

CLIMATE, TRANSPORT & CYCLING

Year 2014 was the earth's hottest ever recorded.

The latest IPCC report says that without rapid emissions cuts the world faces "severe, widespread, irreversible impacts" [www.ipcc.ch]. We tend to think of climate change impacts only in terms of temperature and sea level, but the implications are far wider, ranging from food and water supply disruption to stability of the world financial system - with severe warnings from such unlikely sources as the Governor of the Bank of England, Mark Carney.

World leaders meet in **Paris** in December in a new attempt to limit the man-made emissions now almost universally accepted as the main cause of rapid climate change. In the run-up to Paris, people and organisations around the world are highlighting the need for action.

Transport is one of the most intractable contributors to emissions. In Scotland most sources are successfully being cut - but transport emissions continue to rise, not helped by Scottish Government policies which expand trunk road capacity and encourage air travel. Within transport, **cycling** is one area of hope, where serious political commitment matched by serious investment could make a real difference, given that half of car journeys are under 3 miles, i.e. no more than 10-20 minutes by bike.

In the run-up to the Paris international climate summit this supplement links climate, cycling and transport via...

- ◆ Our **Spokes public meeting** on 17 November
- ◆ The **Scotland Climate March** on 28 November, one of hundreds that weekend in cities around the globe
- ◆ A **Transform Scotland** factsheet on roads & climate
- ◆ A **pledge by the main Scottish Party leaders** to take climate change seriously in their Holyrood manifestos, including "Setting out how we will build a low carbon transport system for Scotland."

SCOTLAND CLIMATE MARCH Nov 28



Edinburgh Council leader **Cllr Andrew Burns** and **Tom Ballantine**, speaker at our public meeting, urge you to come to the march! More info: www.stopclimatechaos.org.

SPOKES PUBLIC MTG, Tue Nov 17

Climate, Transport & Cycling

all welcome!

With the world climate summit in Paris in December, and huge climate marches in Edinburgh and across the globe on Nov 28/29, our autumn public meeting will consider the relationship between climate change and transport ... from trunk roads to cycling ... from national politics to how we commute...

Alison Johnstone MSP
Co-convenor of the Scottish Parliament Cross Party Group on Cycling
Government and Parliament - backwards or forwards?

Dave Gorman
Edinburgh University Director of Social Responsibility and Sustainability
University action, from staff travel to academic research

Tom Ballantine
Stop Climate Chaos Scotland
The Paris Summit, and what you can do

Cycle to Paris!
edinburgh2paris.org

Followed by audience QA / panel discussion

SPOKES

STARTS 7.30pm DOORS OPEN 6.45pm

Edinburgh University Appleton Tower Lecture Theatre 1, George Square

Come early • coffee • Spokes stall • exhibition • chat

Organised by **Spokes The Lothian Cycle Campaign** spokes@spokes.org.uk (0131) 313 2114 (Ansaphone) www.spokes.org.uk Twitter: @SpokesLothian
St Martin's Community Resource Centre, 232 Dalry Rd, Edinburgh EH11 2JG

SOURCES & RESOURCES

- ◆ **Scottish Parliament Information Centre, SPICe** Briefings 15-63, *Paris 2015* and 15-40, *Good for Climate good for Health*. At scottish.parliament.uk : parliamentary business : research.
- ◆ **Transport & Climate in Europe** Summary of action so far, including *Urban Mobility Package* - Search for *Paris transport* at www.eltis.org.
- ◆ **The Lancet Commission on Health & Climate Change** Top medical journal The Lancet, major report on "greatest global health opportunity of the 21st century" but also "catastrophic threats." thelancet.com/commissions/climate-change
- ◆ **The Guardian climate campaign** Emphasising positive climate action round the world. Search for *story of hope* at guardian.co.uk/environment.
- ◆ **Climate change & world financial stability** - search for *horizon tragedy* at bankofengland.co.uk.

PLEASE JOIN IN !!

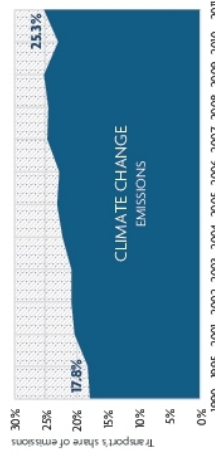
- ◆ **Speak to your local MSPs** [www.writetothem.com] ... Ask how their party's manifesto will fulfil their leader's climate pledge [see back of this supplement]
- ◆ **Use the #walkcyclevote ideas** on p7 of Spokes 123
- ◆ **Come along on Nov 17 and Nov 28.**

