a wider network of coastal routes like the Southwest Coastal Trail to be considered in the Outdoors Access Strategy and Core Paths Plan.</p> <p>Assess places where new “loops” could be created, especially in areas of scenic interest for local use, tourism/rural economies, and plan supporting infrastructure.</p> <p>Improve infrastructure that allows community-led initiatives to encourage more walking and cycling infrastructure in green and natural areas (Health Walks, Nature Walks, etc.)</p> <p>Inform the update and implementation of the Core Paths Plan, Open Space Strategy, and the Outdoors Access Strategy, to consider projects that benefit our Great Trails (Southern Upland Way, Mull of Galloway, Annandale Way, etc) national cycling routes, and scenic areas.</p>	<p>Check progress/ Review by 2025, 2028.x</p> <p>Priority: Medium</p>	<p>Outcome 8d</p> <p>Outcome 9c</p> <p>Outcome 1b</p> <p>Outcome 4d</p>

COD.	ACTION	DESCRIPTION	TIME	SUPPORT OUTCOME
NI-12	<p>Adapt and reuse former transportation routes that meet the criteria for feasible active travel links (for either transport, tourism, or recreation)</p> <p>Co-Lead:</p> <ul style="list-style-type: none"> Roads and Infrastructure SWestrans <p>Support:</p> <ul style="list-style-type: none"> Economy and Development Other Partners (Transport Scotland, SOSE, Railway Paths Limited etc) 	<p>Undertake a review of the pre-1965 railway network and identify locations/sections to develop optioning scenarios.</p> <p>Develop a programme defining specific sections for implementation of feasible integration of active travel routes in old tracks in the middle and long-term.</p>	<p>Check progress/ Review by 2028 and 2032.</p> <p>Priority: Low</p>	<p>Outcome 8a</p> <p>Outcome 9c</p> <p>Outcome 1b</p>

ENGAGEMENT, COMMUNICATION AND BEHAVIOUR CHANGE

Achieving an increase in walking and cycling rates does not only depend on new and improved infrastructure but requires a change in attitude and behaviour towards active travel as the best choice for short journeys.

Building on past initiatives such as Beat the Street, and ongoing ones like Active Schools and Communities, and the Health Walks Programme, we propose to reinforce and enhance social schemes and interactive ways to engage with a wider set of communities across the region. This will include people in deprived areas as well as satellite and rural communities. We will seek opportunities to support and promote existing campaigns and education towards an active culture to demonstrate that active and sustainable travel is for both urban and rural areas.

The consultation highlighted the need for education and awareness for all groups to increase safety and improvements in the way that active travel is promoted and marketed for all residents and visitors. Partners and civic groups made a call for community-led projects and initiatives to be better supported to gain momentum. Therefore, we will continue building partnerships and place-based initiatives with the help of local organisations and external partners via the Active Travel Forum.



COD.	ACTION	DESCRIPTION	TIME /Priority	SUPPORT OUTCOME
BC-1	<p>Optimise and promote the region-specific active and sustainable travel brand GoSmart.</p> <p>Co-Lead:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure ■ SWestrans <p>Support:</p> <ul style="list-style-type: none"> ■ People and Transformation (COMMs) 	<p>Liaise with SWestrans to optimise formats for live bus timetables and other relevant information on public transport and active travel opportunities.</p> <p>Work collaboratively with the Active Travel Forum to promote active opportunities coming from local groups and other members of the community e.g., events, webinars, tours promoted by partners and via GoSmart and associated social media.</p> <p>Regularly maintain the news feed on the GoSmart Website in interaction with the DG Doing More website and other external blogs and media so that some updates are organically co-produced.</p>	<p>Check progress/ Review by 2025. Then ongoing.</p> <p>Priority: High</p>	<p>Outcome 5b</p> <p>Outcome 7c</p> <p>Outcome 3a</p> <p>Outcome 3b</p>
BC-2	<p>Ensure clear, consistent, and accessible information on the benefits of active travel is provided across the region.</p> <p>Co-Lead:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure ■ Neighbourhoods <p>Support:</p> <ul style="list-style-type: none"> ■ SWestrans ■ People and Transformation (COMMs) ■ Community Services ■ Other Partners (Sustrans, Paths for All, Living Streets, Cycling Scotland, etc) 	<p>Work with stakeholders identified during the consultation process (stakeholders map) to plan further communication campaigns via DG Doing More to grow the initiative and outreach more sectors, including rural and vulnerable communities.</p> <p>Engage communities with events and activities beyond communication and contribute to active, healthy, and sustainable lifestyles. This also connects with the work of Active Schools and Communities (see actions BC-3 and BC-7).</p> <p>Look for partners to implement seasonal mobile libraries/stalls with information on the benefits of active travel for climate, environmental, economic, and social/ personal health.</p>	<p>Check progress/ Review by 2028. Then ongoing.</p> <p>Priority: Medium</p>	<p>Outcome 5b</p> <p>Outcome 7c</p> <p>Outcome 3a</p> <p>Outcome 3b</p> <p>Outcome 6a</p> <p>Outcome 6b</p>

