

Comments and feedback provided by respondents for Questions 1,4,5,6,7, were considered and allocated to one of 5 categories. This approach has helped to define the nature of respondents' comments and to identify recurring themes within each question. The themes are:

- 1) **General comments** which support the draft strategy, or have nothing further to add
- 2) Suggested **actions** which could be considered to support the delivery of the strategy
- 3) Issues within the strategy which respondents felt needed further **expansion or clarification** in the final document
- 4) **Problems or gaps** identified by respondents which they felt could hinder the delivery of the strategy
- 5) **Any additional comments**

THEMES	CODE
General comments	Blue
Action	Red
Clarification	Green
Problems or Gaps	Yellow
Any additional comments	Purple

Comments and feedback provided by respondents for Questions 2 and 3 were broken down into alternative themes, as they are less about the strategy and more perceptions and aspirations of the individual responding. Q2 is broken down into area by Ward for gaps in walking and cycling infrastructure, and Q3 by things that would help encourage people to cycle and walk more.

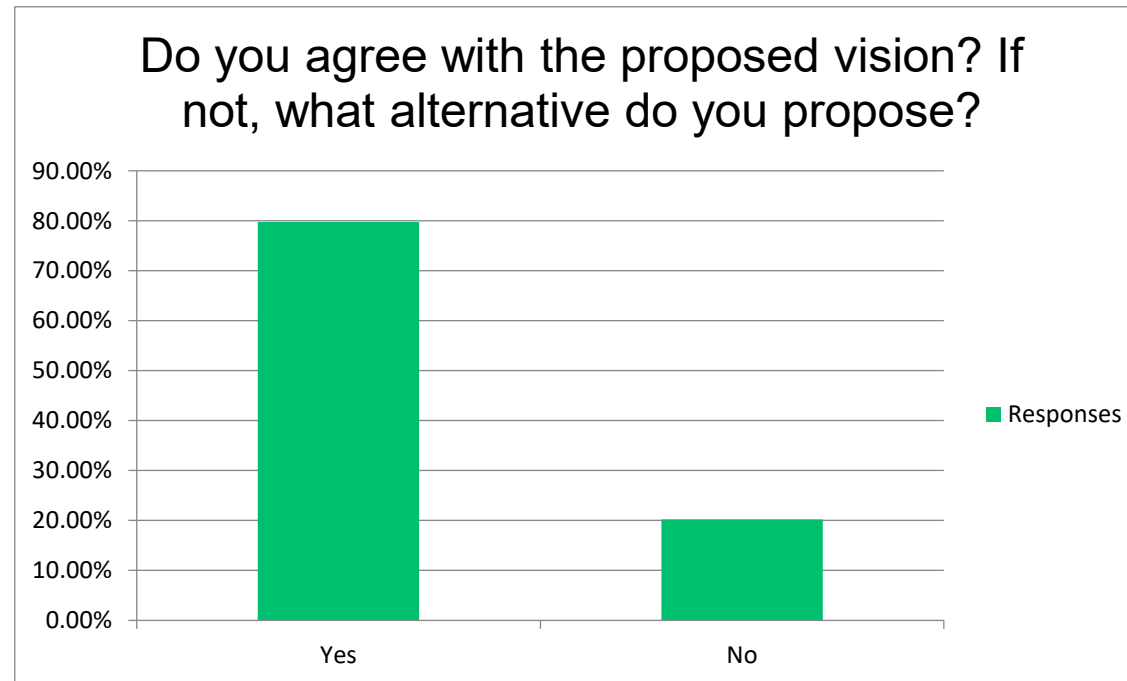
Q2 THEMES	CODE	Q3 THEMES	CODE
Speyside and Glenlivet	SG	Maintenance	M
Keith and Cullen	KC	Safety	S
Buckie	B	Cycle Parking	CP
Fochabers Lhanbryde	FL	Designated Routes/ Cycle Paths	DR/P
Heldon and Laich	HL	Education/ Training	ET
Elgin City (North and South)	EC	Transport Integration	TI
Forres	F	Other	O
Schools	SCH		

Moray Council Active Travel Strategy 2022 - 2027

Do you agree with the proposed vision?

If not, what alternative do you propose?

Answer Choices	Responses		THEMES	
Yes	79.76%	67	General comments	Blue
No	20.24%	17	Action	Red
If not, what alternative do you propose?		18	Clarification	Green
		84	Problems or Gaps	Yellow
	Answered	84	Any additional comments	Purple
	Skipped	0		



COMMENTS	RESPONSE	
It's not that I don't agree with the principles of the proposal. I just don't see why, when the council are in so much debt already, they are proposing spending so much money on something like this, when there are much more pressing issues that need tackling.	No council capital funds are allocated to Active Travel projects in Moray. All funds for projects are externally sourced grant funding i.e. Sustrans, Paths for All etc. All councils also receive an annual grant from Transport Scotland for Cycling, walking and safer routes projects.	
Don't know enough about it to have an opinion	NRN	
Certainly do but existing routes/networks should be included.	Unable to include the network in a short vision statement. However, a completed map of the cycle network will be available on the council website.	
Something with more ambitious targets - higher %ages.	Targets are included in the Objectives and not in the vision statement. Agreed some objectives will be amended following a review.	
To create a culture and environment where active travel is embedded within communities as the automatic and obvious choice for short everyday journeys to school, work and leisure.	Based on the feedback received, we propose to amend the vision statement to; <i>To create a culture and environment where active travel is embedded within our communities as the automatic and obvious choice for everyday journeys to school, work and leisure by: providing a safe, integrated and accessible network for all.</i> We need to keep the vision statement as short, simple and specific as can be.	To be actioned in revised strategy

<p>The vision needs to be more aspirational and go far beyond stating what active travel actually is. The strategy is needed to provide a policy framework through which improved infrastructure can be developed. There is no mention of equality considerations. Active travel can be a mechanism for improving health outcomes and broadening cost effective commuting options for disadvantaged communities. This should be included in the vision and prioritised throughout the strategy. Lastly, the vision should make a clearer link between the benefits of active travel and the contribution towards reaching net zero as part of climate change mitigation. Opportunities for active travel not only allows individuals to reduce their personal transport carbon emissions, it also allows the current mind-set of planning around car use to be flipped. Please amend all references to Strategic Plans and Delivery throughout the document to 'Strategic Planning and Development'. Consideration of the 20 Minute Neighbourhood approach is welcomed. However, in order to avoid duplication and to reduce the amount of consultation communities are expected to feed into, active travel plans can be embedded in the new Local Development Plan 2025, rather than having separate masterplans created.</p>	<p>Please see comment above for amendments to vision statement. Agreed however, that further content should be included within the strategy for equality considerations and health outcomes. As well as more info and detail linking the benefits of AT and the contribution towards reaching net zero. Strategic Plans and Delivery will be amended throughout the document.</p>	<p>To be actioned in revised strategy</p>
<p>No mention of safety on existing highways</p>	<p>This is not something we would include in the vision statement. Providing a safe network however is included within the strategy. A new Road Safety plan is due to be developed to deal with safety on existing roads.</p>	
<p>You need to insert a phrase which actively captures the need to improve active travel safety on existing historic routes that are routinely used by walkers, cyclists, school children, etc. in their daily lives. For example St Leonards Road, Forres</p>	<p>The provision of a safe network for all local communities is mentioned within the vision statement.</p>	
<p>Although not sure about the 'supports economic development' aspect for me Active Travel is about improving people's physical wellbeing and also help with climate change</p>	<p>This has been agreed to remove from vision statement, but will be fed more into strategy with further detail on how AT supports economic development.</p>	<p>To be actioned in revised strategy</p>

I think it should be more ambitious than short journeys, esp. given rural nature of some Moray villages.	We have removed 'short' from the statement to just 'everyday journeys'. Whilst we will strive to develop routes which we can based on a priority list, the long distance of some routes connecting communities in Moray means that funds will not always be available to do so. We will however, continue to encourage Transport Scotland, through their A96 corridor studies, to enhance the Active network of the trunk road.	
A large proportion of local travel is for shopping, which seems to be completely missed from the strategy and the vision in particular.	Shopping is classified as a leisure activity, which is included in the vision statement. Agreed that this could be expanded upon further within the document.	To be actioned in revised strategy
Going in the right direction but not nearly ambitious enough. No mention of active travel for small journeys like going shopping	Shopping is classified as a leisure activity, which is included in the vision statement. Agreed that this could be expanded upon further within the document.	To be actioned in revised strategy
Not entirely, there is nothing in there to protect pedestrians from cyclists - every time you step out on Elgin High Street you take your life in your hands due to cyclists speeding along the pavements.	This does not relate to the vision statement. However, safety is highlighted within the statement and strategy.	

Stakeholders		
Yes, all agree with the vision	No response needed	
Add - promoting use of change of behaviour/educating	See below	
I agree, however would propose a slight alteration to the vision statement to be "To create a culture and environment where active travel is the number one choice for short everyday journeys to school, work and leisure by: providing excellent active travel connections and accessibility through a safe, integrated, accessible network that supports economic development and the needs of local communities, and promoting a change in travel behaviour away from the use of motorised transport".	Promotion of behaviour change initiatives are included in the tasks within the Action Plan. Based on the feedback received, we propose to amend the vision statement to; ' <i>To create a culture and environment where active travel is embedded within our communities as the automatic and obvious choice for everyday journeys to school, work and leisure by: providing a safe, integrated and accessible network for all.</i> ' We do not plan to include 'away from the use of motorised transport' as this assumes that everyone drives, and not inclusive for those who don't have a car. We need to keep the vision statement as short, simple and specific as can be.	To be actioned in revised strategy
The strategy very briefly mentions cross-departmental work, almost as an aside, when it is absolutely critical to the achievement of the objectives, in particular in relation to Education. This needs much more prominence and agreed buy in from those other departments; just because it's in a strategy produced by the transport department, doesn't mean it's going to happen.	Moray does have a good network of specialised and local organisations across the public, private and third sector. We are agreed that effective delivery of the ATS will rely on a collective effort, through close cooperation between many, if not all, council departments, and other public, private, and third sector organisations. This will be included and updated into action 6 as a task - to improve inter departmental work.	To be actioned in revised strategy
The majority of the photos used throughout (except Moray car share) are clearly not taken in Moray. If we want to encourage people locally, then showcasing some of our infrastructure/scenery may help; when people see something that isn't relevant to them, the strategy loses impact.	Agreed. More local photos will be included in revised strategy.	To be actioned in revised strategy

Moray Council Active Travel Strategy 2022 - 2027

Where do you think there are current gaps in walking and cycling infrastructure provision?

