Everyone's Environment Scotland policy reviews

The Everyone's Environment programme is a collaboration of over 80 social and environmental charities to accelerate action on the social impacts of the environmental crises.

As part of the programme, the Environmental Rights Centre for Scotland was commissioned to produce policy reviews on access to green and blue spaces, transport, renewables, housing and green jobs in Scotland between September and November 2024.

#2 Access to accessible, affordable and clean transport

Clean transport in Scotland

The Scottish Government's policymaking on sustainable transport is underpinned by the Sustainable Travel Hierarchy. Active travel (walking, wheeling and cycling) is prioritised by this hierarchy as the preferred option for most travel. Public transport is promoted over individual transport which is included at the bottom of the hierarchy for those journeys that cannot be made by other means – for example, because of accessibility needs.[1] This paper will review policy options for accessible, affordable, and clean transport within these categories.

Priority groups & cross-policy priorities

Priority groups: These are noted if the policy mentions these groups in a significant way:

1. Young people
2. Minority ethnic communities
3. Disabled people and older people

Cross-policy priorities: These are noted if the policy mentions these aspects in a significant way:

1. Active involvement from priority groups in policy development and implementation
2. A rights-based/ fairness approach to policies
3. Accessible information
4. Greater action at the devolved level

What are the parties proposing?

The proposals from parties other than the Scottish National Party who set government policy have been taken from party manifestos for the 2021 Scottish Parliament election. Party manifestos for the 2026 election are currently being developed.

- Scottish National Party: References provided to current government policies.
- Scottish Labour: National Recovery Plan[2]
- Scottish Greens: Our Common Future[3]
- Scottish Liberal Democrats: Put Recovery First[4]

Expand active travel options

Expand active travel options			
Party	**Policy**	**Priority groups**	**Cross-policy priorities**

Scottish National Party (SNP)	**National Performance Indicators:**
	
	- *Health:* Journeys by active travel.
	- The proportion of short journeys made by adults (16+) that are made by walking or cycling.[5]
	
	Active Travel Framework,[6] pulls together policies to improve uptake of walking, wheeling and cycling.
	
	Promote walking:
	
	- The National Walking Strategy,[7] measures to make it easier and more attractive for people of all ages and abilities to walk (Annex B):
	
	    o Walking recommended through health services, Community Walking Programmes
	    o Explore developing and implementing a footway condition survey to complement the Scottish Road Condition Maintenance Survey.
	
	Promote cycling:
	
	- **Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030** (draft)(pp.14-15):[8]
	
	    o A comprehensive cycle training offer for all life stages.
	    o Develop a long-term communication plan that represents cycling as
		1 3	2 3 4

something that anyone can do, including with assistance/adaption.

- o Create a network blueprint for Scotland so everyone can see cycling infrastructure.

- o Promote the new Highway Code and implement requirements for cycle training (p.19).

- Provide a free bike for all children of school age who cannot afford one.[9]

- Review funding criteria for cycling projects to ensure that fair access is appropriately weighted and improving accessibility is given an appropriate level of priority.[10]

Expand active travel networks:

- The National Walking Strategy,[11] measures to create better walking environments, delivered through Paths for All (Annex B):[12]

  - o The Town Centre Action Plan should be monitored for delivery opportunities linked to walking.

  - o Increase easy grade paths across the public estates.

  - o Improve agriculture and forestry grant aid schemes to assist land managers to provide better public access.

- Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030 (draft)(p.12):[13]

  - o Work with local authorities to create active travel strategies to prioritise investment in the creation of a dense, coherent network of connected cycling infrastructure in every town that is segregated from traffic and integrated with public transport.

- Increase the active travel budget to £320 million or 10% of the transport budget, whichever is greater, by 2024-25.

- Local authorities required to produce active travel strategies for each local authority area, setting out plans to improve active travel networks and facilities to 2030. (p.14).

  - [Active Travel Strategy Guidance](), not binding but sets out guidance for local authorities to produce their strategies, and recommends that they carry out an Equality Impact Assessment to shape engagement and proposed interventions (p.6).[14]

- Active travel connections between towns and villages, implement a long-distance active travel network. [15]

- [Infrastructure Investment Plan]() (p.34):[16]

  - £50 million to support 'Active Freeways' – high quality arterial active travel routes.

- [National Planning Framework 4]():[17]

  - Policy 13 (p.57):

    - Proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported.

