



THE FUTURE OF PUBLIC TRANSPORT IN SCOTLAND

**ABERDEEN
CLIMATE ACTION**

**TUESDAY
2 JUNE 2020**

**SCOTLAND'S ALLIANCE FOR
SUSTAINABLE TRANSPORT**

Web: transform.scot
Tel: +44 (0)131 243 2690
info@transformscotland.org.uk

ABOUT TRANSFORM SCOTLAND



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



TRANSFORM SCOTLAND: A UNIQUELY ABERDONIAN SCOTTISH ORGANISATION?

transform
scotland



TRANSFORM SCOTLAND: A UNIQUELY ABERDONIAN SCOTTISH ORGANISATION?

transform
scotland



Phil Matthews, Chair



TRANSFORM SCOTLAND: A UNIQUELY ABERDONIAN SCOTTISH ORGANISATION?

transform
scotland



Phil Matthews, Chair



Colin Howden, Director

TRANSFORM SCOTLAND: A UNIQUELY ABERDONIAN SCOTTISH ORGANISATION?

transform
scotland



Phil Matthews, Chair
Aberdeen Grammar



Colin Howden, Director

TRANSFORM SCOTLAND: A UNIQUELY ABERDONIAN SCOTTISH ORGANISATION?

transform
scotland



Phil Matthews, Chair
Aberdeen Grammar

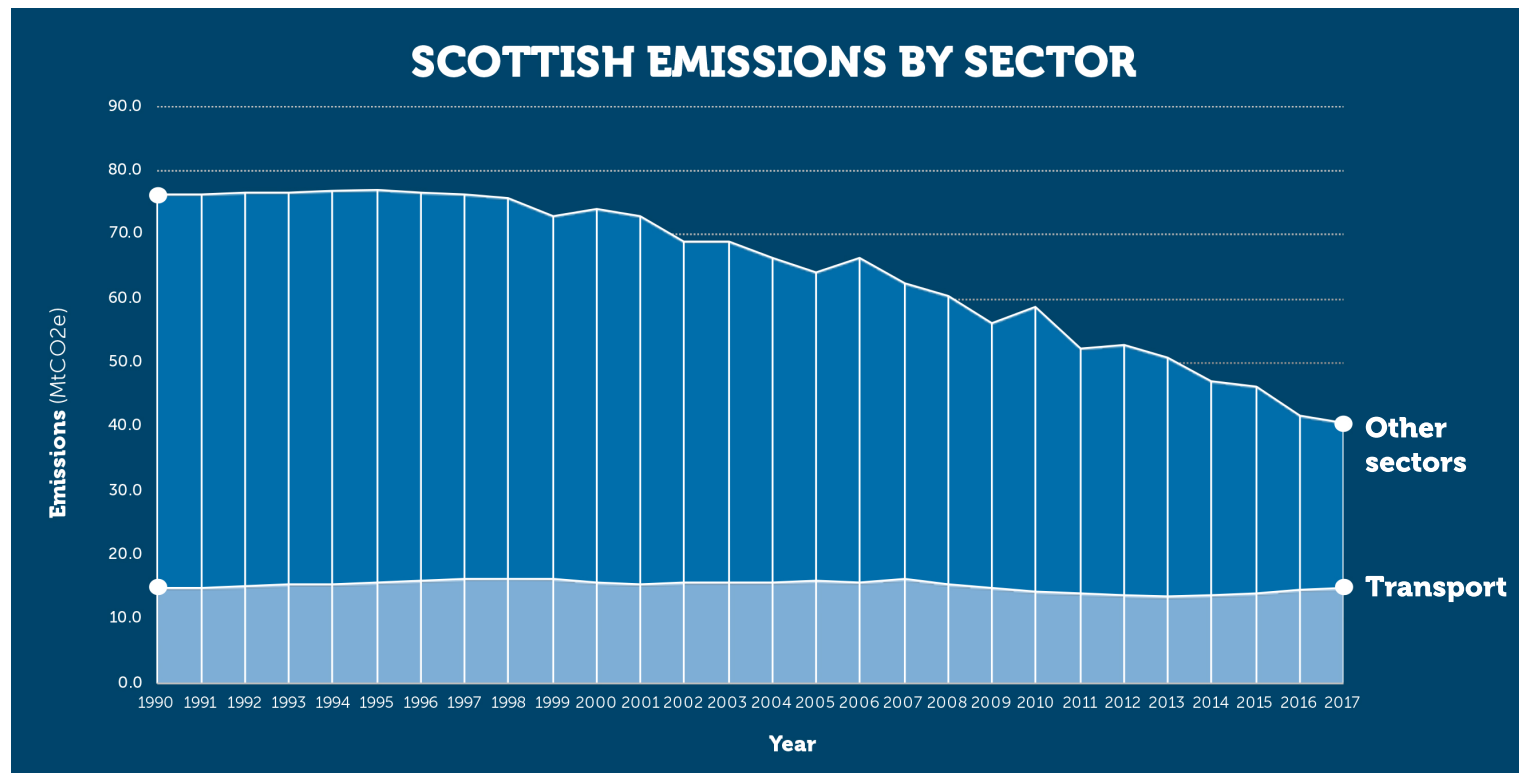


Colin Howden, Director
Harlaw Academy

**TRANSPORT IS THE BIGGEST
PROBLEM FOR CLIMATE CHANGE**

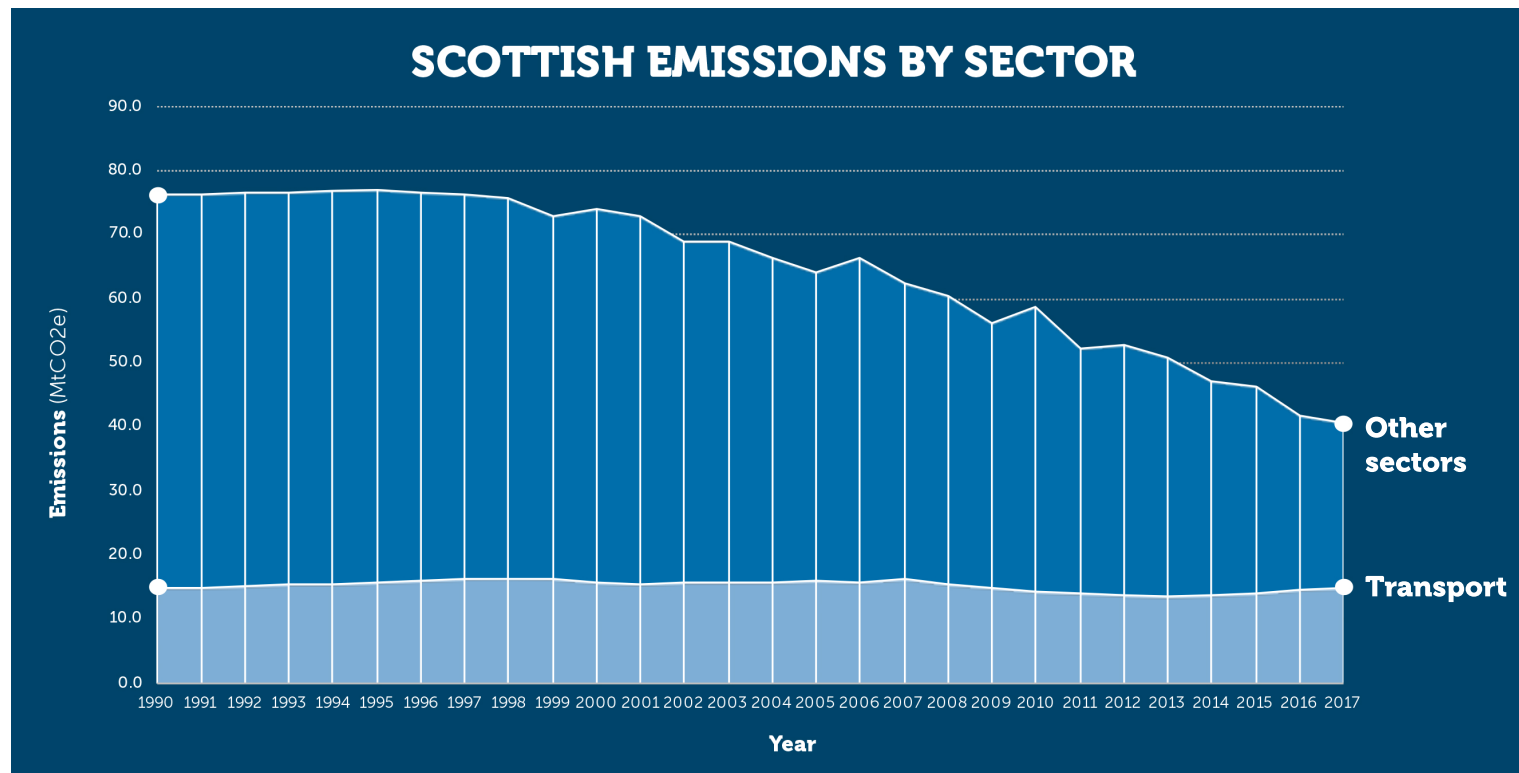
transform
scotland

TRANSPORT IS THE BIGGEST PROBLEM FOR CLIMATE CHANGE



TRANSPORT IS THE BIGGEST PROBLEM FOR CLIMATE CHANGE

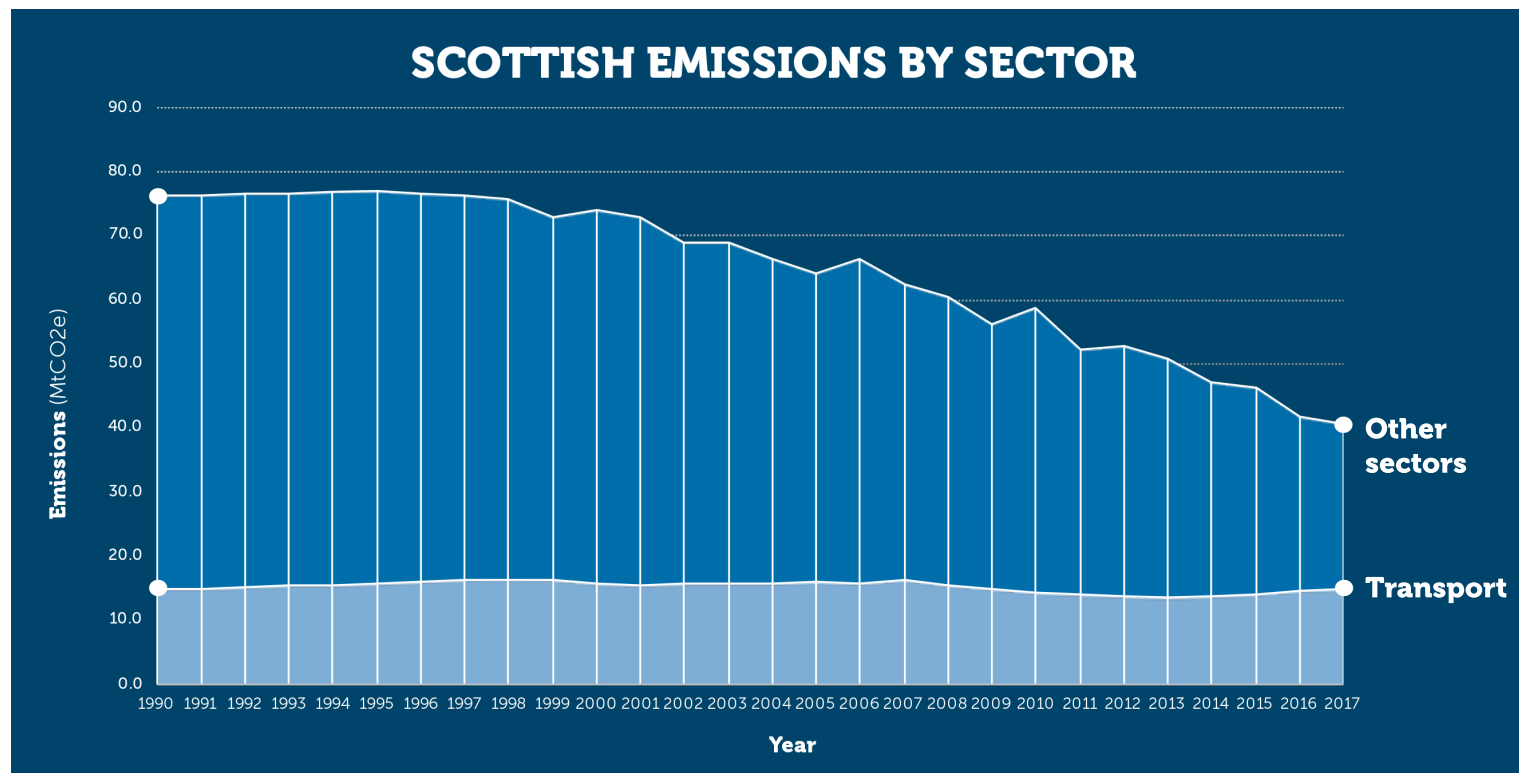
While other sectors of the economy have made progress, there has been a signal failure to decarbonise the Scottish transport sector.



TRANSPORT IS THE BIGGEST PROBLEM FOR CLIMATE CHANGE

While other sectors of the economy have made progress, there has been a signal failure to decarbonise the Scottish transport sector.

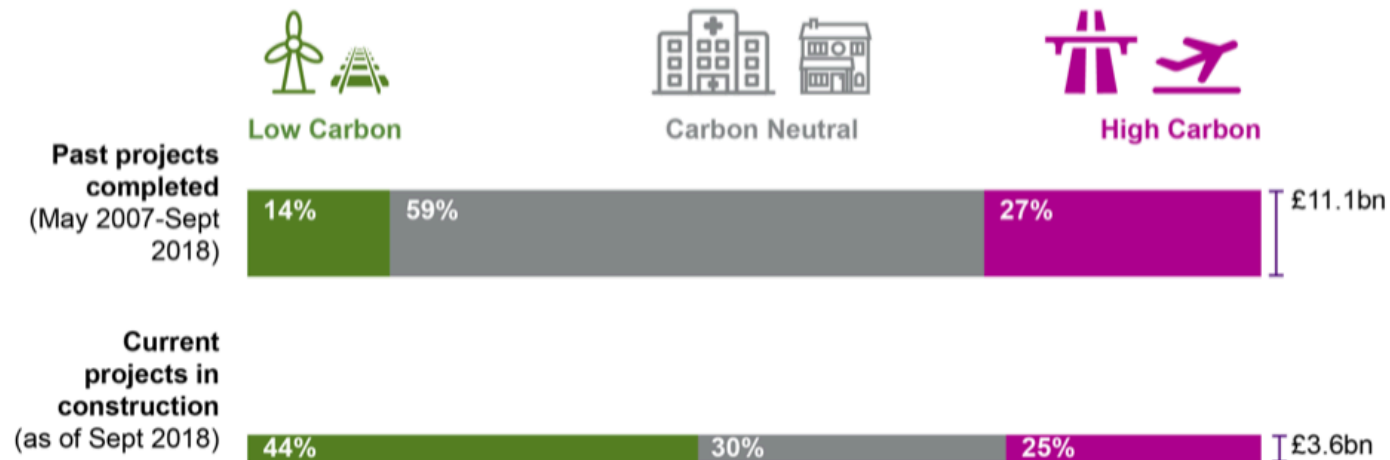
Transport is now Scotland's largest source of emissions (37%), and one where there has been no progress since 1990 (up c. 1%).



