

EIR REQUEST – REDACTED DOCUMENTS FOR RELEASE

EIR case reference number: 202300379253

Request: A copy of emails between ministers and advisers over the past six months discussing the commitment to a 20% reduction in car kilometres by 2030.

1. First piece of correspondence 24/04/23-25/04/23

From: [redacted]@gov.scot **On Behalf Of** Minister for Transport

Sent: 24 April 2023 18:16

To: [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot

Cc: Minister for Transport <MinisterforT@gov.scot>; Chief Executive Transport Scotland <ceo@transport.gov.scot>; Leanne Dobson <Leanne.Dobson@gov.scot>; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot

Subject: Urgent - Topical Question - Car Kilometres Reduction

Importance: High

Hi all,

Please see attached topical questions for tomorrow, which includes:

1. **Brian Whittle:** To ask the Scottish Government what its response is to a recent report by Friends of the Earth Scotland, which suggests that additional investment is required in public transport if the Scottish Government is to meet its target of reducing car kilometres by 20% by 2030. **(S6T-01336)**

Please could an answer and briefing pack including a BG note, top lines, and Q&A be sent to PO for 0930 tomorrow.

Grateful for confirmation this has been picked up please.

Thanks,

[redacted] | Private Secretary to the Minister for Transport
The Scottish Government | St Andrew's House, Edinburgh, EH1 3DG
MinisterforT@gov.scot | [redacted]

All e-mails and attachments sent by a Ministerial Private Office to any other official on behalf of a Minister relating to a decision, request or comment made by a Minister, or a note of a Ministerial meeting, must be filed appropriately by the recipient. Private Offices do not keep official records of such e-mails or attachments.

Scottish Ministers, Special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See www.lobbying.scot

From: [redacted]@transport.gov.scot

Sent: 25 April 2023 10:32

To: Minister for Transport <MinisterforT@gov.scot>
Cc: [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot
; [redacted]@transport.gov.scot ; Leanne Dobson <Leanne.Dobson@gov.scot>;
[redacted]@transport.gov.scot; [redacted]@transport.gov.scot;
[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot
; Leanne Dobson <Leanne.Dobson@gov.scot>; Chief Executive Transport Scotland
<ceo@transport.gov.scot>
Subject: RE: Urgent - Topical Question - Car Kilometres Reduction

Private Office,

Please find below proposed text to the Supp for PQ [S6T-01336](#)
It has been sent to SpAd, but response outstanding.

Many thanks

[redacted]

[redacted]

["PQ S6T-01336" included a link to the proposed response to Brian's initial question along with a background note. The response to parliamentary question can be found here: [Written question and answer: S6T-01336 | Scottish Parliament Website](#)]

[Extract of relevant info from background note]:

"On 24 April 2023 Friends of the Earth Scotland published their report called 'On the Move: Investing in public transport to meet carbon targets and create jobs': it found that 22,000 jobs could be directly created in Scotland by investing in public transport, plus hundreds of thousands more indirectly in areas like manufacturing and infrastructure construction.

The report outlines the additional investment needed from the Scottish and UK Governments to increase public transport passenger numbers to reduce climate emissions.

It estimates that an additional £1.6bn investment is needed per year to meet the Scottish Government's target of reducing car traffic by 20%, and highlights the economic and social benefits this will bring. The report also states:

- Scotland needs to move around 6 billion passenger kilometres per year travelled by car to public transport (and walking and cycling) by 2030 to meet its carbon targets.
- This will require an 80% increase in distance travelled by bus and tram and a more than doubling (110%) of rail passenger km in Scotland by 2030.
- Shifting journeys to public transport can reduce greenhouse emissions in Scotland by around 1.2 million tonnes by 2030.
- To achieve traffic reduction, it's essential that measures are brought in to discourage car travel such as a national system of road pricing.
- The public transport infrastructure projects planned in the Scottish Government's Strategic Transport Projects Review 2 (STPR2) need to be completed by 2030, much sooner than currently scheduled, to meet this target.

Transport Scotland agrees with most of the above bullet points except the final one on STPR because the actual report states the following: "Most of these [STPR] schemes are at a very early stage, so do not have any estimates of associated passenger uplift.