    - Proposals to adhere to the sustainable travel and investment hierarchies

  - Policy 15 (p.61):

	▪ Place Principle, create connected and compact 20-minute neighbourhoods. **Improve road safety:**
	
	 • [Scotland's Road Safety Framework to 2030](#), measures and targets to reduce pedestrian and cyclist casualties (pp.36-41): [18]
	
	    ○ Increase safety of the transport system and meet casualty reduction targets
	    ○ National Speed Management Review
	    ○ A national Road Safety Improvement Fund
	    ○ Public awareness raising activities, like road safety awareness week.
	    ○ Reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation.
	    ○ [National Strategy for 20mph](#)[19]
	
	 • [Draft guidance on inclusive design for town centres and busy streets](#)[20]
	
	 [Smarter Choices Smarter Places](#) scheme, provides funding for projects that support active travel or travel via public transport.[21]		

Scottish Labour	**Active Travel Plan** with enforceable targets for cycling and walking levels, survey the condition and funding of maintenance of the path network (p.41). • Increase active travel spending to 10% of transport budget. • Plan for 20-minute neighbourhoods, including assessing and developing safe cycling routes. • Traffic-free greenways connecting key rural communities separated by short distances of less than 10 miles (p.106).	-	4

	Feasibility studies to **establish a network of mobility hubs** across Scotland to assist in promoting active and green travel (p.85). **All residential urban areas made into low traffic neighbourhoods,** reducing speeds and volumes of traffic while maintaining local access for those who need it (p.41) • Consult on changing the default speed limit on restricted roads to 20 mph.		
Scottish Greens	**Support 15-minute neighbourhoods and increase active travel connections** (p.20): • Make 15-minute neighbourhoods a key principle in Scotland's Planning Policy Framework. • A reinvigorated national cycling and wheeling network, including active highways through rural areas to link towns and cities, with a rich network of well-planned urban cycling and walking routes. • All new buses and trains to be designed to carry bikes. **Increase inclusivity of active travel** (p.20)**:** • A town and city centre green transformation fund to re-orient these places towards pedestrians, cyclists and vulnerable road users including children, the elderly and disabled people. • Inclusive design standards for active travel infrastructure. **Improve safety of active travel (**p.20): • Safe to School programme, every child who lives within two miles of school is able to safely walk or wheel there, and that those who live further away have access to a school bus. • Close the loopholes in the pavement parking ban.	1 3	2 4

Party	Policy	Priority groups	Cross-policy priorities
	• A 20mph default speed limit in built-up areas. • An online police reporting system where anyone can upload camera footage of dangerous driving. • Increase charges for private vehicles to disincentivise driving for largest and most polluting vehicles (p.21).		
Scottish Liberal Democrats	**Expand active travel infrastructure** (p.27): • Town planning processes to make sure roads have separate spaces for cyclists, walkers and motorists. • Double budget spent on active travel, bring forward the £50 million programme for Active Freeway routes from town centres to outlying neighbourhoods. • Support cycling through a new challenge fund to help install showers and changing rooms in workplaces or community facilities. **Improve road safety:** • Reduce congestion and pollution on roads by getting more freight onto railways (p.28). • Implement the pavement parking ban (p.50). **Increase financial support for households to buy or use e-bikes** (p.29).	--	4

Increase cleaner public transport options

Increase cleaner public transport options			
Party	**Policy**	**Priority groups**	**Cross-policy priorities**
Scottish National Party (SNP)	**National Performance Indicators:** • *Human rights:* Quality of public services • Satisfaction is measured in relation to health services, public transport, and schools.[22]	1 2 3	1 2 3 4

Address financial barriers to public transport:

- [Young Persons' (Under 22s) Free Bus Travel](#) [23]

- [Free bus travel for those over 60 or who have a disability](#) [24]

- [Eligible islands residents](#) who have a National Entitlement Card can get two free return ferry journeys to the mainland each year.[25]

- Discounts on tram, train, subway with the National Entitlement Card.[26]

[Scotland's Accessible Travel Framework](#) [27]

- [Mobility and Access Committee for Scotland](#), advise Scottish Ministers on the needs of disabled people in transport policy.[28]

- [Traveline Scotland](#), provide up-to-date, accurate, impartial and understandable information on all public transport services within Scotland.[29]

- [Thistle Assistance Card](#),[30] to communicate assistance needs when using public transport.

- [Accessible Travel Hub](#): information, articles and guidance about accessible travel in Scotland.[31]

- Developing principles and charters for travel accessibility across modes (p.52).

- Developing national guidance and good practice on accessible travel issues, including taxi accessibility and ticket standards (p.53).