COD.	ACTION	DESCRIPTION	TIME /Priority	SUPPORT OUTCOME
BC-3	<p>Keep engaging schools with active travel and extend engagement to other education sites.</p> <p>Co-Lead:</p> <ul style="list-style-type: none"> ■ Learning and Resources ■ Neighbourhoods <p>Support:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure ■ SWestrans ■ People and Transformation (COMMs) ■ Community Services ■ Other Partners (Sustrans, NHS, Living Streets, Cycling Scotland, etc) 	<p>Work with external partners to extend current initiatives in education sites, identify gaps and further needs to escalate and replicate them in more schools, and other campuses. e.g., more Cycle Friendly status – Cycling Scotland; Sustrans’ Big Walk and Wheel (formerly Big Pedal); Walk to School Week - Living Streets; Bikeability and IBike Cycling training; help Sustrans in the promotion of the Hands Up Survey to get more schools participating, etc.</p> <p>Join efforts with D&G Physical Activity Alliance and the Active Schools groups to align their activities with planned behavioural and policy interventions in ATS2.</p> <p>Work in partnership with Active Schools, and DGC Education Services to co-develop proposals based on Learning for Sustainability (LFS Strategy) e.g., supporting the Junior Road Safety initiative, and replicate the Dumfries Learning Town (DLT) model in other parts of the region, etc.</p>	<p>Check progress/ Review by by 2025 – 2028.</p> <p>Priority: High</p>	<p>Outcome 3a</p> <p>Outcome 4b</p> <p>Outcome 2d</p>

COD.	ACTION	DESCRIPTION	TIME /Priority	SUPPORT OUTCOME
BC-4	<p>Support more programmes to encourage active and sustainable travel in workplaces</p> <p>Co-Lead:</p> <ul style="list-style-type: none"> Neighbourhoods Other Partners (Sustrans, NHS, Living Streets, Cycling Scotland, etc) <p>Support:</p> <ul style="list-style-type: none"> SWestrans Roads and Infrastructure People and Transformation (COMMs) 	<p>Work with partners to provide more information for employers to develop and/or review their employee’s active and sustainable travel choices with a focus on the modal shift to active or partially active travel to work. (Walking, cycling, car sharing, bus promotion, etc)</p> <p>Plan activities to secure employers understand and utilise the Travel Know-How and Way to Work websites and other resources to support their implementation.</p> <p>Continue and further extend Cycle to Work schemes in DGC, promote Cycle to Work Day and encourage other employers to engage with initiatives that have worked in the past, e.g., Big Team Challenge, Pedometer Challenge, Carpooling challenges, etc.</p> <p>Develop a programme to incentivise the use of cargo bikes for delivery-oriented businesses.</p>	<p>Check progress/ Review by 2025, 2028 then ongoing.</p> <p>Priority: Medium</p>	<p>Outcome 4a</p> <p>Outcome 9a</p> <p>Outcome 7c</p> <p>Outcome 3a</p>

COD.	ACTION	DESCRIPTION	TIME /Priority	SUPPORT OUTCOME
BC-5	<p>Support awareness-raising campaigns with particular emphasis on mutual respect for all road users.</p> <p>Co-Lead:</p> <ul style="list-style-type: none"> ■ SWestrans ■ Roads and Infrastructure <p>Support:</p> <ul style="list-style-type: none"> ■ People and Transformation (COMMs) ■ Community Services ■ Other Partners (Sustrans, Paths for All, etc) 	<p>Work with partners and Police Scotland to communicate and engage with relevant sectors of the community.</p> <p>Look for support from organisations to prepare experiential activities and workshop-based events to engage with members of the public.</p> <p>Educate the public about changes in the Highway Code that impact active travel.</p> <p>Support employers of HGV/PCV drivers in offering cycle awareness driver training modules.</p>	<p>Check progress / Review by 2025 – 2028. Then ongoing.</p> <p>Priority: High</p>	<p>Outcome 2b</p> <p>Outcome 3a</p> <p>Outcome 7c</p>

