

Cross-Party Group on Sustainable Transport.
Meeting date: 27.01.22.

13:11:36 Hoping to get an idea of the percentage increase in rail passenger numbers needed to achieve the 20% reduction in car kms.

13:14:17 According to Dft figures, pre covid, trams are achieving 20%-28% modal switch already, especially Nottingham which doesn't need CAZ yet

13:14:52 I see cycle couriers now evident in Edinburgh - delivering small parcels . A good initiative by some of the delivery firms. Has Transport Scotland developed a policy on this or engaged with any of the major delivery firms.

13:17:17 Your stats only show CHG emissions which are only part of the local pollution mix, where are your fine particulate figures please?

13:18:17 Q for the Q&A session. Does Scotland have the power to introduce road pricing or does this have to be done at a UK level?

13:20:06 Is the workplace parking levy part of the roadmap?

13:20:39 I can answer that one for you: The Transport Act 2001 provides powers for local road user charging schemes. No powers at either Scottish or UK levels at the moment for national road user charging. This is likely to be a topic for discussion at the next meeting.

13:20:41 Covid will likely result in long term hybrid working, reducing need to travel daily for many. With this long term reduced patronage, how does TS envisage public transport operators afford to keep less economically viable routes and services operating whilst keeping all routes affordable, when income will likely be reduced across the board? This will be same for both private and publicly owned operators. Less services and higher prices= disincentive to make modal shift.

13:21:35 The message has to be 'Is your journey really necessary? (from WW2). However centralisation of various services, which cannot always be delivered remotely, e.g. registration services, health care, visiting banks) works against that.

13:22:09 Why free bus travel for the under 22 on buses and not light rail, Edinburgh trams and Glasgow underground?

13:22:40 Can the speaker please update on remote working hubs, as a way of reducing need for travel? what stage is this at, where are we likely to see the first phase of these, etc?

13:23:14 Presumably because of cost but SPT are arguing on this.

13:23:16 What distance is seen as reasonable to expect ordinary people, i.e. not Chris Hoy, to cycle for an everyday journey? Ditto for walking?

13:23:41 Question for Q&A – regarding slide on 3% of journeys creating 30% of emissions (over 35miles). The 5–35mile journeys create 60% emissions. Is there a breakdown of the 5 to 35mile journeys by distance and emissions?

13:24:44 How will you ensure that measures to discourage car use don't disproportionately have an adverse effect on disabled people who rely on their cars? (and who have fewer options to switch modes)?

13:24:48 The Scottish Government's words about a 20% reduction are good.

13:25:25 However their deeds are to continue with widening roads like the A9. Will their deeds be aligned to their words and when?

13:26:18 To what extent will this policy encourage/ enable road-space reallocation to facilitate improvements to bus services? If implemented, this could (in certain circumstances) be a structural barrier to car use that would simultaneously create benefits to bus (and potentially other road) users.

13:26:29 I have a bus question which is easier to explain verbally.

13:29:51 Measures put in place to reduce car kms should not have unintended consequences for buses which use the same roads. Bus priority and speeding up buses is key to driving people away from car. Bus fares have only gone up as more resource/buses have been needed to provide good service as bus journeys have slowed up so much due to car congestion. More cost and declining revenue = higher fares as it has to come from somewhere – no matter who runs them – as it has to be covered somewhere.

13:30:05 Availability of bus drivers is also becoming a serious problem (they're all retraining as lorry drivers)

13:32:22 There are lots of alarm bells in England re bus services futures

13:32:51 Haddington is seeing a massive increase in population, without improved transport infrastructure to match. To maximize modal shift, Rages would like to see the railway reopened – a 25 minute journey to Edinburgh will attract more people to switch than a bus journey which takes double that, even on a good day. Even if we all switch to electric cars tomorrow, the A1 simply can't cope with traffic volume.

13:34:41 We need to look at how to encourage integration between bus and rail transport (for example in ticketing)

13:37:08 buses are not emission free only from their engines. There

are significant toxic emissions from the road/tyre interface Defra NEE Report Jun 2019, some buses emit greater than Lgv's 18 tonnes, so how do we reduce this problem

13:37:57 Correct – there's the Oslo effect to consider.

