

Citizen Participation and Public Petitions Committee

4th Meeting, 2024 (Session 6), Wednesday 6
March 2024

PE2065: Improve and prioritise pedestrian safety

Petitioner	Shauna Rafferty
Petition summary	Calling on the Scottish Parliament to urge the Scottish Government to improve and prioritise safety for pedestrians by: <ul style="list-style-type: none">• widening pavements and reducing street clutter• introducing a mechanism to report pavement parking• improving visibility of pedestrian crossings.
Webpage	https://petitions.parliament.scot/petitions/PE2065

Introduction

1. This is a new petition that was lodged on 9 November 2023.
2. A full summary of this petition and its aims can be found at **Annexe A**.
3. A SPICe briefing has been prepared to inform the Committee's consideration of the petition and can be found at **Annexe B**.
4. Every petition collects signatures while it remains under consideration. At the time of writing, 36 signatures have been received on this petition.
5. The Committee seeks views from the Scottish Government on all new petitions before they are formally considered. A response has been received from Transport Scotland, on the Government's behalf, and is included at **Annexe C** of this paper.

Action

The Committee is invited to consider what action it wishes to take on this petition.

Clerk to the Committee

Annexe A

PE2065: Improve and prioritise pedestrian safety

Petitioner

Shauna Rafferty

Date Lodged:

9 November 2023

Petition summary

Calling on the Scottish Parliament to urge the Scottish Government to improve and prioritise safety for pedestrians by:

- widening pavements and reducing street clutter
- introducing a mechanism to report pavement parking
- improving visibility of pedestrian crossings.

Previous action

I have raised the issue of increased safety measures and consideration for those with greater accessibility needs with MPs and MSPs, specifically in their constituencies where dangers for pedestrians have been prolific and fatal.

Background information

This report, written by Sustrans together with ARUP and Living Streets, published in 2022, calls for Government action to stop cars, cycles and e-scooters encroaching on pavement space.

(<https://www.sustrans.org.uk/our-blog/news/2022/march/new-report-calls-for-government-action-to-give-pavements-back-to-people>)

Transport for All has campaigned for an Equal Pavements Pledge.

(<https://www.transportforall.org.uk/campaign/equal-pavements-pledge/>)

Annexe B

SPICe

The Information Centre
An t-Ionad Fiosrachaidh

Briefing for the Citizen Participation and Public Petitions Committee on PE2065: Improve and prioritise pedestrian safety, submitted by Shauna Rafferty

Background

Walking and wheeling¹ are healthy, free, sociable, and environmentally friendly forms of transport. Walking and wheeling for transport accounted for 30% of all trips made in Scotland during 2021-22, with a median trip distance of 1.1 kilometres. There is scope for more trips to be made by foot, with 44% of all trips made in Scotland during 2021-22 being under three kilometres in length.

Numerous Scottish Government policy documents highlight the important role that walking and wheeling can play in reducing vehicle emissions and tackling health problems associated with obesity and inactivity. These include:

- [National Transport Strategy 2](#) places walking and wheeling at the top of the sustainable transport hierarchy, stating that “We will design our transport system so that walking, cycling and public and shared transport take precedence ahead of private car use.”
- [Long-term Vision for Active Travel in Scotland](#), which aims to ensure that “Scotland’s communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys.”
- [Fourth National Planning Framework](#), which sets out a policy “To encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.”

¹ ‘Wheeling’ is a term used to describe travelling by wheelchair.

The Scottish Government sets out its policy on street design in [Designing Streets: A Policy Statement for Scotland](#).

The Scottish Government has increased the annual budget allocated to walking, wheeling, and cycling over recent years, as set out in the table below:

Year	Amount
2024-25	£220 million
2023-24	£190 million
2022-23	£150 million
2021-22	£100.5 million
2020-21	£85 million

Responsibility for the maintenance, management, and development of most of Scotland's streets, including footways and crossings, rests with Councils, which are the roads authority for their areas. This includes responsibility for the enforcement of the prohibition on pavement parking. Scottish Ministers are directly responsible for the trunk road network, which is managed by Transport Scotland.