COD.	ACTION	DESCRIPTION	TIME /Priority	SUPPORT OUTCOME
BC-6	<p>Promote active tourism and regional active travel opportunities/economies.</p> <p>Co-Lead:</p> <ul style="list-style-type: none"> ■ Economy and Development ■ Neighbourhoods <p>Support:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure ■ People and Transformation (COMMs) ■ Community Services ■ Other Partners (Visit Scotland, SOSE, GSA Biosphere, etc) 	<p>Support active tourism initiatives and participate in the development of the South of Scotland’s marketing plans. (e.g., the Coast to Coast C2C, South of Scotland Cycling Partnership Strategy “The Power of the Bike”, and similar projects).</p> <p>Embed active travel in the refreshed Regional Tourism Strategy to work out partnerships to develop a local brand for D&G as an Active Region with opportunities for cycle touring, mountain biking, gravel cycling, hiking, and great trails (Outdoors Access Strategy).</p> <p>Produce a Branding Plan for routes to be properly promoted at the right level of experience to maintain an adequate classification of the NCN and other regional routes.</p> <p>Update and distribute maps with active travel routes and paths to relevant organisations working in tourism and make them available in a suitable format for the public.</p> <p>Work together with civic and youth groups to organise promotional events to engage with locals and visitors (e.g., photography challenges in routes to promote and showcase the experience of active travel and active tourism in D&G on social media).</p>	<p>Check progress / Review by 2025-2028.</p> <p>Priority: Medium</p>	<p>Outcome 9a</p> <p>Outcome 6a</p> <p>Outcome 9c</p>

COD.	ACTION	DESCRIPTION	TIME /Priority	SUPPORT OUTCOME
BC-7	<p>Integrate physical activity into the local agenda to tackle health via active travel.</p> <p>Lead:</p> <ul style="list-style-type: none"> ■ Neighbourhoods <p>Support:</p> <ul style="list-style-type: none"> ■ Other Partners (NHS) ■ Education and Learning ■ Roads and Infrastructure ■ Other Partners (Sustrans, Paths for All, etc) 	<p>Continue to support the Active Communities initiatives to run activities like “Mums on the Move”, “Stroll in the park” and “Power Walks” in other areas across the region. Integrate community physical activity and exercise into the programme of events (action BC-8).</p> <p>Support and extend the Health Walks programme (Paths for All). This also connects with action BC-2. Encourage the Active Travel Forum to identify organisations and local activists that could help in similar activities and select cases to run a series of pilots to be supported.</p> <p>Support the NHS and their plans to social prescribing active travel, and work to promote it widely across the region, including an approach to rural areas.</p>	<p>Check progress / Review by 2025-2028.</p> <p>Priority: High</p>	<p>Outcome 2d</p> <p>Outcome 3a</p> <p>Outcome 4b</p>
BC-8	<p>Co-produce and promote a regionwide set of active events.</p> <p>Co-Lead:</p> <ul style="list-style-type: none"> ■ Learning and Resources ■ Neighbourhoods <p>Support:</p> <ul style="list-style-type: none"> ■ People and Transformation (COMMs) ■ Other Partners (Sustrans, Paths for All, SOSE, etc) 	<p>Compile relevant initiatives and events, and keep promoting regular campaigns like Bike Week, Give Everyone Cycle Space, Walk to School Week, Road Safety Week, etc.</p> <p>Provide a calendar format to allow key partners and civic groups and organisations to feed into the calendar to update it collaboratively. Align with initiatives coming from the Cultural Strategy, the Festivals and Events Strategy, and DG Doing More.</p> <p>Use GoSmart and DG Doing More websites and associated social media to extend information online. Complement this with traditional media and bespoke formats to make it universally accessible.</p>	<p>Check progress / Review by 2025</p> <p>Priority: Low</p>	<p>Outcome 6a</p> <p>Outcome 6c</p>

