

WHY INTEGRATED SUSTAINABLE TRANSPORT MATTERS

AN OVERVIEW AND UPDATE OF
RELEVANT POLICY PRIORITIES AND EVIDENCE

Helen Todd, Transform Scotland

National Active Travel Conference, Tuesday 14 June 2016

- 1. Introduction to Transform Scotland**
- 2. The policy context: Sustainable transport and Active Travel**
- 3. The funding gap: Investment in sustainable and unsustainable transport**

TRANSFORM SCOTLAND

- **Scotland's sustainable transport alliance, with over 60 member organisations from private, public and third sectors**





Better Public Transport



Healthy Travel



Lower Emissions



Fairer Funding



Fairer Prices



TRANSFORM CREATIVE



SOME RECENT PROJECTS & CAMPAIGNS

THE POLICY CONTEXT: SUSTAINABLE TRANSPORT & ACTIVE TRAVEL

Health

Social Justice

Community

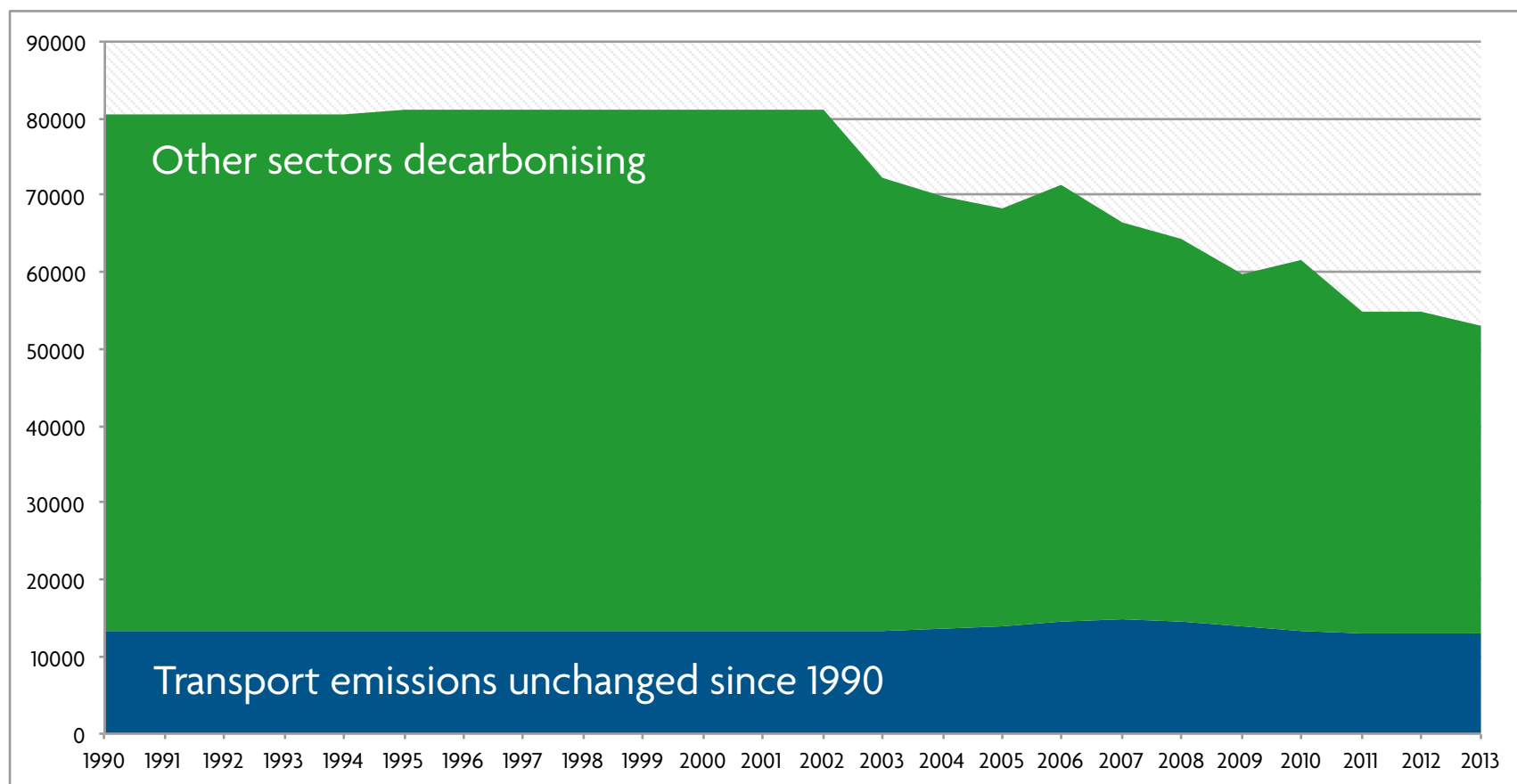
**SUSTAINABLE
TRANSPORT**

Environmental quality

Climate change

Economy

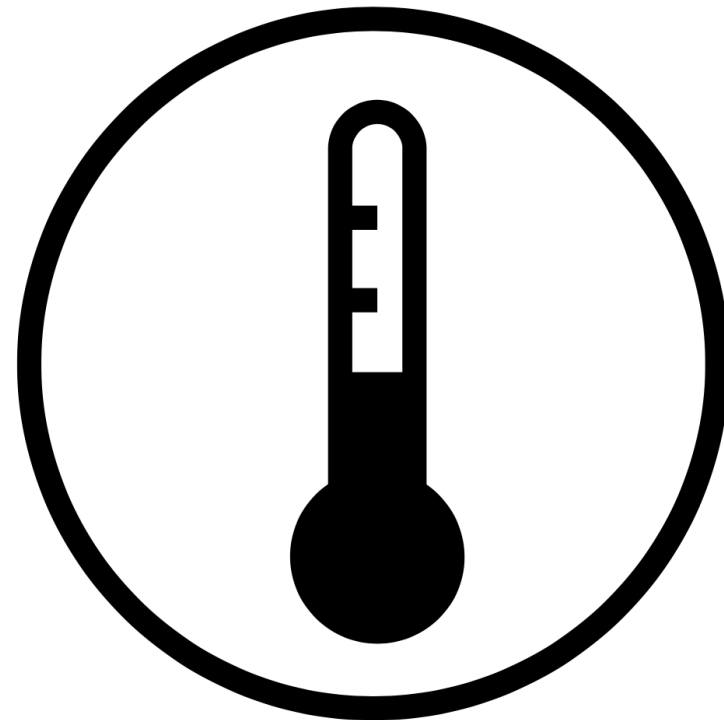
CLIMATE CHANGE



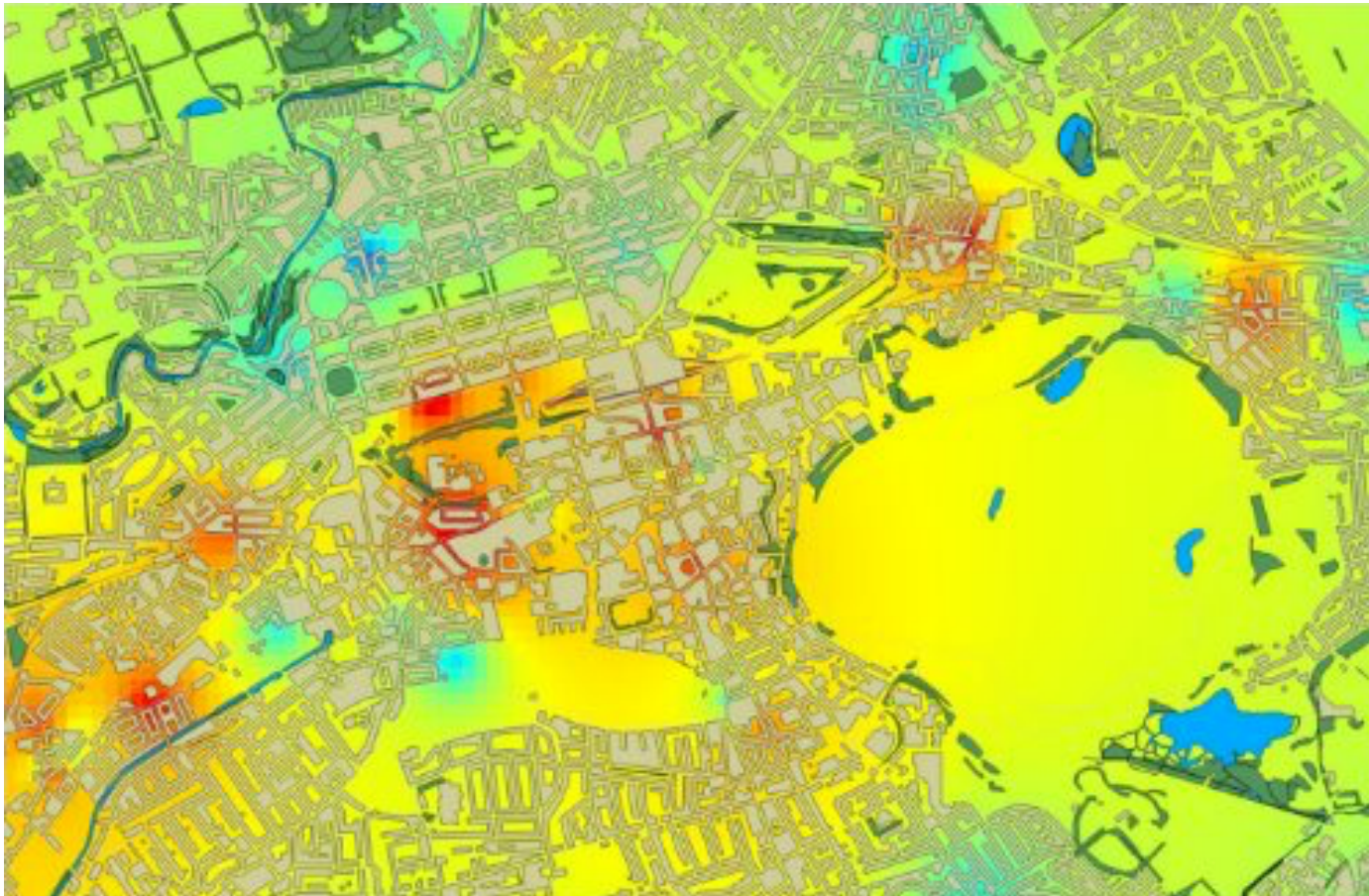
TRANSPORT A MAJOR PROBLEM FOR CLIMATE POLICY

Climate Change

- RPP2 sets out four policy packages around sustainable transport:
 1. Decarbonising vehicles
 2. Road network efficiencies
 3. Sustainable communities
 4. Business engagement with sustainable transport
- However, Scotland has failed to meet carbon emissions targets for past four years



