

Reducing car use for a healthier, fairer and greener Scotland:

A route map to achieve a 20 per cent reduction
in car kilometres by 2030



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Introduction

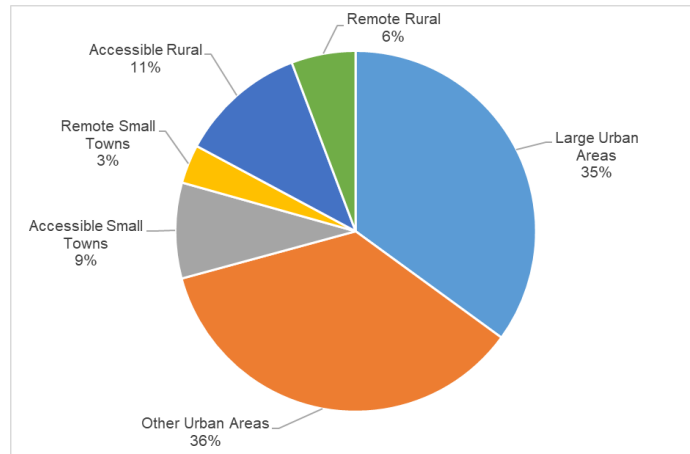
- Scottish government has committed to **reducing car kms by 20% by 2030**, from a 2019 baseline as part of the Climate Change Plan update (CCPu) that was published in December 2020
- In January 2022, together with the Convention of Scottish Local Authorities (COSLA), we published a **route map** that sets out how we will achieve a national reduction in car use
- This includes **interventions beyond transport policy**, to support people to **live better lives, while using cars less**, including supporting people to:
 - Reduce their need to travel
 - Live well locally
 - Switch to walking, cycling or public transport
 - Combine trips or share journeys* where car is still necessary

*COVID-19 permitting



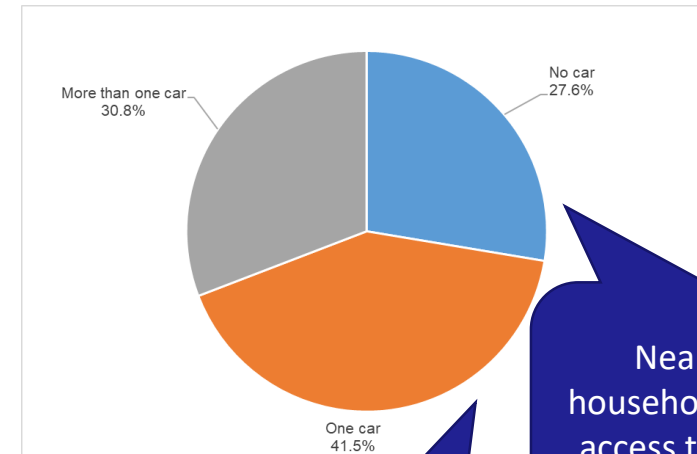
Current car access and usage

Proportion of the Scottish population living in urban and rural areas, 2020



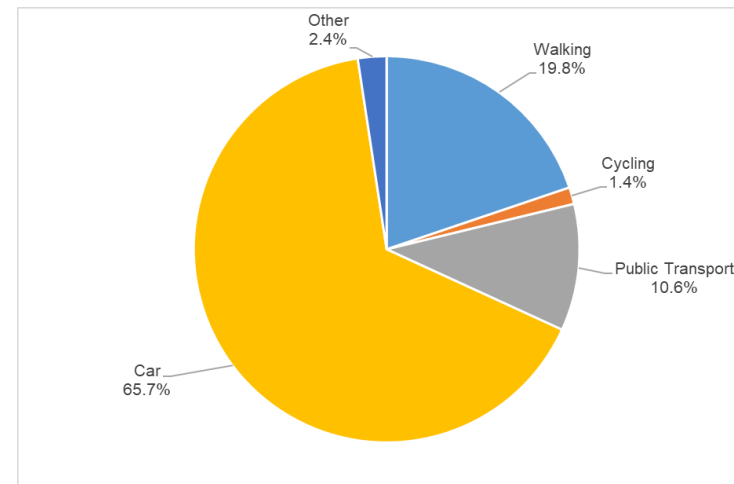
83% of the population live in urban areas or small towns