TRANSPORT CAUSES A QUARTER OF ALL EMISSIONS BUT GOVERNMENT SPENDING IS MAKING THINGS WORSE

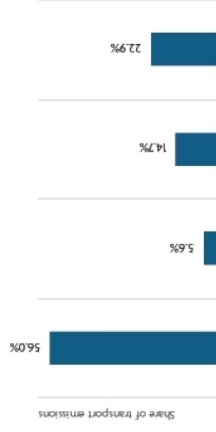
Transport's share of Scotland's climate change emissions accounts for a quarter of all emissions. Given the vast reductions that are necessary for Scotland to meet its climate change targets, as a major contributor transport must play its part. Unfortunately, there is still no systematic programme of action to make reductions in transport emissions on the necessary scale.

While passenger cars still contribute the bulk of road transport emissions, they have in the last few years dropped somewhat both in absolute terms and also as a share of road transport's emissions, from 58.7% in 2009 to 56% in 2011. Meanwhile, road freight emissions are on the rise, in absolute as well as relative terms. LGVs saw a modest increase, while HGVs have significantly increased their emissions in absolute terms and as a percentage (from 199% in 2009 to 22.9%). This is disappointing as road freight vehicles are highly managed fleets which could therefore benefit from new technologies. It also underscores the need to shift more freight to rail which has much lower carbon emissions and an existing electric traction option.

TRANSPORT % OF TOTAL SCOTTISH EMISSIONS



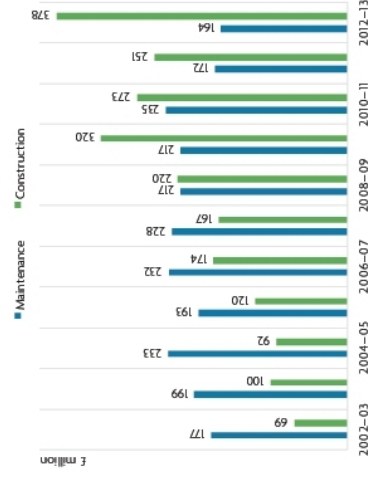
CLIMATE CHANGE EMISSIONS BY TRANSPORT MODE FOR ROAD TRANSPORT 2011



The Scottish Government has a 'vision' that 10% of all trips should be by bike in 2020, and a further vision for most local trips to be by active travel in 2030. Government active travel funding is needed to fulfil these visions, following the Association of Directors of Public Health report calling for 10% of all transport budgets to be allocated to active travel.

Furthermore, the split in the Government's expenditure between road maintenance and new road construction is of extreme concern. Historically, maintaining the existing, extensive, road network received the majority of funds – as it should. However, as this chart shows, recent years have seen a significant increase in spending on building new roads and a reduction in maintenance. Compared to ten years ago, spending on building roads has increased an astonishing 448%. Yet keeping the roads in a good state of repair ensures the network provides the maximum economic benefit at the lowest environmental cost. The Government should focus its budget on maintaining the existing road network in excellent condition instead of encouraging more driving by building new roads.

SCOTTISH GOVERNMENT EXPENDITURE ON MOTORWAYS AND TRUNK ROADS MAINTENANCE/CONSTRUCTION COMPARISON



Based on extracts from the Transform Scotland report 'Warning Signs: Is Scotland moving towards sustainable transport?', available at <http://transformscotland.org.uk/what-we-do/research/warning-signs-2014>

TRANSFORM SCOTLAND'S PRIORITIES FOR CUTTING EMISSIONS FROM TRANSPORT

TACKLING CLIMATE CHANGE

Scottish Ministers should instruct all Public Bodies to prepare a Travel Plan setting out how they will deliver emissions reductions, a power that Ministers hold but are failing to exercise. Our research has found that over 60% of Public Bodies have no plans for reducing their travel, despite the low-cost, high emissions-saving offered by travel planning. If Ministers are not prepared to instruct those organisations whose budgets they control to take action to cut emissions, it will be difficult for them to meet the national climate targets upon which they are already failing.

CIVILISING THE STREETS

Local Authorities must invest in walking and cycling from within their own transport budgets. Research by Spokes has found that one-third of Local Authorities invest none of their own transport capital in cycling. Local Authorities should follow the leadership example provided by The City of Edinburgh Council, who over recent years have committed at least 5% of their transport

budgets to cycling, increasing 1% per year. To incentivise investment, the Scottish Government should prioritise its own cycle spending into match-funding those Local Authorities who are prepared to invest in active travel from within their own transport budgets.

