

## **SP Petitions Cttee, 29 June 2017**

### **Michaela's notes**

Thank you so much for allowing me to present my petition today, which was prompted by the government choosing the worst of the 3 options for replacing Sheriffhall roundabout as far as cycling and walking are concerned. I am supported by Spokes. After me, Dave du Feu will very briefly introduce the policy issues and David French the problems of the chosen option.

I want to start by making it clear, I do not define myself as a cyclist. I am just a person, a mum who wants to be able to cycle her kids safely to school, a woman approaching middle age who wants to try and fit exercise into everyday life to stop the droop, an environmentalist, desperate about my carbon emissions and a community worker struggling to convince people that they can reduce their car dependence.

I started this petition because I wanted the government to be aware that even though our voice is quiet and not heard, we are here, normal people that want a choice of safe travel options. I also feel that Transport Scotland's objectives and decision criteria are very much at odds with other Scottish government objectives.

CAPS, the Cycling Action Plan for Scotland published by the Scottish Government in June 2010, has a vision that by 2020 10% of all journeys will be by bike. However a recent report showed only a 0.2% increase; at this rate it would take more than 300 years for the CAPS target to be met! It is imperative that active travel is central to, not on the periphery of new transport developments if the government is serious about this target.

Another aspect that is forgotten at Sheriffhall, and in fact all transport infrastructure that uses the same decision criteria, is climate change. Satellite areas such as Midlothian have high car dependence due to local amenities often being relatively far from housing developments and most people having to travel outside of Midlothian for work. Without providing alternatives to the car, we are effectively creating carbon lock-in for the next 20 years or more. Scotland's transport sector is already the largest contributor to GHG emissions and well behind its targets, despite efficiency gains. Transport needs to become a focus if targets such as a 66% reduction of GHG emissions by 2032 are to be met. As such I was astonished to discover when reading through the 314 pages of the Sheriffhall Stage 2 environmental assessment that the legacy of GHG emissions from each of the 3 options was not calculated. Nor was there any mention of how this development might link in with cycle networks to decrease car dependence and hence emissions.

We have to create a clear vision of the type of future we want and we have to build for that future. We can't continue just to extrapolate what is happening now, and then monetise the time savings of different options. We have to create a new model and have the vision to create a better future.

I will now pass over to Dave.