Question 1 - What more can be done to encourage people to change their travelling habits and walk and cycle more?

Leadership – by showing that they believe in the benefits of active travel, leaders within organisations should demonstrate their personal commitment by being seen to do walking and cycling to make everyday journeys. There is no more important set of leaders than Government ministers. From them, politicians of all parties in Parliament and Councils, senior civil servants, Council directors and senior officials, Boards of Directors, company chief executives and managers should ideally all demonstrate a sustained change from past practices. Importantly too they would make clear that they wanted others to follow and take appropriate opportunities to detail the social and personal benefits.

In policy terms goals, targets, resourcing and priorities should place a higher value on active travel and a lower priority on car travel. Personal carbon budgets would favour active travel and should be investigated.

Workplace car parking unrelated to carrying out an individual’s job should be chargeable (maybe to the individual, maybe to the organisation) and the funds collected used to promote active travel. There should also be measures over time to remove commuter parking unless the absence of active travel or public transport options can be demonstrated.

Finance and Resources – Government, Westminster Holyrood and all Councils need to devote much more resources to delivering infrastructure that encourages active travel. For several years there should be major investment in infrastructure.

All organisations over a certain size should report annually on measures taken to encourage take up and the measured changes from one year to the next.

Infrastructure - City / town signage and appropriate maps should signpost walking routes to popular destinations and include walking distances and typical walking times.

A reduction in the speed limit in cities and towns to 20MPH, except for roads excluding cyclists and pedestrians, would greatly improve pedestrian and cyclist safety. This measure would likely have a disproportionate benefit in relation to peoples perceptions of safety (peoples perceptions of risk would become much more like the reality compared with current general over cautiousness).

Motorised traffic should be pushed out of our town centres and pleasant pedestrian / cycle friendly environments put in place.

Coloured cycle lanes on roads would be an everyday visible affirmation that cycling was taken seriously and had its own safe space on the main roads of towns and cities. Lanes would be continuous and at natural pinch points layouts and signage would make clear that cyclists had priority. Parking in cycle lanes should be made a traffic offence.

Bike parking provisions throughout our cities and towns would need to expand keeping slightly in front of demand as take up grows. Planners would need to identify space to meet this need and parking spaces would be an obvious choice.

Employers need to promote active commuting and provide suitable facilities bike parking and lockers being the most important measures.

New commercial developments should only be allowed minimal parking, dependent on business need. New residential developments in towns and cities should only offer chargeable parking spaces – no free on street parking.
For long distance travel provision on buses and trains needs to be developed for cycle carriage. This would help not only leisure cycling but business travel at both ends of a public transport trip.

Promotion – It should be a priority in schools at all levels to encourage active travel and a more outdoor lifestyle connected with the natural world. Nature walks or cycles, accompanied with parent helpers should be weekly events and teachers should be skilled in linking the curriculum to the natural world, physical exercise and good health.

Physical development achievements like first 5 mile walk / 20 mile cycle should be encouraged and celebrated at school.

In the adult world active needs to be associated with virtue and in time, unnecessary car travel needs to become socially unacceptable. This is a big social change but so was outlawing slavery, developing public sanitation and outlawing child labour. The problems resulting from our dependency on motorised transport (and other non renewable energy resources) are so serious that we need to take go for BIG CHANGE.

Stories of personal transformation from in-active to active should be promoted and celebrated to show that almost everyone can do more.

**Question 2 - Is enough progress being made in developing and delivering improvements in the uptake of walking and cycling?**