COD.	ACTION	DESCRIPTION	TIME /Priority	SUPPORT OUTCOME
BC-9	<p>Promote universal accessibility to walking, wheeling, and cycling.</p> <p>Lead:</p> <ul style="list-style-type: none"> ■ Community Services <p>Support:</p> <ul style="list-style-type: none"> ■ Other Partners (Sustrans, NHS, Sustrans, Living Streets, Cycling Scotland, etc) ■ Roads and Infrastructure ■ People and Transformation (COMMs) 	<p>Work with the Equality and Diversity Working Group and external partners to co-produce activities to engage with groups that are seldom heard, especially those with disabilities.</p> <p>Plan a series of community workshops, mapping activities to identify barriers, training and other suitable activities for which funding opportunities are available (via Active Travel Forum).</p> <p>Support the work of external partners (e.g., Sustrans) to extend e-bikes and push bike trials with an emphasis on rural and satellite communities.</p> <p>Work with the NHS and partners to facilitate support to lifelong cyclists and walkers.</p>	<p>Check progress / Review by 2025 – 2028, 2032.</p> <p>Priority: High</p>	<p>Outcome 2d</p> <p>Outcome 7a</p> <p>Outcome 8a</p>

COD.	ACTION	DESCRIPTION	TIME /Priority	SUPPORT OUTCOME
BC-10	<p>Develop gamification and reward schemes for active travellers of all ages.</p> <p>Co-Lead:</p> <ul style="list-style-type: none"> ■ Community Services ■ Learning and Resource ■ Neighbourhoods <p>Support:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure ■ Economy and Development ■ Other Partners (Sustrans, Paths for All, etc) 	<p>Explore more initiatives like Beat the Street, and Alphabet Street (Active Schools and Youth Work Services) and engage with a wider range of ages.</p> <p>Create a model for a reward system and pilot it, e.g., consider a sort of Active Travel Champions programme in communities via Active Travel Forum.</p> <p>Partner with local organisations and activists to better support the work of our active travel partners (Sustrans, Cycling Scotland, Living Streets, Path for All, etc) so their volunteering programmes reach different areas of the region.</p>	<p>Check progress / Review by 2025 – 2028.</p> <p>Priority: Low</p>	<p>Outcome 9a</p> <p>Outcome 9b</p> <p>Outcome 3a</p> <p>Outcome 4a</p>

COD.	ACTION	DESCRIPTION	TIME /Priority	SUPPORT OUTCOME
BC-11	<p>Embed active travel in climate and carbon neutral initiatives.</p> <p>Co-Lead:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure ■ Economy and Development <p>Support:</p> <ul style="list-style-type: none"> ■ People and Transformation (COMMs) ■ Learning and Resources ■ Community Services ■ Other Partners (SEPA, GSA Biosphere, etc) 	<p>Advise communities in the application for and administration of grants aimed at carbon reduction, circular economy, and environmental outcomes of transport e.g., shared e-bike fleets, cargo bikes, support community bike repair/ tool sharing workshops, rural development, and relevant funding opportunities (see action GD-3).</p> <p>Work with external partners and across council services to run education campaigns regarding transport carbon footprints and associated solutions in line with the Route Map for a Carbon Neutral Dumfries and Galloway.</p> <p>Support communities in the promotion of ongoing Eco-walks, nature routes, path cleaning campaigns, and other activities to increase consciousness and stewardship (build on the experience of existing community groups via the Active Travel Forum).</p>	<p>Ongoing</p> <p>Priority: High</p>	<p>Outcome 7a</p> <p>Outcome 7b</p> <p>Outcome 7c</p> <p>Outcome 9a</p> <p>Outcome 9c</p>

RESEARCH AND MONITORING

Inter-institutional communication will be key to compiling information to monitor the progress of this strategy. This includes working with the health sector to identify and gather information on physical activity trends, headteachers to engage schools in regular tracking of travel behaviours, and delivery partners working in Dumfries and Galloway to get necessary insights and evidence.

Currently, broad data on walking and cycling levels are available from national government sources. These datasets will be used to measure the general progress in walking and cycling. These will be complemented with other national and local surveys like the Hands up Survey, I Bike reports (Sustrans), NHS reports, Cycling Scotland Annual Reports, WOW Travel Tracker (Living Streets), Health Walks (Paths for All) and so on.

Where possible and relevant, the Council's *Report It and Request it* system will be used alongside other external data platforms/ sources for crowdsourcing such as Commonplace, or third-party apps that provide open information like Cyclescape, Strava, FixMyStreet, and ongoing community-led mapping initiatives.