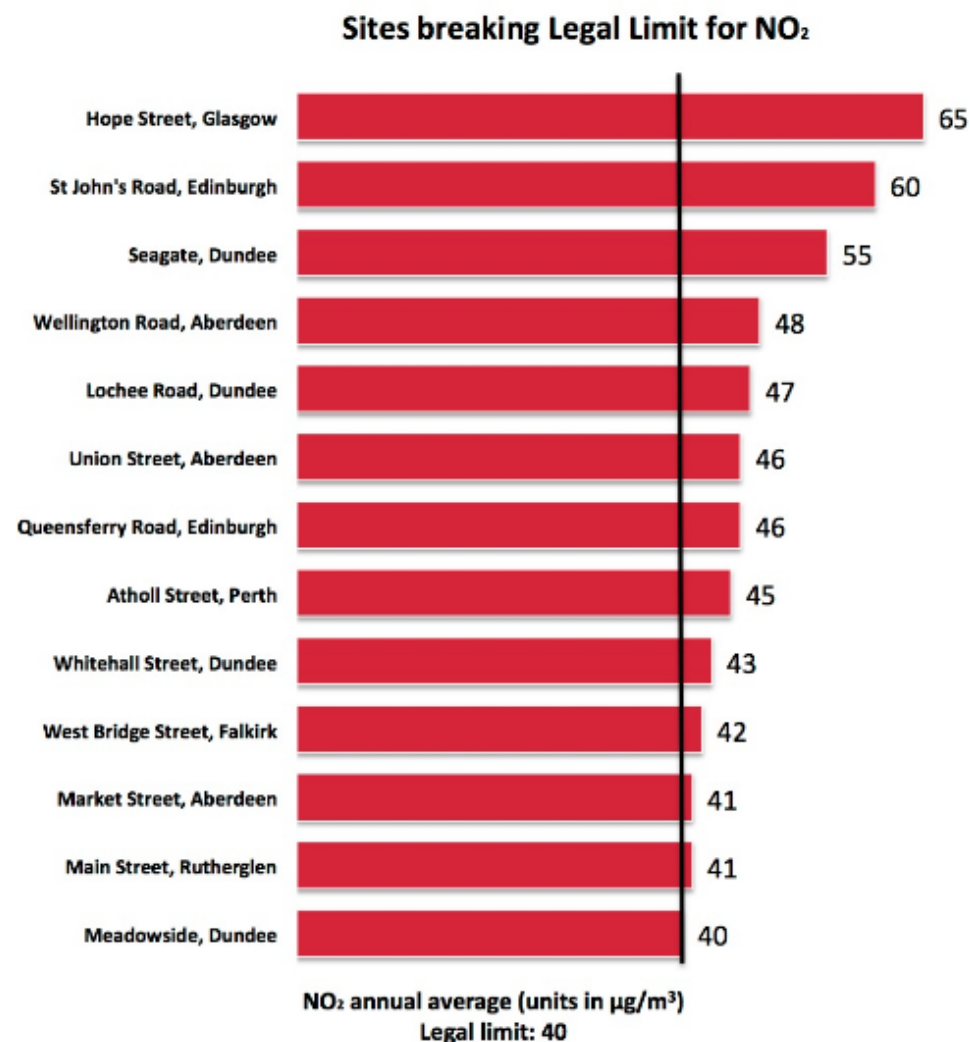
ENVIRONMENTAL QUALITY



Credit: Friends of the Earth Scotland 2016

Environmental quality

- Air pollution from vehicles contributing to over 2000 deaths per year
- 3.9% of all deaths in Scotland attributable to long-term PM_{2.5}¹
- 'Road to a Healthier Future' identifies active travel as key mechanism to reduce air pollution
- PM, NO_x emissions falling - but not fast enough