**THE LACK OF PROGRESS IS A DIRECT
RESULT OF GOVERNMENT POLICY**

transform
scotland

THE LACK OF PROGRESS IS A DIRECT RESULT OF GOVERNMENT POLICY

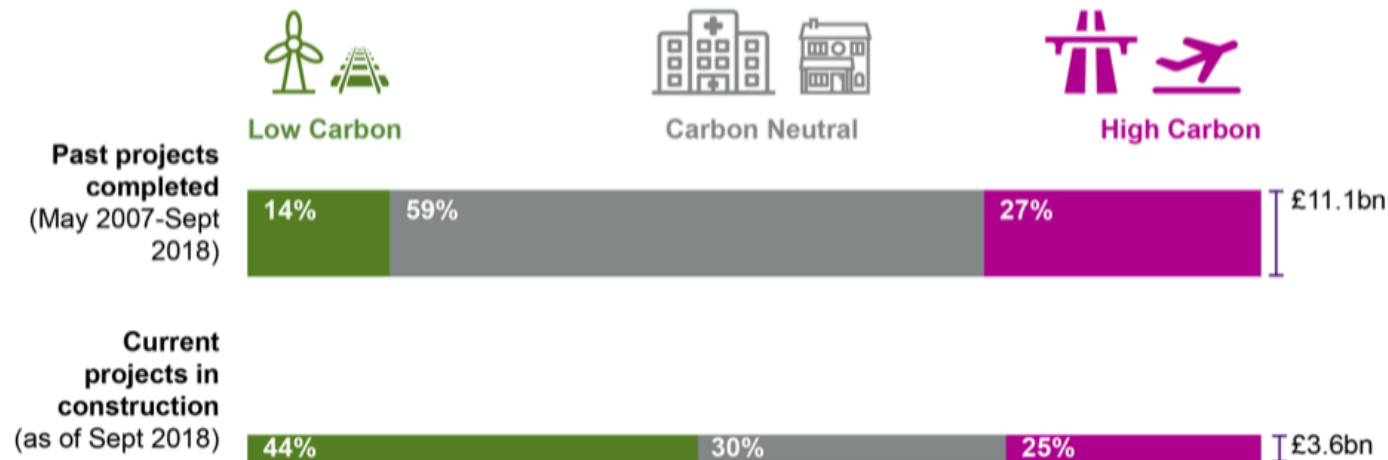


Source: Project Pipeline Update, Scottish Government, 2018⁵ ; Programme Pipeline Update, Scottish Government, 2018⁷ ; SPICe analysis. Projects lacking reasonable costs estimates excluded. [Methodology](#) adapted from the Low-Carbon Infrastructure Task Force.

Source: SPICe (15/01/19) 'Scottish Government infrastructure investment' briefing.
Available at <https://sp-bpr-en-prod-cdnep.azureedge.net/published/2019/1/15/Scottish-Government-infrastructure-investment/SB%2019-02.pdf>

THE LACK OF PROGRESS IS A DIRECT RESULT OF GOVERNMENT POLICY

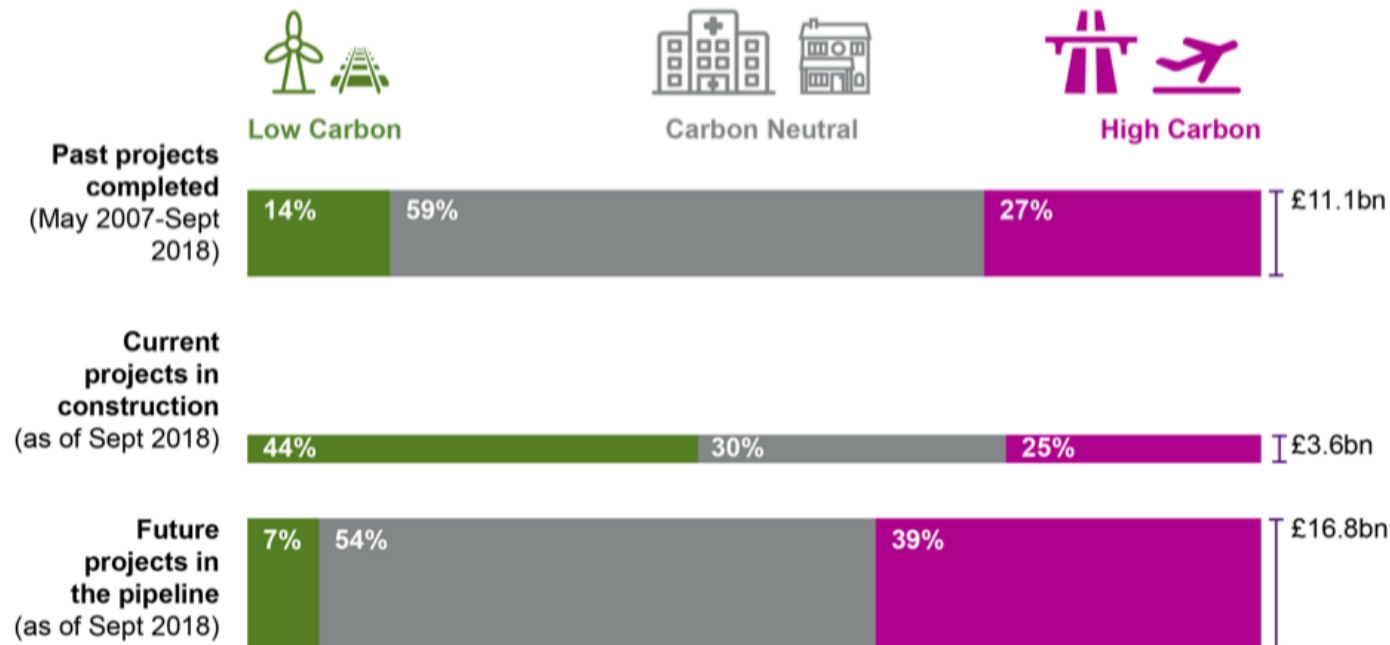
Don't let people tell you that it's *unfortunate* that emissions have gone up, or that it's *your personal responsibility*: the Scottish Government has deliberately prioritised high-carbon spending.



Source: Project Pipeline Update, Scottish Government, 2018⁵ ; Programme Pipeline Update, Scottish Government, 2018⁷ ; SPICe analysis. Projects lacking reasonable costs estimates excluded. [Methodology](#) adapted from the Low-Carbon Infrastructure Task Force.