- Improving availability of accessible information, standardise, evaluate and make mandatory delivery of disability equality training across all transport bodies (pp.54-55).

- Co-production of transport policy, sharing experiences, feedback, knowledge and learning (pp.56-57).

Decarbonising transport (p.50):[32]

- Decarbonise Scotland's passenger railways by 2035.

Transport (Scotland) Act 2019:[33]

- Allows local transport authorities to run their own bus services and improve local public transport

Infrastructure Investment Plan (p.34):[34]

- £120 million to support the transition to zero-emission buses.

- £495 million investment in improved bus priority infrastructure

- Over £3.8 billion in the operation, maintenance and sustainable renewal of a high performing rail network for passengers and freight.

National Planning Framework 4:[35]

- Policy 13 (p.57): Proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported. Proposals to adhere to the sustainable travel and investment hierarchies.

Smarter Choices Smarter Places scheme, provides funding for projects that support active travel or travel via public transport.[36]

Islands Connectivity Plan in consultation.[37]

Tackle hate crime on public transport:

- Scottish Government with Disability Equality Scotland and Police Scotland and the British Transport Police will support roll-out of Hate Crime Charter training for transport operators.[38]

Plugged-in communities grant fund, finance to replace a community transport vehicle with a zero-emission alternative.[39]

Scottish Labour	**Increase public ownership of public transport:** • All rail services, including the Caledonian Sleeper (p.40). • Enact the Transport Act, enabling our bus services to go back into public hands with start-up resources for councils to run them (p.41). **Lower public transport ticket costs** (p.41)**:** • Free bus travel to under 25s, with a long-term goal of working towards universal free bus travel. • Deliver an affordable, integrated public transport system with a smart ticket system. • Free ferry travel for under 25s (p.43). • Give every young person a Summer Comeback Pass to provide free access to transport (p.19). Feasibility studies to **establish a network of mobility hubs** across Scotland to assist in promoting active and green travel (p.85). Promote the manufacture and the widespread introduction of **accessible low-emission buses** (p.41). **Expand rail services** (p.41): • Review branch rail network, increase rail connectivity between our smaller towns and villages by reopening stations and restoring neglected services. • Make train journeys between the seven cities faster than going by car.	1	2 3
Scottish Greens	**Rail for All investment programme**, £22bn invested over 20 years into building a zero carbon railway network that is affordable and accessible (p.19). **Frequent flyer levy** to subsidise public transport, with one flight allowed per year without the levy (p.13). **Introduce more schemes to lower ticket costs** (p.19):	1 3	2

	• A new Scottish Railcard for everyone, extend lifetime of railcards to three years and reduce initial cost. • Free bus travel for everyone aged 21 and under across Scotland, increase this to everyone aged 26 and under. • Free ferry travel for children and young people. **Increase public ownership of public transport** (p.21): • Merge ScotRail and Network Rail (Scotland). • Support Local Government to establish locally-owned bus companies. • Bring ferry routes currently serviced by private operators into public ownership. **Decarbonise public transport:** • A funded strategy with bus manufacturers an operators to electrify the fleet, end public support for new buses that are not fully electric from 2022 (p.21). • Develop a funded long-term green fleet replacement strategy to ensure all services throughout Scotland benefit from reliable, efficient and zero carbon ferries (p.21). **Expand ferry connections** (p.26): • Ensure Council-owned and operated ferries receive sufficient annual resources • Maintain current fixed links that connect island communities and explore new funding and locations for new lifeline links elsewhere.		
Scottish Liberal Democrats	**Decentralise oversight of public transport**, to increase efficiency and equality (p.29): • Every part of Scotland to have locally controlled oversight of transport. • Local communities to control the routes and timetables for bus services.	-	2 4

<table><tr><td>• Regional transport partnerships to integrate all forms of transport locally and innovate on bridging the gap between taxes and buses. **Integrate ticketing across public transport** by creating single through-tickets across buses, trains and ferries. Extend this to hired bikes and car clubs by developing existing smart zones (p.28). **Expand rail connections** by opening railway lines and re-open new stations on existing railway lines (p.28). **Decarbonise public transport** (p.28): • Phase out fossil fuels in the train network. • Move away from fossil fuels for ground transportation and for ferries, supporting a transformation to hydrogen and battery power in remote and highland areas, with electric power in other areas.</td></tr></table>

