

## Draft Energy Strategy and Just Transition Plan consultation

### Cycling Scotland submission March 2023

Question 1: What are your views on the vision set out for 2030 and 2045? Are there any changes you think should be made?

- Supportive

Question 2: What more can be done to deliver benefits from the transition to net zero for households and businesses across Scotland?

- Increasing active travel infrastructure and cycle parking and storage can be a way to reduce emissions towards our net zero goals. [In 2019 transport accounted for 36% of Scotland's greenhouse gas emissions and road transport made up 66% of transport greenhouse gas emissions.](#)
- These steps will result in more active travel opportunities which will deliver health and environmental benefits for both households and businesses, for example encouraging more employees to cycle to work and helping change behaviour towards active lifestyles.

### Chapter 4 Energy demand - Energy for transport

Question 30: What can the Scottish Government do to increase the sustainable domestic production and use of low carbon fuels across all modes of transport?

- The Scottish Government must ensure that the sustainable transport hierarchy plays a key role in any decisions on energy production and use in the transport sector as well as the strategy to reduce car kilometres by 20% by 2023.
- Carbon free alternatives such as cycling should also be included in any plans towards low carbon fuels to reduce carbon across all journeys. For example, this could include facilities for bike carriage on buses or increased cycle parking and storage at train stations.
- The transport sector must work collaboratively with local authorities, regional transport partnerships and active travel delivery partners to integrate active modes of travel to reduce energy in transport and to achieve our climate targets. A number of ideas on how to do this in the rail sector and comparisons to European cities have been covered in the recent [Active Train Stations report](#).

Question 31: What changes, if any, do you think should be made to the current regulations and processes to help make it easier for organisations to install charging infrastructure and hydrogen/low carbon fuel refuelling infrastructure?

- When changing the legislation on charging infrastructure we need to ensure that the net zero transition doesn't look at EV's as a main way to achieving emissions reductions. An increase in EV's will still result in emissions from tyres and will contribute to car dependency rather than changing behaviour towards zero carbon travel modes that have health benefits like walking, wheeling, and cycling. It is also important that charging infrastructure does not create additional barriers for pedestrians, especially disabled people.

Question 32: What action can the Scottish Government take to ensure that the transition to a net zero transport system supports those least able to pay?

- [Transform Scotland's Fair Fares Report](#) highlights that those who face the most inequalities and rely on buses and taxis risk being left behind with increased and unaffordable travel. The report calls on action to reduce forced car ownership, reduce the costs of public travel, and consider actions such as a congestion charge and one ticket for all public transport as already happens in countries such as Austria.
- Integrating cycling storage and space into other transport can help people save money on their travel as well as increase health and wellbeing. Our most recent [attitudes and behaviours survey showed that the cost of living crisis has encouraged more people to cycle more to save money on transport](#).
- Increasing and upgrading cycling infrastructure is also needed to support those less likely to cycle. This is a priority as those who face multiple deprivation or other inequalities are often those who cycle less or an unable to cycle.
- The demand for Bikeability Scotland and Adult Cycle Training has grown in demand since the pandemic and 59% of primary schools now offer at least one level of Bikability Scotland cycle training - the highest figure since the inception of the programme in 2010 both the Scottish Government and Local Authorities need to continue to support cycle training for a bigger modal shift away from cars.