Source: SPICe (15/01/19) 'Scottish Government infrastructure investment' briefing.
Available at <https://sp-bpr-en-prod-cdnep.azureedge.net/published/2019/1/15/Scottish-Government-infrastructure-investment/SB%2019-02.pdf>

THE LACK OF PROGRESS IS A DIRECT RESULT OF GOVERNMENT POLICY

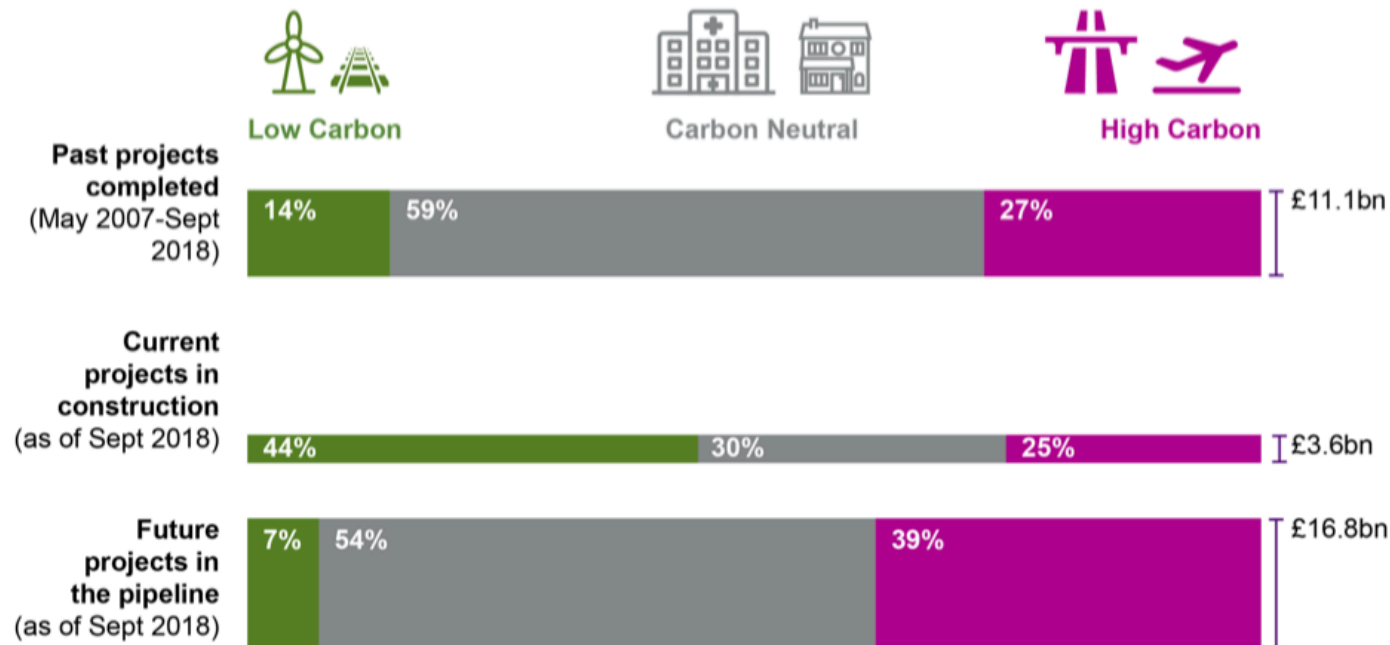


Source: Project Pipeline Update, Scottish Government, 2018⁵ ; Programme Pipeline Update, Scottish Government, 2018⁷ ; SPICe analysis. Projects lacking reasonable costs estimates excluded. [Methodology](#) adapted from the Low-Carbon Infrastructure Task Force.

Source: SPICe (15/01/19) 'Scottish Government infrastructure investment' briefing.
Available at <https://sp-bpr-en-prod-cdnep.azureedge.net/published/2019/1/15/Scottish-Government-infrastructure-investment/SB%2019-02.pdf>

THE LACK OF PROGRESS IS A DIRECT RESULT OF GOVERNMENT POLICY

Yet current Government expenditure plans are due to *move further in the direction of high-carbon spend.*



Source: Project Pipeline Update, Scottish Government, 2018⁵ ; Programme Pipeline Update, Scottish Government, 2018⁷ ; SPICe analysis. Projects lacking reasonable costs estimates excluded. [Methodology](#) adapted from the Low-Carbon Infrastructure Task Force.

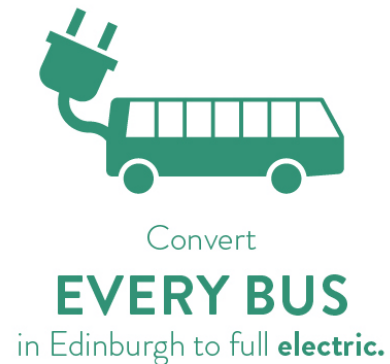
Source: SPICe (15/01/19) 'Scottish Government infrastructure investment' briefing.
Available at <https://sp-bpr-en-prod-cdnep.azureedge.net/published/2019/1/15/Scottish-Government-infrastructure-investment/SB%2019-02.pdf>

**IMPACT OF THE CLIMATE
EMERGENCY ANNOUNCEMENT,
APRIL 2019**



IMPACT OF THE CLIMATE EMERGENCY ANNOUNCEMENT, APRIL 2019

Air Passenger Duty cut abandoned



© Sagit Milishtein, Curtis Free, Aldric Rodríguez Iborra from the Noun Project. Design by Transform Creativ

IMPACT OF THE CLIMATE EMERGENCY ANNOUNCEMENT, APRIL 2019

Air Passenger Duty cut abandoned



transform
scotland



Air Departure Tax Debate

Motion S5M-17190, Wednesday 8th May 2019

Parliamentary briefing from Stop Climate Chaos Scotland & Transform Scotland

*Stop Climate Chaos Scotland and Transform Scotland encourage MSPs to **support Motion S5M-17190**, calling on the Scottish Government to abandon its policy to cut then scrap the Air Departure Tax.*

Key Points

- Transport is now the largest source of emissions in Scotland: cutting ADT will increase greenhouse gas emissions, contradict the recent advice from the UK Committee on Climate Change, and undermine national emission reduction targets.
- Cutting Air Departure Tax (ADT) by 50% would reduce Scottish Government revenue by around £150 million a year at a time when budgets are increasingly stretched.
- Subsidising aviation whilst freezing funding for bus services, walking and cycling seriously damages the Government's standing on equalities.

IMPACT OF THE CLIMATE EMERGENCY ANNOUNCEMENT, APRIL 2019

transform
scotland

Air Passenger Duty cut abandoned



transform
scotland



Air Departure Tax Debate

Motion S5M-17190, Wednesday 8th May 2019

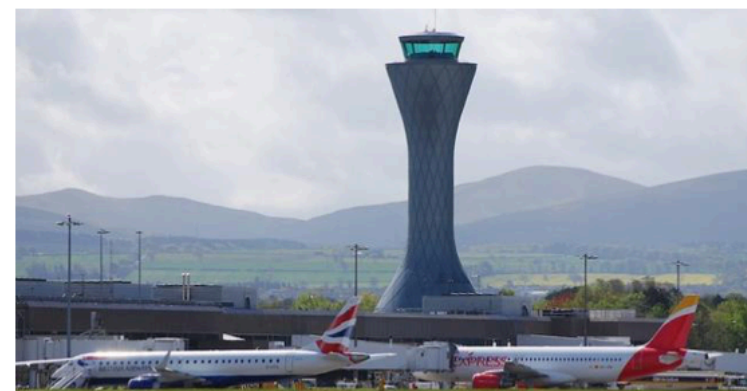
Parliamentary briefing from Stop Climate Chaos Scotland & Transform

Stop Climate Chaos Scotland and Transform Scotland encourage MSPs to support Motion S5M-17190, calling on the Scottish Government to abandon its policy to cut then scrap the Air Departure Tax.