Answered 84

Skipped 0

THEMES	CODE
Speyside and Glenlivet	SG
Keith and Cullen	KC
Buckie	B
Fochabers Lhanbryde	FL
Heldon and Laich	HL
Elgin City (North and South)	EC
Forres	F
Schools	SCH
General Infrastructure Provision	IP

COMMENTS	CODE
A98, no safe pedestrian/cycling provision for community in vicinity of Slackhead to get to Buckie and beyond. Pavement stops at Arradoul so Slackhead residents are dependent on car/bus	B
Would be good to have a cycle path out of Elgin along the A941 towards Fogwatt	EC
Getting in and out of Elgin town centre. For example there is no easy route out of the station. The cycle lane up Lossie Wynd just ends. It's good to see the cycle path being introduced from Lhanbryde to Loch Oire and beyond.	EC
Accessing Elgin town centre from any direction other than north as it is surrounded by very busy roads.	EC
There are no cycle lanes in most roads in Elgin making them unsafe for cyclists.	EC
New Elgin west towards the town centre	EC
North south connections through Elgin. The east west cycle path is great but needs better connections into it from both the north and south.	EC
There is a real lack of safe cycling routes through older parts of the town, for example, around Bishopmill across town to New Elgin. Paths and pavements are frequently blocked by parked cars, or bins, around Bishopmill making walking challenging, particularly if you have a buggy or mobility problems. Paths in the Cooper park are poorly maintained and hazardous due to leaves, duck poo, potholes and large rocks used to fill the pot holes. Again not great for walking or pushing a buggy. Cyclists fly down the pavements on North Bridge which is a hazard for pedestrians particularly when walking to the community centre nursery in the morning.	EC
A941 particularly to Longmorn and Fogwatt as these are within easy reach cycling or walking into Elgin but the road is too busy, too fast and with no safe walkway/cycle path is very dangerous.	EC

Width of paths on St Leonards in Forres, lack of action regarding heavy traffic and speeding motorists by MC and Police Scotland. This impacts on people's willingness to undertake active travel.	F
Rural cycle routes from inland villages to towns i.e. Rafford to Forres	F
Rafford to Forres	F
Pavements in Rafford, and links from Rafford to Forres for walkers and cyclists	F
On paths, there is a gap in short safe routes in the Forres area e.g. Rafford to Forres, Forres to Brodie, Forres station to the Findhorn path. There is a gap in provision for cyclists at roundabouts especially complex ones like the one in Market Street in Forres.	F
Designated foot/cycleways along the Rafford to Forres road	F
A pedestrian crossing to Forres station across the bypass would help	F
Provide a pavement or cycle path between Upper Rafford and Forres	F
Between Elgin and Forres following the A96 through Alves	F
In particular there is a need for shared use paths alongside the B9010 between Upper Rafford and Forres, along the A940 between Logie and Forres, and along the A941 between Rothes and Elgin, as no practical alternatives for everyday cycling to work and shops exist along these routes.	F/ SG
Lhanbryde to Garmouth and Garmouth to Mosstodloch	FL
Lhanbryde to Fochabers cycle shared use path incomplete and requiring crossing the A96? B9010 upper Rafford to Forres shared use path. B9103 shared use path from A96 to Lossiemouth allowing access to NCN1	FL
Better link from St Andrew's Rd south into and through Lhanbryde.	FL
Lossiemouth B9103 road out of town towards the cemetery. The path is very narrow, uneven and I am put off using it with my children due to the speed of cars coming to from the town.	HL
Lossiemouth to Hopeman, especially.	HL
Elgin to Duffus, Elgin to Pluscarden	HL
Lossiemouth to Duffus	HL
Coastal cycle path i.e. Lossie to Hopeman	HL
Lossiemouth to Muirton junction.	HL
Lossie to Hopeman, Burghead to Alves	HL
Provision for cycling is fragmented, requiring cyclists to mix with vehicle traffic on busy main roads, e.g. the A96, or to take indirect routes.	IP

To be effective and utilised, active travel routes need to link communities together. While there are numerous positive examples of active travel connections throughout Moray, there are many gaps in infrastructure provision. As a result, cyclists and walkers inevitably end up on roads in a district where driver behaviour, road speeds and signage often do not result in a safe journey. If safe and direct active travel routes are not provided, a culture change will be challenging to achieve. For example, provision of new active travel connections between Lossiemouth and Hopeman, Aberlour and Elgin, and Forres and Elgin have the potential to provide viable commuting routes between some of Moray's main population centres and key industries. The strategy needs to provide more direction around the retrofitting of active travel routes into existing communities and for connecting rural communities safely into larger towns. Additionally, the strategy makes almost no reference to the ongoing maintenance of existing or new infrastructure. Existing routes are too infrequently prioritised for clearing and repair. This must be a central consideration within the strategy, detailing adequate resource requirements. The draft strategy makes only limited reference to the key long distance trails (Moray Coast Trail, Dava Way, and Speyside Way) within the area, and no reference to the Moray Way. These are of strategic importance from an economic perspective, with the potential to significantly boost local tourism, as well as providing commuting corridors for the communities they link – as demonstrated by the Speyside Low Carbon Hub.	IP
Better to Identify the gaps between the centres of population in Moray and focus on creating ATR between them. Prioritise based on population sizes and potential usage. For each population centre, need to produce a gap showing domestic areas, schools, health centres, shops etc. and show where there needs to be safe ATRs. Then highlight gaps and prioritise plans to fill gaps. This is a major task that will require resource. Ideally, produce a template and delegate to locals with knowledge to ensure consistent approach across the County.	IP
Historic routes built for another time present today's pedestrians and cyclists with fast moving heavy load traffic.	IP
Provision is very good in many of the main settlements (Elgin, Forres) but connections into the larger settlements from smaller settlements within a half-hour cycle are less good and not comprehensive.	IP
On much of the road network that is not covered by cycle routes, but understand that due to the rurality of Moray it is difficult	IP
Safer and more links across major roads including A96, A98, A95 then safer routes across railway line and North to South in Elgin	IP
Integration with rail. However, I realise the system in Britain means a different organisation oversees this contrasted to local government (who are largely responsible for roads and not rail).	IP
Walking at night doesn't feel safe. some paths are still very dark	IP
More dedicated cycle paths on main routes are still required. Main towns still not linked and main roads are still too heavily used to be safe for cyclists/pedestrians. Moray has many back roads and these too are now very heavily used.	IP
Footpaths and Cycle routes away from the road	IP
no suitable cycle paths within the towns in moray or connecting towns	IP
More cycle paths and wider pavements in places	IP
Clear cycle paths or routes. Difficulty in creating alternatives in conservation areas.	IP
On historic strategic routes which now form a significant part of the residential network as well as a significant vehicle commuter and HGV network.	IP

If all the major A roads in Moray could have a walk/cycle path this would be amazing (A96, A95, A98 and A941) as these are the major connecting roads for people to get to school, work etc. Ensure that learning to ride a bike is part of curriculum and a statutory requirement (not optional).	IP
Hopeman/ Duffus to Lossiemouth; Joining towns/villages to NCN R1, e.g. Burghead; Rothes to Craigellachie; Keith seems particularly disconnected	IP
No joined up cycling paths to all Moray Towns	IP
Lack of cycle routes across Moray, particularly for getting from town to town or village to village	IP
Dedicated cycle/pedestrian paths	IP
Shortage of safe cycling routes	IP
Fragmented too many starts and stops. Poor signposting	IP
The cycling infrastructure is improving, but it's very 'bitty'. I'd love to see all villages linked by proper cycle paths. Every time I go onto the road I risk my life, because so many drivers are utterly horrific!	IP
separation of walkers and cyclists	IP
A lot of roads prioritise cars with no space for walking)cycling	IP
As we live in a rural area I think there are plenty places to walk and cycle if you want	IP
When approving new builds rather than enforcing a cycle path just in that scheme, ensure it ties in. Example on mannachie road, cycle path ends into a normal pavement once scheme stops, where it could have extended down to tie into the access for the Dava way at least. With the A96 looking unlikely to be dialled which included NMU links, it would be good if that still went ahead to allow cycle travel between towns.	IP
We need far more cycle paths (dual use where appropriate). The A96 is treacherous for cyclists. We need proper cycle paths all along its route, enabling connectivity for active travel between Forres, Elgin, and Nairn at least. Alternative rural routes are no better, because narrow and cars become frustrated behind cyclists. Do NOT build more roads, but use the money to build active travel routes.	IP
Lack of sealed paths for wheeled pedestrian access in my area.	IP
There are not enough lowered footpaths for disabled mobility scooters to use	IP
Cyclists don't bother using the paths already made	IP
The rural area we live in and fitness levels	IP
Walking and cycle routes should be combined where appropriate and joined	IP
Rough rocky ground on Portknockie–Cullen stretch of Sustrans 1 is unsafe for all non-MTBs.	KC
Some of the approved cycle routes are very rough, for instance the path between Cullen and Findochty	KC
Points to park and cycle after Cragganmore South Speyside way	S
School routes (especially safe crossing). In-town cycling routes, especially Elgin.	SCH

Speyside is quite cut off from commuting out with Speyside. Speyside Way is great but roads are busy and barrow for cycling to Elgin for example. An alternative would be able to take bikes on busses so could bus to Elgin and cycle the rest of the journey.	SG
A941 Rothes to Elgin	SG
Glenlivet	SG
Rothes north and south to aberlour and Elgin, only choice is the main road. I don't want to be squashed by a tanker or lorry that I'd have to share the road with	SG
Traffic free links Craigellachie to Elgin.	SG
Aberlour to Elgin, would cycle to Elgin if I could, the roads are far too busy	SG
Rothes to Craigellachie	SG
Rothes needs linked to the Speyside Way network to allow the Speyside communities to be fully connected for work, secondary schooling, community facilities etc. The local Rothes Way is an excellent initiative but is struggling with local landowners. Many smaller rural areas in Speyside lack safe connection to the Speyside Way network, instead relying on often single-track vehicle roads (not particularly safe for cycling or walking)	SG
Elgin to Rothes	SG

Stakeholders	
On Grantown Road there are 7 or 8 roads that cyclists have to navigate. They have no right of way and have to stop at each junction, safety is important.	F
A96 crossing at Bakers - Forres	F
rafford to forres, linking settlements,	F
Suggested to look at areas looking at the areas where there would be better returns (more usage).	IP
What stops people cycling – safety. Talks about encouraging people to take short trips. Cycle paths need to take into account junctions. Should be legislated from top down. Looking at cyclist having right of way	IP
We (MLOAF) estimate that, to link the major population centres would require up to 250 miles (some on road inevitably) of Active Travel Routes. Currently, there are approximately 30 miles of ATR (not including Dava Way and Speyside Way) with perhaps 25 miles in planning/progress. Therefore, it is not so much a question of identifying “gaps” in the provision as deciding which routes to prioritise. The Tasks you identify under Action 1 in Appendix 4 should enable such a priority list to be created	IP
A map showing hoped for routes throughout Moray in the longer term is also needed, so that people can see that there is a plan for all parts of the routes to link up - even if it is a bit of a dream at the moment, a vision for the future is always good to have, and it is a useful starting point for proper consultations.	IP

I see that the ATS action plan includes making AT masterplans for key settlements, could these be named, to make this consultation more meaningful, or will we have to be consulted all over again?	IP
I think that the addition of maps showing existing travel routes, indicating which are segregated or 'on road' routes would be very helpful	IP
Roths - Craigellachie a Priority	SG
Elgin - Roths aspirational route	SG

Moray Council Active Travel Strategy 2022 - 2027

What would encourage you to make more trips by foot or by cycle?