¹ Cleaner Air for Scotland: A Road to a Healthier Future

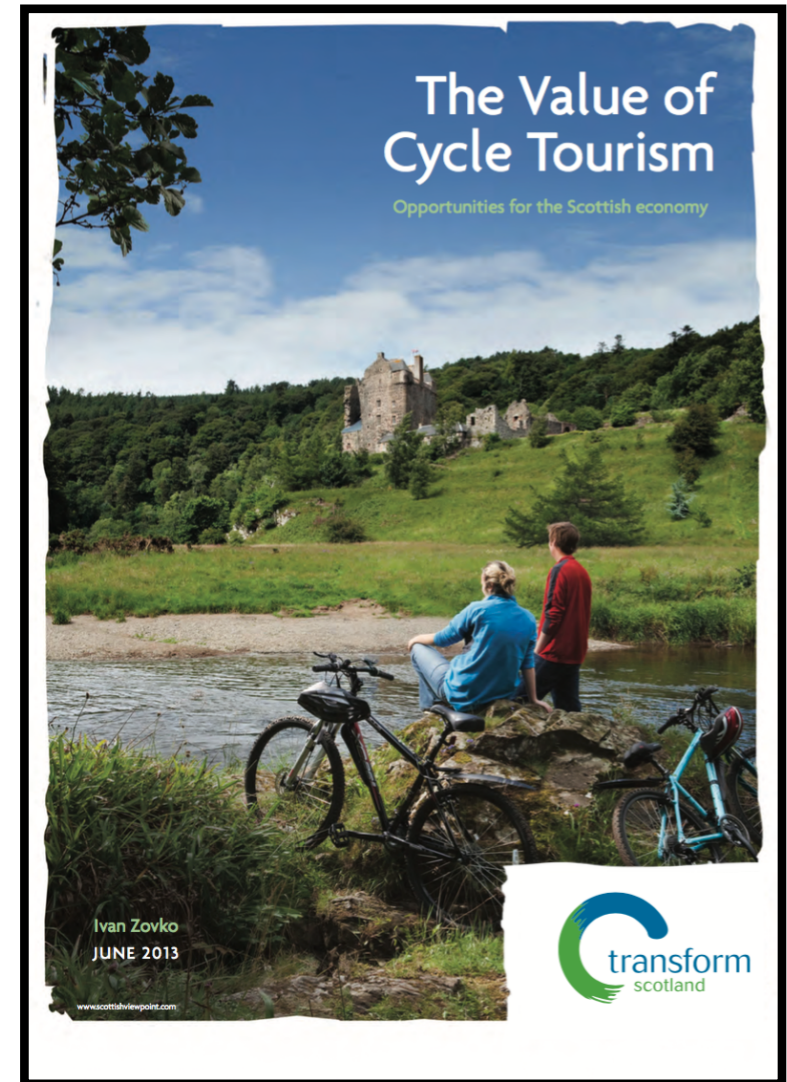
ECONOMY

Economy

- Congestion contributes to a drop in productivity
- Increases in active travel to the workplace result in:
 - Increased workplace productivity
 - Fewer days lost from absenteeism
- 'A Long Term Vision for Active Travel in Scotland 2030' highlights:
 - Local economic development
 - Tourism (from home and abroad)
 - Sustainable national economic growth



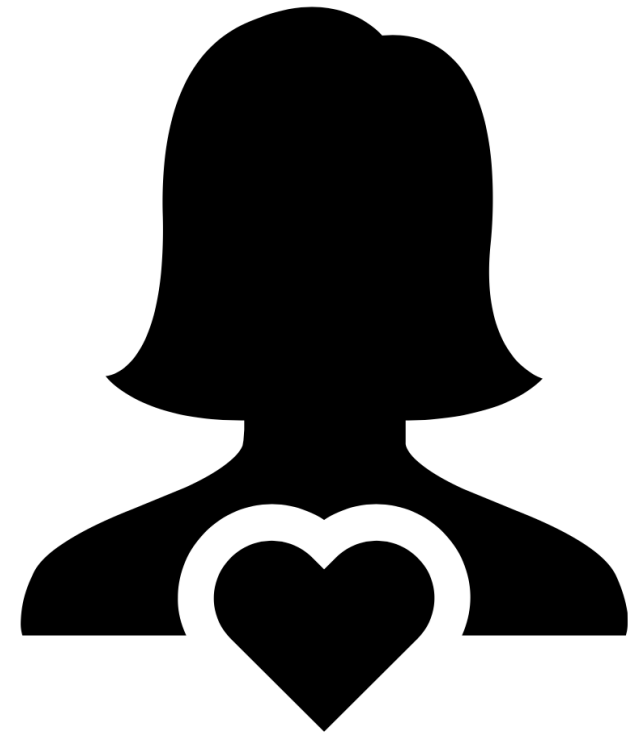
Cycle tourism contributes up to £239m per year to the Scottish economy