Reduce and decarbonise individual transport

Reduce and decarbonise individual transport			
Party	**Policy**	**Priority groups**	**Cross-policy priorities**
Scottish National Party (SNP)	**20% reduction in car km by 2030**[40] **National Performance Indicator**: • *Environment*: Carbon Footprint • Scotland's carbon footprint expressed in million tonnes of carbon dioxide equivalent.[41] **Decarbonising transport** (p.50):[42] ○ No new petrol and diesel light commercial vehicles by 2025, new petrol and diesel cars and vans by 2032 **Financial support:** ○ Used Electric Vehicle Loan to help purchase second-hand EVs.[43]	-	3 4

	o Domestic charge point funding, to support the installation of a charge point for an electric vehicle.[44] o Low emission zone support fund for households within a 20km radius of the low emission zones, up to £3,000 towards the safe disposal of non-compliant vehicles.[45] o Factored development charge point funding, available to property managers in Scotland, providing up to 25% of the cost to install communal charging infrastructure for EVs.[46] o Switched on taxis loan, interest free loan to help purchases of ultra low emission taxis.[47] **Transport (Scotland) Act 2019:[48]** o Enable the creation and civil enforcement of Low Emission Zones, which limit access for most polluting vehicles to certain roads and areas of cities. o Scotland currently has four Low Emission Zones: in Aberdeen, Dundee, Edinburgh and Glasgow.[49]		
Scottish Labour	**All residential urban areas made into low traffic neighbourhoods,** reducing speeds and volumes of traffic while maintaining local access for those who need it (p.41) **Extend electric vehicle support** (p.42): • Accelerate the creation of charging points, including in less well-served areas and for owners who do not have access to a residential charger. • Expand car clubs. **Review legislation on taxis** (p.43): • Review legislations governing taxi and private hire services to keep pace with technological change.	3	2

	• New legislation to guarantee safety and accessibility of taxi and private hire services. **Interest-free government loans for more low and middle income households to buy electric cars** (p.23).		
Scottish Greens	**Support uptake of electric vehicles** (p.26): • Ban the sale of new petrol and diesel cars from 2026. • Expand the Switched On towns and cities challenge fund to at least 50 towns and cities by 2025.	-	-
Scottish Liberal Democrats	**Target to make all city and town centres vehicle-emissions free by 2030** (p.29). **Support uptake of electric vehicles** (p.27): • Make it easier to integrate chargers into streetlights or other street furniture, require new developments to include charging points. • Support car clubs for EVs. • Address poor condition of roads, supporting core connectivity (p.29). **Increase financial support for households to buy or use electric transport** (p.29).	-	-

What policy solutions are being suggested by charities/ academics/ think tanks?

Expand active travel options

Living Streets (pp.16 & 20):[50]

- Disabled people should be among those involved in the early design stages of new active travel infrastructure.

- A 20mph speed limit.

- More detailed surveys that provide local coverage and greater differentiation by different demographic characteristics, including by age and disability, are needed to better understand and address inequalities in walking.

Cycling Scotland:

- Financial support for community-based initiatives that promote bike maintenance and repair.[51]

Sustrans:

- Public cycle hire schemes developed in partnership with the local transport authority as part of an integrated public transport offer. [52]

- People should have access to a public transport stop or station with a regular and affordable service within a reasonable distance of their home, or 400m in urban areas. Stops and stations should be accessible, safe and attractive for people walking, wheeling and cycling. [53]

- All users should be entitled to secure, weather-protected cycle storage at all train stations and bus interchanges, including for adapted cycles and tandems. [54]

Increase cleaner public transport options

Poverty Alliance:

- [Briefing on the Fair Fares Review](#) (p.2):[55]

  - Expand concessionary travel to under 25s, people in receipt of low-income and disability benefits, and unpaid carers.

  - Integrate transport systems and expand concessionary travel to include all modes of transport including rail, ferry and tram.

  - Ensure that local authority funding enables the design of public transport services and routes which meet the needs of local people.

  - The participation of people living on low incomes in public transport reform is imperative.

  - Address lack of safety on public transport for women and girls, disabled people, and Black and minority ethnic people.

  - Free bus travel for asylum seekers.[56]

Institute for Public Policy Research Scotland (pp. 32-33): [57]

- Local authorities, Transport Scotland and regional transport authorities should receive adequate funding to carry out meaningful public engagement.

- A fare cap on bus travel and extend concessionary fares to those in receipt of universal credit and equivalent means-tested benefits.

- Local authorities and local transport authorities must be provided with adequate funding. This funding should cover bus services, including the actions outlined in the 'Fair Fares Review' to address rising costs.