Answered

84

Skipped

0

THEMES

Maintenance

Safety

Cycle Parking

Designated Routes/ Cycle Paths

Education/ Training

Transport Integration

Other

CODE

M

S

CP

DR

ET

TI

O

COMMENTS	CODE
Cycle stands at all bus stops.	CP
No provision for people living in flats belonging to Moray Council or ex council flats for secure ground level storage facilities for cycles resulting in very poor uptake of cycling in areas, high levels of cycle theft and older people unable to carry bikes up and down flights of stairs.	CP
Ease of access without red tape hassle to get a bike shed. Simple	CP
More secure cycle parking.	CP
Safer road/track provision and more bike lockup areas	CP
More maintenance stations, cycle parking.	CP
provision for ease of access in areas low index of multiple deprivation for cycle storage	CP
There is a major gap in provision of cycle parking in existing flatted dwellings. All residents in flats should have the opportunity to keep a cycle in secure lockers close to their home.	CP
more provision of cycle parking at shops	CP
better provision of somewhere safe and secure to leave bike	CP
better cycle parking at each location	CP

Designated cycle infrastructure especially for when cycling with children.	DR
A cycle and footpath to keep you off the main road	DR
Pavement/cycle lane between Slackhead and Arradoul on A98	DR
More cycling/ footpaths	DR
More tracks separated from main roads such as the Lossiemouth-Elgin cycle path; greater connectivity of the network so "longer, safer" journeys are possible.	DR
Cycle lanes on all roads in Elgin and across Moray.	DR
More cycle paths. "Cyclist/pedestrian" aware zones on back roads such as I've seen in other Councils, possibly even linked to lower speed limits.	DR
A safe route from Alves to Elgin and Forres	DR
Not having to walk/ride on the road	DR
proper cycle paths not just painted area within existing roads proper separate path	DR
Slower vehicles or dedicated pathways.	DR
More Walking/Cycle Paths, Safer/Alternative ways to negotiate roundabouts, busy junctions and turning right off the A96.	DR
More paths - especially on the A roads as they are highly dangerous. Also time - so busy with work and volunteering commitments that I don't have time to get from work to voluntary group if I did it by active travel	DR
Good off road cycling provision	DR
Dedicated cycle/ off road paths	DR
Safe and dedicated cycle/walk routes	DR
Traffic free journey from Aberlour to Elgin	DR
Safe cycle paths by main roads	DR
More cycle routes paths, can't get to Elgin from Aberlour/ Rothes	DR

Safer walkways / cycle paths. Some roads / drivers are unsafe for cycling particularly with young children.	DR
More access to quality cycle paths around Elgin and beyond plus access to funding for cycle purchase for retired people	DR
More dedicated cycle paths, differentiated for pedestrians and cyclists	DR
Infrastructure infrastructure infrastructure	DR
A continuous and connected cycle network made up of segregated cycle lanes	DR
more designated walking cycle routes/paths	DR
Dedicated cycle lanes that link up properly, more flexible working hours to allow time to walk or cycle to school	DR
More safe paths, especially beside busy routes.	DR
Not enough cycle/walking paths	DR
Paths away from busy main roads	DR
Around the town it's okay. Cycle paths that aren't too close to the road would be better than those that run alongside, especially with cars going at 60mph+	DR
Stop on street parking on the high street and have segregated if possible but marked bike path through the village and up Garmouth Rd to the primary school.	DR
Decent cycle and footpaths	DR
More cycle paths and foot paths from towns to all outlying villages	DR
Safer walking and cycling routes.	DR
Dedicated paths -i.e. not cycling on the road and more routes that aren't beside busy traffic.	DR
Significantly increased provision of shared use paths, and well thought out crossings at roundabouts.	DR

not enough cycle paths and educating walkers	ET
fewer cars on the road and more incentives for choosing active travel	ET
Better enforcement of the existing cycle lanes, e.g. preventing drivers parking on and blocking them, and more 'cycle-friendly' junctions.	ET
Have cyclists educated to use existing lanes. No point building more when they don't bother using current ones and still use the road right next to it	ET
In the education of motorists that they are NOT the only form of transport allowed to use the roads.	ET
More/ better infrastructure; improved maintenance of paths (e.g. gritting/ snow clearance in winter); fewer cars on the road; improved highway code knowledge/ adherence by motorists	M
Well, lute, maintained, gritted cycle paths that link up all Moray Towns	M
Smoother surfaces for bikes, fewer muddy paths on foot.	M
Maintenance of existing and new provision. Examples severe tree roots on shared path at Garmouth Spey viaduct, large stones embedded within surface dressing on cycle route one between kintrae brae and the burghead road, narrowing of path due to sand blown/shrubs	M
Focus on the maintenance of roads and existing paths removing potholes.	M
Regularly maintained surface.	M
Gritting roads & surfaces for cyclists during the winter	M
Toilet provisions - composting like New Zealand do	O
time	O
Nothing. I own a car for a reason	O

I don't have a car, so apart from longer journeys when I use the train or my wife's car (when available), I walk or cycle.	O
I already walk every day, I am not physically able to cycle any more	O
Nothing.	O
I already walk or cycle for trips less than 3 miles	O
I already do the maximum of walking everywhere (certainly since I was unable to drive) but I guess the only way to make cycling and walking more attractive to more people is to make motoring more expensive, however this relies on central government policy e.g. not freezing fuel duty.	O
I don't think that throwing money at the scheme is an incentive	O
Park benches along the route, Points of interest markers along the route. Solar charging points on posts.	O
safer cycle paths and more cycle paths	S
Safer routes	S
I already walk and cycle when I can. However, I hear others cite lack of safe routes as a key reason they will not cycle on the roads.	S
Speed limits and diversion of H.G.V's to bypasses where ever possible.	S
safer roads	S
Feeling safer to cycle on the roads	S
Better lighting along some of the routes	S
making it feel safer	S
better street lighting on remote paths	S
The lowering of vehicle speed limit to 20mph	S
Less traffic, less speeding. Dedicated paths and consequences for speeding/ dangerous motorists.	S
A reduction in the speed limit in residential and shopping areas	S
Feeling safer on the roads, access to electric bike for longer distances	S

Better bikes lanes at dangerous junctions. On foot on the tarred parts of coastal walk could be lit up in dark with inlaid solar powered built in.	S
Lights on more parts of Speyside way	S
Infrastructure. I.e. separate sealed surface paths for wheels.	S
Less trip hazards on pavements, smoother footpaths	S
Paths, safety is a priority	S
On main roads i.e. A96 - too fast and dangerous	S
Safer roads. The quality of driving in Moray is particularly poor.	S
Reduce speed to 20mph.	S
20 mph speed limits in towns and villages, especially where no pavements exist.	S
More safe and segregated paths as above, and safer routes at roundabouts. Finally speed cameras or road humps would help to slow vehicle traffic as the limits are routinely ignored in Forres and on the by-pass.	S
A frequent bus from near home to work would increase walking (Kinloss to Elgin - used to be a regular direct bus that was quite full in the mornings). Cycle paths are an incredible incentive - they liberate non-confident and family cyclists. More flexible working options from employer - not just start/finish times but promoting the choice of part-time work and move away from 35-40 hour a week model that leaves no time for alternative travel choices, especially for parents, but also people with long term health issues; Essentially to promote a culture that has better work/life/activity balance.	TI
Being able to go part of the way or return by bus w/o spending a fortune on a relatively short trip.	TI

Ability to take bikes on public buses / full promotion of free public buses for young people / more frequent public transport (to support walking & cycling beyond my immediate community)	TI
Improved infrastructure of all kinds is required to encourage an increase in walking and cycling, including: • A significant increase in the availability of cycle storage / parking facilities • Expanded bike and e-bike hire options, along with a campaign to promote • Improved lighting along out of town cycle paths, to improve safety and promote use to young and vulnerable users • Suitable workplace facilities to allow for washing, showering, and changing to encourage active travel commuting • Flexible approaches in workplaces and education settings to allow for families to make active travel journeys to school and then onwards to workplaces • Adequate road signage and speed controls to address car speeds on minor roads, to prevent clashes between vehicles and active travel road users To provide clarity, the strategy needs to outline the considerations and procedures expected to be implemented by employers and public bodies to facilitate a flexible approach to how employees, students, and service users commute, to facilitate an active travel culture. Active travel links need to connect town centres and residential developments with destinations providing opportunities for: • Employment • Tourism • Leisure	M/ S/ ET/ CP/ DR/CP / TI/
Stakeholders	
families taking children to school - advertise route locations and signage	ET

The cycle friendly employer scheme which should not just include showering, changing and storage facilities but to encourage flexibility for staff. Promote that flexibility to do journeys more actively. A healthier/happier workforce gives better productivity.	ET
Maintenance of existing routes - some parts not fit to travel - NCN1 - Garmouth - Spey viaduct - through trees - tree root damage existing is hazardous	M
Gritting of existing paths, cyclists sometimes chose the road as it is not done on paths	M
Distance, weather, safety all key considerations	O
Safety. The weather and distances don't help!	O
Safety should come first and foremost	S
The three important considerations in deciding to make a trip by foot or cycle are: distance, weather and safety. The ATS addresses the latter, and if the Strategy objectives are met, should lead to increased active travel.	S
Improved safety and security.	S
The introduction of 20mph speed limit in towns in Moray, as has been done throughout the Borders towns, could improve safety for cyclists and pedestrians and potentially discourage some car use. Bike lockers distributed throughout the towns would both encourage me to cycle more by improving security when leaving my bike for longer periods or evening meetings. Wider pavements beside roads would make walking easier, but only if residents were compelled to trim the many overhanging hedges.	S
Safe road crossings will always be important, especially for younger riders, so the lack of school crossing patrols will deter parents until the infrastructure is reformed	S
Linking up public transport with Active Travel	TI

Buses having a cycle holder - pot luck if one does	TI
Bus services for pedestrians i.e. walking	TI
The time it takes to travel actively. It puts people off, however flexible working allows this. More emphasis should be put on public transport and linking with and supporting the ATS. To be able to do blended travel.	TI

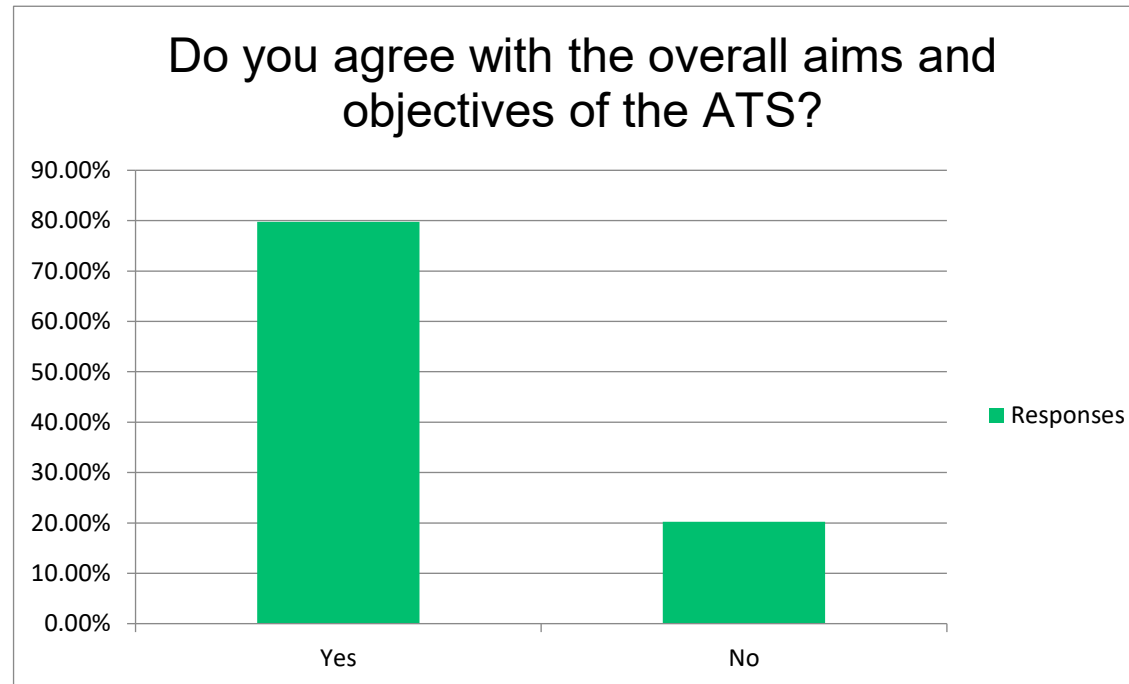
Moray Council Active Travel Strategy 2022 - 2027

Do you agree with the overall aims and objectives of the ATS?

