STPR2 Consultation

Cycling Scotland submission
April 2022

Q1. Were you aware of STPR2 prior to this consultation?
Yes

Q2. To what extent do you agree or disagree that the STPR2 process reflects the NTS2 Priorities and Outcomes?
Agree

Q3. Please provide any further comments you have in relation to the STPR2 process:

Q4. To what extent do you agree or disagree that it was correct to take both a Regional and National approach to STPR2?
Agree

Q5. Please provide any further comments:

Q6. To what extent do you agree or disagree that the engagement process has allowed you to provide a contribution to STPR2?
Strongly agree

Q7. Please provide any further comments you have on the engagement carried out throughout STPR2.
We welcome the equalities and hard-to-reach group session on the statutory assessments.

Q8. Which of the overall key themes is your / your organisation's top priority?

- ☒ 1. Improving active travel infrastructure
- ☐ 2. Influencing travel choices and behaviours
- ☐ 3. Enhancing access to affordable public transport
- ☐ 4. Decarbonising transport
- ☐ 5. Increasing safety and resilience on the strategic transport network
- ☐ 6. Strengthening strategic connections
- ☐ Don't Know / No Opinion

Q9. Which of the overall key themes is your / your organisation's lowest priority?

- ☐ 1. Improving active travel infrastructure
- ☐ 2. Influencing travel choices and behaviours
- ☐ 3. Enhancing access to affordable public transport
- ☐ 4. Decarbonising transport
- ☐ 5. Increasing safety and resilience on the strategic transport network
- ☐ 6. Strengthening strategic connections
- ☒ Don't Know / No Opinion

Q13. Please provide any additional comments you have on the theme Improving Active Travel Infrastructure and the recommendations within it.

We welcome the three interventions proposed under this theme.

With regards to recommendation 2 on active freeways, this is an important recognition of the critical need for high quality active travel infrastructure on arterial routes to urban centres and on major routes. We would welcome the focus on connecting towns and villages, not just city-focused infrastructure. Greater clarity will be welcome on how and where the funding will be allocated, over how many years the funding is allocated for and how the level of funding will match the level of ambition.

Q17. Please provide any additional comments you have on the theme Influencing Travel Choices and Behaviours and the recommendations within it.

With regards to recommendation 6, we welcome the commitment to promoting behaviour change. We consider that greater emphasis needs to be placed on achieving the required scale of behaviour change and it should be acknowledged that this will not happen overnight. It is imperative that work is redoubled to influence behaviour as we emerge from the pandemic and that a trajectory of targets is set out to demonstrate progress. Only by adopting this approach will it be possible to influence people's travel choices effectively.

Recommendation 9, improving access to bikes, is among the highest priority challenges Cycling Scotland faces. 1 in 3 people in Scotland don't have access to a bike (Access to Bikes in Scotland research). Improving access to bikes was not mentioned in the Phase 1 report. We welcome the inclusion in the strategy.

With regards to recommendation 10 on expansion of 20mph zones, this is a welcome commitment and acknowledges the significant negative safety impact of vehicle speed for people cycling and other vulnerable road users. To keep expanding the evidence base, there should be a commitment to ensure any 20mph schemes implemented are thoroughly evaluated to contribute to, and further enhance, the evidence base.

Q21. Please provide any additional comments you have on the theme Enhancing Access to Affordable Public Transport and the recommendations within it

We welcome steps that make it easier for people to travel with bikes on public transport and to leave them securely at public transport interchanges.

An increased focus on localism and increased appreciation of local places and spaces has been a positive outcome of the pandemic and presents an opportunity going forward. It is imperative action is taken to further embed positive changes in this regard. People walking and cycling, and using public transport, should have priority over private motorised vehicles in towns and cities. Modal shift to active and sustainable travel modes helps to reduce emissions, improves air quality, and can reduce inequality.

Opportunities for public transport integration with active travel, to improve connectivity and facilitate sustainable door-to-door journeys, are not effectively captured. Opportunities should be focused on improvements to both walking and cycling access to railway stations and key bus/other public transport interchanges, and providing proper space for carrying bikes on public transport. Currently, where cycle space does exist on public transport, this is often insufficient and there is inconsistency with how bike users are dealt with. Government

should prioritise promoting integrated transport options. Public transport has positive impacts on the whole transport system. It takes vehicles off the roads, reducing congestion, and can make it easier to remove space from vehicles for wider pavements and cycling infrastructure.

Q25. Please provide any additional comments you have on the theme Decarbonising Transport and the recommendations within it

With regards to recommendation 28 (zero emission vehicles and infrastructure transition), whilst low emission vehicles do have a role to play, we stress it is important not to rely upon them too heavily to achieve desired policy outcomes, as the pace of change and rate of uptake cannot be guaranteed. Such vehicles still represent vehicular traffic on the roads and issues of congestion and emissions, including from very harmful particulate matter emissions from braking and tyre wear remain (9 Lelieveld, J, K. Klingmuller, A. Pozzer, U. Poschl, M. Fnais, A. Daiber, and T. Munzel (2019).

The biggest barrier to cycling is concern about traffic on the road, and so a large number of these vehicles, in place of conventional petrol or diesel vehicles, may continue to discourage people from cycling. The focus should be on promoting delivery of the sustainable travel and investment hierarchies, implementing and embedding them into budget decisions, and prioritising active travel (and other sustainable modes).

Q29. Please provide any additional comments you have on the theme Increasing Safety and Resilience on the Strategic Transport Network and the recommendations within it

Society continuing to be built around roads is inherently unequal, and road reallocation to active and sustainable modes needs to be prioritised both in the short and long-term. The present transport system, including through continuing to prioritise road development, currently places an unequal burden on those in the most deprived communities, and there is a risk that growth in car ownership further isolates those without access to a car. Refocusing on providing integrated active travel infrastructure instead of expanding new road capacity is essential. We have previously called for a trajectory to end new trunk road building in Scotland (https://www.cycling.scot/mediaLibrary/other/english/7079.pdf).

Q33. Please provide any additional comments you have on the theme Strengthening Strategic Connections and the recommendations within it

As per question 21, we welcome steps that make it easier for people to travel with bikes on public transport.