

1. 20mph Speeds in Urban Areas

- Multiple benefits of safety, environment and air quality agreed by central/local governments, residents, road safety groups and cyclists. Change from urban 30mph to 20mph is in progress.
- Implementation rates are slow due to budgetary constraints and perceived requirement for complex and expensive traffic calming. Cities risk developing a confusing patchwork of 20mph islands in a 30mph sea.

Action requested: That Holyrood make Scotland a better place by passing legislation to expedite 20mph as the default urban speed limit, except on specified non-residential arterial roads

2. Use of Evidence When Specifying Location and Design of Urban Cycle Facilities

- Most existing cycle facilities suffer from two main failings: they are discontinuous and their positioning takes little cognisance of the preferred routes that cyclists use (cycle desire lines). They tend to be installed where local authorities see un-utilised road space, rather than from an assessment of cyclists' needs.
- Data concerning cycle desire lines is becoming abundantly available and shows that urban cyclists in Scotland substantially travel on direct (radial) main road routes that connect the suburbs with city centre. Cycle desire lines frequently cross local authority boundaries.

Action requested: That Holyrood preferentially promotes and funds cycle facilities that are based upon evidence of cyclists' needs, such as directness and continuity of route, and those which allow connection between local authority areas

3. Space Reallocation

- Evidence shows that cyclists tend to travel in straight and continuous paths from suburban areas into urban centres, preferentially using the main roads, where cycle speeds are faster than on back road routes.
- Unless the desire by cyclists to use these direct main road routes is satisfied, then further spending on back-street cycle facilities will be largely wasted. The desire for cyclists to use main roads means that due consideration must be given to providing space on these.

Actions requested: 1) Holyrood mandates new build roads and renovated roads must have cycle facilities as a primary design criterion. 2) Prioritises facilities on faster/direct main road routes

4. Presumed Liability

- It is a well-established legal principle that anyone who uses a dangerous instrument should be presumed to be liable in the event of death or injury as a consequence of its use.
- It is therefore unfortunate that insurance companies generally take an adversarial position when vehicles come into collision with unprotected road users such as cyclists and pedestrians. Compensation may be delayed or denied as result.
- At present, the UK is one of only five European countries (along with Cyprus, Malta, Romania and Ireland) that do not operate some form of strict liability law for vulnerable road users.

Action requested: That Holyrood makes Scotland a better place by enacting presumed liability legislation between motorists, cyclists and pedestrians