Key Points

- Transport is now the largest source of emissions in Scotland: cutting ADT will increase greenhouse gas emissions, contradict the recent advice from the UK Committee on Climate Change, and undermine national emission reduction targets.
- Cutting Air Departure Tax (ADT) by 50% would reduce Scottish Government revenue by around £150 million a year at a time when budgets are increasingly stretched.
- Subsidising aviation whilst freezing funding for bus services, walking and cycling seriously damages the Government's standing on equalities.

Analysis: Defeat of aviation lobby first win for those who take Scotland's climate emergency seriously



WHAT NEW TRANSPORT POLICIES ARE NEEDED TO REDUCE CLIMATE EMISSIONS?

Some suggestions...

WHAT NEW TRANSPORT POLICIES ARE NEEDED TO REDUCE CLIMATE EMISSIONS?



Transform Scotland @TransformScot · Feb 5



Replying to [@TransformScot](#)

Car-dominated cities aren't working for anyone, including car drivers.

Cities across Europe are transforming their streets to put people first. It is vital ambitious plans of [@Edinburgh_CC](#) & [@GlasgowCC](#) are supported, and other cities show same leadership. [#CarFreeCities](#) (2/9)



Photo Credit: Youngstorget by Kevin Dahiman, supplied by Oslo Kommune

Paths for All and 8 others

WHAT NEW TRANSPORT POLICIES ARE NEEDED TO REDUCE CLIMATE EMISSIONS?



Transform Scotland @TransformScot · Feb 5

A major transformation is needed now in towns and cities to make cycling a safe, fast and easy option for everyone, regardless of age or ability.

To make this a reality, segregated cycle paths need to become the norm in towns and cities across Scotland. (3/9)



Cycling Scotland and 6 others

WHAT NEW TRANSPORT POLICIES ARE NEEDED TO REDUCE CLIMATE EMISSIONS?



Transform Scotland @TransformScot · Feb 5

Getting more people on to buses would make a massive contribution to tackling congestion.

We need to see investment in bus priority. As a first step, [@transcotland](#) must take action this year on Ministerial promises for bus priority lanes on Glasgow motorways. [#lovemybus](#) (4/9)



Alexander Dennis and 9 others

WHAT NEW TRANSPORT POLICIES ARE NEEDED TO REDUCE CLIMATE EMISSIONS?



Transform Scotland @TransformScot · Feb 5

It's time to give Scotland's rail travellers a railway network fit for the 21st century.

@scotgov must urgently progress rolling programme for decarbonisation, dual and electrify Highland Main Line, electrify to Aberdeen, and shift freight to rail. (5/9)

transformscotland.org.uk/blog/2019/09/0...



ScotRail and 6 others

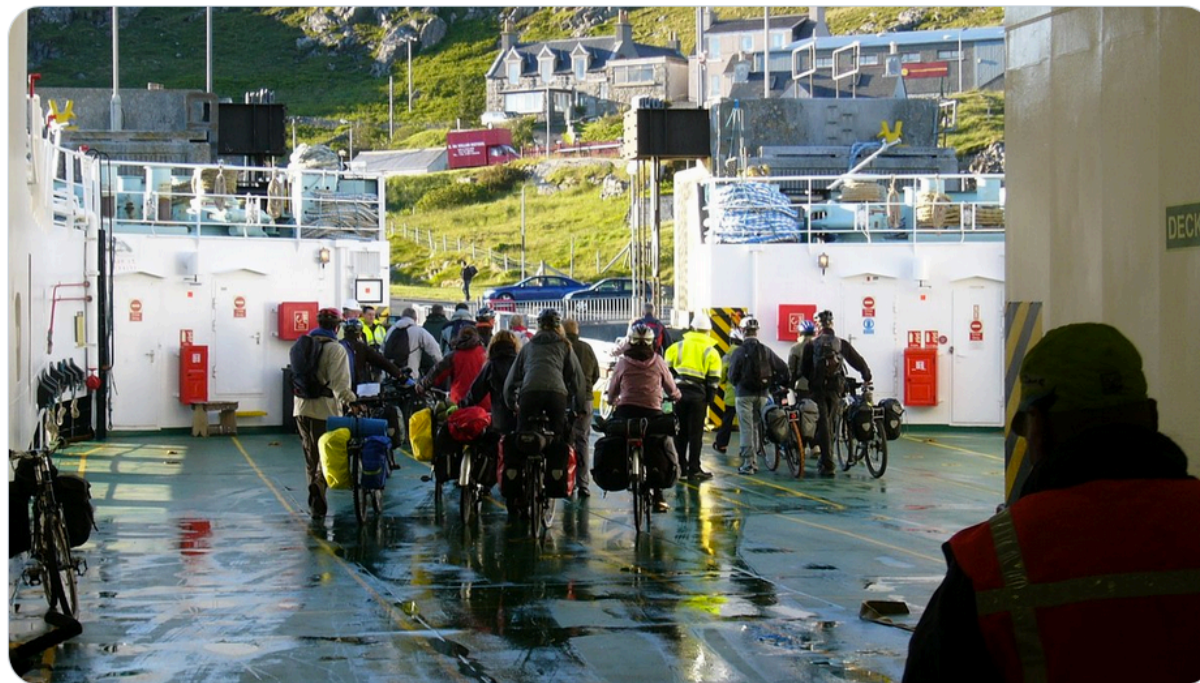
WHAT NEW TRANSPORT POLICIES ARE NEEDED TO REDUCE CLIMATE EMISSIONS?



Transform Scotland @TransformScot · Feb 5

We need major investment in ferries and ports.

The current fleet is ageing fast. A supreme effort is required to urgently modernise our ferry infrastructure to make it fit for the future. (6/9)



CalMac Ferries and NorthLink Ferries

WHAT NEW TRANSPORT POLICIES ARE NEEDED TO REDUCE CLIMATE EMISSIONS?



Transform Scotland @TransformScot · Feb 5



We need to fix existing pavements, cycle paths, and streets -- ahead of building new roads.

By clearing the £2.5bn road maintenance backlog, we would fix the single most important level of transport infrastructure: the streets outside our front doors. [#FixItFirst](#) (7/9)



Fix It First

Mend **all** our streets now

COSLA and SCOTS

WHAT NEW TRANSPORT POLICIES ARE NEEDED TO REDUCE CLIMATE EMISSIONS?



Transform Scotland @TransformScot · Feb 5



Scotland must cut the excessive volume of flights from Edinburgh and Glasgow to London.

As a [#ClimateEmergency](#) response, [@scotgov](#) should take decisive action by ruling out air travel for Central Belt-London trips for both itself and the Scottish Public Bodies. [#AirToRail](#) (8/9)



Avanti West Coast and 3 others

WHAT NEW TRANSPORT POLICIES ARE NEEDED TO REDUCE CLIMATE EMISSIONS?

Road traffic demand management: e.g. Workplace Parking Levy



WHAT NEW TRANSPORT POLICIES ARE NEEDED TO REDUCE CLIMATE EMISSIONS?