However, we assume that the public transport schemes recommended will deliver a step change in passenger capacity, provided that these schemes are delivered by 2035 at the latest (and the majority delivered in full or part by 2030). Under the current STPR2 schedule, some of these projects (e.g. the Clyde Metro) are assumed to take 30 years or so to be fully delivered but phase could be operational earlier. Due to the early development stages of all the mass transit schemes in STPR2, it is too premature to say the level of patronage and modal shift we expect, hence how these schemes will directly contribute to reducing car km and by when. Nonetheless we agree substantial and transformative infrastructure investment, particularly in our most populated areas, is a necessary part of measures to reduce car use.

This position was reflected in the following TS response to media query on the Report: “We recognise that reaching our target of a 20% reduction in car km by 2030 will require a broad combination of interventions, including infrastructure, incentives and disincentives, taking into account the needs of people in rural areas and people on low incomes to help ensure a just transition to net-zero. We commissioned research on equitable options for car demand management, including pricing to help inform the development of our own policy measures. Using the research findings, we will work with local and regional partners to develop a demand management framework by 2025.”

“This will of course require additional expenditure, but it is worth noting that the report’s estimate of £1.6 billion a year by 2030 in additional operating costs does not take into account additional revenue or operational efficiencies from further investment.

“In terms of capital investment, our current capital budget is over £1.8 billion per year and, as highlighted by the report, the Scottish Government has an up-to-date pipeline of projects from the Strategic Transport Projects Review 2 that will form the basis of our investment decisions over the next 20 years. We will lay out our detailed plans for the delivery of STPR2 later in the year.”

TOP LINES ON CAR KM REDUCTION

The scale of the climate challenge means that we need to take forward a broad combination of interventions including infrastructure, incentives and regulatory actions.

- Our draft route map (13 Jan) sets out how we will reduce car kilometres by 20% by 2030 – a truly world-leading commitment, demonstrating our level of ambition in meeting Scotland’s statutory targets.
- Transport Scotland is currently working with local authority partners to prepare a final version of the route map for publication in the coming months.
- The route map includes system-level interventions that will support people at the individual level to reduce car use, such as free bus for under 22s, increased investment in bus, rail and active travel and Local Living and 20 minute neighbourhoods.
- The route map is framed around four key sustainable travel behaviours for people to consider when planning a journey: reducing the need to travel; living well locally; switching modes to walk, wheel, cycle or public transport where feasible; and combining trips or sharing journeys with another person if car use remains the only feasible option.
- We commissioned research on equitable options for car demand management, including pricing to help inform the development of our own policy measures [redacted]. Using the research findings, we will work with local and regional partners to develop a demand management framework by 2025

- We must take into account the needs of all of Scotland, including people on low incomes, people and businesses within rural areas, to help ensure a Just Transition to net-zero.
- A key interdependency of the Scottish Government's approach to demand management and car use dis-incentivisation is the position of the UK Government on the future of motoring taxes.
- The most direct levers on the cost of buying or running a petrol or diesel car – fuel duty and vehicle excise duty – are reserved to the UK Government, who acknowledged in their Net Zero Review that revenues from existing motoring taxes will decline sharply this decade as we transition away from fossil fuels and the taxes based on them. However the UK Government has so far consistently failed to set out how they will address this.
- The development and publication of the demand management framework by 2025 does not, however, preclude earlier action. Existing legislation provides a suite of options for local authorities to implement according to their local needs and circumstances and Transport Scotland will continue to work with local and regional partners as part of its collaborative approach.”

From: [redacted]@gov.scot **On Behalf Of** Minister for Transport

Sent: 25 April 2023 10:49

To: [redacted]@transport.gov.scot; Minister for Transport <MinisterforT@gov.scot>; Leanne Dobson <Leanne.Dobson@gov.scot>

Cc: [redacted]@transport.gov.scot; [redacted]@transport.gov.scot ;

[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;

[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;

[redacted]@transport.gov.scot ; Leanne Dobson <Leanne.Dobson@gov.scot>; Chief

Executive Transport Scotland <ceo@transport.gov.scot>

Subject: RE: Urgent - Topical Question - Car Kilometres Reduction

Thanks [redacted].

Leanne – grateful to know if you are content?

Thanks,

[redacted] | Private Secretary to the Minister for Transport
 The Scottish Government | St Andrew's House, Edinburgh, EH1 3DG
MinisterforT@gov.scot | [redacted]

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From: Leanne Dobson <Leanne.Dobson@gov.scot>

Sent: 25 April 2023 11:02

To: Minister for Transport <MinisterforT@gov.scot>; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot

Cc: [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;

[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot

; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot

; Callum McCaig <Callum.Mccaig@gov.scot>; Deputy Director Infrastructure and Investment <DeputyDirectorInfrastructureAndInvestment@gov.scot>; [redacted]@gov.scot ; [redacted]@gov.scot ; [redacted]@gov.scot ; [redacted]@gov.scot >; Chief Executive Transport Scotland <ceo@transport.gov.scot>
Subject: RE: Urgent - Topical Question - Car Kilometres Reduction

Looks fine, thanks.