Answer Choices	Responses	
Yes	79.76%	67
No	20.24%	17
If not what do you think the aims and objectives should be?		23
Answered		84
Skipped		0

THEMES

General comments	Blue
Action	Red
Clarification	Green
Problems or Gaps	Yellow
Any additional comments	Purple



COMMENTS	RESPONSE	
This is definitely GREEN and ECONOMICAL! Exploring and repairing bicycles often easily sourced at places like police stations and WasteBusters. se of cycles often found in places like Waste Busters	This is not something we can setup as a Local Authority, however will support the promotion and signposting of any such organisation.	
Although objective 6 I would not simply use the work walk or cycle I would open it up to include any form of active travel. My only other comment is against Objective 4 - appreciate we don't have any jurisdiction over businesses but I would like them to commit more than simply 'completing an Active Travel Plan by 2027' - this all too often means creating a plan and leaving it on the shelf (i.e. not implementing).	Objective 6 will be amended to include walk, wheel and cycle. For the actions addressing objective 4, we agree to add to the tasks to include organising a number of information events for employers to learn about incentives they can undertake to stimulate AT and how they as employers can benefit of these as well. Happier and healthier workforce to begin with.	To be actioned in revised strategy
Focus on making cyclists follow road rules and use current paths. A complete danger to other road users	We will continue to deliver as much behaviour change and cycle training sessions as possible to educate cyclists on road use. We will also work with Road Safety North East Scotland to publicise changes to the Highway Code and driver behaviour as well as cyclist behaviour. See Action 4, new task will be added to link with RSNES.	To be actioned in revised strategy

Increase cycling infrastructure by 5% each year	The measurement of objective 1 will be amended and increased from 5%, following a review of both the existing network (breakdown of adopted/ not adopted, core paths etc.) and potential future route map plan. Once we have the data of our full Active Travel network, we will set a target that is realistic, and prioritised on the basis of demand/ road safety and value for money	To be actioned in revised strategy
Increase the 5% proposed increase in 5 years of the AT network	The measurement of objective 1 will be amended and increased from 5%, following a review of both the existing network (breakdown of adopted/ not adopted, core paths etc.) and potential future route map plan. Once we have the data of our full Active Travel network, we will set a target that is realistic, and prioritised on the basis of demand/ road safety and value for money	To be actioned in revised strategy

<p>It's good to have a target for new infrastructure, but 5% of what? Would be good to specify the baseline you are working from (e.g... 5% of 100km is less ambitious than 5% of 1000km). Can the Council commit a % of transport / roads funding as some other councils are doing (e.g... Highland)?</p>	<p>The measurement of objective 1 will be amended and increased from 5%, following a review of both the existing network (breakdown of adopted/ not adopted, core paths etc.) and potential future route map plan. Once we have the data of our full Active Travel network, we will set a target that is realistic, and prioritised on the basis of demand/ road safety and value for money</p>	<p>To be actioned in revised strategy</p>
<p>It should be clearer what 5% of infrastructure actually provides. 5% of unknown is unknown!</p>	<p>The measurement of objective 1 will be amended and increased from 5%, following a review of both the existing network (breakdown of adopted/ not adopted, core paths etc.) and potential future route map plan. Once we have the data of our full Active Travel network, we will set a target that is realistic, and prioritised on the basis of demand/ road safety and value for money</p>	<p>To be actioned in revised strategy</p>

<p>More emphasis on the '20' min communities. Greater accessibility</p>	<p>20 min communities is a leading principle/ concept, but not an objective or aim in itself. We agree that the 20min communities concept deserves more attention, but not as part of the objectives and aims. Further content will be added to 'Delivering the strategy' and referenced under action point 2 and 3 of the plan. 20MN are about more than just transport, but will help in delivering the strategy.</p>	<p>To be actioned in revised strategy</p>
<p>Your overarching aims talks about - "increase cycling and walking journeys to work, to education". Nowhere does it mention anything to do with routine daily life. This is particularly important for the retired and those who do not work through disability.</p>	<p>As travel for shopping and leisure cannot be effectively measured we cannot include this as an objective. Active Travel for leisure is included as a 'short every day journey', and will therefore be encouraged and supported through infrastructure improvements and behaviour change. This will be expanded up within the strategy.</p>	<p>To be actioned in revised strategy</p>

<p>The concepts are all good but so difficult to measure meaningfully - i.e. for infrastructure, how do you define "appropriate"? For journeys to work the objective does not mean much, what action is actually going to happen? For school transport, in rural secondary schools (and many primaries) this is determined most by bus transport so the 50% figure is really just about the big Elgin schools - what will you do to support rural settings?</p>	<p>See Action 5 and 6 on action plan. For appropriate infrastructure (cycle parking) we will audit existing cycle parking facilities at transport interchanges and key destinations to determine the level and condition of existing cycle parking and identify where new/improved parking is required. This will help inform decisions on whether it is appropriate to replace, or upgrade based on its current condition and usage. For journeys to work, as set out in action 6, we will work with local employers to achieve Cycling Scotland's "Cycle Friendly" employer status, as well as provide support, guidance and assistance for employers to develop or review their Travel Plan. For journeys to school the most recent HUSS survey results released May 2022, show that only 15.7% of all school types in Moray are travelling by bus. 44% currently walk to school and 6.2% cycle. Therefore the objective could actually be increased to perhaps 60%. For rural settings we are aware it is not always possible to walk or cycle, which is why we offer park and strides, and using school transport, instead of single vehicle car use. However, for rural schools, we can</p>	<p>To be actioned in revised strategy</p>
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	<p>include an audit of safe routes to all schools in Moray from a 2/3 mile radius. We will include information on the number of children entitles to school transport in any assessment.</p>	
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I would like to see your objectives rewritten to include baselines, i.e. 47% of children walk to school now, 50% will walk to school by 2027 etc. would like to see more emphasis on infrastructure increase within towns to prevent the small journeys made by car.	Agreed. Where there is current baseline data, we can update objectives to include this.	To be actioned in revised strategy
5% increase in AT infrastructure seems quite conservative - be bold! Also, the objective that requires appropriate parking installed needs to be linked to an integrated cycling/pedestrian infrastructure, away from vehicles. The roads have got to be safe for active travel otherwise there will always be a barrier for some people to change their habits.	The measurement of objective 1 will be amended and increased from 5%, following a review of both the existing network (breakdown of adopted/ not adopted, core paths etc.) and potential future route map plan. Agreed on safe routes to encourage active travel, this will be considered at design stages of infrastructure projects.	To be actioned in revised strategy
In next 5 years I would hope the network would have increased more than by 5% especially as most of the existing network is within towns. We need to be linking up between towns and incorporating it into public transport. Needs to be much more ambitious given climate crisis, obesity crises, mental health crises and fuel prices!	The measurement of objective 1 will be amended and increased from 5%, following a review of both the existing network (breakdown of adopted/ not adopted, core paths etc.) and potential future route map plan.	To be actioned in revised strategy

Infrastructure • Objective 1 – This target is insufficient if the strategy is to deliver against the vision. A 5% increase in infrastructure could be achieved via new residential developments alone, without the impact of the strategy. To create a culture change in how people travel throughout Moray, a more ambitious approach should be adopted. • Objective 2 – There are sections of NCN1 which are single track road with blind corners and poor road surface. If this objective is to be achieved safely, significant investment into these sections of the route will be required. • Objective 3 – To provide clarity and consistency, a definition of “appropriate cycle parking” should be provided. Work • Objective 4 – Again this strategy needs to be far more ambitious. Targeting only that employers develop active travel plans, infers no expectation for any delivery by employers during the life of this strategy. Education • Objective 5 – This is a positive and ambitious target. • Objective 6 – This is a positive and ambitious target. Although both of the education objectives are positive, consideration is required around how this can be achieved by working parents, who may have to travel on to workplaces following the journey to school. Perhaps an expansion of wraparound care in schools could be proposed?

To be actioned in
revised strategy

<p>1. What is the 5% increase based on – Miles of current ATRs? Value of Cycling/walking infrastructure? The target increases in usage will not be achieved unless this target is more ambitious and focus is on addressing safety issues stopping people from cycling/walking. A. E.g. I estimate that to link the major centres will require up to 250 miles (some on road inevitably). Currently, there are approx. 30 miles of ATR and only around 25 miles in planning/progress. (And at least 20 of these are held up by landowners refusing permission for development. (See slide) 2. NCN1 is a “challenge route” under the new Sustrans definitions. It is not a good route for most commuters and it is largely on side roads which have 60mph speed limits and (in many cases) quite significant traffic. I would not focus on NCN1. 3. Agree 4. Agree – Though I would hope that major employers would have an Active Travel Plan Document in place long before 2027 5. Primary Schools meeting Level 2 Bikeability. Disappointing that currently only 55% meet this target. Aim should be to reach 95% by 2025 (latest) and 99.9% by 2027. 6. Agree</p>	<p>See above comment for Objectives 1 to 4. Objective 5 - Bikeability is currently coordinated by Outfit Moray on behalf of Moray Council. There is a lack of funding, volunteers and school support to currently have 100% school delivery. This is being addressed every year with increased funding. However teacher support and sufficient volunteers are vital to the outcome of Bikeability. Education and Transportation teams at Moray Council plan to work closer on addressing this with Cycling Scotland and Outfit Moray.</p>	
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<p>An increase of 5% in infrastructure over 5 years is insufficient. 5% per year would be a more appropriate target. Again no statement in these aims about active travel for shopping.</p>	<p>The measurement of objective 1 will be amended and increased from 5%, following a review of both the existing network (breakdown of adopted/ not adopted, core paths etc.) and potential future route map plan. As travel for shopping and leisure cannot be effectively measured we cannot include this as an objective. Active Travel for leisure is included as an 'every day journeys', and will therefore be encouraged and supported through infrastructure improvements and behaviour change.</p>	<p>To be actioned in revised strategy</p>
<p>I do not feel these objectives are aspirational enough. I would also be surprised if fewer than 50% of children walk to school know, what is the baseline figure.</p>	<p>The current number for children walking to school for all school types in Moray is 44%. Objectives will be amended as per previous comments</p>	<p>To be actioned in revised strategy</p>

<p>An extra 5% infrastructure over 5 years is a target lacking in any ambition or sense of urgency around climate change. There should be an objective to spend 2% of the Moray transport budget on active travel. There should also be objectives for available secure cycle parking at all flatted dwellings.</p>	<p>See previous comments on increasing 5% target. All active travel funds in Moray Council are capital grant funds, and not a part of the council budget. We will work closer with transport and development planning for new developments and active travel requirements. However, since last year, there are now permitted development rights for the provision of cycle storage at some commercial buildings, tenements and within the public road.</p>	<p>To be actioned in revised strategy</p>
<p>Again, it's not that I don't agree with it. I just don't see the need for it.</p>	<p>The Active Travel Strategy highlights and the importance of increasing active travel to reduce congestion, reduce carbon emissions, improve air quality, improve public health and support the local economy. It works together with many local and national policies and strategies to take action to improve the issues mentioned.</p>	

