



Heading in the Right Direction?

How do the party manifestos for the 2011 Scottish Parliament elections fare on sustainable transport?

1 Introduction

Over the past couple of years, we have presented our views on sustainable transport to the five parties in the Scottish Parliament, often in cooperation with other organisations. The table, overleaf, documents to what degree the parties have, in their manifestos, met the key points we put to them. The final part of this paper documents some other interesting items to emerge from the parties' manifestos.

2 Our demands

Active Travel: 10% transport expenditure on walking & cycling

We campaigned, in alliance with a number of other interested groups, for a greater share of transport expenditure to be invested in walking and cycling. Specifically, we called for 10% of all transport investment to go into active travel (in line with the recommendations of the [Association of Directors of Public Health](#)).

Smartcard: Introduce national transport smartcard

We presented our case in person to all the parties, calling for them to implement a national transport smartcard along the lines of London's Oyster Card. This would build on the trial projects being held on the Edinburgh-Glasgow rail line and in the Strathclyde region; a national transport smartcard for all Scots would make better use of the smartcard readers already installed in all buses in Scotland.

Freight on rail: Increase Freight Facilities Grants

We worked with the Rail Freight Group to call for parties to increase the Freight Facilities Grants (FFGs) programme. This follows the [successful campaign to re-instate FFGs](#) in the Government's budget for 2011-12.

Stop road-building: Cut the multi-billion pound roads programme

We worked as part of Stop Climate Chaos Scotland to promote [its manifesto demand](#) that "Government should commit to a sustained movement of funding away from roads in order to ensure better alignment between climate change targets and transport policy."

3 The parties' manifestos

3.1 The manifestos we looked at were as follows:

- Scottish Conservatives <<http://www.scottishconservatives.com/downloads/scottish-conservative-manifesto-2011.pdf>>.
- Scottish Green Party <<http://scot.gr/w/GreenHolyrood2011.pdf>>.
- Scottish Labour <<http://www.scottishlabour.org.uk/uploads/84613091-e7ae-5ce4-7dff-39f1789cf681.pdf>>.
- Scottish Liberal Democrats <<http://www.scotlibdems.org.uk/files/SLD2011manifesto.pdf>>.
- Scottish National Party <http://votesnp.com/campaigns/SNP_Manifesto_2011_lowRes.pdf>.

3.2 See overleaf for a summary of how the main five political parties responded to our demands.

	Active Travel: 10% transport expenditure on walking & cycling	Smartcard: Introduce national transport smartcard	Freight on rail: Increase Freight Facilities Grants	Stop road-building: Cut the multi-billion pound roads programme
Scottish Conservatives	Manifesto makes no mention of active travel.	Manifesto makes no mention of transport ticketing.	Manifesto makes no mention of freight.	Manifesto promotes continuation of roads programme. Promotes Second Forth Road Bridge and Aberdeen western bypass.
Scottish Green Party	"We'll ensure that by the end of the next Parliament active travel will receive at least 10% of the transport budget; walking and cycling must be a particular priority for school transport."	Manifesto makes no mention of transport ticketing.	"We'll provide more flexible support for rail freight, recognising that many companies want to transfer to rail but face a barrier given the capital investment needed."	Manifesto calls for fixing of Forth Road Bridge & scrapping of Second Forth Road Bridge proposal; scrapping of Aberdeen western bypass; and a review of other road projects.
Scottish Labour	"[W]e will ensure that active travel receives a higher proportion of the overall transport budget."	"We will seek to progress the expansion of through- ticketing in Scotland."	"[We] will support the Freight Facilities Grant to encourage the transfer of freight from road to rail. We will also look at what can be done to make better use of inland waterways"	Manifesto promotes continuation of roads programme. Promotes Second Forth Road Bridge and Aberdeen western bypass, amongst other road projects.
Scottish Liberal Democrats	"We will [i]ncrease the proportion of the transport budget spent on sustainable and active travel measures"	"We will [d]evelop a Scotland-wide public transport smart card, covering a range of operators, routes and fare structures, to improve the convenience of using public transport."	"We will [m]aintain a flexible Freight Facilities Grant scheme as part of efforts to promote rail freight as an alternative to road haulage."	Manifesto promotes continuation of roads programme. Promotes Second Forth Road Bridge, Aberdeen western bypass, and A9 dualling, amongst other road projects.
Scottish National Party	"[The Future Transport Fund] will see [...] £50 million invested in new projects across the country designed to deliver improved connectivity and innovation in transport. This part of the fund will focus on modal shift to help more Scots move to low-carbon and active travel options."	"Our plans will ... include progress on a new integrated ticketing system for Scotland"	Manifesto makes no mention of freight.	Manifesto promotes continuation of roads programme. Promotes Second Forth Road Bridge, Aberdeen western bypass, and A9 dualling, amongst other road projects The manifesto does however state that they "will continue to increase the proportion of transport spending that goes on low-carbon, active and sustainable travel. "

4 Some other interesting points from the parties' manifestos

4.1 Public transport

The Greens have proposed an extra £75m a year revenue support to reduce fares, while the Lib Dems say they will put in place a 'Fairer Fares Charter'.

Labour say they will improve the existing Scottish Green Bus Fund, while the Lib Dems promise a restored, targeted version of the Bus Route Development Fund.

Labour and the SNP say they will support the modernisation of the Glasgow Subway. The Greens say that the Glasgow Subway and the Edinburgh tram project have missed out on funding because of government's focus on roads — but only the Conservatives *actively* mention the Edinburgh trams, stating that they will provide no further government funding.

All parties promote further investment in various railway projects. The Conservatives, Labour and SNP commit to taking forward the Edinburgh-Glasgow Improvement Programme (EGIP), while the Lib Dems and SNP re-commit support for the Borders Railway. The SNP promise "faster and more-frequent connections between Inverness and Aberdeen, and between these cities and the central belt" and "electrification of the central Scotland rail network".

The Lib Dems and Conservatives say they will continue ferry services, while the SNP commit to increased funding for services. However, the Conservatives suggest breaking up CalMac into smaller tenders.

4.2 Aviation

Labour say they will set up an 'Air Route Marketing Fund' to support new air routes to Scotland, while the Lib Dems say they will "Explore further steps to build on the success of the Air Route Development programme". On the other hand, the Greens says they will oppose the reintroduction of any new aviation subsidies. The Greens also commit to ending Scottish Government use of aviation for domestic, mainland trips.

4.3 Other issues

The Lib Dems are the only party to specifically commit to increased Smarter Choices (such as car clubs, teleworking, and travel plans) — although the Greens flag up travel planning as "one of the best value ways of reducing demand for road travel."

If we set aside the SNP's commitment to "keep our bridges toll free", the Greens are the only party to refer to road traffic demand management, proposing investment in (unspecified) "demand management strategies".

The only party to focus on transport governance is the Conservatives, who say they would abolish the Regional Transport Partnerships, except from SPT (which would revert to its prior functions). The Conservatives also commit to a revised Strategic Transport Projects Review (STPR), but simultaneously commit to retaining all the projects in the existing STPR.

Finally, the Greens commit to a review of the Scottish Transport Appraisal Guidance (STAG), in order that "ensure environmental, social and economic costs and benefits are fully reflected in Government investment."

Transform Scotland is the national sustainable transport alliance, campaigning for a more sustainable and socially-just transport system. Our membership includes bus, rail and shipping operators; local authorities; national environment and conservation groups; consultancies; and local transport campaigns. Transform Scotland Limited is a registered Scottish charity (SC041516).

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