

## Strategic Transport Projects Review Stakeholder Survey

### Cycling Scotland submission January 2020

Question 1 – Which region would you like to provide feedback on?

- Scotland-wide

For questions 2 – 7, respondents are asked to rate statements on the following scale – very satisfied, satisfied, neither satisfied nor dissatisfied, dissatisfied, very dissatisfied, not applicable/don't know.

Question 2 – Keeping in mind the focus of STPR2, how satisfied are you with the following:  
The walking/wheeling network in your area?

• Availability of safe walking/wheeling infrastructure (e.g. footpaths)	<b>Satisfied</b>
• Availability of accessible walking/wheeling infrastructure	<b>Dissatisfied</b>
• Availability of attractive walking/wheeling infrastructure	<b>Dissatisfied</b>
• Accessibility to key services such as sites of employment, healthcare and education by walking/wheeling	<b>Dissatisfied</b>
• Ability to safely walk/wheel for leisure purposes	<b>Satisfied</b>

Question 3 – Keeping in mind the focus of STPR2, how satisfied are you with the following:  
The cycling network in your area?

• Availability of safe cycling infrastructure (e.g. cycleways)	<b>Very dissatisfied</b>
• Availability of accessible cycling infrastructure	<b>Very dissatisfied</b>
• Availability of attractive cycling infrastructure	<b>Very dissatisfied</b>
• Facilities (e.g. secure cycle parking, locker facilities) for cyclists at transport hubs and interchanges	<b>Dissatisfied</b>
• Ability to take bikes on public transport	<b>Dissatisfied</b>
• Ability to cycle safely for leisure purposes	<b>Dissatisfied</b>

Question 4 – Keeping in mind the focus of STPR2, how satisfied are you with the following:  
The bus network in your area?

<ul style="list-style-type: none"> <li>• Accessibility to key services such as sites of employment, healthcare and education</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Access to nearest bus stop</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Available space/capacity on buses</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Cost of travel</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Ticketing (e.g. range of ticket types and payment methods, availability of integrated tickets etc.)</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Journey time relative to the car</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Journey time relative to other public transport modes</li> </ul>	<b>Dissatisfied</b>

Question 5 – Keeping in mind the focus of STPR2, how satisfied are you with the following:  
The rail network in your area?

<ul style="list-style-type: none"> <li>• Frequency and reliability of train services</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Available space/capacity on trains</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Journey time reliability (e.g. does the service arrive on time)</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Physical accessibility of trains for those with reduced mobility</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Cost of travel</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Access to the nearest station</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Ticketing (e.g. range of ticket types and payment methods, availability of integrated tickets etc.)</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Journey time relative to car</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Journey time relative to other public transport modes</li> </ul>	<b>Satisfied</b>

Question 6 – Keeping in mind the focus of STPR2, how satisfied are you with the following:  
The road network in your area?

<ul style="list-style-type: none"> <li>• Level of traffic congestion</li> </ul>	<b>Neither satisfied nor dissatisfied</b>
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<ul style="list-style-type: none"> <li>• Quality of road infrastructure</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Length of journey time</li> </ul>	<b>Neither satisfied nor dissatisfied</b>
<ul style="list-style-type: none"> <li>• Road safety</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Safe overtaking opportunities</li> </ul>	<b>Neither satisfied nor dissatisfied</b>
<ul style="list-style-type: none"> <li>• Reliable journey times</li> </ul>	<b>Neither satisfied nor dissatisfied</b>
<ul style="list-style-type: none"> <li>• Network resilience (e.g. availability of suitable diversionary routes)</li> </ul>	<b>Neither satisfied nor dissatisfied</b>
<ul style="list-style-type: none"> <li>• Location of nearest electric vehicle charging points</li> </ul>	<b>Neither satisfied nor dissatisfied</b>
<ul style="list-style-type: none"> <li>• Provision of information (e.g. roadside electronic signs with incident or travel time information)</li> </ul>	<b>Neither satisfied nor dissatisfied</b>

Question 7 – Keeping in mind the focus of STPR2, how satisfied are you with the following:  
Wider transport issues in your area?

<ul style="list-style-type: none"> <li>• Connectivity of locations with the region</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Connectivity from the region to other parts of Scotland</li> </ul>	<b>Not applicable</b>
<ul style="list-style-type: none"> <li>• Connectivity to locations outwith Scotland</li> </ul>	<b>Not applicable</b>
<ul style="list-style-type: none"> <li>• Surface access to airports on Scottish mainland</li> </ul>	<b>Not applicable</b>
<ul style="list-style-type: none"> <li>• Surface access to ports on Scottish mainland</li> </ul>	<b>Not applicable</b>
<ul style="list-style-type: none"> <li>• Integration between different modes of transport (e.g. walk, wheeling, cycle, bus, ferry, rail, car, air)</li> </ul>	<b>Dissatisfied</b>
<ul style="list-style-type: none"> <li>• Facilities for freight/HGVs</li> </ul>	<b>Not applicable</b>
<ul style="list-style-type: none"> <li>• Resilience/adaptability of transport infrastructure to the effects of climate change (e.g. weather events)</li> </ul>	<b>Dissatisfied</b>

• Air quality	<b>Very dissatisfied</b>
• Integration of land-use and planning	<b>Very dissatisfied</b>
• Availability of funding for new transport interventions	<b>Neither satisfied nor dissatisfied</b>
• Availability of funding to maintain existing transport assets	<b>Dissatisfied</b>
• Integrated ticketing	<b>Dissatisfied</b>
• Digital connectivity (e.g. broadband speeds/mobile phone network coverage)	<b>Not applicable</b>

Question 9 – Again, keeping in mind the focus of STPR2, are there any major transport problems that you would like to note?

If yes, please list up to 3 problems

- Concerns about safety remain the major barrier to modal shift to cycling
- Continued prioritisation in budget spend in expanding road capacity, in opposition to the Sustainable Transport Hierarchy. This can embed increased emissions, entrench car dependency, increase the road maintenance shortfall, and can further increase transport inequalities.
- The Sustainable Transport Hierarchy has to play a defining role in major planning decisions otherwise land use planning decisions undermine sustainable transport objectives

Question 10 – Keeping in mind the focus of STPR2 and your responses to previous questions, please describe the transport-related options you would like to see considered through the STPR2 process. List up to 5.

1. Create coherent networks of safe, easy to access segregated cycling infrastructure. This includes cohesive, comprehensive and seamless networks of on-road segregated routes in towns and cities and linking communities in rural areas with off-road paths. The focus should be on shorter distance journeys but with longer distances (generally up to 10 miles) in more rural areas.
2. Improve both walking and cycling access to rail stations and key bus modes to improve connectivity and public transport integration.
3. End the expansion of trunk road capacity and prioritise active and sustainable travel in budget allocations, spending at least 10% of transport budgets on active travel.
4. Increasing access to bikes, key to addressing inequality and reducing transport poverty, and increasing availability of cycle training, may not be within scope of STPR2 but are key activities in addition to, not as a substitute to, physical infrastructure changes for cycling.
5. Long term, planned funding for pedestrian and toucan crossings, footway and cycleway maintenance to improve local access for all.