Road traffic demand management: e.g. Workplace Parking Levy

5 Rose Street
Edinburgh, EH2 2PR
tel: +44 (0)131 243 2690
e: info@transformscotland.org.uk
w: www.transform.scot

transform
scotland

BBC Your account News Sport Weather iPlayer TV Radio More Search

NEWS

Home UK World Business Politics Tech Science Health Family & Education Entertainment & Arts Stories More

Scotland Scotland Politics Scotland Business Edinburgh, Fife & East Glasgow & West Highlands & Islands More

Scots ministers urged to back parking tax

Scottish ministers are urged to include a workplace parking levy in their forthcoming Transport Bill.
6 hours ago | Scotland politics



Non-recycled plastic costs £11m annually

Households are throwing away an average of 27kg of plastic packaging that could have been recycled.
5 hours ago | Scotland



Killer free to murder young father

Scotland's justice system is in the dock after a convicted killer was left at large to kill again, say the front pages.
5 hours ago | Scotland



Aspirin 'helps block tumour formation'

5 hours ago | Edinburgh, Fife & East Scotland

Government funds for meat processing plant

5 hours ago | Tayside and Central Scotland

Platform cellidh gets in full swing

4 June 2018 | NE Scotland, Orkney & Shetland

Forth Bridge hidden in the haar

1 June 2018 | Edinburgh, Fife & East Scotland

Isle of Bute is 'perfect' for truffles

1 June 2018 | Glasgow & West Scotland

Daughter in appeal to trace missing mother

31 May 2018 | Scotland

Unknown soldier revealed as a Scot

30 May 2018 | Scotland

Shellfish industry has Brexit fears

30 May 2018 | Scotland

SCOTTISH GOVERNMENT TRANSPORT BILL

GETTING THE BILL RIGHT

WHAT NEW TRANSPORT POLICIES ARE NEEDED TO REDUCE CLIMATE EMISSIONS?

Road traffic demand management: e.g. Workplace Parking Levy

5 Rose Street
Edinburgh, EH2 2PR
tel: +44 (0)131 243 2690
e: info@transformscotland.org.uk
w: www.transform.scot

transform
scotland

BBC Your account News Sport Weather iPlayer TV Radio More Search

NEWS

Home UK World Business Politics Tech Science Health Family & Education Entertainment & Arts Stories More

Scotland Scotland Politics Scotland Business Edinburgh, Fife & East Glasgow & West Highlands & Islands More

Scots ministers urged to back parking tax Watch/Listen

Scottish ministers are urged to include a workplace parking levy in their forthcoming Transport Bill.
6 hours ago Scotland politics

Non-recycled plastic costs £11m annually
Households are throwing away an average of 27kg of plastic packaging that could have been recycled.
6 hours ago Scotland

Killer free to murder young father
Scotland's justice system is in the dock after a convicted killer was left at large to kill again, say the front pages.
6 hours ago Scotland

Why was tag thug free to kill dad Craig?
MURDERED BY SOUT JUSTICE

Asp bloc form
5 h
Edin
Scot

Gov for r
proc
5 h
Tay
Scot

sptv Rural Economy and Connectivity Committee Transport (Scotland) Bill 29 May

SCOTTISH GOVERNMENT TRANSPORT

GETTING THE BILL RIGHT

WHAT NEW TRANSPORT POLICIES ARE NEEDED TO REDUCE CLIMATE EMISSIONS?

Road traffic demand management: e.g. Workplace Parking Levy

5 Rose Street
Edinburgh, EH2 2PR
tel: +44 (0)131 243 2690
e: info@transformscotland.org.uk
w: www.transform.scot

transform
scotland

BBC Your account News Sport Weather iPlayer TV Radio More Search

NEWS

Home UK World Business Politics Tech Science Health Family & Education Entertainment & Arts Stories More

Scotland Scotland Politics Scotland Business Edinburgh, Fife & East Glasgow & West Highlands & Islands More

Scots ministers urged to back parking tax Watch/Listen

Scottish ministers are urged to include a workplace parking levy in their forthcoming Transport Bill.
6 hours ago Scotland politics



Non-recycled plastic costs £11m annually
Households are throwing away an average of 27kg of plastic packaging that could have been recycled.
5 hours ago Scotland



Killer free to murder young father
Scotland's justice system is in the dock after a convicted killer was left at large to kill again, say the front pages.
5 hours ago Scotland



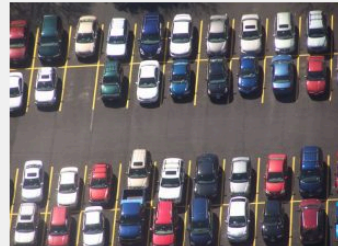
Workplace Parking Levy voted into Transport Bill by Parliament's transport committee
Published 19 June 2019 by Transform Scotland

The Scottish Parliament's Rural Economy and Connectivity (REC) Committee has this morning voted for an amendment to the Transport (Scotland) Bill to provide Local Authorities with discretionary powers to implement Workplace Parking Levies.

Colin Howden, director of Transform Scotland, said:

"Well done to the Greens' John Finnie MSP and the SNP members of the Parliament's transport committee for getting the Workplace Parking Levy amendment into the Transport Bill. The workplace parking levy is successful in Nottingham, a host of English towns and cities have advanced plans for levy schemes, and Edinburgh and Glasgow city councils are both also keen to promote schemes."

"Meanwhile, Labour, the Lib Dems and the Tories continue to demonstrate just how wedded they are to defending car use at any cost. These parties pose as taking a responsible attitude to delivering sustainable transport, but when it



"Parking" by Andy Arthur / CC BY 2.0

**TO TACKLE EMISSIONS, WE NEED
TO AVOID-SHIFT-IMPROVE**

transform
scotland

TO TACKLE EMISSIONS, WE NEED TO AVOID-SHIFT-IMPROVE

Avoid

Avoid
unnecessary
travel

Shift

Shift to more
sustainable
transport

Improve

Improve
efficiency of
transport

TO TACKLE EMISSIONS, WE NEED TO AVOID-SHIFT-IMPROVE

Avoid

Avoid
unnecessary
travel

e.g. Home working

Shift

Shift to more
sustainable
transport

Modal shift

Improve

Improve
efficiency of
transport

Decarbonisation

WHAT ARE THE PROSPECTS FOR SUSTAINABLE TRANSPORT IN ABERDEEN?

WHAT ARE THE PROSPECTS FOR SUSTAINABLE TRANSPORT IN ABERDEEN?



Aberdeen's recent transport capital expenditure has prioritised high-carbon:

WHAT ARE THE PROSPECTS FOR SUSTAINABLE TRANSPORT IN ABERDEEN?

Aberdeen's recent transport capital expenditure has prioritised high-carbon:

- Aberdeen western bypass: c. £1,000 million

WHAT ARE THE PROSPECTS FOR SUSTAINABLE TRANSPORT IN ABERDEEN?

Aberdeen's recent transport capital expenditure has prioritised high-carbon:

- Aberdeen western bypass: c. £1,000 million
- And the promised lock-in measures have not been implemented.

WHAT ARE THE PROSPECTS FOR SUSTAINABLE TRANSPORT IN ABERDEEN?

Aberdeen's recent transport capital expenditure has prioritised high-carbon:

- Aberdeen western bypass: c. £1,000 million
- And the promised lock-in measures have not been implemented.

Aberdeen's current transport capital expenditure continues to prioritise high-carbon:

WHAT ARE THE PROSPECTS FOR SUSTAINABLE TRANSPORT IN ABERDEEN?

Aberdeen's recent transport capital expenditure has prioritised high-carbon:

- Aberdeen western bypass: c. £1,000 million
- And the promised lock-in measures have not been implemented.

Aberdeen's current transport capital expenditure continues to prioritise high-carbon:

- Berryden c. £25m

WHAT ARE THE PROSPECTS FOR SUSTAINABLE TRANSPORT IN ABERDEEN?

Aberdeen's recent transport capital expenditure has prioritised high-carbon:

- Aberdeen western bypass: c. £1,000 million
- And the promised lock-in measures have not been implemented.