HEALTH

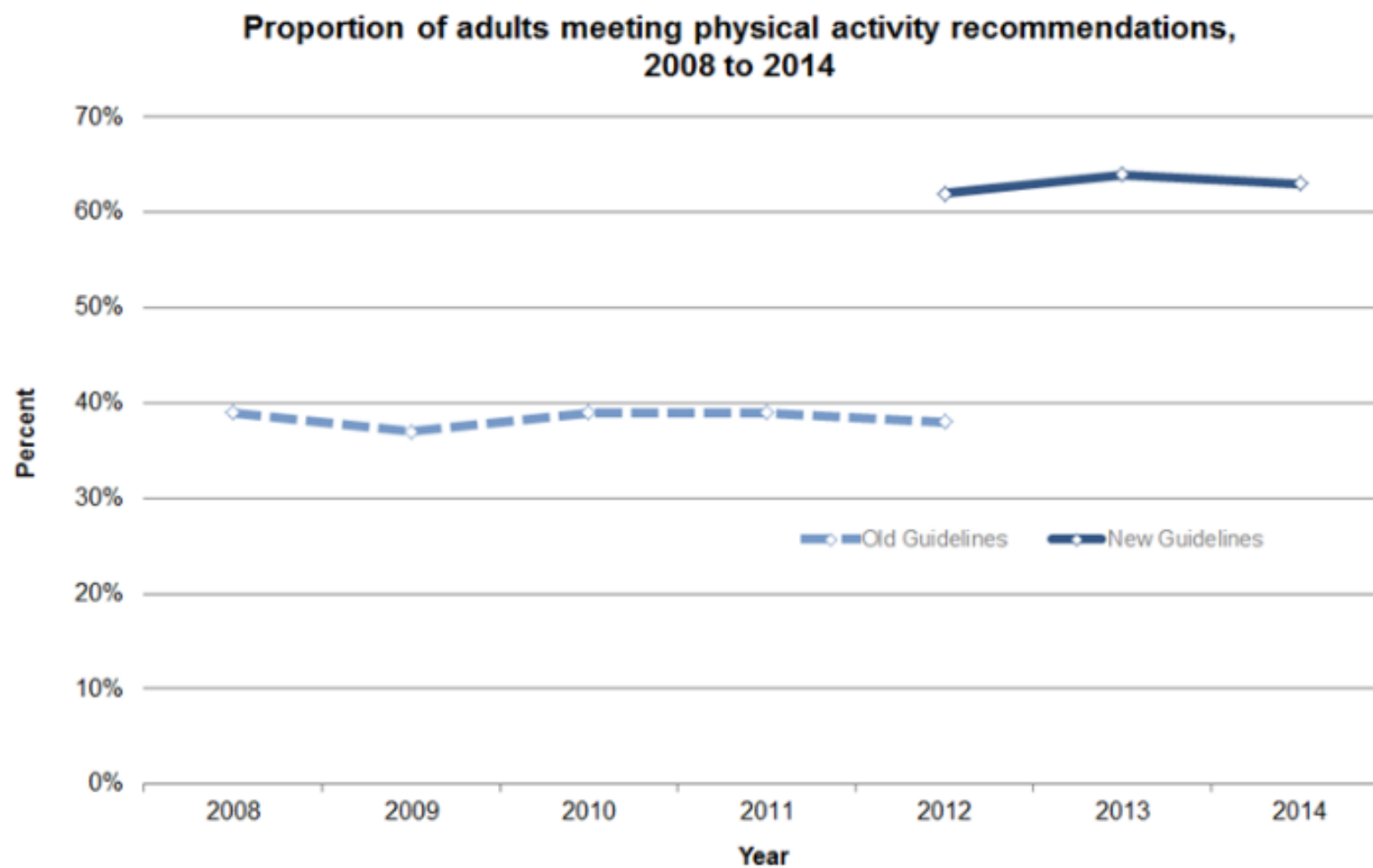
Health

- Costs from obesity and inactivity will total as much as £3 billion by 2030²
- Lack of physical activity in Scotland costing NHS > £94 million per year³
- Cycling Action Plan for Scotland
 - Target for 10% of journeys by bike by 2020
 - Acknowledges benefits of cycling for health
- National Walking Strategy
 - Clear benefits to health and wellbeing
 - Simplest means of getting people active



² Scottish Government (2010). Preventing Overweight and Obesity in Scotland: A Route Map Towards Healthy Weight

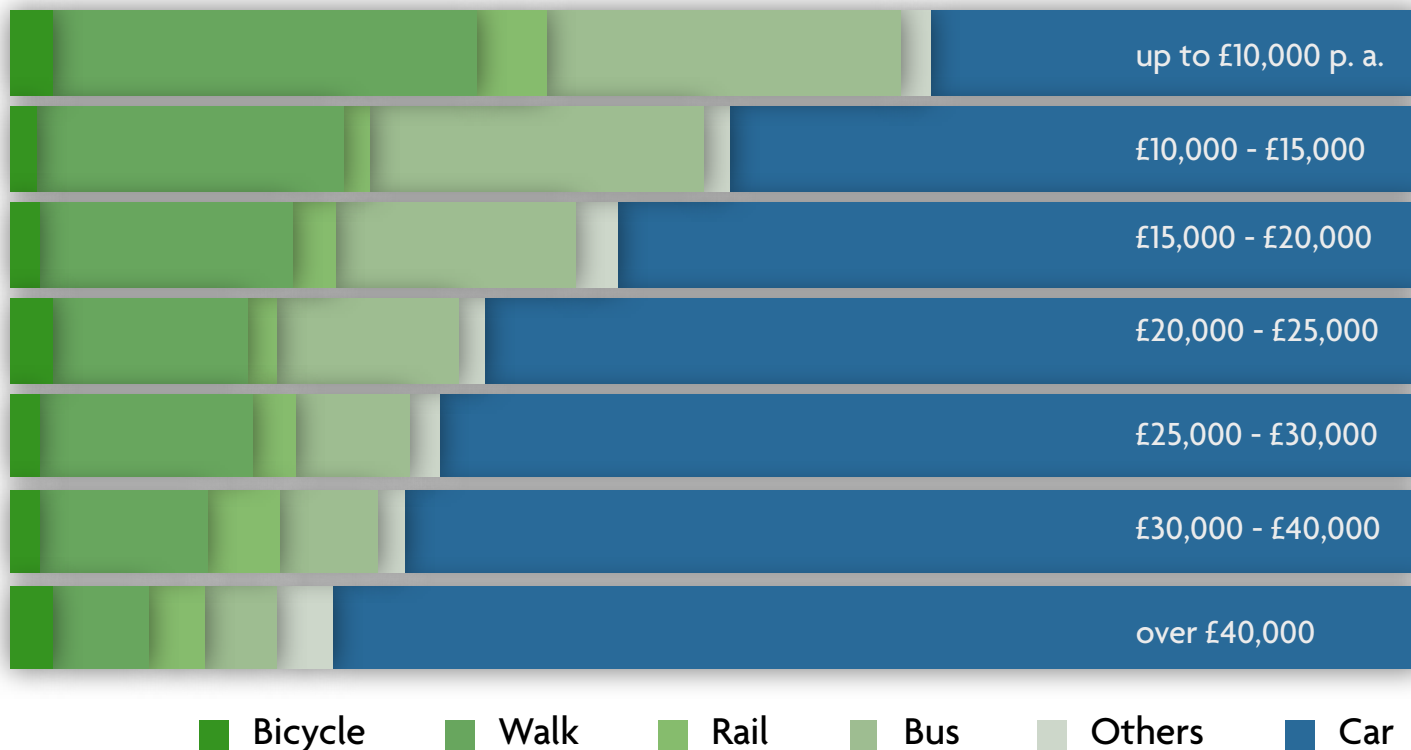
³ Foster and Allender (2012). Costing the burden of ill health related to physical inactivity in Scotland



