

## Spokes Public Meeting, 21.2.22

### Critique of the Government Route Map to achieve 20% car-km cut by 2030; with some notes on Edinburgh's 30% target, by Dr Caroline Brown

Below are notes taken by Spokes. See video for the full speech.

#### Good aspects

- ◆ It brings together and links up **multiple relevant policy strands** and documents – not just transport
- ◆ Very significant Scottish Government **cash** is being provided for AT in Scotland; it will dwarf previous sums. Edinburgh already has a 5-year fully-funded AT programme
- ◆ The **targets** are suitably tough – although for clarity a clearer baseline should be presented
- ◆ The Route Map uses a model of how to **change behaviour**, rather than being just a semi-random list of transport actions.

#### Need improvement – or absent

- ◆ There are virtually **no timelines/ stages** to reaching the 2030 target, and we are already over a year since the commitment was announced
- ◆ The one clear timeline, 2025 for a **Demand Management Framework**, is far too late, leaving only 5 years till 2030. It is needed in 2022
- ◆ Continued £bn's for **road building** contradict the message of the Route Map and divert cash to purposes which undermine it. Why spend £bn's to cater for 20% reduced traffic? Wales is providing a great example of re-assessing its existing road programme, to include climate emissions consideration – several proposals have already been scrapped.
- ◆ Until now many AT projects have taken **3, 5 or more years** from inception to the start of work. How can this be drastically improved, given a 2030 traffic reduction target?
- ◆ The Route Map should analyse **which interventions have the biggest impact** and which can be implemented most quickly and easily
- ◆ Given the necessary rapid shift to sustainable and active travel, the Route Map is not clear enough on how **adequate widespread skills** will be ensured, particularly given that they currently vary drastically from one local authority to another.