Households with access to cars / vans for private use, 2019



Nearly 30% of households don't have access to a car or van for private use

Journeys made by main mode of travel, 2018



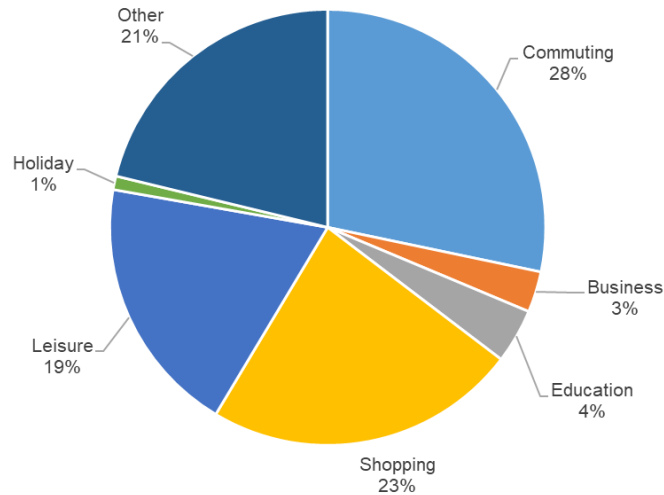
Car is currently the most dominant mode of travel

But this rises to 60% for households on lowest income, and car access / usage is also lower among women, young and older people, those with disabilities and those from non-white Scottish / British ethnic groups

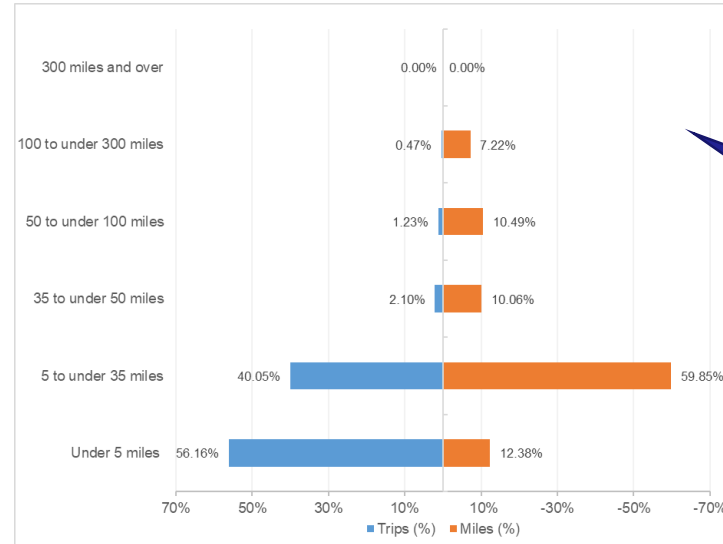


Trips types

Commuting,
shopping and
leisure are the
biggest
contributors



Percentage of car / van journeys made by purpose of travel
Source: Scottish Household Survey, 2019



Proportion of trips accounting for proportion of total mileage travelled
Source: Scottish Household Survey, 2019