2. Second piece of correspondence 05/05/23

From: [redacted]@transport.gov.scot
Sent: 05 May 2023 16:08
To: Transport Scotland Ministerial Submissions List [redacted]@gov.scot
Cc: [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; [redacted]@gov.scot ; [redacted]@gov.scot ; [redacted]@gov.scot ; Leanne Dobson <Leanne.Dobson@gov.scot>
Subject: All Energy Event Briefing and Opening Remarks

[redacted],

Please see attached briefing pack and speaking note for the Minister for Transport's attendance at the All Energy conference on 10 May.

SpAds have been unable to comment given wider pressures.

There's a couple of updates will follow next week including map and car parking details, and briefing on Shell. Apologies we have not been able to do that by this deadline.

[redacted]

www.transport.gov.scot/missionzero

From: Leanne Dobson <Leanne.Dobson@gov.scot>
Sent: Monday, May 8, 2023 8:54 PM
To: [redacted]@transport.gov.scot ; Transport Scotland Ministerial Submissions List [redacted]@gov.scot
Cc: [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; [redacted]@gov.scot ; [redacted]@gov.scot ; [redacted]@gov.scot
Subject: RE: All Energy Event Briefing and Opening Remarks

Hello,

Apologies for the delay in coming back on this – I don't work on a Friday.

Appreciating that Mr Stewart will have been considering the speech, I've attached with some comments/suggestions in case helpful. Happy to discuss further if needed.

Thanks,

Leanne

[Relevant extract of attachment:]

“However, we know that decarbonising transport is more than switching to electric, hydrogen or in some cases low carbon fuels. The evidence is clear that to meet our emissions targets, we need to reduce our car use alongside a switch to cleaner vehicles. Last year we published a draft route map to achieving our national 20% car km reduction target. We do not expect car use to reduce equally for all, including those in our remote and rural communities, and those who rely on cars for mobility or other reasons, but for those who can change their travel behaviour we want to recognise and enable that. Tackling our dependency on cars can bring real benefits to our health, to the economy, as well as to our environment.”

3. Third piece of correspondence 16/05/23-17/05/23

From: [redacted]@transport.gov.scot

Sent: 16 May 2023 21:29

To: Minister for Transport <MinisterforT@gov.scot>; [redacted]@transport.gov.scot ; Kate Higgins <Kate.Higgins@gov.scot>; [redacted]@transport.gov.scot ; Gavin Corbett <Gavin.Corbett@gov.scot>; [redacted]@transport.gov.scot

Cc: Chief Executive Transport Scotland <ceo@transport.gov.scot>; Leanne Dobson <Leanne.Dobson@gov.scot>; [redacted]@transport.gov.scot ;

[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;

[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;

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[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;

[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;

[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;

[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; Cabinet Secretary for Net Zero & Just Transition <CabSecNZJT@gov.scot>; [redacted]@transport.gov.scot ;

[redacted]@gov.scot ; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot

Subject: RE: 1450-1600 Scottish Labour Party Debate: Buses 17052023

Hi [redacted]

Please find attached updated briefing pack with Amendments added at Annex A.

Briefing on the two points added in the Conservative amendment - 20% car kilometre reduction target by 2030 and Fair Fares Review publication date – are in Annex L at page 21.

[redacted]

Thanks

[redacted]

Bus Strategy and Funding Unit
Bus, Accessibility and Active Travel Directorate
Transport Scotland
[redacted]

[Relevant extract of attachment:]

“Conservative Amendment

Graham Simpson: Access to Bus Services—As an amendment to motion S6M-08954 in the name of Alex Rowley (Access to Bus Services), insert at end “; further calls on the Scottish Government to set out in detail how it plans to achieve its 20% car kilometre reduction target by 2030, and calls on the Scottish Government to publish its Fair Fares Review before summer recess 2023.”

[Relevant extract of attachment:]

“20% Car Kilometre Reduction Route Map

Our 20% car KM reduction route map makes clear that an innovative and well-connected public transport network will be key to encouraging individuals to choose these options over private car use.