100% of primary schools by 2024 for Level 2 Bikeability. I see this as more behavioural on the part of Senior Management Teams within schools. Why not put up 'Cycling Unfriendly' banners outside those schools unwilling to participate?	Bikeability is currently coordinated by Outfit Moray on behalf of Moray Council. There is a lack of funding, volunteers and school support to currently have 100% school delivery. This is being addressed every year with increased funding. However teacher support and sufficient volunteers are vital to the outcome of Bikeability. Education and Transportation teams at Moray Council plan to work closer on addressing this with Cycling Scotland and Outfit Moray.	
Not spending money unnecessarily on a scheme that may apply in more built up areas but does not really apply in Moray. We have old railway walk/cycle ways, beaches, woodland walks and many rural roads to walk and cycle on. There is no need to created more cycle/walk ways at great expense.	These route types are more often used for leisure walks and cycles. Active Travel is for everyday journeys. To get from A to B. This requires a strategy, action plan and a budget. Not all of these routes link the main settlements e.g. Keith or Dufftown.	
Stakeholders		
Would be good if all organisational Travel plans done before 2027, but it is a reasonable target	NRN	

<p>Suggests a 4th section to add Benefit to health/well-being and tourism/economy</p>	<p>Active Travel brings many obvious benefits to health and well-being as well as the economy, however, this is not something we could create objectives for to measure in the short term. Our aims and objectives need to be SMART.</p>	
<p>Unless you can move the NCN1 it makes no difference. Doesn't go along the north coast. Sustrans are looking at the 'new national cycle network'. Omit the NCN1 to work with Sustrans to develop new routes.</p>	<p>Sustrans have recently completed an audit of NCN1 and have removed sections of the routes which they deem unsuitable. The objective is to increase the use of the route. As it runs E to W through Moray it goes through many locations and provides good data with a large number of counters on it.</p>	
<p>Some countries abroad have bike racks/ stops at the bus stops. This allowed people to cycle from the villages and to park their bikes up to continue their journey on public transport. The bikes were left all day, safe and secure.</p>	<p>In 2021 we worked with HITRANS to install Cycle parking at 5 rural transport interchanges. This was delivered in Keith, Archiestown, Dufftown, Rothes and Findhorn. As and when the funding becomes available we will continue to install cycle parking at additional bus stops, this is a confirmed task under Action 5 of the plan. We are currently developing a route map with information on existing cycling storage, repair stations etc. on the AT network.</p>	

Buses need to provide storage to allow travel with a bike.	Agreed. We will continue to engage with bus operators to increase the capacity to have bikes on buses. Will add as a task.	To be actioned in revised strategy
Would be good to promote a more outdoor lifestyle similar to that in Denmark. Making walking/cycling routes more fun. Didn't see any fun on the routes so perhaps look at more fun signage, etc.	Moray Council ran a street arts programme called '123 Routes' in 2016 which engaged with parents and children across schools in Elgin. This was a fun and exciting way to encourage people to travel actively. We will continue to use new and innovative ways to engage the public through our behaviour change programmes. Which may include more attractions along the routes such as benches, art, information signs and short educational paths.	

<p>Aim 3 - Providing that funding continues to be made available, the target of 95% of Moray's primary schools delivering "Bikeability 2" courses should be achievable well before 2027. According to one provider of the training, over 20% of primary age children in Moray cannot ride a bicycle. Therefore, funding also needs to be aimed at delivering training at lower levels as well. A useful additional target would be the proportion of primary age children that had achieved level 2.</p>	<p>Funding is limited, and currently even with the maximum amount of funding available to us, this is still only getting a delivery rate of 66% of schools in Moray. As highlighted previously, as well as limited funding, a lack of volunteers and school support is having an impact on the capacity to deliver to 100% primary schools in Moray. This is being addressed every year with increased funding. However teacher support and sufficient volunteers are vital to the outcome of Bikeability. Education and Transportation teams at Moray Council plan to work closer on addressing this with Cycling Scotland and Outfit Moray. Cycling Scotland have also opened up an additional fund 'Learn to Cycle' which is hoped will address the needs to deliver cycle training to those not able to cycle and participate yet in Bikeability.</p>	
<p>I also wondered whether the number and percentage of pupils achieving level 2 Bikeability (as you already collect this information annually,) would be a better indicator of success than number of schools taking part. It is a more accurate indicator of the percentage of Moray children able to cycle with confidence.</p>	<p>Happy to include pupil completion figures as well as school figures.</p>	<p>To be actioned in revised strategy</p>

<p>The target of a 5% increase in active travel routes (I presume these are segregated?) needs either the present length of cycle tracks or whatever 5% is identifying so that people know more clearly what is being aimed for.</p>	<p>The measurement of objective 1 will be amended and increased from 5%, following a review of both the existing network (breakdown of adopted/ not adopted, core paths etc.) and potential future route map plan. Once we have the data of our full Active Travel network, we will set a target that is realistic, and prioritised on the basis of demand/ road safety and value for money</p>	<p>To be actioned in revised strategy</p>
<p>5% of increase of what?</p>	<p>See comment above</p>	<p>To be actioned in revised strategy</p>
<p>Be clear what the aims are and in greater detail. Would like to see more about articulating over the 5 years and the aspirations for that time</p>	<p>The aims are clearly defined as 1) Increase in provision of physical infrastructure, 2) Increase in walking and cycling journeys to work 3) Increase in walking and cycling journeys to Education. These are then underpinned by 6 objectives with smart targets (some which will be amended or removed following the review) and an action plan with a list of tasks on how we plan to achieve the aims and objectives.</p>	

<p>How can the local authority could incentivise businesses to develop Travel Plans– what can we offer people?</p>	<p>As a Local Authority we can only encourage and support businesses to prioritise and embed the principle of active travel in their everyday activities and interactions with employees and the public. As well as developing Travel plans, we will encourage them to incorporate active travel champions/buddies within organisations, invest in end-of-journey and other facilities at their sites to support active travel, including workplace pool cycles. Moray Council will run a number of information events for employers to learn about incentives they can undertake to stimulate AT and how they as employers can benefit of these as well.</p>	
<p>The target for schools is also confusing. The objective of '50% of all journeys to school to be walked or cycled by 2027', would indicate a decline based on the data in Table 1, p13, where the average for those 13 years is 53.7%</p>	<p>This was an initial target, and will be amended following a review of the most recent HUSS 2022 results. The target will be an increase to 60% to be walked or cycled by 2027.</p>	<p>To be actioned in revised strategy</p>

<p>The school data in the strategy does not identify what % of children must travel by bus because of distance (e.g. rural schools) as opposed to where cycling or walking would be a realistic option. Thus it is impossible to work out whether schools are doing very well or badly at the moment.</p>	<p>Good point. We will get this data from our Public Transport Team and include it in the strategy. What we do currently know from the recent HUSS survey is that 15.7% of all children from primary and secondary are travelling by bus.</p>	<p>To be actioned in revised strategy</p>
<p>The NCN1 challenge route. Not a commuting route more for leisure. Stated it wasn't a specific target as you can't increase traffic on the NCN1. Shouldn't focus on it but on the routes that work within the vision of the 20 minute neighbourhood.</p>	<p>Sustrans have recently completed an audit of NCN1 and have removed sections of the routes which they deem unsuitable. The objective is to increase the use of the route, not add or improve infrastructure. As it runs E to W through Moray it goes through many locations and provides good data with a large number of counters on it. Many people do use shorter sections as commuting routes</p>	
<p>Aim 1 - In view of the relatively limited extent of active travel routes currently in Moray, a 5% increase over five years (representing approximately 2 miles) seems decidedly unambitious</p>	<p>The measurement of objective 1 will be amended and increased from 5%, following a review of both the existing network (breakdown of adopted/ not adopted, core paths etc.) and potential future route map plan. Once we have the data of our full Active Travel network, we will set a target that is realistic, and prioritised on the basis of demand/ road safety and value for money</p>	<p>To be actioned in revised strategy</p>

<p>Aim 1 - NCN1 is a “challenge route” under the new Sustrans definition. It is not an ideal route for most commuters as it is largely on side roads which have 60 mph speed limits and, in many cases, significant traffic. Focussing on NCN1 within the ATS does not, therefore, seem a good use of limited resources.</p>	<p>Sustrans have recently completed an audit of NCN1 and have removed sections of the routes which they deem unsuitable. The objective is to increase the use of the route. As it runs E to W through Moray it goes through many locations and provides good data with a large number of counters on it.</p>	
<p>NCN Objective - It does not seem to be high on anyone’s priority list locally, being considered generally unfit for purpose apart from very small sections where people include it in their commute route near Forres. Perhaps it is used more at the other end of Moray though?</p>	<p>See above. From Duffus through to Cullen there are many sections which are high quality and are suitable as a commuting route to school and work.</p>	
<p>Evidence suggests that pay to park at work only displaces parking. Employees would just park on streets causing knock on issues. Highlighted that Safer Schools provide a change in behaviour but that it is not without issues due to displaced parking.</p>	<p>This was a discussion that took place during the stakeholder’s consultation, and whilst extremely valid, does not impact the current aims and objectives. Workplace parking is currently neither an action nor a task within the strategy. However, as part of working with organisations to develop their Travel Plans, all initiatives will be discussed, and implemented if the business agrees this is the most appropriate course of action for them.</p>	

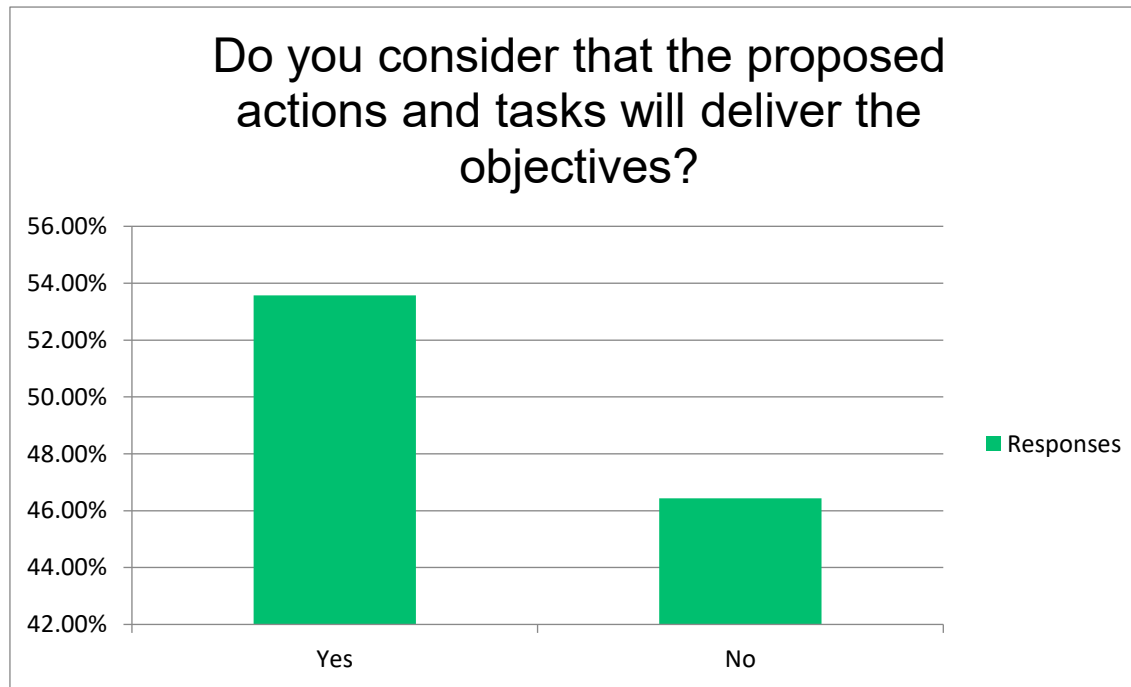
Employees would be looking for pay rises to supplement the parking fees and agreed that all it would cause is displaced parking. Saw this as the stick approach which would not work. People would like to change but they have no option in some cases. Spoke about the unavailability of public transport and in some cases non-existent. People have no other choice than to use their cars. School children were using funded school buses but as soon as they leave school to enter further education or work they have lost that transport link and go back to cars.	See comment above.	
Aim 2 - It is not unreasonable to expect major employers to have an Active Travel Plan Document in place long before 2027, unless that date is when the plans are expected to be fully implemented.	2027 is when we expect all our larger employers to have a complete and implemented Travel Plan. Some will be completed within this timeframe, but ALL by end of 2027.	

