



Dave du Feu  
davedufeu@gmail.com

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13 October 2021

Dear Dave du Feu,

Thank you for your e-mail dated 15<sup>th</sup> September addressed to Mr Graeme Dey, Minister for Transport regarding his upcoming speech, and highlighting several transport related issues in reference to climate change. I have been asked to respond to you as a policy officer in the Climate Change Unit of Transport Scotland.

I am unable to address what Mr Dey will say in his upcoming speech, however I can assure you that the Scottish government is aware of the risk of private car use increasing if the positive behaviours around walking and cycling seen in the last 18 months are not locked in, and if demand is not managed during the transition to EVs.

I understand from your letter that you are aware of the range of measures and policies being implemented to make Scotland net-zero by 2045. I would like to reassure you that tackling the climate crisis is one of our top priorities, and in December 2020, the Scottish Government published its Climate Change Plan (update) (CCPu), which sets out new policies and enhanced commitments to deliver this. This includes the commitment to reduce car kilometres by 20% by 2020 which you reference, and which is a truly world leading ambition. It is worth noting that this commitment includes all cars, including EVs. As you also note, the scale of the ambition is matched by the scale of the challenge. We have committed to publishing a route map by the end of this year, setting out our plans on how we will reach this goal, provided the pandemic has moved to a phase that allows us to do this.

I would like to take this opportunity to highlight some of the measures this government is undertaking to make Scotland net zero by 2045.

In addition to the CCPu, the Scottish Government has published phase 1 of the Strategic Transport Projects Review (STPR2), which help deliver the vision, priorities and outcomes for transport as set out in the National Transport Strategy (NTS2). This includes enabling larger loads to be carried by our railway network, encouraging freight to shift from road to rail transport, which your letter references. We are also developing a programme of activity to support the logistics sector in decarbonizing the van fleet and moving to alternative delivery methods where possible. My colleagues who focus on this area,

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recently published research carried out by CXC on “last mile” delivery that is currently being evaluated. The findings of the research can be viewed here: [Last mile delivery in Scotland \(climateexchange.org.uk\)](https://www.climateexchange.org.uk) This Sustainable Investment Hierarchy is embedded in STPR2 which is considering future transport investment plans, with phase 2 to publish later this year. STPR2 will cover the strategic road and rail networks, and national infrastructure investment to support active travel and island connectivity. It will provide an evidence base to inform future transport investment plans, and as part of a range of actions, we will need to manage demand and reduce the need to travel by unsustainable modes.

The sustainable travel hierarchy promotes travel planning, walking, cycling, public transport and bike, car, or ride sharing in preference to single occupancy car use for movement of people. Alongside walking, cycling and public transport – developments in car, lift and bike sharing also further sustainable travel options, by providing viable alternatives to single occupancy car journeys across Scotland. In your letter, you also reference the promotion of electric vehicles. We support the development of viable, sustainable travel networks which offset the need for individual car ownership and we fund initiatives through CoMoUK and Energy Saving Trust to provide and help promote sustainable shared travel options across the country. It may be useful to note and promote their blog on e-cargo bikes. If you have not seen this, it can be found on the following link: [Why an ecargo bike isn't just for businesses - Energy Saving Trust](https://www.energysavingtrust.org.uk). Shared transport options for cars and for bikes are an important part of our sustainable transport hierarchy, as outlined in NTS2. We want more people to discover the benefits of walking, wheeling, cycling, public and shared transport where these options are available for everyday journeys.

We have been moving to sustain positive behaviour changes arising from the pandemic to support the 20% commitment. Our actions include the £39 million Spaces for People initiative, which funded local authorities to deliver temporary walking and cycling routes and enable social distancing during the crisis. This is also supported by an increased focus on localism in last year's Programme for Government, for example our commitment on 20 minute neighbourhoods – where people can meet their needs within a 20 minute walk and live, work and learn in communities close to home – and on the Work Local Challenge Programme to support flexible, remote and local working choices. Local interventions will play a key role in supporting the transformation, including measures such as road space reallocation, parking measures, and taking account of the implications for transport when making spatial planning and land use decisions.

In order to deliver this ambitious policy along with all the commitments outlined in CCPu, we will look at all options and engage with a full range of stakeholders. I have added your details to my stakeholder database for inclusion in future events and have also noted your suggestions. As we explore how Scotland's can meet this target, taking in to consideration the challenges it brings, we will also undertake a full range of impact assessments. These combined with the input of stakeholders will ensure all voices are heard, helping shape the route map.

This is a national ambition but does not mean that all interventions will be implemented at a national level. We are working in partnership with CoSLA in order to build in the views of all local authorities across Scotland, recognising the unique needs and circumstances of each. This government is committed to delivering changes in a fair and just way through a Just Transition.

I thank you again for your support as we work to develop the route map. Your views and suggestions along with the work your organisation undertakes, will be invaluable as we engage on this policy, and work to deliver a net zero Scotland by 2045.

Yours sincerely



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