



# CYCLING ACTION PLAN FOR SCOTLAND: CONSULTATION

Consultation response from Transform Scotland

Wednesday 5th August 2009

## 1. Introduction

- 1.1 Transform Scotland is the national sustainable transport alliance. We are a membership organisation bringing together rail, bus and shipping operators; local authorities; national environment and conservation organisations; local environment and transport campaign groups; and individual supporters.
- 1.2 We have long campaigned for more investment in active and healthy modes of transport, and strongly welcome the development of a Cycling Action Plan for Scotland. We support all the actions outlined in the consultation document.
- 1.3 However, we have serious concerns that there is no firm commitment from the Scottish Government to substantially increase funding for active travel from 2011. It is clear from experience in other European countries which have high levels of active travel, such as Denmark, The Netherlands and Germany, that a strong commitment from their respective governments, backed up by consistent investment over a long period of time, produced the levels of active travel to which the Scottish Government indicates that it aspires. We support the call from the Association of Directors of Public Health (outlined on p.4 of the consultation document) for 10% of the Scottish transport budget to be spent on active travel, rather than the current level of under 1%. We believe that without this level of investment, sustained over the long-term, Scotland is unlikely to gain a significant increase in the transport modal share for walking and cycling.
- 1.4 Our responses to the specific consultation questions follows overleaf.

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# RESPONDENT INFORMATION FORM

**Please note:** To use this questionnaire you will need Adobe Acrobat Reader version 8 and above. You can download the latest version at: <http://get.adobe.com/uk/reader>

Example

A B C D

(Please complete in BLACK INK and in BLOCK CAPITALS, one per box)

## 1. Name/Organisation

Organisation Name

T r a n s f o r m   S c o t l a n d

Title Mr  Ms  Mrs  Miss  Dr  Please tick as appropriate

Surname

Forename

## 2. Postal Address

5   R o s e   S t r e e t  
E d i n b u r g h

E H 2   2 P R   Phone Number 0131 243 2690   Email info@transformscotland.org.uk

## 3. Permissions

I am responding as É

Individual

Group/Organisation

Please tick as appropriate

(a) Do you agree to your response being made available to the public (in Scottish Government library and/or on the Scottish Government web site)?

Please tick as appropriate   Yes    No

(b) Where confidentiality is not requested, we will make your responses available to the public on the following basis

Please tick ONE of the following boxes

Yes, make my response, name and address all available

or

Yes, make my response available, but not my name and address

or

Yes, make my response and name available, but not my address

(c) The name and address of your organisation **will be** made available to the public (in the Scottish Government library and/or on the Scottish Government web site).

Are you content for your **response** to be made available?

Please tick as appropriate   Yes    No

(d) We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise ?

Please tick as appropriate   Yes    No

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RIFv1.7(12/07)

# CYCLING ACTION PLAN FOR SCOTLAND (CAPS) CONSULTATION



The Scottish  
Government

www.scotland.gov.uk

## Summary

By 2020, 10% of all journeys taken in Scotland will be by bike.

The statement above is the overall vision for cycling in Scotland. The actions in this draft Cycling Action Plan for Scotland (CAPS) can deliver this vision and bring benefits for all. Public opinion is fundamental to good government and the actions here are a direct response to what the public told us during the consultation exercise last summer. You now have a further opportunity to comment and tell us if we have the right actions and agencies in place, working for you in delivering and promoting cycling as a realistic travel choice.

This Action Plan, if endorsed by you, can achieve sustainable economic growth for the whole country and reduce harmful carbon emissions in protecting our environment. It can contribute to the Scottish Government's longer term climate change goal of 80% reduction in emissions by 2050.

## Planning and Design for Cyclists

### Question 1

Are there any actions or activities on planning and design that are missing and that would encourage you to cycle more often?

No, this is a comprehensive list of actions which will encourage many people to take up cycling or to cycle more often.

### Question 2

How do we achieve these actions effectively? Who is best placed to deliver these changes?

Sustrans Scotland & Cycling Scotland are well-placed to deliver these changes, and have the experience to do so.

## Day to Day Cycling

### Question 3

Would an improvement in local facilities for cycling encourage you to cycle more often? If not, what else could be done to change your mind?

There is evidence that new cyclists are encouraged to start cycling because of the visibility of facilities on the street, allied with promotional activity, which make cycling seem a legitimate, rather than a marginal, activity. A greater number of cyclists on the road will in turn act as an encouragement to others.

### Question 4

How do we achieve these actions effectively? Who is best placed to deliver these changes?

These actions will not be achieved without significant investment in active travel by the Scottish Government. We believe that 10% of its transport budget should be committed to walking and cycling, in line with the recommendation of 'Take Action on Active Travel' coalition (ADPH report, mentioned on p.4 of the consultation). While much spending on walking and cycling takes place at the local level, government is also responsible at a national level, especially given the lack of investment by successive governments in the past. It is important for the Scottish Government to demonstrate leadership and give an example to local authorities of what is expected of them in terms of the level of investment they now need to make on a local level to help change behaviour and achieve walking and cycling targets. The widespread benefits for health, the environment, the economy and tourism are clearly laid out in the consultation document.