THEMES

Moray Council Active Travel Strategy 2022 - 2027

Do you consider that the proposed actions and tasks will deliver the objectives?

Answer Choices	Responses		General comments	Blue
Yes	53.57%	45	Action	Red
No	46.43%	39	Clarification	Green
If not what do you think the aims and objectives should be?		42	Problems or Gaps	Yellow
			Any additional comments	Purple
Answered		84		
Skipped		0		



COMMENTS	RESPONSES
I feel with a young family we would be more inclined to do active travel to keep healthy	NRN
I don't know - but hopefully you will monitor closely and adapt the plans if they don't appear to be making sufficient difference.	The action plan will be reviewed regularly, with an annual report at the end of each financial year to measure progress.
Yes, but I do think that active travel would be promoted by a more affordable bus service for everyone.	Unfortunately bus affordability is not covered by this strategy.
Yes - but a number of the main actions really need to link/connect in together and not completed in silo - it's the achievement of wider outcomes by connecting with all partners	Agreed, we will ensure actions are linked and part of the bigger plan.
I do not know enough about this scheme to provide an opinion	NRN
Not sure	NRN
Need to consider sustainable maintenance in addition to the plan	Agreed, maintenance for existing and new routes is key to ensuring new and current users choose active travel options. As part of the action plan we will include a maintenance plan to be developed.
Needs to be more encouragement/ pressure on people to change how they travel. Excellent that structures are being put in place but need people to use them and change their own habits	As included in the Action plan, behaviour change initiatives, and ongoing work with schools and workplaces will continue to increase the message of the importance of Active Travel and the choices available to all.

<p>Must be more focus on properly maintaining existing cycle routes and ensuring that tracks/paths are made more cycle-friendly. E.g. connection between Fairfield Avenue and the "Wards" circular route. On the other side, there is a bridge next to Greenwards Primary School that has a huge drop down onto the Wards trails, which is very frustrating for cyclists. We could also get more kids on scooters if pavements and trails were of better quality. Council staff should actually get on their bike or scooter and test for themselves how difficult it can be to get around certain parts of Elgin.</p>	<p>A previously mentioned, we will be reviewing the full AT network over the next few months, and part of that exercise will include staff inspecting the routes. Improved inter departmental work with roads team needs to ensure better maintenance of adopted paths. Budget and funding needs to be increased/ sought to ensure maintenance is included in new and existing routes. As part of the action plan we will include a maintenance plan to be developed.</p>
<p>Bike sheds for all</p>	<p>The review of the AT network/ mapping exercise will highlight gaps and needs for cycle storage. See Action 5.</p>
<p>More joined up working with other bodies e.g. Highways. Often a cycle lane ends abruptly one is unceremoniously dumped in the face of NSL traffic on roads maintained by Highways and not the local authority. We need proper inter-town cycle ways, can you be a little more specific about future schemes such as on p.17-18 of the document?</p>	<p>Action 1 and 2 of the plan, mapping exercise of the current network and development of local AT masterplans will aim to join up existing and new infrastructure/ routes. Any new schemes will not be identified until after the network review.</p>
<p>To prioritise 'active' users as oppose to vehicular traffic</p>	<p>Infrastructure will be designed with pedestrians and cyclists as priority users. See Cycling By Design guidance.</p>
<p>More public consultation on what is needed e.g. no disabled parking spaces on Forres high street</p>	<p>This is relevant for roads and traffic designs and plans. Not active travel.</p>

<p>You need to encourage commercial traffic - which does not need to transit through residential and shopping areas - to bypass the area if possible. This can be achieved through good signage for alternative routes such that satnavs are overtaken by visual roadway information</p>	<p>Please refer to the new A96 corridor review by Transport Scotland. It will include stakeholder engagement and public consultation on problems and opportunities as well as suggestions, ideas or interventions for the corridor</p> <p>Stakeholder engagement and public consultation on appraisal outcomes. A digital consultation survey is open from 12 May 2022, and will close for responses on 10 June 2022.</p>
<p>But MAINTENANCE of existing (and any new built) paths also needs to be a priority</p>	<p>Agreed, maintenance for existing and new routes is key to ensuring new and current users choose active travel options. Improved inter departmental work with roads team needs to ensure better maintenance of adopted paths. Budget and funding needs to be increased/ sought as per Action 8 of the plan. As part of the action plan we will include a maintenance plan to be developed.</p>
<p>To make walkers/cyclists a higher priority than car drivers on roads/road crossings etc.</p>	<p>Infrastructure will be designed with pedestrians and cyclists as priority users. See Cycling By Design guidance. Hierarchy of road users - changes to the Highway Code places road users most at risk (i.e. walkers and cyclists) at the top of the hierarchy.</p>

More cycle routes, paths linking communities	See action 1 and 2 of the plan, mapping exercise of the current network and development of local AT masterplans, will aim to identify existing, missing, and opportunities for new routes.
The plans are great for many of the softer approaches, but do we not need some harder systemic change - i.e. parking charges to directly fund cycle & walking infrastructure, named commitments to fill key gaps in the network (for example linking Rothes to the Speyside Way), quantifiable distances on new path networks / surfaces.	This is specifically a strategy for AT. Unfortunately legislation for parking charges does not allow us to fund this type of infrastructure from these funds.
Use what we have already got	NRN
I would add actions associated with reducing quantity and speed of traffic which deters walking and cycling by improving public transport and introducing 20mph speed limits and more traffic calming measures.	The Scottish Government has announced that it plans for 20mph to become the norm in built-up areas. All appropriate roads in built up areas will have a safer speed limit of 20mph by 2025. Until this review has been completed, Moray Council will not be undertaking blanket 20mph limits. Also see action 2 for network infrastructure improvements.
I think they should be vastly expanded! More priority should be given in funding. There should be at least a 50% increase in cycle and foot paths. All footpaths should become combined cycle/footpaths	Once we have completed the review of the network, as previously mentioned, we will be able to calculate how much we can increase the network by annually and over the next 5 years. This will be based on funding and capacity. We plan to set a target that is realistic, and prioritised on the basis of demand/ road safety and value for money

<p>New funding opportunities need to be urgently sought. See my proposal to spend 2% of the Moray Council on active travel. Edinburgh Council spends 10% on cycling transport</p>	<p>The Scottish Government have committed to make 10% of the Transport budget available for Active Travel from 2024. As per action 8, we will continue to seek funding from existing and new sources.</p>
<p>20 minute neighbourhood might be too short of time given rural communities in Speyside. Is this 20 minute for cycling?</p>	<p>Key concept of 20MNs is being able to access most everyday needs within your local area - in a rural context this might be a 20 min walk, or a 20min cycle to the next village / town, or a 20min bus ride or drive to the nearest larger settlement</p>
<p>The objectives and aims of the strategy need to be more ambitious. The culture change referenced in the introduction will not be achieved through the included proposals. It is difficult to provide constructive comment on the action plan, when the objectives are so limited in scale and scope. Is the strategy in line with Scottish Government commitment to reduce car miles travelled by 20% by 2030? A specific indicator should be included detailing the number of communities connected through construction of new active travel connections. A more robust plan around resourcing and investment is required within the action plan. This should cover the creation of new infrastructure and the ongoing maintenance requirements of all pre-existing routes. Active travel can be used to improve the opportunities available for Moray's most disadvantaged communities. This should be a key action within the strategy. There is only limited mention of the opportunities to expand existing hire services. Through tourism and leisure this provides an opportunity to support economic growth for existing businesses and social enterprises. For example, how can the operating model used with Moray Car share on the Speyside Low Carbon Hub be expanded across Moray?</p>	<p>Agreed. However, this strategy is about improving it for Active Travel, not specifically reducing car use. Increasing patronage on bus and train will also contribute to the SG commitment to reduce car miles, however, this strategy is concerned with only Active Travel element of this reduction.</p>

<p>Your proposed actions are too vague “develop infrastructure”. How, where and by when. You need to have SMART targets in order to measure change.</p>	<p>As previously mentioned, we will be undertaking a review of both the existing network (breakdown of adopted/ not adopted, core paths etc.) and potential future route map plan to develop the network. Once we have the data of our full Active Travel network, we will set a target that is realistic, and prioritised on the basis of demand/ road safety and value for money. This list will allow us to identify, where, by when and how we do this.</p>
<p>Surely the question above this box should ask why I don't think the objectives will be delivered, so that's the question I'm going to answer. I ticked No because there isn't the money to implement this. I know there's various funding streams but they're Scotland-wide and won't provide nearly enough money to undertake all the proposed works/infrastructure change.</p>	<p>Appreciate and understand that funding is key to being able to deliver some of the actions, especially within infrastructure provision. We will continue to work closely with funders and other agencies to create a delivery plan. Scottish Government have also committed to make 10% of the Transport budget available for Active Travel from 2024.</p>

<p>The answer has to be “Yes” hopefully it could, however, I have reservations. I cannot see this strategy being delivered without substantial commitment of resource and adequate funding and I cannot see that in this document. I suspect the strategy will not be signed off until later this year, leaving just over 4 years to deliver it. There has to be a sea-change in approach to planning and delivery of the infrastructure changes, political pressure exerted on firms and other organisations such as schools to “encourage” increased active travel. Unless the Council is prepared to focus sufficient resource I predict these modest targets will not be met by 2027.</p>	<p>Appreciate and understand that funding is key to being able to deliver some of the actions, especially within infrastructure provision. We will continue to work closely with funders and other agencies to create a delivery plan. Scottish Government have also committed to make 10% of the Transport budget available for Active Travel from 2024.</p>
<p>Not unless the public quickly sees tangible evidence enough to inspire voluntary input.</p>	<p>We have already began the review of the network, and are continuing the behaviour change initiatives and planned infrastructure projects as usual. Once the strategy is adopted we can drive this forward quite quickly, especially cycle parking infrastructure.</p>
<p>Doesn't really matter because too many people will be strategizing rather than delivering. Also, it is very difficult to change people's behaviour if they are not motivated to do so.</p>	<p>We now have a Sustrans embedded officer in post. Their role will be to support and help deliver the actions and tasks within the plan over the next few years.</p>
<p>people won't walk where they are in danger from cyclists, nothing in there about controlling e-scooters either</p>	<p>The legality or otherwise of escooters is a government issue. We will follow the guidance set in cycling by design for infrastructure suitable for pedestrians and cyclists.</p>

I am concerned that the strategy lacks an appropriate delivery plan. One can have no confidence in the laudable aims and objectives being delivered without budgets and timetables	It is a strategy to seek further funding sources if necessary. The network will be developed following the network review and schemes identified from that.
I live on the edge of Moray, you need to vastly improve the path network outside of the population centres.	See Actions 1 and 2
Unless larger infrastructure is employed I think you will fall short.	See Actions 1 and 2
5% increase is not nearly enough	The measurement of objective 1 will be amended and increased from 5%, following a review of both the existing network (breakdown of adopted/ not adopted, core paths etc.) and potential future route map plan. Once we have the data of our full Active Travel network, we will set a target that is realistic, and prioritised on the basis of demand/ road safety and value for money
Just to add that emphasis on promoting mixed travel is important given rural nature of Moray - so an excellent bus service that takes you quickly to ten minutes' walk from your workplace is a real win - personal cars just encourage shuffling from building to the car.	Unfortunately Active travel only includes forms of non-motorised travel, therefore public transport messaging is out with the scope of this strategy. There is a Moray Local Transport strategy and Elgin Transport strategy which is there to support the development of sustainable transport infrastructure as well as promoting safer, inclusive and affordable travel for all.