Standards relating to the design and location of traffic signs, including light-controlled crossings, and road markings are a reserved matter.

Scottish Government Action

Scottish Government action in this area is briefly described above.

Scottish Parliament Action

To date, the Scottish Parliament has not considered this issue in any detail.

Alan Rehfisch

Senior Researcher

26 February 2024

SPICe research specialists are not able to discuss the content of petition briefings with petitioners or other members of the public. However, if you have any comments on any petition briefing you can email us at spice@parliament.scot

Every effort is made to ensure that the information contained in petition briefings is correct at the time of publication. Readers should be aware however that these briefings are not necessarily updated or otherwise amended to reflect subsequent changes.

Annexe C

Transport Scotland submission of 6

December 2023

PE2065/A: Improve and prioritise pedestrian safety

Scotland's Road Safety Framework to 2030 (RSF2030) was published in February 2021, with the goal of Scotland having the best road safety performance in the world. For the first time, mode and user specific targets for key priority groups such as pedestrians, cyclists, motorcyclists and over-represented age groups have been created to focus attention by partners on our priority areas.

The Scottish Government recognises that vehicle speed is a crucial factor in this endeavour and through the framework, is committed to implement 20 mph speed limits on those roads where it is appropriate to do so by 2025. Our 2022 Programme for Government supports this position with a commitment to "Roll out our national strategy for expanding 20 mph zones, with more roads and areas reducing their speed limits to 20 mph – making our streets feel safer and encouraging active travel". In the fiscal year 2022-23, local road authorities were provided with £1.4 million in funding to undertake the necessary assessments of their road network to identify which roads on their respective areas should have a reduced speed limit of 20 mph. We are continuing to work with local authorities to now implement lower speed limits of 20 mph on appropriate roads by 2025.

Scotland's Active Travel Vision to 2030 has the long-term vision that our communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys. This helps people make healthy living choices and assists in delivering places that are happier, more inclusive and equal, and more prosperous; and where people are confident to walk and cycle more often and they value and use their local transport networks (streets, roads and path networks), which offer safe, high quality, realistic and predictable journey options for active travel.

This is supported by the National Transport Strategy and Sustainable Travel hierarchy that prioritise walking, wheel and cycling over other travel modes.

New and improved pavements and cycle paths are funded through Transport Scotland's active travel budgets; the Scottish Government budget for 2023-24 confirmed record funding of £189.2 million.

Transport Scotland are investing in ambitious on and off-road segregated walking and cycling routes, safer junctions and improved design of place; this is because public feedback and evidence shows speed and volume of traffic deters people from walking and cycling. This includes the Cycling Walking Safer Routes grant of £35 million that goes directly to local authorities on a pro rata basis.

Programme for Government of 2023 committed to realise our commitment to £320 million in active travel investment in future budgets.

In 2023-24, The Scottish Government also launched a Road Safety Improvement Fund which will provide £9.5 million to Scotland's 32 local authorities, for projects that support casualty and risk reduction, through the implementation of Safe System measures. Many of the schemes being delivered by roads authorities include measures to improve safety for pedestrians.

Furthermore, the Transport (Scotland) Act 2019 bans pavement parking, double parking and parking at dropped kerbs, the last of the secondary legislation has been laid in parliament and, if approved, local authorities will have the tools to enforce these prohibitions from 11 December 2023. Each local authority is able to decide how best to enforce these prohibitions in their areas, including any mechanisms for reporting contraventions of the prohibitions. Transport Scotland is working closely with all local authorities to assist in preparing for enforcement procedures to come into force and is aware of some who are developing a reporting mechanism within their area, however, it would not be appropriate to develop this on a national scale.

Finally, revisions to The Highway Code in January last year created a new hierarchy of road users, a concept that places those road users most at risk in the event of a collision at the top of the hierarchy. It seeks to ensure those who can do the greatest harm have the greatest responsibility to reduce the threat to others, and there are additional

elements about right-of-way at junctions and safe passing distances for pedestrians, cyclists and horseriders. As this embeds itself, roads will become safer for more vulnerable road users, particularly those who walk, wheel or cycle.

Road Safety Policy Team