GETTING THE PRICES RIGHT

Scottish Ministers should instruct Transport Scotland to work in conjunction with the relevant local authorities and RTPs to develop road traffic demand management options for Scotland's four major cities (e.g. levies on workplaces and retail and leisure destinations based on the number of car parking spaces over a certain minimum) with funds raised to be reinvested in local transport improvements. This would not only reduce transport externalities, but would improve public health and quality of life in our cities, provide economic benefits, help contribute to national climate targets, and raise revenue for infrastructure improvements.

INVESTING SUSTAINABLY

Scottish Ministers should redirect their road expenditure plans to tackle the £2.25bn road maintenance backlog. This would benefit all road users and have a greater impact in supporting the Scottish economy. It would also attract huge public support: when our researchers asked "Do you think the Scottish Government should give priority to fixing the existing road network before building new roads?", 84% of respondents agreed, with only 7% disagreeing."

REDUCING OIL DEPENDENCY

Scottish Ministers should set out a detailed programme for the electrification and dualing of the rail routes from the Central Belt to Aberdeen and Inverness. These investments were promised by the Government in December 2008 but there remains, as yet, no firm programme or timescales for this work. In marked contrast, the Government has fast-tracked dualing schemes for the A9 and A96 roads at a combined price tag of £6bn.

SHARING TRANSPORT RESOURCES

Local Authorities and Regional Transport Partnerships, with the active assistance of Transport Scotland, should continue work to establish car clubs and bike-sharing operations in every large town and city. Work should concentrate on areas with high population density which bring the greatest benefits in terms of reduced congestion and carbon savings, and around railway stations and other transport hubs where shared cars/bikes can be used to complete the last leg of a journey.

MAKING THE POLLUTER PAY

Transport Scotland needs to start including cost externalities of all transport modes in their annual statistics so that policy decisions can be made based on the true costs to society.

Scottish Party Leaders'

CLIMATE CHANGE AGREEMENT

"Climate Change is one of the most serious threats facing the world today, already affecting people, the environment, and the economy on every continent.

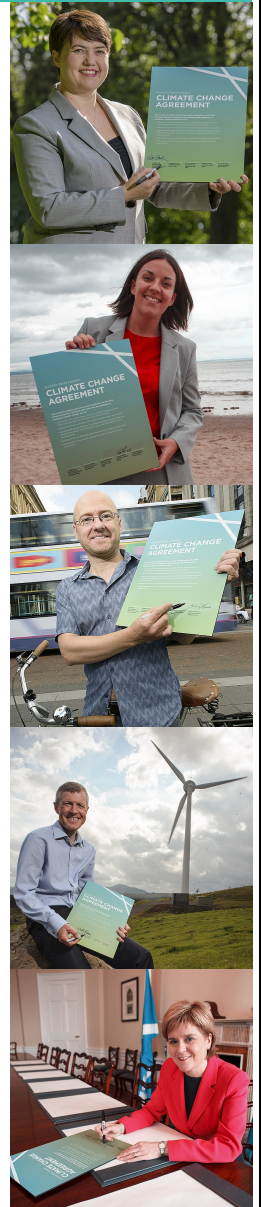
As decision makers we have a responsibility to act now, for the benefit of current and future generations. With those who have done least to cause climate change set to suffer the most from its impacts, we have a responsibility to promote climate justice at home and abroad. If we can successfully and fairly reduce our emissions at home, we can use that to push for greater climate leadership around the world.

Acting on climate change is an opportunity for Scotland, through which we can strengthen our economy and make Scotland a fairer, cleaner, healthier and safer place. However, if we are to realise the huge benefits of successfully reducing our carbon emissions, we must act now with urgency and meaning and invest in the infrastructure for the future to create a flourishing, low-carbon Scotland.

That is why we commit to making each of our party manifestos for the 2016 Holyrood election consistent with delivering the ambitions of Scotland's Climate Change Act, by:

- Setting out how we will continue to cut the climate change emissions from Scotland's electricity generation and reduce demand;
- Setting out how we will build a low carbon transport system for Scotland;
- Improving the energy efficiency of Scotland's buildings through a national infrastructure project, and setting out how we will accelerate the use of renewable heat;
- Setting out how we will reduce the emissions from Scotland's food sector;
- And setting out how we will continue the work of Scotland's Climate Justice Fund."

photos: Maverick/John Linton/WWF Scotland



Ruth Davidson
Leader of
the Scottish
Conservative and
Unionist Party

Willie Rennie
Leader of the
Scottish Liberal
Democrats

Nicola Sturgeon
First Minister of
Scotland and
Leader of the SNP

Kezia Dugdale
Leader of the
Scottish Labour
Party

Patrick Harvie
Co-Convenor
of the Scottish
Green Party