Public Health Scotland (PHS):[58]

- Promote greater dialogue between service providers – including the NHS – and the transport sector so everyone can reach the services they need in a timely manner and have access to adequate facilities, such as bike storage, to support the use of sustainable transport options.

- Adopt PHS's definition of transport poverty and model with indicators, develop indicators for each of the five dimensions of transport poverty.

Community Transport Association (p.26):[59]

- Community Transport services should be integrated into Scotland's public transport network.

- Local charities, community groups and social enterprises require further technical advice and tailored support to help them to not only decarbonise their transport services, but to also develop holistic net zero plans.

Addleshaw Goddard (p.4):[60]

- Increase connectivity between different modes of transportation.

- Review the taxation regime to benefit public transport and active modes of transport including walking and cycling.

Common Weal:[61]

- Create a National Transport Company to plan the transition to carbon-free travel

- Replace or retrofit existing public transport to be zero-carbon

- Commission more hydrogen ferries

Reform Scotland:[62]

- Set up a Scottish Rail Infrastructure Commission to assess the economic, environmental and social case for improving Scotland's rail infrastructure.

Reduce and decarbonise individual transport

Public Health Scotland:[63]

- Car use must be disincentivised, but policies should maintain access for people with needs that cannot be met without the use of a car.

Joseph Rowantree Foundation:[64]

- Smaller ethnic minority communities in rural locations risk being doubly disadvantaged by lack of inclusion in policy and higher cost of transport when travelling longer distances, need for a targeted intervention.

Possible:

- A social leasing scheme for rural care workers to access electric vehicles.[65]

Institute for Public Policy Research Scotland (p.32): [66]

- Develop EV-charging infrastructure roll-out to help those who cannot reduce their car use to access EVs, facilitated through financial resources to support rural communities.

- Interventions to reduce car use in rural areas should avoid punitive measures, and focus instead on increasing connectivity.

Reform Scotland:

- Pay-as-you-drive road pricing, the cost of using each road would depend on a number of factors, including the time of day and congestion levels, and type of vehicle (cleaner cars paying less).[67]

Common Weal:[68]

- Use better planning to reduce the need for car journeys

- Begin installing charging and refueling infrastructure for zero-carbon vehicles

Friends of the Earth Scotland:[69]

- Legislate for an end date for the sale of fossil fuel vehicles in Scotland of 2030, backed up by supporting measures.

- Increase the active travel budget year-on-year, while reducing spend on new roads.

WWF Scotland: [70]

- Set out a plan to phase out petrol and diesel vehicles, continue the development of a comprehensive electric charging network.

Research papers:

- Provide equitably accessible charging infrastructure, reduce the need for car ownership and enhance infrastructure and services for alternative modes to private cars. EV charging facilities distribution to encourage active travel or public transport use, invest in a nationwide MaaS programme.[71]

[1] Transport Scotland (2020) National Transport Strategy 2: 43

[2] Scottish Labour (2021) Scottish Labour's National Recovery Plan

[3] Scottish Greens (2021) Our Common Future: Scottish Greens Manifesto 2021

[4] Scottish Liberal Democrats (2021) Put Recovery First

[5] Scottish Government (accessed 23 October 2024) National Performance Framework: Journeys by active travel

[6] Transport Scotland (2020) Active Travel Framework

[7] Scottish Government (2014) The National Walking Strategy

[8] Transport Scotland (2022) Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030, draft for consultation

[9] Transport Scotland (2022) Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030, draft for consultation: 13

[10] Transport Scotland (2022) Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030, draft for consultation:13

[11] Scottish Government (2014) The National Walking Strategy

[12] Paths for All (accessed 23 October 2024)

[13] Transport Scotland (2022) Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030, draft for consultation

[14] Transport Scotland (2023) Active Travel Strategies - guidance for completion

[15] Transport Scotland (2022) STPR2 Final Summary Report: 16

[16] Scottish Government (2021) A NATIONAL MISSION WITH LOCAL IMPACT: Infrastructure Investment Plan for Scotland 2021-22 to 2025-26

[17] Scottish Government (2024) National Planning Framework 4

[18] Transport Scotland (2021) Scotland's Road Safety Framework to 2030

[19] Scottish Government (accessed 23 October 2024) 20 MPH Task Force Group: FOI release

[20] Transport Scotland (2024) Analysis of responses to the public consultation on draft guidance on inclusive design for town centres and busy streets

[21] Paths for All (accessed 23 October 2024) Open Fund

[22] Scottish Government (accessed 23 October 2024) National Performance Framework: Quality of public services