13:38:15 Great to see the inclusion of car and bike sharing in the 20% KMs doc. But if Shared Modes are not included in other TS work, like the draft cycling strategy and EV infrastructure plan, then that 20% will not be achieved

13:41:32 A bus carries many people in one vehicle (up to 75) where a car does not. Reducing the number of cars at least greatly helps reduce the emissions you highlight until a technical solution can be found?

13:43:43 Whatever the St James Centre in Edinburgh is called this week car parking spaces there were more than doubled recently. That was permitted by the Council. That isn't about car use for those that need it, it is about car-based shopping in contradiction to the claimed policies of the same Council..

13:44:31 The Planning Minister does not seem to get the message as he personally approved, on appeal, a major new traffic generating site. It will lock in a big increase in road traffic and merely continues with a planning mindset that has existed for decades and has got us to where we are with transport emissions. There is no reason why planning has to wait to NPF4 when we are in a climate emergency. Action is required now to cease any major new traffic generating development. As a nation we cannot afford the level of mitigation as is suggested for example at Haddington. This is a huge government disconnect. – demand management is critical – as transport can only apply sticking plasters as the CCP presentation shows

13:45:10 Agreed but a tram carries 250 + with no emissions at point of use. I see buses as part of the team for modal switch etc., there is very little acknowledgement or understanding of what the rest of the world understands what trams role can do

13:45:21 Major rail improvements, which are definitely needed to accommodate a doubling of passenger numbers, especially to and in the Highlands, take a long time to deliver. For example, double-tracking the Highland Main Line to Inverness needs to be started very soon. Amazingly it does not feature in STPR2.

13:45:29 A lot of older people switch to SUV's as they are easier to get into and out of, as they are higher up

13:45:30 Its going to be very important that all councils set targets appropriate to their areas. Whilst some might be lower / greater than 20% the collective effort needs to deliver at a national level. Danger some councils opt out, e.g. commuter belt authorities

13:48:38 Who has responsibility for pushing for reductions to longer-distance car trips (e.g. those that cross local / regional boundaries - as many leisure trips will do)?

13:49:01 If the journey is a shopping one, there's a question of how to carry the luggage. 5 miles to a supermarket might just work (with a capacious bike), but not to IKEA for flat pack furniture

13:49:02 Under 5miles can be cycled by regular bike; under 10miles can be cycled by e-bike; Walking 1 to 1.5miles - but this is based on an able-bodied person

13:49:51 Cycling is dangerous breathing in the transport corridors especially from the Oslo Effect

13:50:29 Very good point made on integrating bike with public transport. Also important to remember that bus journeys are also an active travel choice, involving walking to and from the bus stop.

13:52:01 But it's never going to be feasible to transport lots of bikes on a bus or train. There will have to be secure bike parking facilities.

13:52:33 How about schools? Could we have US style school buses?

13:54:07 Spt / Edinburgh Trams submitted a detailed letter of why both should be included in the Under 22 travel - creating integration, contributing to the policies of reduced car use and net zero emissions - as well as financially sustaining two green modes of transport, however not accepted. Should this be considered further?

13:54:16 Or first & last mile trips beyond public transport are available by shared transport modes such as bike share, ebike share or even car club (if substantially longer).

13:54:55 Also agreed. The space on the lower deck is also needed for accessibility so it is hard to balance needs

13:55:00 Assuming that everyone on the CPG is in favour of sustainable transport and transport decarbonisation, I would make a plea that we find a better way to create a united voice for the sector. Lots of walking vs cycling, buses vs cycling infrastructure, place vs transport all supports maintenance of status quo.

13:55:18 There are also people who have switched back to cars from buses and trains because PT is perceived as 'dangerous'.

13:57:42 There's some early spokes thoughts on traffic reduction target in the second half of this article <http://www.spokes.org.uk/2021/10/scot-gov-active-travel-facing-up-to-cop26/>

13:58:19 One might consider whether promoting the likes of NC500 is environmentally friendly - drive to one end of the route and then drive all the way along it. Ditto the new Kintyre route. Neither has much public transport, I believe.

13:59:06 Really good point about North Coast 500 - not environmentally friendly and damaging to sustainable tourism and rural communities