- We have developed a framework of sustainable travel behaviours that is applicable in both rural and urban settings as well as for those with a variety of transport mobility needs. The behaviours are: make use of sustainable online options to reduce your need to travel; choose local destinations to reduce the distance you travel; switch to walk, wheel, cycle or public transport where possible; and to combine a trip or share a journey to reduce the number of individual car trips they make.
- Local interventions will play a key role in supporting the transformation, including measures such as road space reallocation, parking measures, and joining up transport, planning, and land use decision making.
- Reducing car dependency and increasing the availability and accessibility of walking, cycling and public transport, can also have significant, positive impacts for equality, including improved access to employment, education and key services.
- Meeting the commitment will involve reducing people’s need to travel with more local access to goods and services, digital connectivity, and flexible and remote working approaches.
- As set out in our draft 20% car kilometre route map, bus and wider public transport are key to achieving our ambitions to reduce car use and achieve net-zero.

Local Road User Charging

The Scottish Government will work with all local authorities to support equitable measures which discourage car use to accompany greater investment in public transport and active travel for a fairer and greener transport system.

- As outlined in our route map to achieving a 20% reduction in car kilometres by 2030, jointly developed with COSLA, the scale of the climate challenge means that we need to take forward a broad combination of interventions including infrastructure, incentives

and regulatory actions, taking into account the needs of people on low incomes to help ensure a just transition to net-zero.

- This is why Scottish Government commissioned research exploring equitable options for demand management options to discourage car use. Using the research findings, we will work with local and regional partners to develop a demand management framework, by 2025.
- Our approach to achieving a 20% car kilometre reduction nationally is a collaborative one, and we are now looking at the most appropriate way to support local authorities to explore equitable measures to discourage car use to accompany greater investment in public transport and active travel, for a fairer and greener transport system.

Workplace parking licensing

- The Transport (Scotland) Act 2019 introduced a discretionary power for local authorities to implement workplace parking licencing (WPL) schemes: supporting regulations and guidance for local authorities were put in place in 2022. It will be for local authorities to decide whether they wish to implement WPL locally and to shape proposals to suit local circumstances. Providing local authorities with discretionary powers to implement a WPL scheme supports our commitment to reduce car kilometres by 20% by 2030 and help tackle the climate emergency. Any revenue raised by WPL must be used to support the objectives of local transport strategies, which can support greener transport choices and affordable public transport.”

From: Gavin Corbett <Gavin.Corbett@gov.scot>

Sent: 17 May 2023 07:35

To: v; Minister for Transport <MinisterforT@gov.scot>; [redacted]@transport.gov.scot ; Kate Higgins <Kate.Higgins@gov.scot>; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot

Cc: Chief Executive Transport Scotland <ceo@transport.gov.scot>; Leanne Dobson <Leanne.Dobson@gov.scot>; [redacted]@transport.gov.scot ;

[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;

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[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; Cabinet Secretary for Net Zero & Just Transition <CabSecNZJT@gov.scot>; [redacted]@transport.gov.scot ;

[redacted]@gov.scot ; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot

Subject: RE: 1450-1600 Scottish Labour Party Debate: Buses 17052023

Thanks, given how late my comments are coming I will stick to two

1. On the 20% reduction target (page 21) I would not focus on the demand management side specifically given that we have not published anything yet. The overall point we might make is that bus services are a key part of the 20% reduction but the draft routemap set out a wide range of actions, including public transport (bus, train, tram etc), but also active travel, car-pooling/sharing, digital connectivity to allow people to work or use services remotely etc.

[redacted]

Gavin

From: [redacted]@transport.gov.scot

Sent: 17 May 2023 08:06

To: Gavin Corbett <Gavin.Corbett@gov.scot>; [redacted]@transport.gov.scot ; Minister for Transport <MinisterforT@gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot

Cc: Chief Executive Transport Scotland <ceo@transport.gov.scot>; Leanne Dobson <Leanne.Dobson@gov.scot>; [redacted]@transport.gov.scot ;

[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;

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[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;

[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; Cabinet Secretary for Net Zero & Just Transition <CabSecNZJT@gov.scot>; [redacted]@transport.gov.scot ;

[redacted]@gov.scot ; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot

Subject: RE: 1450-1600 Scottish Labour Party Debate: Buses 17052023

Hi Gavin,

Thanks for your comments. We will circulate an updated briefing to reflect these shortly.