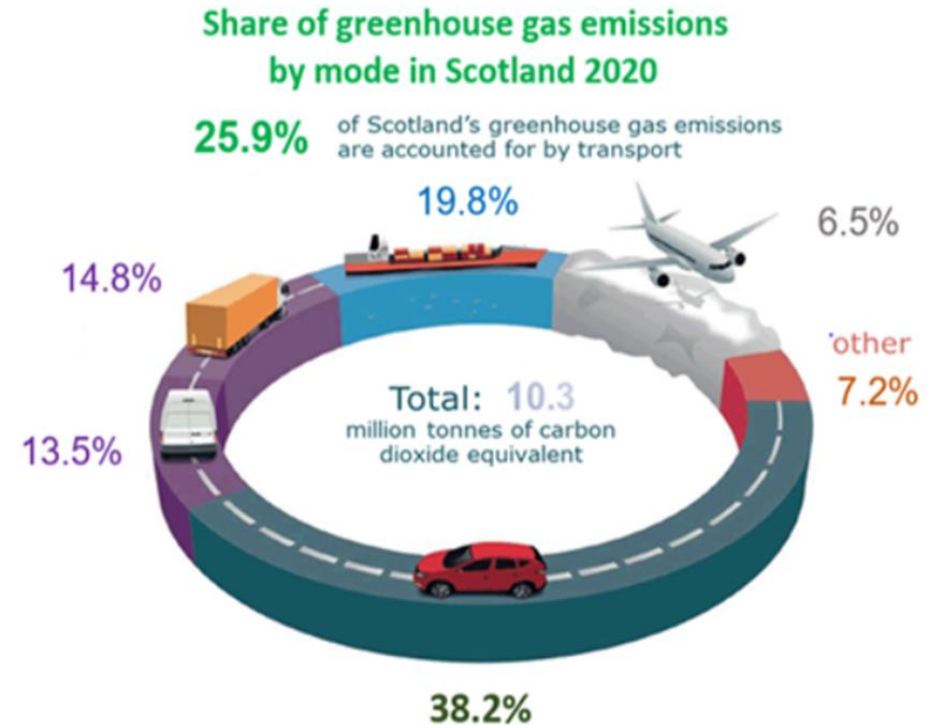
Around 4% of
trips account for
a nearly 30% of
the total
mileage driven

- We need to support people to re-think a wide range of trip purposes
- We recognise that **reducing car use will be more challenging for some people**, including in **rural areas** as well as for those who use car as a **mobility aid** or have specific **business needs**
- The target is therefore is a **national target** rather than a one for all regions or individuals to reduce car use by the same percentage and we are committed to a '**just transition**' to net zero emissions
- Longer trips will have a bigger impact on the target



Why we need change: Climate

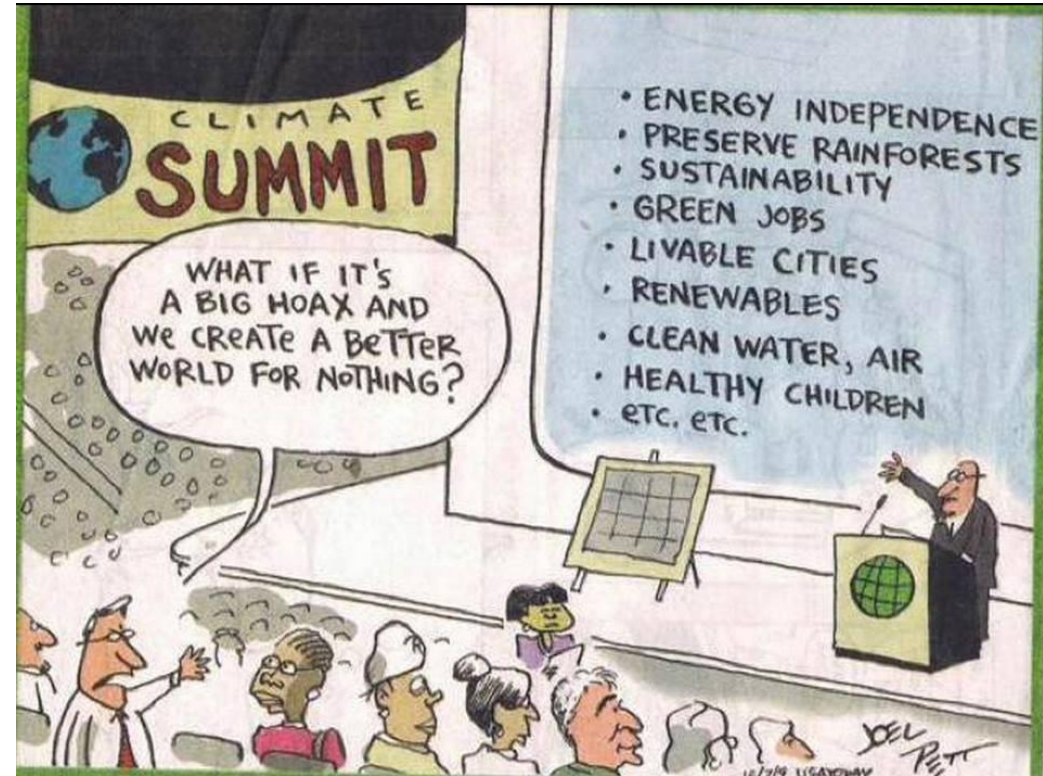
- Modelling shows that **technological solutions alone will not be enough** to meet our commitment to net zero by 2045
- We need to both:
 - **reduce the use of private vehicles**
 - ensure that remaining private vehicle trips **transition to lower emission vehicles**
- Our wider National Transport Strategy (NTS2) has 4 priorities, and reducing car use will help with all of them: **reducing inequalities; taking climate action; delivering inclusive economic growth; improving health and wellbeing**