Keeping enhanced information on the state of the network is important, so technical mapping of existing active travel links within towns and across the region will be progressively enhanced with information coming from different teams within the Council, communities, and partners. These maps will then form a spatial basis for further opportunities aimed at improving the existing network and formulating new provisions.



COD.	ACTION	DESCRIPTION	TIME	SUPPORT OUTCOME
RM-1	<p>Research short-term solutions for physical barriers to walking and cycling on roads.</p> <p>Lead:</p> <ul style="list-style-type: none"> Roads and Infrastructure <p>Support:</p> <ul style="list-style-type: none"> Community Services Other Partners (Cycling Scotland, Cycling UK, Paths for All, etc) 	<p>Crowdsource data to get user experience at the heart of the decision-making process.</p> <p>Select case studies to support community-led pilots for temporary infrastructure interventions (NI-6) and Experimental Traffic Regulation Orders.</p> <p>Benchmark good practices for local trials and identify those to be replicated.</p>	<p>Check progress / Review by 2025 – 2028</p> <p>Priority: High</p>	<p>Outcome 3a</p> <p>Outcome 7c</p> <p>Outcome 10b</p>
RM-2	<p>Develop and maintain a collection of active travel datasets</p> <p>Lead:</p> <ul style="list-style-type: none"> Roads and Infrastructure <p>Support:</p> <ul style="list-style-type: none"> People and Transformation (IT/GIS) Other Partners (Cycling Scotland, Sustrans...) 	<p>Utilise the internal Geographic Information System (GIS) and spreadsheets to maintain strategic data in one single virtual space to inform ATS2 KPIs, ongoing bids, policies etc. (maps, infrastructure status, baseline, projects bank, delivery status, etc).</p> <p>Populate data from open sources, and partner organisations (Sustrans, Cycling Scotland, etc.) and use crowdsourcing platforms as convenient, e.g., CommonPlace, FixMyStreet, Cyclescape, etc.</p> <p>Digitise relevant information from community mapping exercises and explore making the <i>Report it and Request it</i> site more responsive to active travel matters.</p>	<p>Check progress / Review by 2025-2028.</p> <p>Priority: Medium</p>	<p>Outcome 10a</p>

COD.	ACTION	DESCRIPTION	TIME	SUPPORT OUTCOME
RM-3	<p>Collect and report the data to measure and monitor the indicators in this strategy.</p> <p>Lead:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure <p>Support:</p> <ul style="list-style-type: none"> ■ People and Transformation (IT/GIS) 	<p>Produce reports for each review milestones to reflect the state of the region in each group of indicators: Travel Choices, Infrastructure Provisions, Perception, and inequalities (Baseline indicators for which previous data was not available).</p> <p>Explore making the Travel Safe D&G mobile app more responsive to active travel matters.</p>	<p>Ongoing</p> <p>Priority: Medium</p>	<p>Across Outcomes</p>
RM-4	<p>Modernise and increase the allocation of counters.</p> <p>Co-Lead/Support:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure ■ SWestrans 	<p>Identify key locations for potential mechanical counters or the use of sensors and new technologies as part of the modernisation of tracking systems for active and sustainable travel.</p>	<p>Check progress / Review by 2028.</p> <p>Priority: Low</p>	<p>Outcome 10a</p>
RM-5	<p>Research the feasibility of Mobility Hubs and the format that would best suit different areas of D&G.</p> <p>Co-Lead/Support:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure ■ SWestrans 	<p>Support SWestrans in the production of a high-level feasibility study to assess potential locations of mobility hubs and feasible active travel features to be incorporated (in line action NI-4).</p> <p>Work with partners to establish an appropriate framework for the implementation of Mobility Hubs in the rural context.</p> <p>Roll out a series of audits towards data collection and optioning pilots.</p>	<p>Check progress / Review by 2028</p> <p>Priority: Medium</p>	<p>Outcome 5a</p>

COD.	ACTION	DESCRIPTION	TIME	SUPPORT OUTCOME
RM-6	<p>Research the usability of existing active travel infrastructure.</p> <p>Co-Lead:</p> <ul style="list-style-type: none"> Roads and Infrastructure SWestrans <p>Support:</p> <ul style="list-style-type: none"> Community Services 	<p>Produce case-based reports to determine if the infrastructure in place is inappropriate or unused, and the reasons for such usage patterns to better inform improvements and future investments.</p> <p>Collaborate with the Active Travel Forum to provide user experience insights and community mapping via local communities and volunteering programmes.</p>	<p>Check progress / Review by 2025 – 2028 – 2032.</p> <p>Priority: Medium</p>	<p>Outcome 10a</p>

GOVERNANCE AND DEVELOPMENT

Active travel infrastructure, facilities, and well-equipped places will help build modal and cultural shifts towards the ambitions of this strategy; however, this will also need the implementation of policies and regulatory mechanisms. The following actions include managerial and governance aspects such as: regular assessments of both financial and human resources needed to maintain a good capacity to deliver, as well as developing traffic-related policies and regulations to incentivise and sustain positive change in the long term.