Kind regards,

[redacted] | **Bus Strategy Team Leader | Bus, Accessibility and Active Travel Directorate**

Mobile: [redacted]

From: Gavin Corbett <Gavin.Corbett@gov.scot>

Sent: 17 May 2023 08:08

To: [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; Minister for Transport <MinisterforT@gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot

Cc: Chief Executive Transport Scotland <ceo@transport.gov.scot>; Leanne Dobson <Leanne.Dobson@gov.scot>; [redacted]@transport.gov.scot ;

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[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;

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[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;

[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; Cabinet Secretary for Net Zero & Just Transition <CabSecNZJT@gov.scot>; [redacted]@transport.gov.scot ;

[redacted]@gov.scot ; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot

Subject: RE: 1450-1600 Scottish Labour Party Debate: Buses 17052023

I have some comments on speeches coming soon too so maybe hold off until then

From: [redacted]@transport.gov.scot **On Behalf Of** Minister for Transport

Sent: 17 May 2023 08:16

To: Gavin Corbett <Gavin.Corbett@gov.scot>; [redacted]@transport.gov.scot ; Minister for Transport <MinisterforT@gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>;

[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot
Cc: Chief Executive Transport Scotland <ceo@transport.gov.scot>; Leanne Dobson <Leanne.Dobson@gov.scot>; [redacted]@transport.gov.scot ;
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[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;
[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; Cabinet Secretary for Net Zero & Just Transition <CabSecNZJT@gov.scot>; [redacted]@transport.gov.scot ;
[redacted]@gov.scot ; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot
Subject: RE: 1450-1600 Scottish Labour Party Debate: Buses 17052023

Thanks Gavin, much appreciated.

All – it would be helpful to get this ironed out as soon as possible this morning as the Minister limited time to consider any updates today.

Thanks,

[redacted] | Private Secretary to the Minister for Transport
The Scottish Government | St Andrew's House, Edinburgh, EH1 3DG
MinisterforT@gov.scot | [redacted]

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From: Gavin Corbett <Gavin.Corbett@gov.scot>
Sent: 17 May 2023 08:19
To: Minister for Transport <MinisterforT@gov.scot>; [redacted]@transport.gov.scot ;
[redacted]@transport.gov.scot ; Kate Higgins <Kate.Higgins@gov.scot>;
[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot
Cc: Chief Executive Transport Scotland <ceo@transport.gov.scot>; Leanne Dobson <Leanne.Dobson@gov.scot>; [redacted]@transport.gov.scot ;
[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;
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[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;
[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; Cabinet Secretary for Net Zero & Just Transition <CabSecNZJT@gov.scot>; [redacted]@transport.gov.scot ;
[redacted]@gov.scot ; [redacted]@transport.gov.scot ; [redacted]@transport.gov.scot
Subject: RE: 1450-1600 Scottish Labour Party Debate: Buses 17052023

Relatively minor edits and one query

G

4. Fourth piece of correspondence 19/05/23

From: Gavin Corbett <Gavin.Corbett@gov.scot>

Sent: Friday, May 19, 2023 4:50 PM

To: Minister for Zero Carbon Buildings, Active Travel & Tenants' Rights
<MinisterforZCBATTR@gov.scot>; Patrick Harvie <Patrick.Harvie@gov.scot>

Subject: FW: *Extending Copy list* Ministerial Note - Transport Climate Change and Car Use Reduction

To note given a) Active Travel implications b) BHA commitment c) as member of CSC-CE
Gavin

From: [redacted]@gov.scot **On Behalf Of** Cabinet Secretary for Net Zero & Just Transition

Sent: 19 May 2023 13:44

To: First Minister <FirstMinister@gov.scot>; Deputy First Minister and Cabinet Secretary for Finance <DFMCSF@gov.scot>

Cc: Cabinet Secretary for Net Zero & Just Transition <CabSecNZJT@gov.scot>; Minister for Transport <MinisterforT@gov.scot>; Leanne Dobson <Leanne.Dobson@gov.scot>;

[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;

[redacted]@transport.gov.scot ; Permanent Secretary <PermanentSecretary@gov.scot>;

DG Scottish Exchequer Mailbox <DGScottishExchequer@gov.scot>; DG Net Zero

<DGNetZero@gov.scot>; Director of Tax and Revenues

<directoroftaxandrevenues@gov.scot>; [redacted]@gov.scot ;

[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ;

[redacted]@transport.gov.scot ; [redacted]@transport.gov.scot ; [redacted]@gov.scot ;

[redacted]@gov.scot ; [redacted]@gov.scot ; [redacted]@gov.scot ; [redacted]@gov.scot

; [redacted]@gov.scot ; Gavin Corbett <Gavin.Corbett@gov.scot>

Subject: *Extending Copy list* Ministerial Note - Transport Climate Change and Car Use Reduction

PS / First Minister

PS / Deputy First Minister and Cabinet Secretary for Finance.