Already the Rothies way group rely on private funds, council not interested in helping	Council officers work with a number of community groups in Moray supporting the development of Active Travel paths. Support and advice has been given and will continue to be, on procurement, planning, design specifications and funding.
Found it difficult to pick out the aims from the document	Aims are clearly stated on p25 and p26 in the document.
I'm not sure how it's going to work in such a rural area	It is hard to imagine in rural areas, but we will work with local communities to identify active travel routes that reflect the needs of the communities. See Action1 and 2.
Stakeholders	
The action plan set out in Appendix 4 Actions 1-8, if adequately funded, should deliver the objectives. However, some of the Tasks should include the following considerations: Could one of the criteria be assessment of landowner support, set out a criteria for priority - as mentioned in consultation document	Noted. We will include landowner support as part of the assessment criteria.
The problem with landownership needs to be addressed and reiterated with a top down approach from SG. Similar to the railways in the 1800s where they were tasked to get the job done, basically get it sorted. There has to be the political drive to do it. Further discussed the problem and timescales around CPO/Community purchase. Also the fact that there has to be justification for the CPO.	Noted.

<p>Action 1 – Further develop the Active Travel network - Task a) Include the identification and integration of the Core Path Network. Task c) We have found that one of the most significant blocks to developing ATRs in Moray has proved to be difficulties presented by landowners. Such potential issues should be included in the prioritisation criteria. Additional Task: Provide support to existing community led ATR projects, for example Laich of Moray and Rothes Way to assist in overcoming landowner obstructions to ensure completion.</p>	<p>Noted. Will amend Task a, and as noted above, will include landowner support as part of the assessment criteria as per Task c</p>
<p>Action 7 – Work with school pupils, etc. Tasks b) In order to gain full acceptance by Head Teachers of the need to produce a School Travel Plan, including cycle training for their students, Education and Social Care needs also to be fully engaged.</p>	<p>An additional task will be added in action 7, to include better planning with Education</p>
<p>no point spending money on new paths if not maintaining existing ones</p>	<p>As mentioned above, development of a maintenance plan will be included within the actions.</p>
<p>2 or 3 groups - trying to develop paths, and would appreciate more hands on support from Council</p>	<p>Noted. We will continue to support community group's development of routes. Will add this as a further task in Action 1</p>
<p>Moray Council appear under resourced to develop and deliver this project.</p>	<p>The Scottish Government have committed to make 10% of the Transport budget available for Active Travel from 2024. As per action 8, we will continue to seek funding from existing and new sources. We now also have a Sustrans embedded officer in post. Their role will be to support and help deliver the actions and tasks within the plan over the next few years.</p>

Only if it is adequately funded.

The Scottish Government have committed to make 10% of the Transport budget available for Active Travel from 2024. As per action8, we will continue to seek funding from existing and new sources.

Moray Council Active Travel
Strategy 2022 - 2027

Are there any impacts of the Strategy which would either be a benefit or disbenefit to any particular group (e.g. older people, people with a disability, minority ethnic groups)?

Answered 74

Skipped 10

THEMES

General comments	Blue
Action	Red
Clarification	Green
Problems or Gaps	Yellow

COMMENTS	RESPONSE	
no	NRN	
No	NRN	
I simply don't know.	NRN	
Not sure	NRN	
Apart from the widespread disruption to the populace which will occur whilst all these proposed works are being undertaken, no.	Appreciate there may be minor disruption whilst construction of infrastructure works are carried out, however we will endeavour to ensure these are minimal with notice of any diversions required.	
I can only think of benefits	NRN	
not sure	NRN	
No	NRN	
Don't know	NRN	

Don't know	NRN	
No	NRN	
Can't think of any.	NRN	
Cycle lanes would be of benefit to disabled and young cyclists.	NRN	
not sure	NRN	
None that I can see	NRN	
I would hope the Strategy benefits everyone including older, younger, disabled, minority groups BUT the risk is you are diverting attention away from making transport more accessible e.g. improving local bus services, on which older/younger/disabled/abled-bodied people who can't drive (or those who choose not to for environmental reasons) rely.	There is a Moray Local Transport strategy and Elgin Transport strategy which is there to support the development of sustainable transport infrastructure as well as promoting safer, inclusive and affordable travel for all.	
Not really, If people wish to get out more they will do and if not then whatever is provided they won't use	NRN	
all abilities paths would encourage people with disabilities	NRN	
Prioritising 'active' users would benefit everyone	NRN	
I believe that active travel provides the greatest equality in opportunity. Walking is all-but free, as long as you have shoes, and perhaps a waterproof jacket; reasonable bikes can be sourced for a few hundred pounds; e-bikes and adapted bikes are fantastic for keeping older people/ those less able active and mobile; and more/ better active travel infrastructure is certainly beneficial for wheelchair users.	NRN	
No	NRN	
No	NRN	
No	NRN	
No	NRN	

I don't know	NRN	
Many more elderly expected in moray, this is vital to make more inclusive	NRN	
No	NRN	
From my experience, the improvement of path infrastructure only brings benefits - the upgraded Speyside Way sections around Aberlour are busy with a range of individuals & groups, the short section of the Rothes Way (along the old railway line) is encouraging individuals & families to exercise together and regularly. Active Travel is about adding more, not taking away, so disbenefits should not feature.	NRN	
I think it would benefit disabled people, children , women, older people and those on lower incomes		
No	NRN	
No	NRN	
Clearly the more safe pathways we have, the better for people with mobility issues, because it will be easier for those with buggies, and those who move slowly to get about safely.	NRN	
Improving wheeled access but barring cars benefits all.	NRN	
Not sure	NRN	
Nothing to add	NRN	
not sure. it appears to be very inclusive	NRN	
It's of benefit to all groups	NRN	
Benefit all groups	NRN	
Not sure	NRN	
none I can think of	NRN	
Nah	NRN	

Better and wider paths to allow 3 wheeled bikes easier access	NRN	
Benefit to families	NRN	
Better toilet provisions	Funding for delivery of active travel projects and infrastructure, does not include toilets. However we will note this as an accessibility concern, and highlight when partnership working for funding that may cover these aspects.	
Pavement between Slackhead and Arradoul would enable children and elderly people in that community to cycle/walk to school etc. in Buckie. Currently car/bus dependent although town is only a mile away and less than half a mile of additional pavement required.	Noted. Once we have the data of the complete network, any new and improvement infrastructure projects, will be considered and prioritised on the basis of demand/ road safety and value for money.	
More paths more disability groups could use	Agreed. We will ensure paths are suitable for wheeling.	

<p>As mentioned above, there is a lack of reference to how the strategy can be used to support the creation of an inclusive economy. There should be more consideration of how active travel can be used to address wealth inequalities, and improve employment prospects for our most disadvantaged communities. New active infrastructure should be prioritised around areas of disadvantage, using SIMD data. Increased electric bike hire facilities and creation of a charging network, would make cycling more accessible for both older people and people with restricted mobility.</p>	<p>Noted, this will be included in the project review. New Elgin East, Lesmurdie South, Waulkmill and Buckie Central East are the areas within the lowest SIMD in Moray, and already have good Active Travel links to the main community facilities and services. This will be a considering factor in the priority list following the network review.</p>	
<p>Certainly disabled users should benefit- lighting in certain areas would give confidence.</p>	<p>Moray Council has been granted funding from The Scottish Government to complete an audit of cycle lane widths, location of dropped kerbs, maintenance, (this includes whether routes are well lit or not adequately lit), protected or not protected routes etc. This will be completed after the network review of the Active Travel Strategy.</p>	
<p>Ensure that infrastructure is suitable for a range of cycles - trikes, hand cycles, cargo bikes to ensure a wide range of users benefit.</p>	<p>Noted. Paths will be constructed as per Cycling by Design guidance which accommodates different cycle types (e.g. min width 2.5m).</p>	

<p>Safer, well lit paths would certainly encourage older/more vulnerable people to be active.</p>	<p>Moray Council has been granted funding from The Scottish Government to complete an audit of cycle lane widths, location of dropped kerbs, maintenance, (this includes whether routes are well lit or not adequately lit), protected or not protected routes etc. This will be completed after the network review of the Active Travel Strategy.</p>	
<p>Needs to equal focus on buses for those who can't walk or cycle due to impairment. Need more information on buses. I live at trout fishery, would love to get bus to aberlour, not a clue about how to, whether buses allowed to stop in random places with no bus stops</p>	<p>There is a Moray Local Transport strategy and Elgin Transport strategy which is there to support the development of sustainable transport infrastructure as well as promoting safer, inclusive and affordable travel for all.</p>	
<p>Speyside way could do with more benches</p>	<p>Noted</p>	
<p>A few bridges need widening (Cragganmore to Blacksboat and Aberlour)</p>	<p>Bridges were upgraded and repaired as part of the Speyside way path upgrade and improvements.</p>	
<p>accessible access points/car parking</p>		

More footpaths along the A98	Noted. Once we have the data of the complete network, any new and improvement infrastructure projects, will be considered and prioritised on the basis of demand/ road safety and value for money.	
It would be beneficial if you made the pavements safer, i.e., keeping them clean and clearer, and removing cars and vans parked on pavements	Agreed, maintenance for existing and new routes is key to ensuring new and current users choose active travel options. As part of the action plan we will include a maintenance plan to be developed. Whilst pavement parking became law as part of Transport (Scotland) Act in 2019, enforcement for pavement parking does not commence until December 2023.	
You need to be careful of ablist language - some people cannot walk or cycle	Noted. Will re-read through strategy and amend where needed.	
Not giving space to new houses to permit electric charging beside the home, disabled access in public streets	Please see Action 3 of the plan	
The failure to improve safety on long-established routes in residential areas where no obvious alternative AT routes are feasible will impact severely on the elderly, disabled and young children.	See Action 1 and 2. Safe routes will be assessed as part of network criteria.	
There are people who cannot walk or cycle	Noted	

Elderly, only the Speyside way is specifically mentioned and that's in existence, ever tried to cycle from Keith to Elgin/Fochabers there is not enough path networks	See Action 1 and 2. A review of the existing network as well as a future route map plan is underway to develop new/improved active travel routes that reflect the needs of local communities.	
Ability to access/afford bikes etc. math be an issue	We have a new accessible and inclusive cycling project called 'Moray Bothy'. This covers access to temporary bikes, led rides, ebike loans, skills sessions and bike maintenance etc. Signposting to grants for active travel such as Energy Savings Trust and Citizens Advice Bureau https://www.disability-grants.org/	
cyclists on pavements and shared footways are a major hazard to older people and those with disabilities which make them slow-moving 'coming through!' is the attitude of many cyclists, and they don't have a bell or horn although it is the law to.	Noted.	
Cyclists following road rules. They undercut, ignore red lights and cut up people on paths. Could give the elderly a heart attack	Noted.	
access might be an issue for some people with a physical disability	Noted.	

