



## Priorities for the National Transport Strategy

These priorities set out how Scotland's new National Transport Strategy (NTS) should be improved and delivered. The Vision for the NTS highlights current challenges of tackling inequalities, delivering a net-zero transport system, helping our economy prosper and improving health and wellbeing. We agree it is essential that transport addresses these issues and that to do so the NTS must faithfully deliver the transport hierarchy. It is the view of our organisations that walking and cycling, complemented by affordable and accessible public transport, are best placed to deliver this vision.

### Six Priorities for Scotland's National Transport Strategy

- Give more space to walking and segregated cycling
- End new road building and prioritise active and sustainable travel
- Deliver affordable and integrated public transport
- Planning for better land use
- Support behaviour change
- Improve access to bikes

#### Signed by:

Cycling Scotland

Cycling UK

Forth Environment Link

Living Streets

Paths for All

Ramblers Scotland

Sustrans Scotland

Transform Scotland

### **Give more space to walking and segregated cycling**

Now is the time for urgent, transformational change to our streets. Scotland's towns and cities need more crossing points, segregated space for cycling on all key arterial roads and all areas require continuous networks that prioritise walking and cycling to be built and maintained.

To deliver fair access to transport and reduce health inequalities, everyone should be able to walk or cycle for most of their regular, local journeys. Safer streets require taking space from private vehicles to make more room for walking and segregated cycling. A long-term approach with increased and multi-year funding is required to support local authorities to deliver this urgently.

### **End new road building and prioritise active and sustainable travel**

The National Transport Strategy favours the prioritisation of journeys on foot first, then by bike, before public transport, and only then car use. We need the whole system to reflect this, in policy and investment, starting with an end to creating new trunk road capacity.

Scottish Government should set a trajectory to end trunk road construction and invest 10% of the national transport budget, or over £30 per person, in active travel. Local authorities should allocate budget similarly. There should be a presumption in favour of walking and cycling infrastructure in any transport appraisal and the Strategic Transport Projects Review 2 should primarily deliver improvements to active travel and public transport.

### **Deliver affordable and integrated public transport**

Government should prioritise reversing the decline in bus patronage and promote integrated transport options.

Public transport has positive impacts on the whole transport system. It takes vehicles off the road, reducing congestion, and can make it easier to remove space from vehicles for wider pavements and cycling infrastructure. Public transport use is always multimodal, and promotes walking.

Multi-modal transport hubs should incorporate walking and cycling infrastructure, public transport interchange and car clubs. Sheltered bus stops and real-time information should be provided, as well as protected and secure cycle parking, especially at public transport interchange and at rural bus stops.

### **Planning for better land use**

Decades of planning have promoted car use. Out-of-town development with poor or non-existent public or active travel provision have led to places dominated by cars.

Several measures are needed to reverse this trend. All developers must be required to include active travel infrastructure in initial plans and not as an afterthought. Scottish planning policy should become statutory and ensure, alongside the forthcoming National Planning Framework 4, that walking and cycling are the priority modes of travel for of all new housing, commercial and retail development. Local authorities should be provided with tools and powers to manage travel and vehicle parking demand.

### **Support behaviour change**

Behaviour change programmes maximise the impact of investment in infrastructure.

Behaviour change and travel planning programmes change perceptions of active and sustainable travel and can find the right motivation for different groups, be it health, budget, environmental or other reasons. They can also help the least able in society to experience travelling and being active. Increased delivery capacity and multi-year funding would help to incentivise active travel, raise awareness of the impact of our travel choices and give people confidence and motivation to change.

This should be supported by a government-led campaign to promote walking, cycling and public transport over private car use.

### **Improve access to bikes**

Only 35% of households in Scotland had access to a bike in 2018, with lowest levels amongst those on low incomes. This can mean people on low incomes have no option other than potentially unaffordable car ownership or increasingly expensive public transport, denying people the benefits of healthy travel.

Funding should support public bike share to address transport poverty, as well as cycle training, safe bike storage and zero-interest loans to support access to bikes and adapted cycles. Affordable cycling for all communities will open up opportunities for social activity, education, employment and healthy active lives.