Please find attached an note from Ms Mcallan updating you on the Transport sector

[redacted]

Many thanks

[redacted] | Deputy Private Secretary to Cabinet Secretary for Net Zero and Just Transition -

Màiri McAllan

The Scottish Government | Web: www.gov.scot | Tel: [redacted] | Email:

CabsecNZJT@gov.scot

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[Attachment:]

“

19 MAY 2023

PS/FIRST MINISTER

PS/DEPUTY FIRST MINISTER

Priority: Urgent

Further to my note on Heat in Buildings and climate change, I am writing to you on the Transport sector [redacted]. As with the Heat in Buildings proposals, I am conscious that you, First Minister, were not party to those discussions and so I raise them with you now.

The development of proposed Transport policy related to car use reduction forms a central part of the Scottish Government's work to achieve our statutory climate change targets. Transport remains our biggest emitting sector, and we continue to need to do more to achieve our 2030 emissions envelope for Transport [redacted]. Car use makes up nearly 40% of transport emissions, so delivering our commitment to reduce car kilometres by 20% by 2030 is pivotal to demonstrating a credible approach in response to the Climate Change Committee.

Evidence is clear that to reduce car use on this scale, 'incentive' measures to encourage a shift to public transport, active travel and other sustainable modes will not be sufficient; we will also need to introduce measures to disincentivise car use.

[redacted]

Detail is provided in the Annex, however in summary the Transport proposals that form part of the response to the Climate Change Committee consist of:

- Publication of the 20% car kilometre reduction route map, published in draft in January 2022, which has been updated following a public consultation. [redacted] in addition to the promotion of sustainable travel behaviours and the delivery of various interventions to incentivise active travel and the use of public transport.
- Publication of research, which was commissioned to explore equitable options for demand management to discourage car use, including pricing, with the objective of achieving a 20% reduction in car KM by 2030. [redacted] The commitment to analyse demand management options that encourages the use of active travel and public transport as an alternative to car use, forms part of the Bute House Agreement.

[redacted]

I should be happy to discuss any of these matters with you if helpful. [redacted]

Cabinet Secretary for Net Zero and Just Transition

ANNEX: 20% CAR KILOMETRE REDUCTION ROUTE MAP

Context

- Transport is Scotland's highest carbon emitting sector (accounting for nearly 30% of Scotland's greenhouse gas emissions) and the largest source of transport emissions is cars (with cars making up almost 40% of transport emissions), which is why this outcome is pivotal not only to meeting our transport emissions envelope, but to meeting our statutory emissions targets more broadly.

- Scotland's Climate Change Plan Update (CCPu) in 2020 set out a commitment to reduce car kilometres by 20% by 2030 (against a 2019 baseline). Since its announcement it has been one of the most high-profile policy outcomes in the CCPu, in terms of stakeholder and Parliamentary reaction. Alongside the 20% car km policy outcome, the CCPu also committed to publishing a route map to set out how we intend to achieve the 20% target. The draft route map was published in January 2022, with a public consultation on the draft running until March 2022. Officials have taken responses from the consultation into account when finalising the route map, [redacted]
- The commitment is underpinned by the Element Energy, 'Decarbonising the Scottish Transport Sector' research which Transport Scotland published in September 2021. The research sets out the challenging, but possible, trajectory that the transport sector needs to meet to achieve its targets.
- The research set out the emissions reductions pathway for each mode, and found only once modelled scenario provided a pathway for reaching the transport envelope.
- The policy package that supports delivery of this scenario requires a major increase in mass-transit public transport modes, with walking becoming the preferred mode of transport for short journeys and cycling (bikes & e-bikes) becoming a viable mode for both urban and inter-urban journeys. This together with action across all modes of transport to achieve the rapid introduction of zero-emission technologies, modal shift to more sustainable modes of transport and a reduction in the demand for transport including both trip shortening and trip avoidance. The report set out the policies required to achieve this pathway but the report's recommendations and all the individual policies have not been formally adopted by the Scottish Government.
- This modelling is also clear that it is necessary both to reduce the use of private vehicles, and to switch to cleaner vehicles, to enable us to decarbonise the transport system at a pace that is sufficient to meet our statutory emissions targets.
- Car use reduction also provides wider social and economic benefits, by reducing the negative impacts of existing car use, including air and noise pollution, road danger, physical inactivity, community severance and congestion, which is why all car travel (including Electric Vehicles) is included in the commitment.
- The finalised route map contains over 30 interventions, set out under a framework of four broad behaviours that are universally applicable in both rural and urban settings. It has been developed with wide input from across Government. The route map is also supported by the recommendations of the second Strategic Transport Projects Review (STPR2).
- [redacted]The CCPu was clear that this vision for car use reduction will require a cross-government and cross-sectoral effort, as not all the policy levers and answers rest in transport. Reflecting this, the previous Minister for Transport took a transport paper to the Cabinet Sub-Committee on the Climate Emergency (CSC-CE) on 6 December 2022, that included the route map and the development of car demand management options. [redacted]