Source: the Scottish Health Survey

SOCIAL JUSTICE

Lower income groups are more dependent on active travel



Usual mode of travel to work by annual net household income

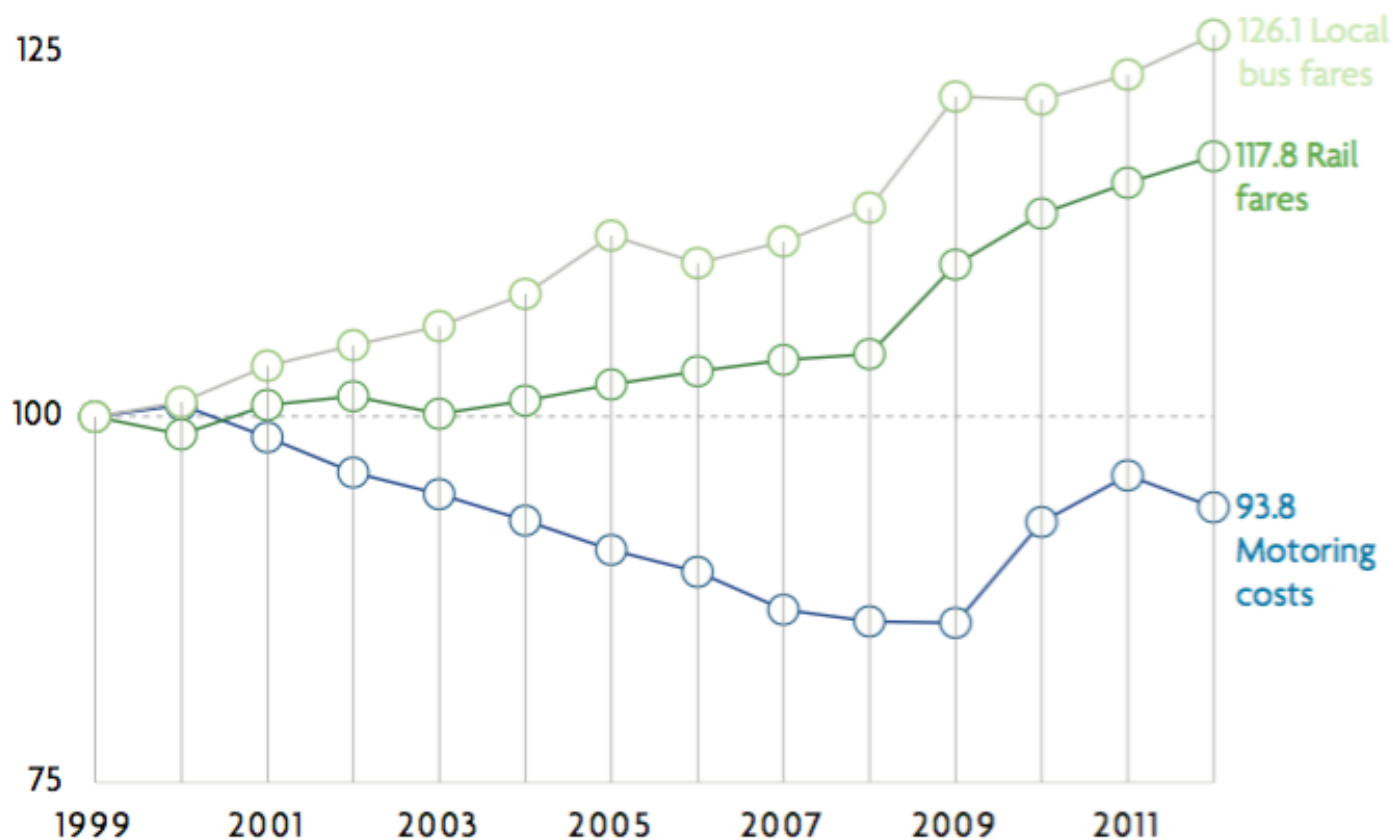


Figure 4.2a

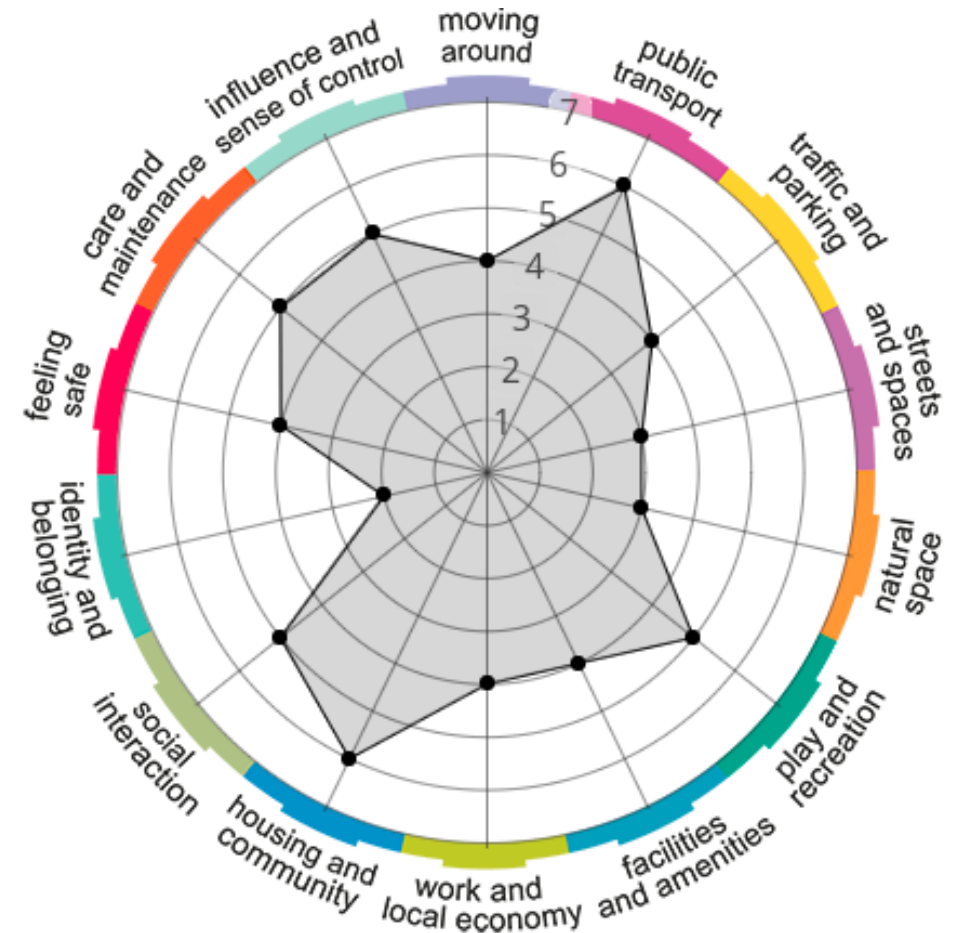
Price indices for transport mode,
constant prices
(1999 = 100)
GB data

PRICE TRENDS MOVING AGAINST PUBLIC TRANSPORT

COMMUNITY

Community

- Place Standard:
 - Tool to assess quality of communities
 - Active travel key consideration
- Road safety:
 - Pedestrian deaths down 43% since 2004
 - Still > 1,700 pedestrian casualties in 2014⁴
 - Over 500 of these were children
- Behaviour change:
 - *Smarter Choices, Smarter Places*



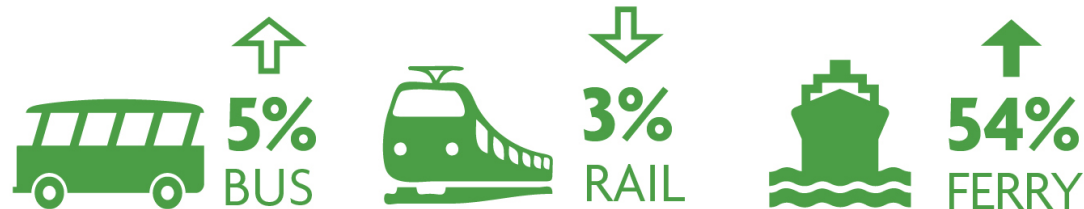
⁴ ONS: Reported Road Casualties Scotland 2014

THE FUNDING GAP:

INVESTMENT IN SUSTAINABLE AND UNSUSTAINABLE TRANSPORT

Scottish Budgets: 2011-12 to 2016-17

Public Transport



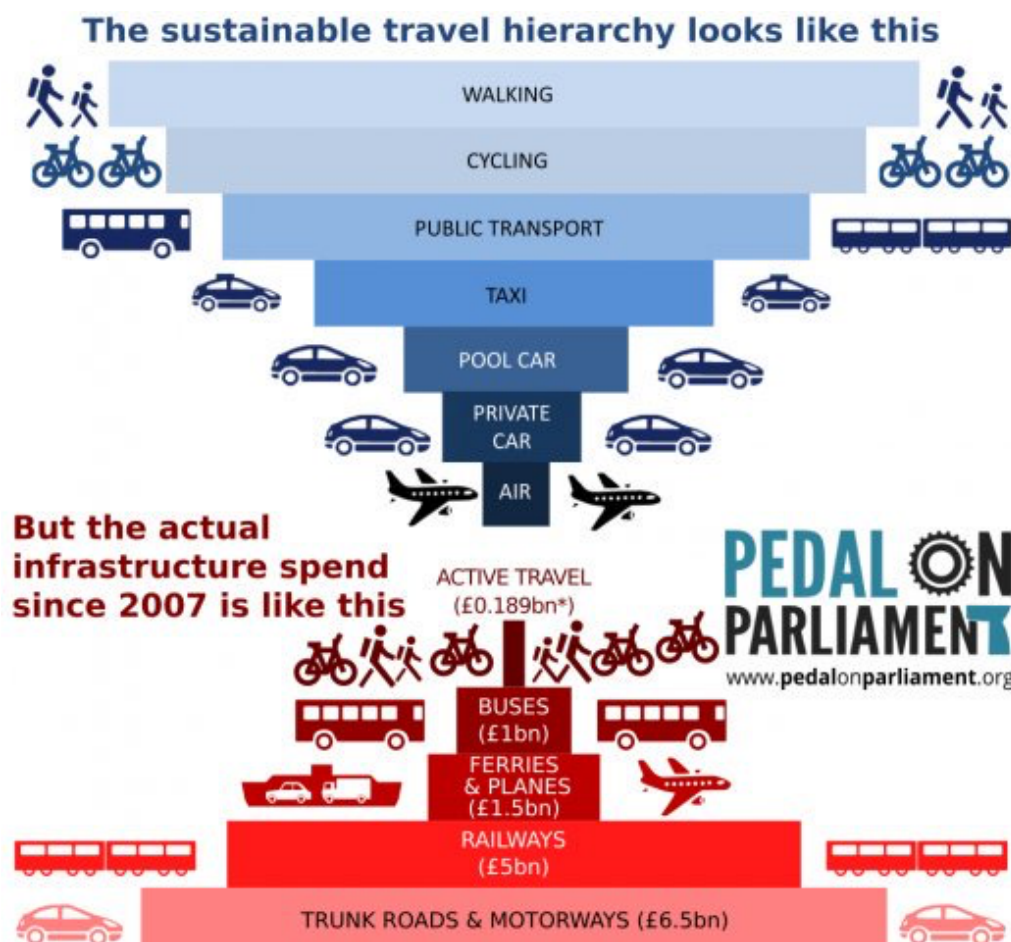
Unsustainable Modes



SPENDING HAS PRIORITISED THE UNSUSTAINABLE MODES

The funding gap

- Active travel budget remains at less than 2% of transport budget
- Sustainable transport hierarchy is not being matched by government funding



Sustainable travel hierarchy graphic and infrastructure spend numbers from Scottish Government National Transport Strategy, January 2016

* Active travel spend pro-rata for period 2011-15, which may be an over-estimate

**NATIONAL
INDICATORS
ON TRANSPORT**



Modal Share **STANDSTILL**



Congestion **BACKWARDS**



Emissions **BACKWARDS**



Source: Scotland Performs: National Indicators

GOVERNMENT IS MAKING NO PROGRESS AGAINST ITS OWN TARGETS

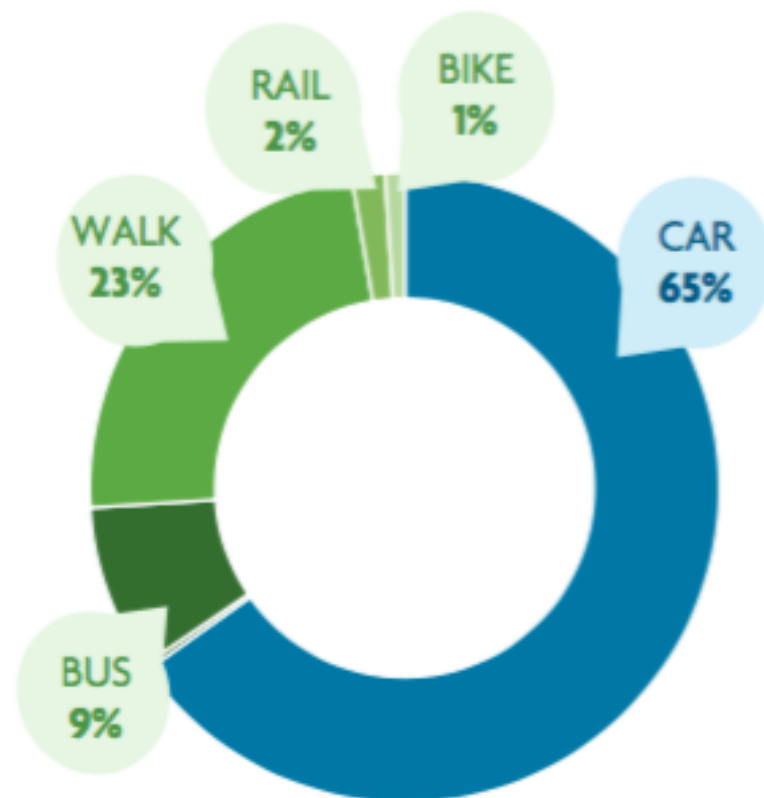


Figure 1.1a

Modal Share of all journeys

...AND THE CAR REMAINS THE DOMINANT MODE OF TRANSPORT

CONCLUSIONS & RECOMMENDATIONS

Conclusions

- **Solid policy framework** exists for sustainable transport in Scotland
- **No shortage of funding** for transport
- **Widespread political support** for sustainable transport and active travel
- **BUT we're still not hitting targets** – for modal shift or for emission reduction

Recommendations

- **No need for yet more transport policy**
 - Cancel further review of National Transport Strategy
- **We do instead need a review of the government's transport spending priorities**
 - Carry out fundamental review of the Infrastructure Investment Plan
- **Political leadership, at both national and local levels, is crucial**
 - Edinburgh cycle budget has shown leadership *is possible* within local government



Helen Todd
Company Secretary, Transform Scotland
Campaigns and Policy Manager, Ramblers Scotland

helen.todd@transformscotland.org.uk

for sustainable transport

www.transformscotland.org.uk

Tel: +44 (0)131 243 2690

info@transformscotland.org.uk