Aberdeen's current transport capital expenditure continues to prioritise high-carbon:

- Berryden c. £25m
- South College Street c. £5m.

WHAT ARE THE PROSPECTS FOR SUSTAINABLE TRANSPORT IN ABERDEEN?

[illegible]

PUBLIC TRANSPORT INVESTMENT: IS ABERDEEN TOO SMALL?

PUBLIC TRANSPORT INVESTMENT: IS ABERDEEN TOO SMALL?

- Since 2000, 52 European cities have opened new light rail / tram systems.

PUBLIC TRANSPORT INVESTMENT: IS ABERDEEN TOO SMALL?

- Since 2000, 52 European cities have opened new light rail / tram systems.
- Of these, 23 of the cities have populations *smaller* than Aberdeen — so Aberdeen is *almost midway in population terms* in terms of recent tram developments.

PUBLIC TRANSPORT INVESTMENT: IS ABERDEEN TOO SMALL?

- Since 2000, 52 European cities have opened new light rail / tram systems.
- Of these, 23 of the cities have populations *smaller* than Aberdeen — so Aberdeen is *almost midway in population terms* in terms of recent tram developments.
- Four of the cities have less than half of Aberdeen's population size (Aubagne, Avignon, Mestre, Valenciennes).

PUBLIC TRANSPORT INVESTMENT: IS ABERDEEN TOO SMALL?

- Since 2000, 52 European cities have opened new light rail / tram systems.
- Of these, 23 of the cities have populations *smaller* than Aberdeen — so Aberdeen is *almost midway in population terms* in terms of recent tram developments.
- Four of the cities have less than half of Aberdeen's population size (Aubagne, Avignon, Mestre, Valenciennes).
- So why has Aberdeen, the *Oil Capital of Europe*, fallen so badly behind in public transport investment?

PUBLIC TRANSPORT INVESTMENT: IS IT BECAUSE OF THE OIL?

PUBLIC TRANSPORT INVESTMENT: IS IT BECAUSE OF THE OIL?

Bergen (Norway), population 283,929:

- New tram system opened in 2010

PUBLIC TRANSPORT INVESTMENT: IS IT BECAUSE OF THE OIL?

Bergen (Norway), population 283,929:

- New tram system opened in 2010



Photo: Juan Enrique Gilardi on Flickr (CC BY-SA 2.0).

PUBLIC TRANSPORT INVESTMENT: NO, IT'S A RESULT OF DELIBERATE DECISIONS BY YOUR POLITICIANS

**"The Earth is not dying, it is being killed,
and those who are killing it have names
and addresses."**

(Attributed to Utah Phillips)



Cllr Gill Al-Samarai

Dyce/ Bucksburn/
Danestone
Scottish National
Party



Councillor Yvonne Allan

Torry/ Ferryhill
Aberdeen Labour



Councillor Christian Allard

Torry/ Ferryhill
Scottish National
Party



Councillor Alison Alphonse

Bridge of Don
Scottish National
Party
Councillor



Councillor Philip Bell

Lower Deeside
Scottish Conservative
and Unionist
Councillor



Councillor Lesley Dunbar

Hilton / Woodside /
Stockethill
Aberdeen Labour



Councillor Sarah Duncan

Kincorth / Nigg / Cove
Aberdeen Labour
Councillor



Councillor Gordon Graham

Northfield / Mastrick
North
Aberdeen Labour



Councillor Ross Grant

Tillydrone/ Seaton/
Old Aberdeen
Aberdeen Labour



Councillor Martin Greig

Hazlehead/Queen's
Cross/Countesswell
Scottish Liberal
Democrats



Councillor M. Tauqeer Malik

Lower Deeside
Aberdeen Labour



Councillor Tom Mason

Midstocket/
Rosemount
Scottish Conservative
and Unionist
Councillor



Councillor Alexander McLellan

Tillydrone/ Seaton/
Old Aberdeen
Scottish National
Party
Councillor



Councillor Claran McRae

Northfield / Mastrick
North
Scottish National
Party
Councillor



Councillor Jessica Mennie

Bridge of Don
Scottish National
Party



Councillor Marie Boulton

Lower Deeside
Independent Alliance
Group



Councillor David Cameron

Kingswells /
Sheddocksley /
Summerhill
Scottish National
Party



Councillor John Cooke

Hazlehead/Queen's
Cross/Countesswells
Scottish National
Party
Councillor



Councillor Neil Copland

Hilton / Woodside /
Stockethill
Scottish National
Party



Councillor Bill Cornie

Midstocket/
Rosemount
Scottish National
Party



Councillor Dell Henrikson

George Street/
Harbour
Scottish National
Party
Councillor



Councillor Ryan Houghton

George Street/
Harbour
Scottish Conservative
and Unionist
Councillor



Councillor Michael Hutchison

George Street/
Harbour
Scottish National
Party



Councillor Claire Imrie

Hazlehead/Queen's
Cross/Countesswells
Scottish Conservative
and Unionist
Councillor