Issues and Advice

The need for demand management to achieve the 20% car kilometre target

- Consultants (AECOM) have provided an analysis of demand management options as part of the SG commissioned research exploring equitable options for demand management to discourage car use. A final report has been provided to SG and officials are preparing briefing for relevant portfolio Ministers. [redacted]The sifted options have been 'packaged' alongside complementary measures which ensure fair access to

transport for all sectors of society. This is in recognition that demand management options are unlikely to be acceptable to the public in isolation and a balanced proposal is required.

- Both City of Edinburgh Council and Glasgow City Council have expressed their intention to explore local road user charging schemes, dependent on national support.
- Demand management has the potential to raise significant revenue at a local and/or national level which could be used to invest in more sustainable alternatives. This research includes modelling to determine the approximate revenue that could be raised, subject to further scoping and refinement of schemes.
- The most direct levers on the cost of buying or running a petrol or diesel car – fuel duty and vehicle excise duty – are reserved to the UK Government. The UK Government has still not set out its plans or timescales for reforming these, despite their own forecasts highlighting reducing revenues with the decline of petrol and diesel cars, nor given the devolved nations clarity on whether, and if so when, it plans to replace fuel duty. However, it is clear that a new policy direction is needed to address the decline of fuel duty – both in the current environment and looking to the future when we may have the powers to design and deliver fiscal solutions that best meet Scotland’s needs and interests. This research sets out options to guide progress towards that aim, and we will continue to seek engagement with UKG ministers to press this point.

[redacted]

Opportunity

[redacted]

Risks

[redacted]

Conclusions and Next Steps

- The above highlights the some of the challenges for Transport in creating a credible delivery pathway to our 20% car km reduction by 2030 commitment and wider transport emissions envelope. [redacted].
- [redacted] further action is needed across all modes of transport and wider economy to tackle the transport emissions [redacted].”

5. Fifth piece of correspondence 19/06/23

From: [redacted]@gov.scot **On Behalf Of** Cabinet Secretary for Transport, Net Zero & Just Transition

Sent: 19 June 2023 21:18

To: [redacted]@gov.scot ; Cabinet Secretary for Transport, Net Zero & Just Transition <CabSecTNZJT@gov.scot>; Leanne Dobson <Leanne.Dobson@gov.scot>

Cc: [redacted]@gov.scot ; [redacted]@gov.scot ; [redacted]@gov.scot ;

[redacted]@transport.gov.scot ; [redacted]@gov.scot ; [redacted]@gov.scot ;

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<DGNetZero@gov.scot>; [redacted]@gov.scot ; [redacted]@gov.scot ;

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; [redacted]@gov.scot ; [redacted]@gov.scot ; [redacted]@gov.scot ;

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[redacted]@gov.scot ; [redacted]@gov.scot ; [redacted]@gov.scot ; [redacted]@gov.scot
; Gavin Corbett <Gavin.Corbett@gov.scot>; [redacted]@gov.scot ; [redacted]@gov.scot
Subject: RE: [OFF:SEN:] Immediate: Statement on Scottish greenhouse gas emissions
statistics for 2021 - further advice

Hi [redacted] Leanne,

(Reducing copy list and removing wider POs for the time being)

Thank you for this. Cab Sec has made some draft amendments / requested additions for consideration by officials and SpAds – please see attached.

Ms McAllan would be grateful for this to be actioned and sent back to PO by 11:00 tomorrow please. Would appreciate confirmation when this has been picked up.