Members of the public and partners highlighted that traffic and street management and the enforcement of programmes to improve road safety should be one of the key aspects to improving walking, wheeling, and cycling conditions. Therefore, we will increase areas with 20mph speed limits to enable on-road active travel by creating safer environments for pedestrians and cyclists when off-road or segregated settings are limited by spatial or other constraints. For instance, in remote and certain rural locations. The formulation of policies, like the Regional Parking Strategy and the refreshed 20 mph Speed Limits Policy will then help advance our way towards safer routes. Similarly, the Open Space Strategy, Outdoors Access Strategy and Core Paths Plan will contribute to the development of further actions for walking and cycling.

The alignment of this Delivery Plan with other regional plans and strategies, such as the Local Development Plan, Regional Transport Strategy, Regional Tourism Strategy, and other relevant policies and projects where active travel plays a role will be considered and reviewed as necessary.



COD.	ACTION	DESCRIPTION	TIME	SUPPORT OUTCOME
GD-1	<p>Support the integration of active travel into wider plans/strategies.</p> <p>Co-Lead:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure ■ SWestrans <p>Support:</p> <ul style="list-style-type: none"> ■ Economy and Development ■ Community Services 	<p>Collaborate with relevant teams to embed active travel projects in existent and intended policies on carbon reduction, environmental and socio-economic outcomes.</p> <p>Support and inform the development of the Open Space Strategy, the Outdoors Access Strategy and the Core Paths Plan. Work in conjunction with teams leading on the development and implementation of these to coordinate actions in the 8 strategic areas defined in the ATS2 Spatial Strategy.</p> <p>This includes working and integrating active travel initiatives within the refreshed Local Development Plan 3 (LDP3), the Regional Transport Strategy 2022-2042, and Regional Tourism Strategy.</p> <p>Embrace active travel as one of our shared goals and work together with an emphasis on the “One Team Culture” Outcome of the Council’s People Strategy.</p>	<p>Check progress / Review by 2025, 2028.</p> <p>Priority: Medium</p>	<p>Outcome 7b Outcome 7c</p>

COD.	ACTION	DESCRIPTION	TIME	SUPPORT OUTCOME
GD-2	<p>Install the Regional Active Travel Forum.</p> <p>Co-Lead:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure ■ SWestrans <p>Support:</p> <ul style="list-style-type: none"> ■ People and Transformation (COMMs) 	<p>Define the structure and governance for the Active Travel Forum (ATF) with the initial group of interest identified in the public consultation.</p> <p>Aim at having representation from all Wards.</p> <p>Chair regular ATF meetings and report outcomes as necessary. Meetings are suggested on a quarterly basis.</p> <p>Align discussions and outcomes of the ATF with those of other groups like the Outdoors Access Forum (OAF), the Place Planning Partners (PPP), D&G Road Safety Partnership, and other relevant groups.</p>	<p>Check progress / Review by 2025.</p> <p>Priority: High</p>	<p>Outcome 10b</p> <p>Outcome 9b</p> <p>Outcome 4c</p> <p>Outcome 4d</p>
GD-3	<p>Keep searching suitable active travel funding opportunities for the delivery of projects.</p> <p>Lead:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure <p>Support:</p> <ul style="list-style-type: none"> ■ SWestrans ■ Other Partners (Cycling Scotland, Cycling UK, Paths for All, etc) 	<p>Keep up-to-date information on funding partners and their bid requirements to promote them locally.</p> <p>Follow relevant guidelines and support community-led projects to ensure schemes and projects meet the required standards for funding bids.</p> <p>Continue to seek funding for active travel infrastructure, maintenance and behaviour change through the budget-setting process and external funding opportunities.</p> <p>Assist the empowerment of communities and Active Travel Forum members to identify, develop and deliver their own bids when appropriate.</p>	<p>Ongoing</p> <p>Priority: High</p>	<p>Across Outcomes</p>

