

**Transport Policy
Sustainable Transport Team**

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Mr Dave du Feu
Spokes

Your ref:

Our ref:
2015/0035967

Date:
8 December 2015

Dear Dave,

Thank you for your letter of 13 October to Derek Mackay, Minister for Transport and Islands regarding Transport Scotland's policy on trunk roads and cycling and road safety, and asking for an update of the Trunk Road Cycling Initiative document. I have been asked to respond on behalf of the Minister.

Trunk Road Cycling Initiative (TRCI)

You will be pleased to know that myself and Neil Langhorn had a very productive meeting with our trunk road colleagues only last week to discuss amongst other things, the TRCI. And, as part of the next CAPS refresh, the Sustainable Transport Team will work with colleagues in Trunk Roads to review and update the TRCI. As you rightly say, it is 20 years old and would benefit from updating. We will of course receive Cycling Scotland's progress report on CAPS 2013 around June next year, which we will consider and respond to. We are also committed to publishing CAPS 2016 by the end of the year and further details and a timeline for the next CAPS refresh will be announced in the new year.

Road Safety on Rural Roads

Firstly, I would like reaffirm the Scottish Government's position that one life lost on our roads is one too many and we remain steadfastly committed to reducing risks. We recognise that the protection of vulnerable road users such as cyclists, are crucial factors in that endeavour. That is why *Scotland's Road Safety Framework to 2020* contains a raft of measures we are taking forward alongside safety partners to reduce risks and to ensure that education, engineering and enforcement all play a key role in our comprehensive approach.

The Scottish Government and other key road safety partners continue to facilitate and encourage safe cycling in Scotland through education and training for cyclists, as well as to raise awareness for other road users. We recognise that changing the behaviour of drivers who take unnecessary risks on rural roads is a key pillar in this work and have, in conjunction with road safety partners, run a number of publicity campaigns around this topic. For instance, Road Safety Scotland's high-profile *Don't Risk It* campaign, which recently launched a new phase of its Country Roads campaign featuring Scotland and Glasgow Warriors rugby star Stuart Hogg.



Moreover, it is not only educational interventions that will enhance road safety; infrastructure plays a vital role too. In light of this, we have, in recent years, invested significantly in training, infrastructure and safety campaigns for the benefit of cyclists, and will continue to do so. Additionally, my Road Safety colleagues have provided funding support this year to an initiative by Cycling Scotland specifically to train HGV and bus drivers to be more aware of vulnerable road users including cyclists.

In addition to the refresh of CAPS and the NTS, the Minister for Transport and Islands recently instigated a mid-term review of the 2020 Framework, in order to reassess whether the priorities set at its commencement remain the same today to ensure continued delivery of road safety outcomes. The safety of cyclists and pedestrians was identified as one of three priority areas by the Framework's Strategic Partnership Board and we will continue to work with our road safety partners and take action to reduce the risks for all of Scotland's road users.

Finally, many thanks for your suggestions for the upgrading of the TRCI. I will pass these on to my Trunk Road colleagues and look forward to your input next year as part of the CAPS refresh.

Best regards,

KAREN FUREY
Cycling Policy Manager