No. The following table demonstrates the lack of achievement –

**TABLE 8.7: HOW ADULTS USUALLY TRAVEL TO WORK ONLY BY YEAR (Scottish Household Survey)**

<table>
<thead>
<tr>
<th>Adults in employment only, excluding those who work from home</th>
<th>1999</th>
<th>2000</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>13.8</td>
<td>13.7</td>
<td>13.1</td>
<td>13.4</td>
<td>12.9</td>
<td>12.7</td>
<td>12.8</td>
<td>13.9</td>
<td>11.8</td>
</tr>
<tr>
<td>Car/Van</td>
<td>66.5</td>
<td>67.1</td>
<td>68.4</td>
<td>67.8</td>
<td>68.6</td>
<td>67.4</td>
<td>67.8</td>
<td>67.1</td>
<td>69.0</td>
</tr>
<tr>
<td>Driver</td>
<td>54.7</td>
<td>56.8</td>
<td>58.0</td>
<td>56.7</td>
<td>60.0</td>
<td>59.5</td>
<td>60.2</td>
<td>60.2</td>
<td>62.8</td>
</tr>
<tr>
<td>Passenger</td>
<td>11.8</td>
<td>10.3</td>
<td>10.4</td>
<td>11.1</td>
<td>8.6</td>
<td>7.9</td>
<td>7.5</td>
<td>7.0</td>
<td>6.2</td>
</tr>
<tr>
<td>Bicycle</td>
<td>1.7</td>
<td>1.7</td>
<td>1.6</td>
<td>1.4</td>
<td>1.7</td>
<td>1.8</td>
<td>1.6</td>
<td>1.9</td>
<td>1.6</td>
</tr>
<tr>
<td>Bus (ordinary or works)</td>
<td>12.2</td>
<td>12.5</td>
<td>12.3</td>
<td>12.2</td>
<td>11.5</td>
<td>12.5</td>
<td>11.9</td>
<td>11.6</td>
<td>12.0</td>
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<tr>
<td>Rail</td>
<td>3.0</td>
<td>2.2</td>
<td>2.3</td>
<td>3.0</td>
<td>2.8</td>
<td>3.4</td>
<td>3.7</td>
<td>3.5</td>
<td>3.5</td>
</tr>
<tr>
<td>Other</td>
<td>2.9</td>
<td>2.7</td>
<td>2.3</td>
<td>2.2</td>
<td>2.5</td>
<td>2.2</td>
<td>2.2</td>
<td>2.0</td>
<td>2.2</td>
</tr>
<tr>
<td>All</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Base</td>
<td>6,021</td>
<td>6,253</td>
<td>6,276</td>
<td>5,974</td>
<td>6,033</td>
<td>6,359</td>
<td>6,044</td>
<td>6,068</td>
<td>5,175</td>
</tr>
</tbody>
</table>

The table shows a 2% drop in the share of walking and cycling as a means of getting to and from work since 1999. There is no reason to suppose things are any better for any other types of journey.
**Question 3 - If not, what are the barriers to progress?** *(for example, lack of policy development, lack of political leadership, lack of funding/investment, the lack of prominence given to active travel in transport policy development, project planning and construction etc.)*

The potential number of journeys suitable for walking and cycling (under 2 miles) is massive compared to the number actually undertaken. Following years of car centric developments it is far too easy to take the car and part of the promotion of active travel should be the discouragement of unnecessary non active travel.

The Government could act to make all businesses pay a tax on car parking to staff where the car is not required as part of the persons job. This would have the effect of making individual commuting by car more expensive and therefore walking and cycling that bit more attractive.

Legislation would be tricky, particularly defining what counted as a car being a requirement of the job - daily driving, once a week, once a year etc. As well as checking that claims were justified.

As a less stringent action, the Parliament and civil service could implement the action and urge Councils and businesses to follow.

**Question 4 - Why do walking and cycling policies set out in national, regional and local transport plans not result in a greater modal share for walking and cycling?**

The lack of success stems from the fact that the policies have lacked conviction. They have been nice things to say but have not really been meant – no leadership, no resources. This is exemplified in the bizarre situation of the current Transport priorities of the Scottish Government (and supported by the other main political parties). Massive motorway extension in Glasgow and the prospect of a hugely expensive, unnecessary and carbon boosting additional Forth crossing. Walking and cycling meanwhile receive nice words but as with the Cycling Action Plan for Scotland, no new resources are provided.

**Question 5 - What further action is required by the Scottish Government, local authorities and other bodies to ensure that significant progress is made in the development and implementation of walking and cycling, particularly if transport is to make a greater and more meaningful contribution to the reduction in greenhouse gas emissions?**

Please see the points made in 1.

**Question 6 - What can Scotland learn from good practice/successful implementation in other countries?**

I am not very knowledgeable but the examples of the Netherlands and cities like Freiburg in Germany show us what we can achieve when there's a will and proper levels of resourcing.