

Consultation response

1. Is the Vision that is set out for the National Transport Strategy the right Vision for transport policy over the next 20 years?

Yes, we believe so.

We particularly welcome the Scottish Government's commitment to ensuring that the future transport system is inclusive and accessible.

2a. Are the Priorities and Outcomes that the Strategy is trying to achieve the right Priorities and Outcomes for transport policy over the next 20 years?

Yes.

We particularly welcome the Scottish Government's vision to promote equality within the transport system, ensuring "everyone can use the system with as little effort as possible". This is particularly important for Disabled people, who often have to go to greater lengths to plan a journey. We also note that, as part of the Scottish Government's overall vision, there is a desire to improve the health and wellbeing of the Scottish population, including by promoting active travel choices.

By supporting and promoting more inclusive cycling, including by meeting the needs of Disabled cyclists (as well as other users of non-standard cycles, such as family and freight cyclists), the Scottish Government will be taking a significant step towards realising these objectives.

2b. Are some of these Priorities and Outcomes more important than others or are they equally important?

We believe that the priorities of tackling climate action, promoting equality and improving health and wellbeing are of far greater importance than ensuring economic prosperity through changes to the transport system.

3. Are the Challenges the Strategy highlights in Chapter 3 the key Challenges for transport, or are there others the Strategy should focus on?

The Scottish Government is right to highlight social isolation, physical inactivity and an ageing population as key challenges going forward, together with the prevalence of private car ownership. By ensuring that cycling is more inclusive and accessible to

all, we believe the Scottish Government will be better placed to address each of these challenges. This is particularly the case if you consider that:

- Disabled people are twice as likely as non-Disabled people to be physically inactive, resulting in shorter average life expectancies
- The majority of Disabled people are elderly (and therefore at greater risk of developing health conditions), with the number of people aged 65+ expected to increase by 12% between 2015 and 2020
- Disabled people tend to be more reliant for day-to-day travel on driving or being driven, either by door-to-door services, such as community transport services, or by taxis and private car hire
- Disabled people are much more likely to be socially isolated and have smaller support networks than non-Disabled people

4a. Are these the right policies to deliver Priorities and Outcomes of the National Transport Strategy?

Broadly, yes.

4b. Are some of these policies more important than others or are they equally important?

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5a. Are there specific decisions about transport in Scotland that are best taken at the national level (e.g. by Transport Scotland or the Scottish Government), at a regional (e.g. by Regional Transport Partnerships), or at a local level (e.g. by Local Authorities)?

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5b. Should local communities be involved in making decisions about transport in Scotland? If so, how should they be involved, and on which specific issues should they be involved in making decisions on?

Deaf and Disabled People's Organisations (DDPOs) and local disability groups must be consulted at every stage of a policy or decision-making process involving transport - be that at a national or local level (e.g. the development of a national cycling strategy, or the building of new cycle infrastructure in a small town), as per transport bodies' and local authorities' responsibility to Disabled people under

equalities legislation. It is also important to recognise the fact that Disabled people might also be *cyclists*, as well as pedestrians and users of other forms of transport.

6. Does the National Transport Strategy address the needs of transport users across Scotland, including citizens and businesses located in different parts of the country?

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7a. What aspects of the transport system work well at the moment?

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7b. What practical actions would you like to see the National Transport Strategy take to encourage and promote these?

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8a. What aspects of the transport system do not work well at the moment?

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8b. What practical actions would you like to see the National Transport Strategy take to improve these?

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9. Chapter 6 of the Strategy sets out immediate actions the Scottish Government will take in three key areas: Increasing Accountability; Strengthening Evidence; and Managing Demand. Is there anything you would like to say about these actions?

We strongly support the adoption of the 'Sustainable Travel Hierarchy' for use in transport decision-making, particularly with regard to promoting and prioritising walking, wheeling, cycling and public transport over single occupancy private car use - together with the 'Sustainable Investment Hierarchy'.

As part of efforts to strengthen and add to its evidence base, we would strongly recommend that the Scottish Government collect data specifically on the needs and experiences of Disabled people as *cyclists*, as well as users of other transport modes. As our research has shown, Disabled people are almost always represented as bus, taxi or private car users in transport policy - very rarely are they thought of as cyclists, or potential cyclists.

10. Is there anything else you would like to say about the National Transport Strategy?

As the increasingly recognised voice of Disabled cyclists in the UK, Wheels for Wellbeing would advocate the following policy recommendations as ways of helping the Scottish Government to make its transport strategy as inclusive as possible (more detail can be found in our 2019 Guide to Inclusive Cycling):

Recognition and awareness of Disabled cyclists

1. Scottish local authorities should consider prototyping a 'Blue Badge' for Disabled cyclists who use their cycle as a mobility aid, which would grant Disabled cyclists recognition and certain exemptions. If successful at a local level, this should be extended to become a national scheme, led by Transport Scotland
2. Scottish local authority cycling strategies/action plans should ensure that at least 1 in 5 images of cycles depicted are of a non-standard cycle - proportionate to the number of Disabled people in the UK (20%)

Inclusive and integrated cycle networks

1. Where rules exist permitting the storage of wheelchairs and mobility scooters onboard trains, the same rules should apply (where physically and practically possible) to Disabled cyclists using their cycle as a mobility aid
2. Publicly-run cycle hire schemes should include e-cycles as a minimum, whilst expanding the types of cycles they offer by working with local inclusive cycling hubs
3. Scottish local authorities and their health partners should ensure Disabled people have access to cycling opportunities in their area by supporting the sustainable growth of inclusive cycling hubs

Inclusive cycle infrastructure

1. We encourage all Scottish local authorities to adopt the 'cycle design vehicle' blueprint when designing cycle infrastructure (see: CD 195 'Designing for cycle traffic', *Design Manual for Roads and Bridges*)
2. Where possible, Scottish local authorities should create inclusive cycle 'tube maps', highlighting routes in their area that enable access for users of non-standard cycles

Inclusive cycle facilities

1. Where new cycle parking facilities are installed, 5% of all spaces should be allocated for use by Disabled cyclists - matching equivalent provision for Disabled car drivers
2. The Scottish Government, in partnership with Transport Scotland and Scottish local authorities, should consider piloting a Disabled cyclists' 'Blue Badge' scheme - granting access to purpose-built cycle parking facilities for Disabled cyclists and helping to identify cycles and cyclists genuinely entitled to park there