

Briefing for the Public Petitions Committee

Petition Number: [PE1653](#)

Main Petitioner: Michaela Jackson

Subject: Calling on the Scottish Parliament to urge the Scottish Government to develop an active travel infrastructure strategy that will require active travel provision to be incorporated into all new major infrastructure projects for Scottish cities, particularly those projects designed to improve commuter routes from regional centres into city centres

Background

The Scottish Government sets out its long term vision for transport in the [National Transport Strategy](#) (NTS) which was first published in 2006, with a “refreshed” version published in January 2016. The NTS sets out the Scottish Government’s vision, high level objectives and key strategic outcomes for the transport system.

The Scottish Government’s cycle specific policies can be found in the Cycling Action Plan for Scotland (CAPS), first published in [June 2010](#), updated in [June 2013](#) and again in [January 2017](#). The key vision set out in the most recent version of CAPS is that “10% of everyday journeys taken in Scotland will be by bike”. The delivery of this vision is supported by 19 actions, which are summarised in Annex B of CAPS 2017.

The Scottish Government’s policies on walking are set out in [The National Walking Strategy](#), which was published in November 2014. Unlike CAPS, this does not set out a modal share target, rather it aims for “A Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking.”

Transport Scotland also sets out a longer term vision for the development of walking and cycling in its [Long-Term Vision for Active Travel in Scotland 2030](#), which envisages that by 2030 “Scotland’s communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys.”

Scottish Government Action

No active travel, walking or cycling investment strategy is set out in any of the Scottish Government policy documents mentioned above. Improvements to active travel infrastructure are included in major transport infrastructure projects on an ad hoc basis.

It is worth noting that Scottish Government investment in active travel (both cycling and walking) currently amounts to approximately 1.6% of total Scottish Government transport expenditure.

Sherrifhall roundabout

The Sheriffhall Roundabout is currently the only junction on the A720 Edinburgh City Bypass that isn't grade separated, which means the City Bypass is at the same level as the local approach roads. This is a complex junction, connecting six A-roads; A7 North; A6106 Millerhill Road; A720 East; A6106 Old Dalkeith Road; A7 South and A720 West. It is also located in an area of historical mine workings and a geological fault – potentially complicating any upgrade work.

Transport Scotland is [developing detailed plans](#) for the construction of a grade separated roundabout at Sherrifhall, where the City Bypass will be carried over the junction on bridges and a new roundabout created at ground level. The design chosen by Transport Scotland has been criticised as indirect and potentially dangerous by cycling organisations, including [Sustrans](#), [SPOKES](#) (the Lothian Cycle Campaign) and on the [City Cycling Edinburgh](#) forum, as it would require cyclists to cross numerous slip roads to the roundabout – placing them in conflict with motorised vehicles that may be moving at high speed.

Scottish Parliament Action

The Scottish Parliament has not considered the development of an Active Travel Infrastructure Investment Strategy.

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22 May 2017

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