Those with disabilities that require motorised transport to access central areas may be disadvantaged.	Noted.	
Stakeholders		
All were happy that the strategy had no negative impact on disability groups.	NRN	
Construction of the ATRs, with respect to surface material and free access, should take account of those who are less physically able and use wheelchairs or mobility scooters.	Noted.	
I understand that safe cycle storage facilities are to be included in all plans for new build houses/flats, but could this be extended to include plans for existing flats and social housing as they are upgraded/ insulated/boiler changed, as part of the climate change agenda funding? If the wider cycle stores are used beside supported housing then buggy bikes or mobility scooters can use them. This would help primarily lower income and people with disabilities	Cycling Scotland provide a 'Social Housing Partnership Fund' for SH providers to install a range of infrastructure including secure cycle parking, safe spaces to store prams, buggies, mobility aids seating and planters etc. This can be added as a task to Action 5 to work and signpost HA to this.	To be actioned in revised strategy

Moray Council Active Travel Strategy
2022 - 2027

Is there anything else you think the Active Travel Strategy and Action Plan should include to ensure that Active Travel is inclusive for all, and inequalities addressed?

Answered 84
Skipped 0

THEMES

General comments	Blue
Action	Red
Clarification	Green
Problems or Gaps	Yellow
Any additional comments	Purple

COMMENTS	RESPONSE
no	NRN
Not sure	NRN
No	NRN
No	NRN
Not sure	NRN
No.	NRN
No	NRN

No	NRN
Not sure	NRN
No just more paths in Moray more like the Europeans do	NRN
No	NRN
No	NRN
No.	NRN
no	NRN
not that I can think of	NRN
No	NRN
Not at this stage.	NRN
No	NRN
Not really I think Moray already provides a lot of excellent facilities.	NRN
No	NRN
Not sure	NRN
No	NRN
Unsure	NRN
No	NRN
I don't know	NRN
No	NRN
No	NRN
No	NRN
no	NRN
No	NRN
Once again, it's all about the action plan - we need delivery!	NRN
Just get on with it, anything helps.	NRN
Nothing to add	NRN
No	NRN
No	NRN

None	NRN
No	NRN
Promoting the environmental issues. Also utilising other methods rather than travelling for example working from home and technology	This is already covered in Policy Rationale & Climate Change Policy & Benefits of AT - this strategy is about promoting active travel when people do need/want to travel
Bike grants for those who can't afford it perhaps	The council is unable to provide grants for bikes, we can however signpost the public to available grants/ loans.
there is little or no secure parking for cycles	Please refer to Action 2 and 5 of the plan.
I can't see anything about free/subsidised bikes for people who can't afford them - but maybe I just missed it.	The council is unable to provide grants for bikes, we can however signpost the public to available grants. This can be added in as a task for Action 4 or 8 - signpost the public and organisations to EST etc. for grants.
As said before toilet provisions	Funding for delivery of active travel projects and infrastructure, does not include toilets. However we will now this as an accessibility concern, and highlight when partnership working for funding that may cover these aspects.

<p>Dufftown has a great ebike hire scheme which opens up cycling for everyone. Having bikes to hire when you get off the bus etc. would be great. Need to think about families as well though and having cargo/trailer options.</p>	<p>There are ebike hire schemes available through Moray Car share and through Outfit Moray. Funding for such schemes would need to become available in order to deliver a hire project. This is something that will be looked at as and when funding and capacity allow.</p>
<p>Ensure small communities like Slackhead do not remain isolated because of their small populations. Same concept as 'island proofing'.</p>	<p>As set out in Action 2 of our action plan, we will develop AT masterplans in key settlements, of which Buckie and surrounding area will be one. This will be done in consultation with the relevant communities and stakeholders to identify the demand for movement and missing links in the local settlements.</p>
<p>Ease of arranging secure cycle storage at ground level for those not fortunate enough to own their own garden.</p>	<p>As set out in Action 5 of the action plan, we plan to provide new and improved cycle parking across Moray, following an audit of the existing facilities.</p>

Cycle repair and maintenance workshops for unemployed interested public members would give even more credence and 'ownership' of cycle routes and paths rested members of the public

As set out in Action 4 of the action plan, we plan to deliver cycle training and maintenance sessions to support people to develop skills, knowledge and confidence.

Regular engagement with different groups - women, ethnic minorities, disabled, young people

See above - this will be done through the Moray Bothy project which is funded by Paths for All, Smarter choices smarter places programme.

The Moray Bothy project is in its 2nd year, and focuses on promoting accessible and inclusive cycling and walking opportunities. The Moray Bothy project will continue in its approach to target people who are new to cycling or those who have not been on a bike in some time. It will also continue to build on the successful partnerships made during 2021-22 which has included engagement with:

- Children First
- Women's Aid
- Moray Food Plus
- Sacro Supported Accommodation
- Cullen Medical Practice
- Blackford Group

promotion of routes already available and details for future expansion	As set out in Action 4 of the action plan we will continue to promote, encourage and facilitate active travel and existing and new routes.
educate dog walkers to have dog on short lead	NRN
better dropped kerbs for wheeling	Moray Council has been granted funding from The Scottish Government to complete an audit of cycle lane widths, location of dropped kerbs, maintenance, protected or not protected routes etc. This will be completed after the network review of the Active Travel Strategy.
Again, to lower the vehicular speed limit to 20mph	The Scottish Government has announced that it plans for 20mph to become the norm in built-up areas. All appropriate roads in built up areas will have a safer speed limit of 20mph by 2025. Until this review has been completed, Moray Council will not be undertaking blanket 20mph limits.

Consider other mechanisms to engage with seldom heard groups. Promote through Facebook, newspaper articles etc. Consider input from these specific groups	This will be noted and included as part of our community engagement work throughout the network plan and masterplans, as well as behaviour change initiatives.
Safe routes away from motorised transport, particularly for those with disabilities.	Noted
Opportunity to have a sort of bike bank where people can recycle their unwanted bikes that can be given a repair/maintenance check and then advertised to be sold for a reasonable price to those that face financial barriers (am aware Outfit Moray deliver this and the scheme sold out nearly all their bikes during lockdown so expansion of this would avoid bikes being wasted).	This is covered within Action 4 of the plan
Maintenance of existing (and new built paths) - there needs to be a budget for cutting back foliage alongside paths (e.g. Elgin - Lossie path) and this needs carrying out more frequently than it is currently being undertaken; paths also need gritting in winter months if you expect people to be able to use them to commute to work; and snow clearing will also be required from time to time.	Agreed, maintenance for existing and new routes is key to ensuring new and current users choose active travel options. Improved inter departmental work with roads team needs to ensure better maintenance of adopted paths. Budget and funding needs to be increased/ sought as per Action 8 of the plan. As part of the action plan we will include a maintenance plan to be developed.
Well lit, maintained, gritted cycle paths that link all Moray Towns	See comment above

More ambitious path development for Speyside	Noted. As part of the development of the Active Travel network and key settlements masterplans, we will continue to work to identify a network of routes that connect communities.
20mph speed limits in all residential zones, complete with speed bumps. Traffic free high streets, traffic calming measures, more pedestrian crossing, more priority for walker's cyclists and less car centred.	The Scottish Government has announced that it plans for 20mph to become the norm in built-up areas. All appropriate roads in built up areas will have a safer speed limit of 20mph by 2025. Until this review has been completed, Moray Council will not be undertaking blanket 20mph limits. Also see action 2.
More paths linking communities, ever tried to get from Craggonmore to carton, it's not accessible to many due to the V gates	Noted. Please refer to Action 1.
Cycling for disabled people e.g. tandem hire and cycle buddy schemes etc. cycling groups for those who are older and not too fit, cycle hire/ecycle hire	Covered in Action 4. We also have a new accessible and inclusive cycling project called 'Moray Bothy'. This covers led rides, ebike loans, skills sessions and bike maintenance etc.

strategically placed seats and public toilets along walkways	Funding for delivery of active travel projects and infrastructure, does not include toilets. However we will note this as an accessibility concern, and highlight when partnership working for funding that may cover these aspects.
Segregated bike lane network	Noted. See Action 1.
Clear signs availability of printed maps for those without computer access. Plenty of dog poo bins!	Noted.
Fill all the pot holes in roads and pavements	See maintenance comment above.
Offer reasonable priced bikes, bike hire, disability equipment hire to make off road paths available to people	Covered in Action 4. We also have a new accessible and inclusive cycling project called 'Moray Bothy'. This covers led rides, ebike loans, skills sessions and bike maintenance etc.
There should be a focus on young people and parents to encourage good habits for the future.	See Action7. We will work with students and school pupils, staff and parents to encourage more walking, cycling and scooting to and from school/further education.

Police and educate cyclists and penalise for not using provisions	Enforcement can only be carried out by Police Scotland. However, we will continue with our cycle training sessions and deliver behaviour change initiatives to support safe cycling.
Add space in your cycle racks for cycle trailers and buggies to be parked, make sure they are well lit, and that women can actually lift/store their bikes in the lockers.	Noted. See Action 5
Wider cycle paths for those using tricycles	Paths will be constructed as per Cycling by Design guidance which accommodates different cycle types (e.g... min width 2.5m).
Include traffic calming measures in villages linked to enhanced foot/cycle way provision	This may be appropriate and if so will be included in infrastructure projects.
Decent dropped curbs and access crossings.	Moray Council has been granted funding from The Scottish Government to complete an audit of cycle lane widths, location of dropped kerbs, maintenance, protected or not protected routes etc. This will be completed after the network review of the Active Travel Strategy.

<p>Installation of a greater cycle track system throughout Moray</p>	<p>See Action 1 and 2. A full review of both the existing network (breakdown of adopted/ not adopted, core paths etc.) and potential future route map plan will be conducted as part of the strategy.</p>
<p>See comments in sections above, as well as below. • Compulsory purchase orders – can these be used to facilitate the creation of new active travel infrastructure? If so, reference to this should be incorporated into the strategy. • Community participation – this is another element of the strategy that needs to be strengthened. There is potential for PB to be used to identify how communities want to see resources prioritised in creation new active travel connections.</p>	<p>CPO's can be used, however very rarely are. It takes years and puts MC at financial risk so would not be undertaken lightly. As part of developing local masterplans we plan to consult with relevant communities and stakeholders at the very early stages, to identify demand for movement and 'missing' links in the network.</p>
<p>Stagecoach doesn't take non-folding bikes on the 35 bus. Active travel needs to link up and be supported by public transport.</p>	<p>Agree, but unfortunately is out with the scope of this strategy</p>
<p>Good idea, needs money behind it, not reliance on volunteers</p>	<p>The Scottish Government have committed to make 10% of the Transport budget available for Active Travel from 2024. As per action 8, we will continue to seek funding from existing and new sources.</p>

<p>There is a risk that inequalities associated with location become deepened, if the network improvements focus on the larger population centres. Although more rural areas will always have fewer numbers of responders / fewer people benefiting, if these gaps continue to exist, people living out with Elgin and the other larger, coastal locations, will become more disenfranchised. These rural areas are already poorly represented by the government use of SIMD data in decision-making, it would be great to see local government embracing all of Moray.</p>	<p>Noted, this will be included in the project review. However, within Moray the rural areas are not generally at the lower end of the SIMD. New Elgin East, Lesmurdie South, Waulkmill and Buckie Central East are the areas within the lowest SIMD in Moray. This will be a considering factor in the priority list following the network review.</p>
<p>If it is not, the department responsible for the AT network should be joined at the hip of, if not part of, the Transport/Roads department.</p>	<p>Active Travel is under traffic and Transportation. We work closely with our Roads department team, and will endeavour to improve this further.</p>
<p>Stakeholders</p>	
<p>None - already covered everything</p>	<p>NRN</p>