COD.	ACTION	DESCRIPTION	TIME	SUPPORT OUTCOME
GD-4	<p>Implement mechanisms for the 'No Obstruction' of pedestrianised areas and strategic paths.</p> <p>Co-Lead:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure ■ Economy and Development <p>Support:</p> <ul style="list-style-type: none"> ■ People and Transformation (COMMs) ■ Community Services 	<p>Inform the work of the Regional Parking Strategy as necessary to make sure walking, wheeling, and cycling user experience is considered.</p> <p>Strive for the appropriate use of infrastructure and assess resource/ capacity needs for the enforcement of measures proposed in the Regional Parking Strategy.</p> <p>Work with landowners (via Outdoors Access Forum) to secure access and continuity of paths. In line with the proposals of the Outdoors Access Strategy regarding the management of gates in rural locations.</p>	<p>Check progress / Review by 2025 – 2028.</p> <p>Priority: Medium</p>	<p>Outcome 1c</p> <p>Outcome 7c</p> <p>Outcome 8c</p>
GD-5	<p>Allocate human resources as required to secure capacity for the implementation and delivery of active travel projects.</p> <p>Lead:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure <p>Support:</p> <ul style="list-style-type: none"> ■ Finance and Procurement 	<p>Monitor the needs and determine gaps in skills and capacity to maximise funding opportunities for active travel.</p> <p>Develop contingency arrangements for short-, medium- and long-term support, and implement a programme of volunteer training and community stewardship to support the development, maintenance, and monitoring of active travel networks.</p> <p>All of this goes in line with the outcome of "Developing our People" in the Council's People Strategy.</p>	<p>Ongoing</p> <p>Priority: High</p>	<p>Across Outcomes</p>

COD.	ACTION	DESCRIPTION	TIME	SUPPORT OUTCOME
GD-6	<p>Keep developing the criteria for the prioritisation of active travel infrastructure.</p> <p>Lead/Support:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure ■ SWestrans 	<p>With the feedback of the external partners and key stakeholders review and adapt the criteria as necessary in the review milestones.</p> <p>Improve mechanisms to allow people to feed into the Projects Bank (Prioritisation List) developed by the Active Travel Team.</p>	<p>Ongoing</p> <p>Priority: Medium</p>	<p>Outcome 10a</p> <p>Outcome 10b</p>
GD-7	<p>Ensure active travel features are considered for any new development.</p> <p>Co-Lead:</p> <ul style="list-style-type: none"> ■ Roads and Infrastructure ■ Economy and Development <p>Support:</p> <ul style="list-style-type: none"> ■ SWestrans 	<p>Organise training/working sessions with relevant members of the Planning and Roads teams to embed active travel in current and future policies, and the implementation of further guidance e.g., Cycling by Design 2021.</p> <p>Work with the planning team to produce specific and updated guidance on active travel provisions for new developments to clarify the implementation of standards.</p> <p>Define and implement the policy approach to 20-minute neighbourhoods that best suit urban and rural areas in the region to achieve the vision of connected communities via local placemaking initiatives (in line with action NI-9).</p> <p>Continue to require Travel Plans to be produced for development proposals and monitor their implementation.</p>	<p>Check progress / Review by 2025 – 2028 – 2032.</p> <p>Priority: High</p>	<p>Outcome 8b</p> <p>Outcome 8d</p> <p>Outcome 7c</p> <p>Outcome 1b</p> <p>Outcome 2d</p>

COD.	ACTION	DESCRIPTION	TIME	SUPPORT OUTCOME
GD-8	<p>Support the enforcement of speed limits and traffic calming policies.</p> <p>Lead/Support:</p> <ul style="list-style-type: none"> Roads and Infrastructure SWestrans 	<p>Provide further 20mph speed limits in line with Council's agreed policy and priority order attending the evolving national policy landscape regarding speed limits.</p> <p>Implement combined approaches to physical traffic calming features along with speed limit signage. Explore self-enforcement and external mechanisms to achieve expected outcomes.</p> <p>Explore policies on weight restrictions on certain B roads that represent a high use/potential for active travel.</p>	<p>Check progress / Review by 2025 – 2028 – 2032.</p> <p>Priority: High</p>	<p>Outcome 2a</p> <p>Outcome 2c</p> <p>Outcome 2b</p> <p>Outcome 3a</p>