[23] Transport Scotland (accessed 23 October 2024) Young Persons' (Under 22s) Free Bus Travel

[24] Transport Scotland (accessed 23 October 2024) 60+ or disabled

[25] Transport Scotland (accessed 23 October 2024) Ferry vouchers

[26] Transport Scotland (accessed 23 October 2024) Information on other concessionary travel and discounted schemes

[27] Scottish Government (2016) Going Further: Scotland's Accessible Travel Framework

[28] Transport Scotland (accessed 23 October 2024) Mobility and Access Committee for Scotland (MACS)

[29] Traveline Scotland (accessed 23 October 2024)

[30] Thistle Assistance (accessed 23 October 2024)

[31] Accessible Travel Hub (accessed 23 October 2024)

[32] Transport Scotland (2020) National Transport Strategy 2

[33] Transport (Scotland) Act 2019

[34] Scottish Government (2021) A NATIONAL MISSION WITH LOCAL IMPACT: Infrastructure Investment Plan for Scotland 2021-22 to 2025-26

[35] Scottish Government (2024) National Planning Framework 4

[36] Paths for All (accessed 23 October 2024) Open Fund

[37] Transport Scotland (accessed 23 October 2024) Islands Connectivity Plan

[38] Scottish Government (2023) Hate Crime Strategy for Scotland Delivery Plan

[39] Energy Saving Trust (accessed 23 October 2024) Plugged-in communities grant fund

[40] Transport Scotland (2022) A route map to achieve a 20 per cent reduction in car kilometres by 2030

[41] Scottish Government (accessed 23 October 2024) National Performance Framework: Carbon Footprint

[42] Transport Scotland (2020) National Transport Strategy 2

[43] Energy Saving Trust (accessed 23 October 2024) Used electric vehicle loan

[44] Energy Saving Trust (accessed 26 November 2024) Domestic charge point funding

[45] Energy Saving Trust (accessed 26 November 2024) Low emission zone support fund for households

[46] Energy Saving Trust (accessed 26 November 2024) Factored development charge point funding

[47] Energy Saving Trust (accessed 26 November 2024) Switched on taxis loan

[48] Transport (Scotland) Act 2019

[49] Low Emission Zones Scotland (accessed 26 November 2024) About Low Emission Zones

[50] Living Streets (2022) Getting Scotland Walking: the Case for Action

[51] Cycling Scotland (2021) AFFORDABLE ACCESS TO BIKES: RE-USE & CIRCULAR BUSINESS MODELS

[52] Sustrans (accessed 23 October 2024) Our position on public cycle share schemes

[53] Sustrans (accessed 23 October 2024) Our position on public transport

[54] Sustrans (accessed 23 October 2024) Our position on public transport

[55] Poverty Alliance (March 2024) Briefing for Scottish Government Debate: The Future of Public Transport – The Fair Fares Review

[56] Poverty Alliance (October 2024) Briefing – Scottish Parliament Debate on Free Bus Travel for Asylum Seekers

[57] IPPR Scotland (2024) Wheels of change: Promoting fair and green transport in rural Scotland

[58] Public Health Scotland (2024) Transport poverty: a public health issue

[59] Community Transport Association (2024) Act Local: Community Transport, Climate Action and Scotland's Just Transition to Net Zero

[60] Addleshaw Goddard (2020) Transport in Scotland Report

[61] Common Weal (2019) The Common Home Plan: 75

[62] Reform Scotland (2023) Getting on Track

[63] Public Health Scotland (2022) Scottish Government target for 20% reduction in car kilometres by 2030: implications for health and health inequalities

[64] Joseph Rowantree Foundation (2016) POVERTY AND ETHNICITY: KEY MESSAGES FOR SCOTLAND

[65] Possible (2024) Clean Cars for Carers: Enabling rural care workers to switch to electric cars.

[66] IPPR Scotland (2024) Wheels of change: Promoting fair and green transport in rural Scotland

[67] Reform Scotland (2022) Powering Ahead: Decarbonising Scotland's Energy

[68] Common Weal (2019) The Common Home Plan: 75

[69] Friends of the Earth Scotland (2019) Transport in a net-zero future

[70] WWF Scotland (2016) The Energy of Scotland: Heating, moving and powering our lives from now to 2030: 19

[71] Davies, Hart & Galloway (2024) 'Quantifying impacts of sustainable transport interventions in Scotland: A system dynamics approach', *Transportation Research Part D: Transport and Environment*, 113: 104311