Why we need change: Better lives

Reducing car use improves **health, wellbeing** and **social & economic inclusion**

- **Poor air quality** contributes to 1,700 premature deaths in Scotland each year
- 142 were killed and 1,539 seriously injured in **road collisions** in Scotland in 2020
- **Physical inactivity** contributes to 2,500 deaths in Scotland each year
- Cars also contribute to **noise pollution** and **community severance**
- **Congestion** can negatively impact the economy, while **reducing car-dominance can help boost local high streets**
- Negative impacts **disproportionately affect those living in more deprived areas** as well as more **vulnerable groups like children and older people**

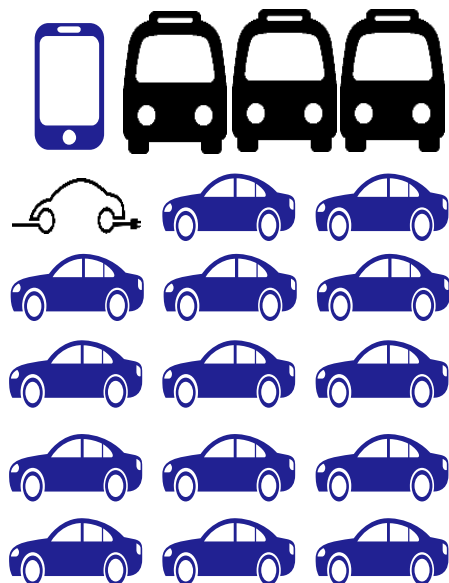


Credit: Joel Pett, 2009



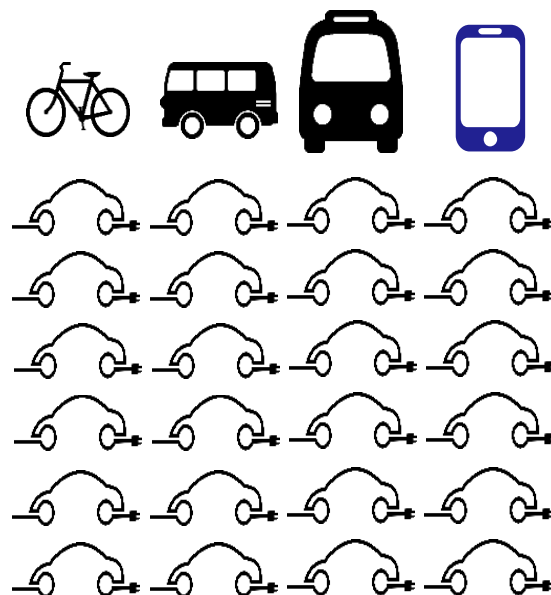
Taking climate action isn't just about electrification...