Councillor Freddie John

Hilton / Woodside /
Stockethill
Scottish Conservativ
and Unionist
Councillor



Councillor Alex Nicoll

Kincorth / Nigg / Cove
Scottish National
Party



Councillor Audrey Nicoll

Torry/ Ferryhill
Scottish National
Party



Councillor Jim Noble

Tillydrone/ Seaton/
Old Aberdeen
Scottish National
Party



Councillor John Reynolds

Bridge of Don
Independent Alliance
Group



Councillor Philip Sellar

Kincorth / Nigg / Cove
Scottish Conservative
and Unionist
Councillor



Councillor Barney Crockett

Dyce/ Bucksburn/
Danestone
Aberdeen Labour
the Lord Provost



Councillor Sarah Cross

Bridge of Don
Scottish Conservative
and Unionist



Councillor Steve Delaney

Kingswells /
Sheddocksley /
Summerhill
Scottish Liberal
Democrats



Councillor Alan Donnelly

Torry/ Ferryhill
Independent



Councillor Jackie Dunbar

Northfield / Mastrick
North
Scottish National
Party



Councillor Jenny Laing

Midstocket/
Rosemount
Aberdeen Labour



Councillor Douglas Lumsden

Airryhall/ Broomhill/
Garthdee
Scottish Conservative
and Unionist
Councillor



Councillor Sandra Macdonald

George Street/
Harbour
Aberdeen Labour
Councillor



Councillor Neil MacGregor

Dyce/ Bucksburn/
Danestone
Scottish National
Party



Councillor Avril MacKenzie

Dyce/ Bucksburn/
Danestone
Scottish Conservativ
and Unionist
Councillor



Councillor Jennifer Stewart, the Deputy Provost,

Hazlehead/Queen's
Cross/Countesswells
Independent Alliance



Councillor Gordon Townson

Airryhall/ Broomhill/
Garthdee
Scottish National
Party



Councillor John Wheeler

Kingswells /
Sheddocksley /
Summerhill
Scottish Conservative



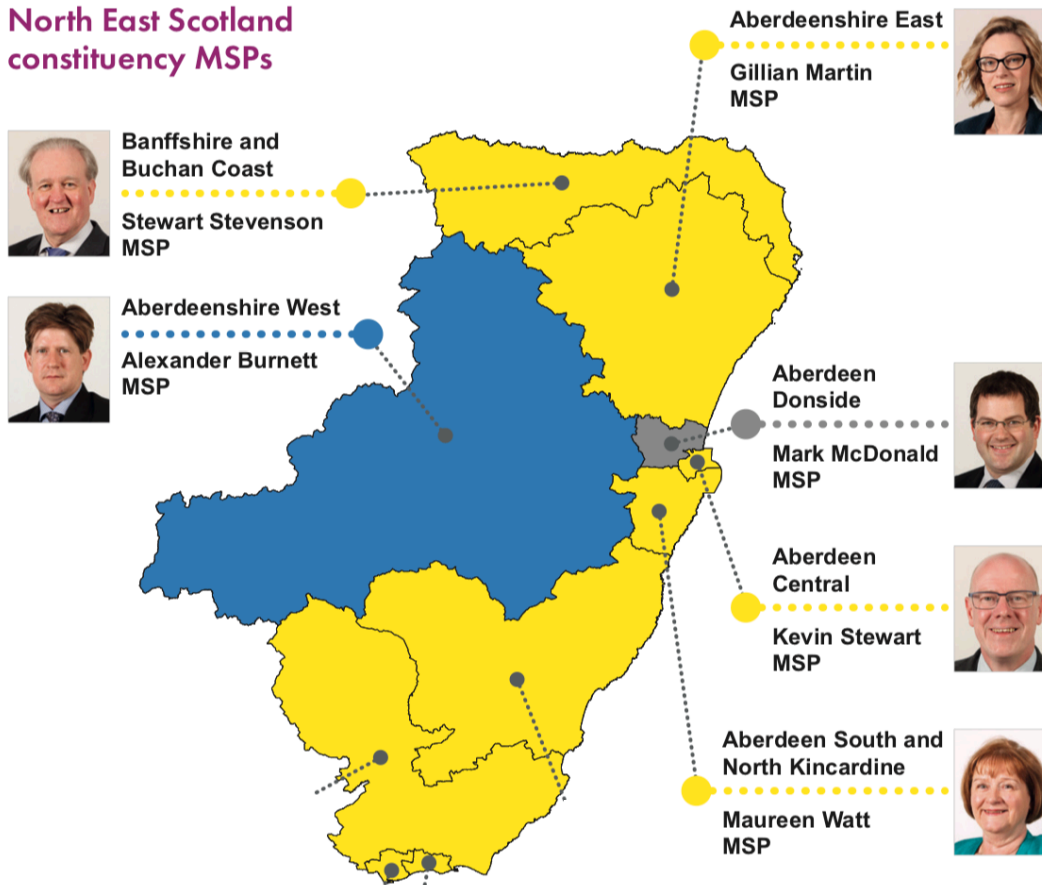
Councillor Ian Yuill

Airryhall/ Broomhill/
Garthdee
Scottish Liberal
Democrats

You can email any of your eight MSPs using the standard format:
firstname.surname.msp@parliament.scot



North East Scotland constituency MSPs



The map is reproduced from Ordnance Survey material with the permission of Ordnance Survey. © Crown copyright. All rights reserved. SPCB/100039291/2016.



North East Scotland regional MSPs



Regional MSPs are shown in the order of election from the party's regional list.



**PUBLIC TRANSPORT INVESTMENT:
NO, IT'S A RESULT OF DELIBERATE
DECISIONS BY YOUR POLITICIANS**

transform
scotland

PUBLIC TRANSPORT INVESTMENT: NO, IT'S A RESULT OF DELIBERATE DECISIONS BY YOUR POLITICIANS



FOISA request submitted to ACC on 17/04/20; now overdue for answer:

PUBLIC TRANSPORT INVESTMENT: NO, IT'S A RESULT OF DELIBERATE DECISIONS BY YOUR POLITICIANS

FOISA request submitted to ACC on 17/04/20; now overdue for answer:

Total capital expenditure in each of the past five financial years, within the city area, on enhancements to **bus infrastructure**, including:

- (i) improvements to the bus passenger waiting environment (e.g. enhancements to bus stations & bus shelters, or provision of real-time information systems);
- (ii) additional bus priority measures (e.g. bus lanes, bus priority cameras);
- (iii) Park and Ride facilities;
- (iv) contributions towards the provision of low-carbon buses (e.g. hybrids, electric).

**PUBLIC TRANSPORT INVESTMENT:
NO, IT'S A RESULT OF DELIBERATE
DECISIONS BY YOUR POLITICIANS**

transform
scotland

PUBLIC TRANSPORT INVESTMENT: NO, IT'S A RESULT OF DELIBERATE DECISIONS BY YOUR POLITICIANS



FOISA request submitted to ACC on 23/04/20; also overdue for answer:

PUBLIC TRANSPORT INVESTMENT: NO, IT'S A RESULT OF DELIBERATE DECISIONS BY YOUR POLITICIANS



FOISA request submitted to ACC on 23/04/20; also overdue for answer:

Total capital expenditure in each of the past five years within the City of Aberdeen on provision of **new infrastructure for walking and cycling** (shared use and segregated) (not including Scottish Government funding).

Total capital expenditure in each of the past five years within the City of Aberdeen on provision of new infrastructure exclusively for **walking** (not including Scottish Government funding).

Total capital expenditure in each of the past five years within the City of Aberdeen on provision of new infrastructure exclusively for **cycling** (not including Scottish Government funding).

**PUBLIC TRANSPORT INVESTMENT:
NO, IT'S A RESULT OF DELIBERATE
DECISIONS BY YOUR POLITICIANS**

transform
scotland

PUBLIC TRANSPORT INVESTMENT: NO, IT'S A RESULT OF DELIBERATE DECISIONS BY YOUR POLITICIANS



So here's some questions you might now want to ask them:

PUBLIC TRANSPORT INVESTMENT: NO, IT'S A RESULT OF DELIBERATE DECISIONS BY YOUR POLITICIANS



So here's some questions you might now want to ask them:

- In the context of the Climate Emergency, do they support additional **road-building** in Aberdeen?

PUBLIC TRANSPORT INVESTMENT: NO, IT'S A RESULT OF DELIBERATE DECISIONS BY YOUR POLITICIANS

So here's some questions you might now want to ask them:

- In the context of the Climate Emergency, do they support additional **road-building** in Aberdeen?
- Will they now proactively campaign for **major public transport investment** within Aberdeen?

**THE POLITICIANS HAVE LET THE
GENIE OUT OF THE BOTTLE.**

transform
scotland

THE POLITICIANS HAVE LET THE GENIE OUT OF THE BOTTLE.



After decades of prevarication and obfuscation, the city's politicians have shown that they can take action on transport to tackle one crisis.

THE POLITICIANS HAVE LET THE GENIE OUT OF THE BOTTLE.

After decades of prevarication and obfuscation, the city's politicians have shown that they can take action on transport to tackle one crisis.



Photo: Aberdeen Cycle Forum, 30/05/20.

THE POLITICIANS HAVE LET THE GENIE OUT OF THE BOTTLE.

After decades of prevarication and obfuscation, the city's politicians have shown that they can take action on transport to tackle one crisis.



Photo: Aberdeen Cycle Forum, 30/05/20.

If swift and decisive action can be taken to address the **Corona Crisis** then why also not the **Climate Emergency**?

The logo for Transform Scotland features the word "transform" in a large, white, lowercase sans-serif font. The letter "o" is replaced by a circular arrow icon. Below "transform" is the word "scotland" in a smaller, white, lowercase sans-serif font. The background is a solid blue with a large, stylized graphic of a road or path curving upwards and to the right, composed of many thin, parallel white lines.

transform

scotland

SCOTLAND'S ALLIANCE FOR SUSTAINABLE TRANSPORT

Web: transform.scot

Tel: +44 (0)131 243 2690

info@transformscotland.org.uk