

Scottish Government Draft Climate Change Plan 2026-2040

Cycling Scotland consultation response

29 January 2026

1. What are your views on our approach to delivering a just transition for people and communities?

The plan should reference the necessity of sustained, long-term investment to support active travel, in order to provide just and equitable access to sustainable forms of transport, including walking, wheeling and cycling, for communities across Scotland.

The relative affordability of cycling means it has a pivotal and effective role to play in both reducing emissions from transport and tackling entrenched transport inequalities.

Transport is the single largest source of emissions nationally, with areas of deprivation most negatively affected by climate change and poor air quality. Supporting more people to walk, wheel and cycle for everyday journeys is a key part of reducing our emissions and improving air quality, but the greatest barrier to cycling is fear of road traffic. Actions are needed to address this, and support more people to cycle, through expansion of networks separated cycle lanes, reducing speed and volume of motorised traffic on roads, and improving access to bikes and bike storage.

Increasing access to bikes and storage facilities is key to addressing inequality and reducing transport poverty. Alongside measures to enable walking, cycling, and wheeling as the most popular modes for everyday journeys and improving public transport.

3. The Plan will bring opportunities and challenges for businesses and employers. How can we best support employers across the private, public and third sectors to make the changes needed and seize the benefits of net zero?

Investment in networks of safe, convenient cycle routes which will make cycle commuting possible for more people in Scotland's towns, cities and rural areas.

Importance of support for employers to enable their employees to take up active travel as a sustainable transport option, through improving access to bikes, regardless of income or working hours, access to cycle storage and parking at workplaces and availability of adult cycle training.

Creating sustainable options for the movement of goods and services, specifically a commitment to innovative zero emission solutions for 'last mile' deliveries, including through use of cargo bikes and e-cargo bikes.

4. Our approach recognises that some of the Plan's impacts will have greater implications for particular regions of Scotland. What are your views on our approach to supporting places where the transition presents particular regional impacts?

The plan should reference the importance of supporting and investing in improved opportunities for active travel in all types of communities across Scotland, in rural regions as well as towns and cities, to support more people to switch to sustainable transport options in order to access work, education and essential services. A core part of this is the need to support multi-modal travel, by creating safe routes to train stations and bus stops and providing improved cycle parking and storage facilities to help more people combine cycling with public transport.

5. How can we decarbonise homes and buildings in a way that is fair and leaves no one behind?

Provide bike storage for homes, including by retrofitting social housing and adding provision for bike storage in shared buildings.

Land-use planning and placemaking policies should include how cycling and walking are integral to address emissions from transport. Developments which give precedence to cycling and active travel, and connections to public transport, are essential, and should be prioritised. Separated dedicated cycle lanes which separate people cycling from traffic (and pedestrians) should be prioritised in towns and cities.

8. How can the Scottish Government support communities to participate in planning of local sustainable infrastructure (such as, walking, wheeling and cycling routes)?

Consultations on planning of sustainable infrastructure should seek to maximise involvement and engagement with young people and those from the most disadvantaged communities.

Sharing evidence of the success of similar sustainable infrastructure projects that have already been delivered in Scotland – including the impact of high-quality, protected cycle lanes that are leading to significant increases in cycling – should be included as part of consultation processes, to communicate the anticipated impact of planned infrastructure.

10. Are there any additional proposals to support waste sector emission reduction that should be considered across the following 5 areas:

- **Strengthen the circular economy**
- **Reduce and reuse**
- **Modernise recycling**
- **Decarbonise disposal**
- **Other emission sources (including wastewater and anaerobic digestion)**

Under 'Modernise recycling' - Support the expansion of bike reuse and recycling projects across Scotland, building on successful pilot programmes in Fife and Glasgow to ensure as many discarded bikes are diverted from landfill as possible, to be refurbished and distributed to new users in local communities – supporting more equitable access to sustainable transport and proactively reducing waste and emissions associated with scrap metal disposal. Training for bike mechanic skills should be recognised as an important part of building a successful bike recycling pipeline, with the additional benefits of providing new pathways into employment.

29. Please detail any specific changes that would improve any of the 14 proposed indicators, including any data sources not currently included within this framework that could provide a useful indicator of progress towards a just transition in Scotland on an annual basis.

Annual traffic surveys currently commissioned by Cycling Scotland and funded by Transport Scotland, may be a valuable source of data showing how travel patterns are changing where new safe infrastructure for cycling is being introduced. These surveys are conducted at 100+ on-road locations across Scotland each May and September, capturing all modes of traffic over a 48-hour period. Data captured from these surveys has shown growing evidence of the positive impact of new high-quality cycling infrastructure in supporting more people to cycle, and in supporting increased cycling modal share at these locations.

<https://cycling.scot/knowledge-and-data/monitoring/collecting-data/traffic-surveys>