



Strategic Transport Projects Review (STPR2)  
Transport Scotland

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Ref: TF/D49

06 January 2020

Dear Sir/Madam,

**THE SCOTTISH GOVERNMENT,  
STRATEGIC TRANSPORT PROJECTS REVIEW 2**

Thank you for the opportunity to comment on the Strategic Transport Projects Review 2 (STPR2).

GoBike is a voluntary organisation campaigning in the Strathclyde area for better infrastructure, policy and political support for cycling. Cycling should be a safe, efficient, healthy and attractive form of active travel for people of all abilities and ages and using every variety of cycle. The comments which follow are made in the context of GoBike's campaign aims, and of the need to create conditions which make cycling the natural way of getting around for the large numbers of people for whom it currently seems much too risky.

However we use all modes of transport and, while based in and around Glasgow, we travel the length and breadth of Scotland.

We wish to see a Scotland that is primarily for people, not for the private car. It is our view that too large a portion of our tax has been spent on the roads network and now it is time to invest not just in active travel but also in public transport. We want our trains, our buses, our tram and subway to be among the best in the world, and to be affordable; Lothian Buses should be used as the base on which to build our systems.

Taking the points of your consultation in turn:

The walking and wheeling network

Most of our footways in cities, towns and villages are too narrow, are poorly maintained and many are covered in part or total by parked vehicles. Footways on country roads are generally non-existent.

We need a complete parking ban on footways, ie going further than the restrictions currently being introduced and we need footways to be well maintained. Just about everyone walks for part of their journey, so these are basic requirements. While we recognise the social side of pavement cafes, these must be well controlled and the walking area must encroach on the roadway if the footway is a busy one.

New roads, wherever they are, should have a footway, or motor vehicles must be limited to 20mph.

Many of our footpaths are narrow and also poorly maintained. If people are to be able to walk and wheel in the green spaces in our towns and cities then many of our footpaths must be upgraded.

### The cycling network

There isn't a cycling network, is there? Not one that can be used in comfort by a child of 8 or over or someone on a tricycle throughout Scotland. As a basic requirement we need segregated cycle lanes on the arterial routes into all our towns and cities. We need our streets to be designed using the principles of the "Designing Streets" document so that people have dominance over cars; people should not have to scurry across a street because a driver is too impatient to wait for them to cross. The active travel hierarchy must operate in all street planning with people walking and cycling having priority over the private car. Many of our streets have been made one-way either to speed up motor traffic or to allow parking and the default policy of contraflow cycling that is given in the document "Cycling by Design" is completely ignored in many quarters. Disallowing contraflow cycling significantly reduces permeability for cycling, creating big detours, pushing bikes off quiet roads onto busy ones, deters people from cycling and reduces any claims of there being a good "cycling network" in our towns and cities.

### The bus network

Currently the majority of buses in Scotland are run for private profit and not for the social good. People feel pressured into buying a car because taking a family out by bus is unaffordable. Buses generally only run on routes where money may be made, not where people wish to travel, the tickets do not allow a change of bus, unless buying a day ticket where one is available, and rarely allow a transfer to another bus operator, the subway, tram or train.

A Scotland-wide ticketing system for public transport is required; it's done elsewhere, so it can be done here.

### The rail network

The rail network around Glasgow and in the Central Belt is good and recent electrification has brought significant improvements. Unfortunately that cannot be said for all of Scotland; it is a national disgrace that our cities are not linked by a double-track, electrified railway. The condition of our "scenic" railways is poor, with insufficient passing places on the single-track to allow a good service and the rail vehicles are old and unsuitable for carrying the tourists who are attracted to Scotland.

Many residents and tourists wish to travel with their bikes and this is generally not catered for. Significant improvements are required to meet the current demand but also to cater for the potential demand. If trains only allow 2 bikes per train it is impossible for a family of four people to travel together with their bikes for a day out, or to visit family or to go on holiday. Even where 4 bikes are allowed per train, if there are only 3 trains a day, it is nigh impossible to organise a group outing.

Train tickets are expensive and do not generally allow for modal transfer.

### The road network

Generally this is good. A significant amount of public money has been spent on the M8, the A9, the Queensferry Crossing and the Aberdeen Bypass. Much of this has been because we have not tackled the current excessive use of the private car, particularly in our towns and cities. We have not invested in active travel or public transport to the detriment of our environment and our public health.

### The ferry network

Our ferry network needs considerable improvement. There are too many delays and cancellations and cycles are poorly catered for. The one bonus of travelling with a cycle is that there is no charge but then one has to wait behind cars, breathing in the pollution from their exhausts, to disembark. There is generally no sheltered area where people travelling with cycles may wait to embark. This will not encourage people to cycle.

Again, there is a lack of through ticketing. A Scotland-wide public transport system is required.

What do we want to see?

1. Segregated cycle lanes along all arterial routes into towns and cities
2. A 20mph limit, or lower, in all our towns and cities
3. Buses and trains to carry bikes between our towns and cities
4. A Scotland-wide public transport ticketing system that also allows use of a Scotland-wide bike hire scheme
5. Active travel being led from the top, with our MSPs, our Councillors and government and council employees foregoing the private or official car in favour of active travel or public transport.

Thank you again for the opportunity to comment. We wish to see real progress towards an active, healthy Scotland with actions, not words demonstrating the way forward. Should you require any clarification of our comments please do get in touch.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tricia Fort', written in a cursive style.

Tricia Fort  
for Consultations, GoBike