UNSUSTAINABLE



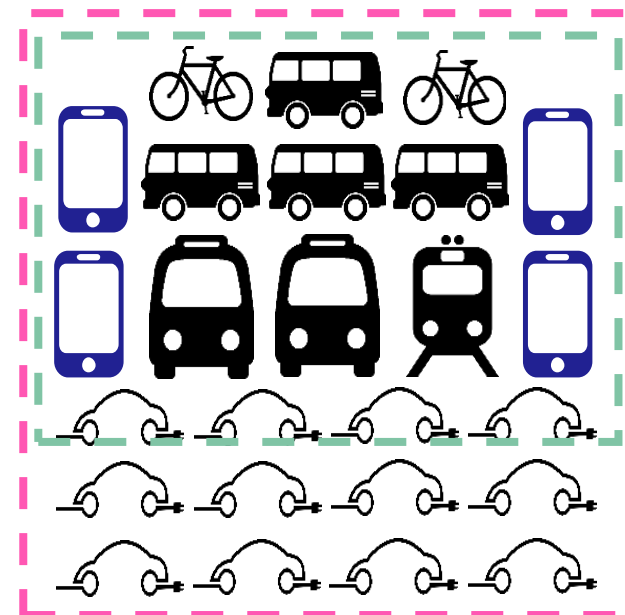
Today

SUB-OPTIMAL



EV dominated future, negative impacts of private vehicle use persist

OPTIMAL?



A better way of living; including reduced air pollution; reduced road danger; increased opportunities for physical activity; reduced congestion; people-focused high streets and town-centres; and road space freed up for essential uses, including blue-badge holders, public transport, freight and the emergency services





'We take seriously the wellbeing and skills of our workforce' – and so we must ensure people are supported to access their place of work in a healthy, safe and sustainable way

Sustainable transport supports many of the SDGs by...

... enabling equitable access to sustainable jobs [SDGs 1 & 8]

... enabling equitable access to nutritious food [SDG 2]

... enabling active healthy lives, protected from pollution and road danger [SDG 3]

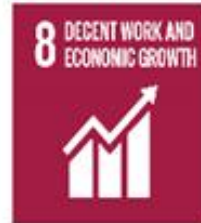
... enabling equitable access to quality education [SDG 4]

... improving options for women, disadvantaged and marginalised populations, who are less likely to have access to private cars [SDGs 5 & 10]

... reducing consumption of unsustainable energy [SDG 7]

... facilitating access to and more efficient use of resources [SDG 9]

... reducing greenhouse gas emissions [SDG 13]



... facilitating access to services by sustainable modes in cities and communities [SDG 11]

... reducing consumption of the resources needed to produce, maintain and replace private vehicles [SDG 12]

... reducing water pollution from road run-off [SDG 14]

... increasing public space available for green infrastructure [SDG 15]



A behaviour change approach





- People's **individual** behaviours are shaped by the **social** and **material** environment in which they live...
- We have identified **four key sustainable travel behaviours** and our route map seeks to provide the material and social support that will help people to adopt these behaviours



Source: ISM Model, Southerton et al, 2011



Sustainable Travel Behaviours

Reducing the need to travel	Living well locally	Switching modes	Combining or sharing car trips
<p>Using online options may be particularly important in rural or island communities, where distances may be greater to local services, as well as for purchasing goods that are more difficult to transport by active travel or public transport. Reducing travel can also save time and money.</p> 	<p>Particularly important in urban and suburban areas as well as towns and villages. Accessing goods, services, amenities and social connections locally benefits local economies and helps revitalise communities.</p> 	<p>Switching to walking, wheeling, cycling or public transport may be more feasible if a local destination has already been chosen. Active modes and public transport provide opportunities for physical activity which benefits physical health and mental wellbeing.</p> 	<p>Particularly important in some geographical areas, for people with specific disabilities and for certain trip-purposes, where an alternative mode is not feasible. Sharing with others* can provide opportunities for social connection which can boost wellbeing.</p> 

*COVID-19 permitting

Interventions



Existing support for change

79% of survey respondents think:
climate change is an 'immediate and urgent problem'

82% of survey respondents support:
'charges for items that are harmful to the environment that can be replaced with sustainable alternatives'

74% of survey respondents agree:
they would be 'able and willing to reduce the amount [they] personally travel by car'

90% of Climate Assembly members agreed that:
Government needs to 'support the transition from car use to public and active travel'

80% of urban car-owning research participants agree that:
'it's important for Scottish Government to enable people to have a good standard of living without needing a car'

