

# Scottish government's draft Climate Change Plan

## How you can respond and speak up for cycling

The Scottish government has published its [draft Climate Change Plan](#) (CCP) and is asking for the public's opinions in a [questionnaire](#) which closes on **29 January**.

The CCP outlines all the measures government will take to cut damaging climate emissions from Scotland and meet the carbon budgets (similar to targets) it set itself.

To help you respond to the questions about reducing climate pollution from transport we have put together the following suggested answers. Feel free to use these answers in your own response – BUT it's always more impactful to adapt these suggestions using your own local examples and personal stories.

For more opinions on the CPP and ideas for responding to areas other than transport take a look at this [blog](#) from Stop Climate Chaos Scotland (SCCS). Cycling UK is an active partner of SCCS.

## Suggested answers

### TRANSPORT

7. Which of the following would be most effective in enabling you to transition your vehicle(s) to zero emissions alternatives? Please rank your choices from highest to lowest priority, where 1 is the highest priority. Please only give one ranking to each option:

If you're responding for an organisation: you may want to consider car fleets as well as HGV fleets.

1. Cost of new zero emission vehicles needs to come down
2. Cost of used zero emission vehicles needs to come down
3. Reliable infrastructure for vehicles (such as fuel or charging networks)
4. Noticeably cheaper running costs (electricity, maintenance, insurance)
5. Convenient access to public charging infrastructure
6. Ensuring an adequate number of trained mechanics are available to perform essential maintenance and repairs

- 7. Access to funding support/low – cost finance
- 8. All of the above
- 9. Other

*Choose the option most likely to help you switch to a zero-emission vehicle.  
OR*

*We recommend that your answer is (8) 'All of the above'. All the options are needed to help the people of Scotland make the change. While we want to see more support for cycling and we know it's important for people to switch from driving to cycling, electric vehicles will have the biggest impact for reducing climate pollution.*

## **8. How can the Scottish government support communities to participate in planning of local sustainable infrastructure (such as, walking, wheeling and cycling routes)?**

*What would help your community to accept more cycle routes and quieter roads? More information for residents.*

*We recommend including the following points:*

- Government and councils need to:
  - Prioritise building new cycle routes and be bold with their plans.
  - Avoid using public consultation exercises as a referendum – i.e. decide to build a route and ask communities to help make the design better.
  - Trial new routes and cycling infrastructure using Experimental Traffic Regulation Orders (eTROs) and consult communities to improve the design as the trial continues.
  - Talk positively about the benefits of new cycle routes and speak to as many people as possible.
  - Listen to the views of the quiet majority who want positive change rather than a minority of angry voices against proposals.
  - Actively seek the opinions of disabled people, women and children to ensure designs are accessible and benefit everyone.

## **9. What action by the Scottish government would be most helpful in supporting you to live a more climate- friendly lifestyle?**

*We recommend making the following points in your response – if possible, personalise these points as much as possible:*

- The draft Climate Change Plan sets out many positive policies for electrifying motor vehicles, but switching to electric vehicles is not the only answer to reducing emissions from transport. We need fewer cars in Scotland not just newer cars – more electric cars will not solve congestion problems or help people be more active and healthier.
- **Government must give people more choice in how they travel** so they have real alternatives to using the car. The final CCP must set out policies which ensure it's easier for everyone in Scotland to shift away from journeys made by motor vehicles to journeys by bus, train, bike or on foot.
- Government's dedicated funding pot for cycling, walking and wheeling (active travel) projects must be increased to **at least 10% of the total transport budget**. (The current level of funding is approximately 5%).
- Money for active travel must be used for:
  - **Creating high-quality cycling routes**, which help people to switch to cycling.
  - **Projects in communities** which enable to cycle, feel confident and switch from using a car for some journeys, e.g. cycle training, maintenance workshops, and loan schemes for the purchase of e-bikes.
- **Roads need to be safer and calmer** if people are to feel confident about cycling. Government and councils need to work together to:
  - Set 20mph speed limits on roads in residential and built-up areas.
  - Lower the speed limits on single-carriageway rural roads to levels which are safe and appropriate for each road.
  - Increase the awareness of changes to the Highway Code made in 2022 which were designed to improve safety for vulnerable road users.
- **Scotland needs better public transport** – more affordable, accessible and reliable. This includes making public bike hire schemes available in more Scottish towns and cities.
- Government must do more to **make joined-up journeys possible**, for example cycling to the station and then jumping on a train should be smooth and easy. We need safe cycle routes to bus stops and stations more safe and secure cycle parking when we get there.