



for sustainable transport

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The Scottish Government
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14 December 2012

Dear Sir/Madam

Candidate National Developments

We are submitting three candidate National Development proposals (covering Inter-City Rail, Active Travel and Edinburgh Trams). However, we would like to take the opportunity to include this covering letter in order to present an over-arching view representing the diverse interest of our member organisations.

We require a national transport strategy linking developments at urban and rural level throughout Scotland into a cohesive whole. The benefits to be derived from the proposals we suggest include: less congested, more attractive cities; a healthier population as a result of providing safe options for cycling and walking; a more efficient business environment because of improved inter-city rail and improved public transport offerings. We see two main elements within this over-arching perspective, namely **Better Cities; Better Links**.

1. Better Cities:

Our cities suffer from traffic congestion as a result of the car culture that has developed since the Second World War in the UK, which has led to road space being allocated almost entirely to motor traffic with little or no consideration to the more active, healthy and sustainable modes of travel. This congestion also leads to substantial economic costs due to, for example, lost time and unnecessary fuel consumption.

This trend also explains, in part, the high levels of obesity exhibited in the UK population and the low levels of walking and cycling, due to lack of the high-quality infrastructure available in many of our European neighbours. In order to address this imbalance, Transform Scotland proposes the following measures:

- i. The development of segregated cycle lanes in the busier routes into city centres in order to allow safe cycling by commuters, shoppers and school children (this is an element of our NPF3 proposal 'Walking & Cycling National Infrastructure')
- ii. The redesign of every town centre street in line with the principles set out in the Scottish Government's *Designing Streets* guidance. (In this, we are happy to support the proposal submitted by Living Streets Scotland on this topic.)
- iii. The funding of public transport improvements to allow commuters viable alternatives to car travel. Projects that would help in this respect could include Glasgow Crossrail and extensions to the current Edinburgh Tram Network (this is an element of our NPF3 proposal "Extension to Edinburgh Tram Network")

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2. Better Links:

Investment is also required to provide more sustainable links between our cities and towns. In some cases road improvements will be appropriate, especially for rural communities removed from rail or other transport networks. In others, taking account of the need to reduce greenhouse gas emissions, investment in bus, rail and ferries will be more appropriate. Transform Scotland proposes the following measures:

- i. The ongoing development of the National Cycle Network to link our major cities and to interface with the cycle networks described in 1(i) above. This will provide a major boost to tourism as well as providing enhanced cycle commuter journey opportunities ((this is another element of our NPF3 proposal 'Cycling & Walking National Infrastructure')
- ii. Ongoing commitment by the Scottish Government to the EGIP programme of electrification and other rail developments to speed up transport links between Edinburgh and Glasgow and intermediate towns.
- iii. A major upgrade to the inter-city rail service between Scotland's cities. Significant reductions in journey times could be achieved by the provision of dual track at selected locations and the reinstatement of a direct link between the Forth Rail Bridge and Perth by way of Kinross and Glenfarg (this is our NPF3 proposal 'Inter-City Express Rail')
- iv. Investment in our ferry ports that serve the islands off the coast of Scotland. These provide essential links for residents, commerce and tourists, and require ongoing development to ensure they are fit for purpose.
- v. Transform Scotland also supports the Rail Freight Group's NPF3 proposal ('Strategic freight connectivity of Scotland's inter-urban rail network') to allow enhanced freight movement throughout Scotland and reduce the volume of HGVs on roads and, as consequences, reduce greenhouse gas emissions and congestion on busier roads.

The aim of these combined proposals is the development of a greener Scotland with less traffic, both domestic and freight, on our roads as a result of modal shifts from car to public transport and walking/cycling, and more freight moving long distances by rail.

This will not only deliver benefits in terms of a healthier, more active, and fitter population but will also bring about more people-friendly cities with enhanced surroundings and more people on the move by active means rather than by private car.

The adverse impacts of climate change due to increasing greenhouse gases in the atmosphere are becoming more obvious by the year and the sooner Scotland moves to a less car dependent society that utilises more sustainable energy sources the better.

Your sincerely,



Colin Howden
Director, Transform Scotland

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