

PE1653/B

Scottish Government submission of 3 August 2017

Thank you for your letter of 4 July 2017, on behalf of the Public Petitions Committee, seeking comments from the Scottish Government in response to petition PE1653.

This petition calls 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.

The Scottish Government published a '**Long-Term Vision for Active Travel 2030**' in 2014 which includes infrastructure, urban centres, integration and planning. The Scottish Government has a **National Walking Strategy 2014** which identifies in its actions environmental and infrastructure improvements needed and a **Cycling Action Plan for Scotland 2017- 2020 (CAPs)** which has actions for Government, Local Authorities and Partners to ensure active travel infrastructure is integral to all new transport infrastructure including improvements to commuter routes. Progress on actions is monitored by the CAPs Delivery Forum. The **Trunk Road Cycling Initiative**, aims to ensure that our major roads projects give careful consideration to suitable provision for all road users, including non-motorised users, including cyclists and pedestrians. CAPs required a review of the Trunk Road Cycling Initiative with a commitment within that to improve cycling and walking infrastructure around Trunk roads when the opportunity presents. The **Trunk Road Walking and Cycling Strategy** due to be published in September will replace the Trunk Road Cycling Initiative and will focus on engaging with key stakeholders through the delivery of our active travel commitments on the trunk road network.

CAPs include actions to "Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys. Focus will be given to improvements in urban areas where the highest level of cycling are likely to be achieved and strategic plans are in place to install and improve active travel infrastructure."

The **Good Practice Guide for Roads** (an objective of Transport Scotland's Trunk Road Action Plan - Roads for All), was published in December 2006 and then updated in 2013 to take account of the requirements of the Equalities Act 2010.

<https://www.transport.gov.scot/media/30228/j256264.pdf>

The Guide sets out Transport Scotland's requirements for inclusive design in the construction, operation and maintenance of road infrastructure. It is targeted at everyone who makes design and management decisions which affect the road network, including external consultants, contractors and Transport Scotland. In Scotland, non-motorised user audits have been required for cyclists (through Cycling by Design) and inclusive design (through the Good Practice Guide for Roads). Highways England has recently published a revised version of HD42/17 (now called Walking, Cycling and Horse-Riding Assessment and Review). This provides an assessment and review process for all non-motorised users including those with mobility impairments which should now be followed in Scotland where applicable.

Cycling by Design, published by Transport Scotland in June 2010 and currently in the process of being updated, is a comprehensive guide of contemporary examples of best practice in cycling design. Its primary focus is the establishment of guidance for practitioners throughout Scotland to ensure consistent and appropriate design. Transport Scotland requires consultants and contractors working on trunk road projects to follow this guidance, with the guidance also commended to Local Authorities who are responsible for 94% of the roads network.

As part of the process of updating *Cycling by Design*, the audit requirements will be replaced with a reference to the revised **HD42/17**. The Good Practice Guide for roads will also be amended to reflect the changes in requirements.

As an example of active travel provision being incorporated in new infrastructure projects, this is an important part of both the A9 and the A96 Dualling programmes. The A96 Dualling Inverness to Nairn (including Nairn Bypass) alone includes proposals for nearly 30 km of off-carriageway shared-use facilities which will improve safety for Non-Motorised users as well as connecting local communities. Non-Motorised user Forums have been set up as part of stakeholders' engagement and are used to provide updates on emerging proposals and also to seek vital feedback. Engagement will continue in parallel with the programmes' development.

Grade separation at Sheriffhall roundabout on the A720 Edinburgh City Bypass will improve access for pedestrians and cyclists as compared to the existing arrangement. By allowing Edinburgh City Bypass traffic to pass over it will significantly reduce congestion and improve accessibility for all modes of transport. Provision for non-motorised users at Sheriffhall, will be developed in further detail as the development and assessment of the preferred option, is made in consultation with local interest groups over the coming months.

Some of the infrastructure to improve commuter routes is the responsibility of the **Local Authorities**. Scotland's 7 Regional Transport Partnerships (RTPs) are required, by the Transport (Scotland) Act 2005, to have a regional transport strategy for their region. These strategies were developed on a number of guiding principles, based on the Scottish Government's overall policy goals and to support the high level objectives of the National Transport Strategy. Providing for increased opportunities for walking and cycling is one of the aspirations for each RTP. It is the duty of constituent councils of RTPs and public bodies to take account of the NTS when performing its own functions as they are affected by transport. The Cycling Action plan also has an action to: 'Provide continued support to each local authority and Regional Transport Partnerships to develop/update their active travel plans/strategies which sets out priorities for delivering new and improved infrastructure in their areas'.

In addition Integrated Active travel is supported for public transport connections such as for bus stations, and rail with cycle storage, cycle hire and an annual Cycle Innovation plan by Franchise holder ScotRail.

The **National Transport Strategy review** will produce a successor strategy; setting out a compelling vision for the kind of transport system we want for Scotland over the next 20 years. It is progressed through working groups. One of the aims of the Greener and Healthier Review Working Group is to set out policy proposals on how

transport will address more acute climate change and health (active travel, air quality) issues through reducing overall transport emissions and developing sustainable transport and active travel.