

1. The Cycling Action Plan for Scotland (CAPS)

RESPONDENT INFORMATION DETAILS

Name: Judith Ballantine

Organisation: Mobility and Access Committee for Scotland (MACS)

Address: MACS Secretariat Area 2-D North Victoria Quay Edinburgh

Postcode: EH6 6QQ

Email: macs@scotland.gsi.gov.uk

Telephone Number: 0131 244 0869

Responding as: On behalf of a group or organisation

Individual Permission: Not Supplied

Confidentiality: Not Supplied

Group or Organisation: Yes

Share Response Permission: Yes

Consultation QuestionsThe Cycling Action Plan for Scotland (CAPS)

<i>Question 1: Are there any actions or activities on planning and design that are missing and that would encourage you to cycle more often?</i>	
<i>Question 2: How do we achieve these actions effectively? Who is best placed to deliver these changes?</i>	
<i>Question 3: Would an improvement in local facilities for cycling encourage you to cycle more often? If not, what else could be done to change your mind?</i>	
<i>Question 4: How do we achieve these actions effectively? Who is best placed to deliver these changes?</i>	
<i>Question 5: If your employer introduced the Bike to Work Scheme would this encourage you to take up cycling? What else could</i>	

<i>your employer do to encourage you to cycle?</i>	
<i>Question 6: Did you know that the route you drive to work may not be the same route you would use if you were cycling? Would free local maps encourage you to cycle? What other information do you think is missing?</i>	
<i>Question 7: Would you use a public bike hire scheme in your town or city such as those running successfully in Paris and Munich? See this link for answers to 33 important questions on how the scheme works.</i>	
<i>Question 8: Which organisation/s in your opinion are best placed to deliver the actions in this section?</i>	
<i>Question 9: Should the liability laws be changed to give cyclists (and pedestrians) more protection? If so, how?</i>	
<i>Question 10: Should all road users pay road tax? If so, how much should it be for cyclists and how could it be enforced?</i>	
<i>Question 11: Should current powers of enforcement be better used? If so, which ones and how?</i>	
<i>Question 12: Should local authorities make greater use of their powers to re-determine the use of roads which are footways/pathways to create cycle tracks which can be used by both cyclists and pedestrians, where it is suitable to do so? Would this encourage you to cycle more?</i>	<p>MACS would like to re-iterate the comments it makes on pages 14 & 15 of this document. We do not believe that pedestrians and cyclists should share routes, because of the risk to less mobile pedestrians and those with hearing and sight impairments. There is too much presumption that shared space is successful at slowing down traffic. However, short pedestrian/cycle only links can be acceptable if designed well. The Disabled Person's Transport Advisory Committee (DPTAC) which MACS supports, has four overarching principles on which it bases advice to government, other organisations and disabled people. Those principles are that: 1. Public Investment should only take place if those who provide and spend the money take in to account the accessibility of disabled people. 2. Those who provide transport services will make accessibility for</p>

	<p>disabled people part of the main stream of their activity. 3. Those who provide transport services will fully and meaningfully involve disabled users and non-users in deciding the accessibility of transport services. 4. Those who provide transport services are responsible for accessibility for disabled people. The Joint Committee of Mobility of Blind and Partially Sighted People recommends that where shared routes are unavoidable, pedestrians and cyclists should be separated by a verge, a raised white line, by a change in surface material or a change in level, i.e a kerb.</p>
<p><i>Question 13: Who is best placed to deliver these changes?</i></p>	