## Encouragement and Incentives

### Question 5

If your employer introduced the Bike to Work Scheme would this encourage you to take up cycling? What else could your employer do to encourage you to cycle?

We support the Bike to Work Scheme and believe it should be further promoted. Employers should also be encouraged to consider paying expenses for journeys made for work by bicycle or on foot, rather than just for journeys by private car or public transport. This should become the normal practice for all public bodies and would thus encourage the private sector to consider doing the same. We also would like to see directions to all public sector offices to follow the same format as the Scottish Government's excellent travel information, starting with directions for those arriving on foot or by bicycle. Government at local and national levels needs to show leadership to all employers.

### Question 6

Did you know that the route you drive to work may not be the same route you would use if you were cycling? Would free local maps encourage you to cycle? What other information do you think is missing?

There is no doubt that maps showing walking and cycling routes do help encourage people to travel more actively. The maps produced by Spokes for the Lothians are exemplary.

### Question 7

Would you use a public bike hire scheme in your town or city such as those running successfully in Paris and Munich? See this link for answers to 33 important questions on how the scheme works.

We support the development of public bike hire schemes, but suggest that more investment in on-road and off-road cycle provision is needed first in order to ensure that people are not discouraged from hiring bikes due to safety concerns.

### Question 8

Which organisation/s in your opinion are best placed to deliver the actions in this section?

Local cycle campaigning groups have had much success in promoting cycling, while national active travel NGOs (such as Sustrans Scotland) are experienced in delivering active travel initiatives.

## Legal Powers

### Question 9

Should the liability laws be changed to give cyclists (and pedestrians) more protection? If so, how?

We would support liaison between the UK and Scottish Governments as to how liability laws can be changed to more closely resemble those of other European countries where the liability lies with the motor vehicle driver, rather than the cyclist or pedestrian. We believe this would send a clear message that cycling and walking are legitimate activities and that cyclists have a right to be on the roads. All too often, motor vehicle drivers appear to resent giving up road space to other, more vulnerable, users.

#### Question 10

Should all road users pay road tax? If so, how much should it be for cyclists and how could it be enforced?

Cyclists should not pay Vehicle Excise Duty. The extension of VED to cyclists would be an effective way of deterring cycling – and would act against the Government's ambitions for growth in the modal share for cycling. The proposal would also necessitate the extension of the powers of the DVLA into cycling; as such, we consider this proposal deeply impractical.

We have long promoted the internalisation of external costs in the price paid by road users, and there is an extensive literature on the systematic failure of motorised transport to cover its external costs. For sound economic reasons, we believe that the Government should first focus on ensuring that this inequity is addressed; this matter will also become of paramount importance if the Government is to meet its emission reduction commitments as set out in the Scottish Climate Change Act.

#### Question 11

Should current powers of enforcement be better used? If so, which ones and how?

A major deterrent to cycling is the real or perceived danger due to the often aggressive, dangerous and/or illegal behaviour of many motorised road users. We believe in the full enforcement of current road legislation including: speed limits, the ban on mobile phone use whilst driving, the ban on driving whilst under the influence of alcohol or drugs, and the various laws against dangerous driving. We would also like to see: a ban on parking in cycle lanes, the enforcement of Advanced Stop Lines, and for education campaigns to reinforce messages about safe distances for motor vehicle when passing cyclists.

We believe that the Scottish police forces should be given an active role in improving conditions for cyclists, and for securing prosecution and effective penalisation of those who transgress road laws.

#### Question 12

Should local authorities make greater use of their powers to re-determine the use of roads which are footways/ pathways to create cycle tracks which can be used by both cyclists and pedestrians, where it is suitable to do so? Would this encourage you to cycle more?

Yes, we would support efforts by local authorities to create integrated path networks for cyclists and walkers in both rural and urban areas which would enable trips to be taken which do not involve cycling on heavily-trafficked or high-speed roads. These efforts could include re-determination of pavements to become shared space, as appropriate. In many cases, the Land Reform (Scotland) Act 2003 applies to paths and enables walkers and cyclists to use the same paths, but all routes need to be promoted.

#### Question 13

Who is best placed to deliver these changes?

We believe that local authorities, in discussion with active travel groups and local communities, can deliver these changes.

We would like to thank you for your interest and look forward to receiving your feedback.

#### Next Steps

1. You cannot save this form unless you have Adobe Acrobat Reader version 8 or above. If you don't have version 8 or above please print a copy of the form [Print Form](#) and send it to:

Karen Furey  
The Scottish Government  
CAPS Consultation  
Sustainable Transport Team  
Area 2-D (North)  
Victoria Quay  
Edinburgh EH6 6QQ

2. Save this questionnaire and email it to: [CyclingActionPlanforScotland@scotland.gsi.gov.uk](mailto:CyclingActionPlanforScotland@scotland.gsi.gov.uk)