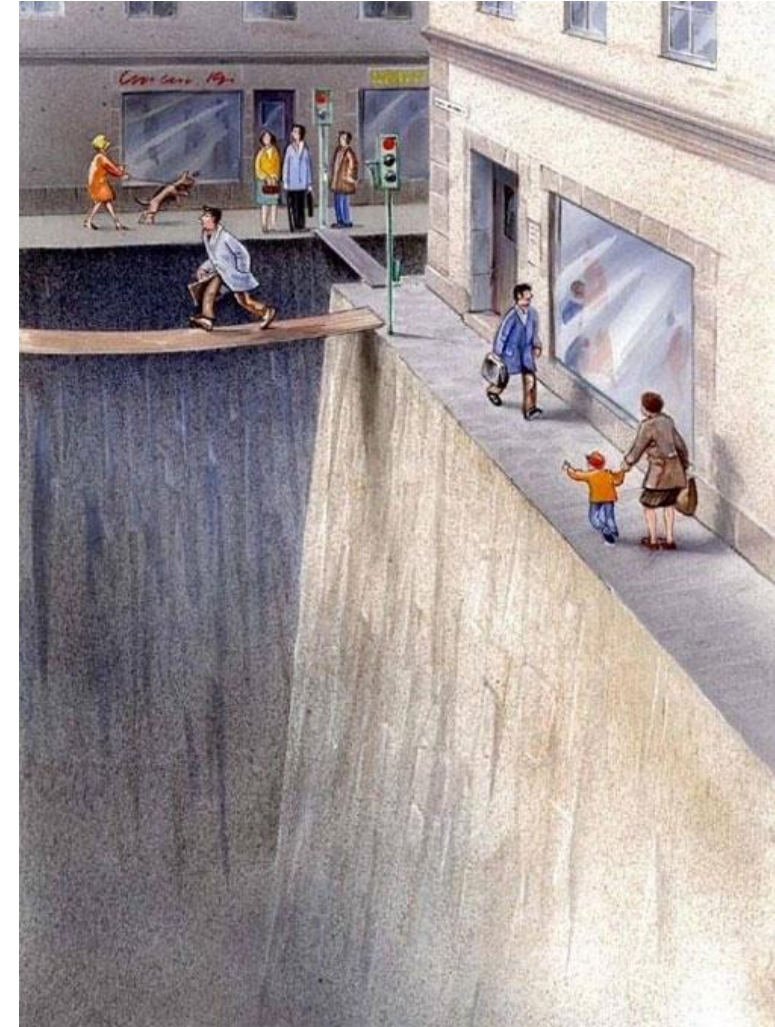
60% of Climate Assembly members support:
'increase[ing] road taxes for private car use and us[ing] the revenue to subsidise public transport'.



Sources: Ipsos MORI Scotland 2020; Scotland's Climate Assembly 2021; Sustrans 2019

Ensuring a 'just transition'

- The **current status quo** has a **negative impact** on those without access to private vehicles
- Many of the **Equality Act groups**, as well as those on **lower incomes**, are **less likely to have access to a car**, or are **likely to use it less frequently** than the general population
- Recent research by IPPR found that **amongst low-income households there is support for urgently addressing the climate emergency, reducing car use, and bold action to reallocate space** to walking, wheeling, cycling, and socialising in their city.
- The car km reduction target is a **national target** and we are **committed to maintaining access by private vehicle for those who need it**, such as those who use car as a mobility aid.



Source: Karl Jilg



Continuing the conversation

- Our public consultation on the draft route map has now closed. We received over 700 responses, which are now being analysed and will be used to inform an updated version of the route map, which will be finalised later this year.
- We are currently developing a ‘toolkit’, in conjunction with COSLA and SCOTS, to support local authorities and other partners to implement car-use reduction in local areas.
- We welcome your help in increasing awareness of the need for Scotland to reduce current levels of car use, and the benefits that individuals and communities can experience as result – information on our Net Zero Nation website can help you to do this:

<https://www.netzeronation.scot/take-action/active-travel/reducing-your-car-journeys>

<https://netzeronation.scot/resources/climate-conversation-pack>

Questions – flora.ogilvie@transport.gov.scot

