

Traffic Reduction Commitments - Spokes public mtg webinar 21.2.22

Dave intro

Welcome to our Spokes public mtg on Traffic Reduction in Scotland and in Edinburgh

- Personally, I was frankly amazed when the Scottish Govt announced its commitment to a 20% reduction in car-km by 2030, compared to pre-pandemic levels, because, politically, it is extremely challenging. Car use has for years been in a growth spiral, encouraging and being encouraged by road building, by running costs being reduced in relation to public transport, and by onroad conditions which increasingly deterred non-motorised travel. People who have benefited from this spiral will be reluctant to see it reverse.
- Mtg is a contribution to the Govt consultation on a Route Map to achieve the 20% commitment
- Hope will inspire *you* to respond to the consultn & will help Spokes in formulating our own response
- Also a contribution to **Edinburgh Council** on its own similarly ambitious 30% target
- Council elections on 5 May. Imp to speak to clrs & candidates about the need for bold action. Politicians get plenty negative input about measures to restrain car use, so they need to know if *you* support them.
- Spokes launching our own manifesto for the election next weekend. It includes traffic reduction measures, and will of course be on our website. Use this to get ideas for speaking to candidates.

Climate crisis – action now

- Scot Govt 20% commitment announced as part of the Dec 2020 *Climate Plan*
- So whilst traffic reduction will have many additional benefits the commitment *is primarily a response to the climate crisis*
- Term 'crisis' appropriate as we see in Britain and around the world in the rising patterns of storms, flood, fire, melting ice and disruption to nature and to agriculture
- It is often not appreciated that our CO2 emissions remain in the atmosphere for literally 100s of years, other than what dissolves in the oceans with equally disastrous results
- So every year that emissions continue, even at a reduced rate, total CO2 grows, and impacts worsen
- This is why *urgent* action is needed – and the 20% car-km reduction is one such small step of many needed here and around the world. In addition to its intrinsic value, it is also being referenced as an example by academics and campaigners outside Scotland.

Achieving ambitions

- Tonight's mtg is about achieving the reductions, in *Scotland* and in *Edinburgh* - and *without delay*
- *For Scotland*, we are all conscious of the almost complete failure of the Govt's 2010 target for 10% of all trips to be by bike by 2020 – actions totally failed to match up to words
- The present intent is stronger – we have a draft Route Map, with a good analysis of the problem, and we have big cash rises coming for AT
- But it is now a year since the commitment and traffic is developing new post-covid growth trends. The political challenge remains huge. Furthermore, the draft Route Map feels weak on the most important drivers of change: making car use reflect its true environmental and social costs, and reallocation of road space – i.e. demand management
- *For Edinburgh*, all conscious that it took literally 8 years for work to begin, this month, on the Council's flagship CCWEL west-east city-centre cycleroute. There's a recent post on the Spokes website detailing the twists and turns of objections, political disagreements, staff cuts, antiquated government regulations, and consequent further delays and cost increases.

Now

- Now however, the climate crisis is increasingly confronting us, and failures like the 2020 bike use target or the 8-year CCWEL delay must be a thing of the past.
- Today's speakers and debate must display the level of action and determination that are now vital