

'WHAT DO TRANSPORT GROUPS WANT FROM THE NEXT SCOTTISH GOVERNMENT?'

Views from members of the Scottish Parliament Cross-Party Group on Cycling, Walking & Buses

March 2021

1. Introduction.

The Scottish Parliament's Cross-Party Group on Cycling, Walking & Buses held its final meeting on Tuesday 9 March. At this meeting, the members of the group were asked to share their top policy recommendations for walking, for cycling, and for buses.

This paper collates the views of those members present at the meeting. It should be noted that it does not represent the expressed view of the CPG itself, or of Transform Scotland, but rather is being shared for information and further discussion.



SCOTTISH PARLIAMENT CROSS-PARTY GROUP ON
**CYCLING, WALKING AND
BUSES**

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2. Walking.

Infrastructure

"Roll out School Streets and create safe walking (and cycling) routes to connect to them - to encourage children to walk/cycle every day."

"Safe walking routes between villages and towns in rural Scotland."

"The walking network is not complete – there are not dropped kerbs at every crossing."

"Walking infrastructure fund mentioned in the Walking Manifesto produced by Living Streets Scotland, Ramblers Scotland and Paths for All report."

"Easier crossings (e.g. around roundabouts)."

"Wider footpaths."

Planning

"Make it easier for local authorities to create liveable cities for everyone by incorporating 20-minute neighbourhoods as a central principle in a streamlined planning process."

"Plan for 20 minute neighbourhoods."

"Better planning for 20 minute neighbourhoods; easier access to schools AND make it more difficult to drive there!"

"Look at walking provision from the point of view of disabled people first – will benefit everyone."

Enforcement

"Enforce a national speed limit of 20mph in all cities, towns, villages including city residential areas and shopping streets."

"Implement Transport (Scotland) Act provisions on pavement, dropped kerb and double parking."

"Implement the pavement parking act and also remove the (? 30minutes?) parking exemption."

"The [pavement parking] legislation is being put in place – now it needs to be enforced effectively for the benefit of all."

"Amend Highway Code rule 170 to read 'you must...watch out for pedestrians crossing a road into which you are turning. If they have started to cross they have priority, so give way' and enforce."

Investment & incentives

"Set up £50m investment fund for everyday walking provision."

"Focus on giving people access to active travel and public transport by introducing a car scrappage scheme that offers active travel incentives as a reward."

"Incentives to keep up the momentum."

Integrate walking with public transport trips

"Encourage walking as part of a combined end-to-end journey also involving bus."

"Integrate walking more coherently with public transport to support longer distance travel (bus stops)."

Other suggestions

"Ensure a safe and pleasant walking route to important community facilities like schools, GP surgeries, shops etc."

"Ensure that our streets, paths and footways are accessible to everyone, whether on foot or using any form of mobility aid."

"Not all pedestrians can manage broken pavements and parked cars."

"Make sure that cycling provision does not impinge on pedestrians."

"Let's ensure improvements for one mode doesn't negatively impact on other modes – better integration."

"Continue recent developments to widen footways and give more space to pedestrians through re-allocation of road space. This can be a particular problem in rural areas."

"More action to make walking to school improvements permanent."

3. Cycling.

Infrastructure

"Let's have segregated cycle lanes wherever possible and necessary."

An active travel network 'blueprint' for Scotland – a plan including dense joined-up cycling infrastructure networks in every town and city, and rural routes to connect them.

"Cycling lanes in every road."

"Create and maintain a Scotland-wide active travel highway network so that every town and city of 10,000 residents or more are connected and different part of cities are connected."

"Build segregated cycle routes on all major roads in Scottish towns and cities by 2030."

"Accelerate construction of network of protected cycle lanes."

"So much has been achieved in one year (especially in Edinburgh) achieved with minimal budget and temporary materials. If we start from scratch to replicate these measures it will take years, but what we have now is a great start – let's keep what we've got and build on it."

"Separate cyclists from pedestrians and from motor vehicles."

"Cyclists are much safer in their own lanes and segregation also prevents accidents also caused by rogue cyclists on pavements."

Planning

"Rapid roll out lower speed communities (20mph)."

"Prioritise future planning on 20 minute neighbourhoods (all active modes)."

"Improvements to the planning process to integrate cycle lanes etc in new developments rather than applying retrospectively."

Investment

"Provide a sustained, long-term investment needed to start the transformation of Scotland into a country that enables active travel everywhere – starting from 10% of the transport budget, and rising to 20% over the course of the parliament."

"Funding, at least 20% of the transport budget to realistically encourage people out of private cars and onto bikes. Money can be spent on fit-for-purpose infrastructure."

"Enough investment to start to create a dense segregated cycling network suitable for all ages and abilities (=10% transport budget)."

"Drastically raise the Active Travel budget and allocate much of it in the first instance to making spaces for People projects permanent (does include walking!) We guesstimate very roughly this might require £800m over a few years for whole of Scotland."

Incentives

"Focus on giving people access to active travel and public transport by introducing a car scrappage scheme that offers active travel incentives as a reward."

Legislative changes

"Introduce a consultation on presumed liability - support vulnerable road users!"

Other suggestions

"Remember rural active travel - create safe routes between communities (eg segregated from main road) so people can walk or cycle)."

"Shared paths good when they work but signage can be poor and lead to accidents."

"There should also be education for children and young people so they grow up knowing how to use [bike lanes] sensibly."

4. Buses.

Bus priority & enforcement

"More bus priority!"

"Provide bus priority over private cars on all roads where buses suffer car congestion."

"Ease bus priority by encouraging the removal of on-street parking wherever it delays buses."

"Make all bus lanes 24/7 (with council powers to exempt where necessary)."

"Install automated bus lane cameras front and rear on all buses; amend legislation so evidence from them is admissible in court (bus lane and stop infringements)."

Incentives

"Introduce a Scottish Mobility Credits Fund."

"Reasonable fares and a joined up network in suburban and rural areas."

"Concessionary travel for young people could help boost passenger numbers in rural areas?"

Rural bus services

"Regular reliable rural bus routes coupled with demand led services."

"What can be done for rural buses?! So few available that people don't use them and then so few use them that they disappear. The model applied to towns and cities clearly doesn't work for rural areas – we need a new model."

"Shuttle bus services in rural honeypot areas for tourism - eg, East Loch Lomond, linking to park and ride or scheduled bus services."

Governance issues

"Legislate on bus ownership so that integration between modes can be much more effective."

"Perhaps just needs better governance or partnership working to achieve improved integration."

"Create a fund for Local Authorities to set up their own bus services."

Equalities issues

"Make timetables available in paper form - not everyone is on smart phones."

"Let's ensure the people who are not embracing technology are not left behind."

Bike-bus integration

"Make sure bike storage infrastructure is available at busiest bus stops and large cycle hire schemes at bus depots/stations."

"Make space for cycles on more rural and island bus services."

Other suggestions

"Ban SUVs, tax all other cars at 100% (unless you are disabled) and make buses free."

"Include buses in any plan for sustainable travel, the multi-modal point is well made. Carrying capacity important in some areas. Combined journeys a draw for many people."

"Journey times unreliable due to congestion but also parked cars. Clearer roads = better priority in towns and villages."

"Electric buses (less noise and less pollution)."

Scotland's alliance for sustainable transport

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We campaign for walking, cycling and public transport to be the easiest and most affordable options for everyone. Our diverse membership brings together public, private and third sector organisations from across Scotland. We are a registered Scottish charity (SC041516).