Additionally, SpAds have advised of the following supplementary questions, although this list is not exhaustive. Please could answers be drafted for the assigned questions, and a Q&A be prepared which addresses the additional Qs. Grateful for this as soon as possible tomorrow.

[redacted]

Additional Qs

- Climate change affects us all, and time and again the opposition will demand that the Scottish Government does more to tackle it. However we have repeatedly witnessed the opposition block our attempts towards reaching the targets this parliament voted for with cross-party support. Can the Cab Sec outline what opportunities there are for opposition parties to propose alternative ideas to help inform the next Climate Change Plan, and would she agree with me that when it comes to doing more to tackle the climate emergency – from DRS to the workplace parking levy or Low Emissions Zones – it is simply not good enough for the opposition to play politics and oppose for opposition's sake?
- Glasgow's Low Emission Zone has the potential to have a huge impact on the public health of Glaswegians who have been impacted by poor air quality. Can the Cab Sec outline how we will continue to support such initiatives in the face of unprincipled politically driven opposition?
- The CCC has been clear that action is needed in reserved areas in order to meet our targets. Can the cab sec outline what engagement the Scottish Government has had with the UK Government on that point and whether the Scottish Government's asks have been met with a positive response?

[redacted]

Many thanks

[redacted] | Private Secretary to the Minister for Transport
The Scottish Government | St Andrew's House, Edinburgh, EH1 3DG
MinisterforT@gov.scot | [redacted]

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From: Leanne Dobson <Leanne.Dobson@gov.scot>

Sent: 19 June 2023 23:07

To: Cabinet Secretary for Transport, Net Zero & Just Transition

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Cc: [redacted]@gov.scot ; [redacted]@gov.scot ; [redacted]@gov.scot ;

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; Gavin Corbett <Gavin.Corbett@gov.scot>; [redacted]@gov.scot ; [redacted]@gov.scot

Subject: RE: [OFF:SEN:] Immediate: Statement on Scottish greenhouse gas emissions statistics for 2021 - further advice

Thanks, [redacted]. I've attached with a few minor suggestions in case helpful. Happy to discuss anything with cab sec tomorrow.

Leanne

[The speech which is referred to in the exchanges can be accessed here: [Meeting of the Parliament: 20/06/2023 | Scottish Parliament Website](#)]

6. Sixth Piece of correspondence 26/09/23

From: [redacted]@gov.scot **On Behalf Of** Cabinet Secretary for Transport, Net Zero & Just Transition

Sent: Tuesday, September 26, 2023 3:22 PM

To: Leanne Dobson <Leanne.Dobson@gov.scot>; Callum McCaig

<Callum.Mccaig@gov.scot>; Colin McAllister <Colin.McAllister@gov.scot>

Cc: Spads Admin <Spads_Admin@gov.scot>; Cabinet Secretary for Transport, Net Zero & Just Transition <CabSecTNZJT@gov.scot>

Subject: FW: Climate Change Plan

Folks,

Further to my email last night I have attached one additional document at the Cab Sec's request [redacted]

Ms McAllan has said

Please can this be shared with SpAds prior to our upcoming meeting (this should include Callum and ideally Colin given FMs recent climate meetings and the centrality of these matters to the FMs 3 priorities)[redacted].

We have a slot for a meeting tomorrow afternoon however Ms McAllan has been un-slipped from the stage 3 so now looking for another slot.

Thanks

[redacted] | Private Secretary to Cabinet Secretary for Transport, Net Zero and Just Transition - Màiri McAllan MSP | The Scottish Government | Web: www.gov.scot | Mob:

[redacted] | Email: CabsecTNZJT@gov.scot

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[Relevant extract of attached note]

“
19. In the absence of additional UK-wide action to reduce aviation and shipping emissions, the only pathway to deliver substantial reductions in Transport emissions requires the rapid introduction of zero-emission technologies, modal shift and demand reduction (both trip shortening and trip avoidance) for passengers and freight. [redacted]”

“
72. The assessment and work set out here are operating in parallel to developing sets of proposals that would be critical to the development of the CCP, notably: the ambitious programme of domestic heating decarbonisation through the Heat in Buildings regulations; and the finalisation of the Route Map for 20% reduction in car kilometres [redacted]”

“Annex C: Summary of Current SG Policies and ‘Scenario A’ Policies

	Key policies in current package	Key policies from Scenario A (that we are not proposing to take forward)
Transport	The principal driver of emissions reduction remains actions associated with the final version of the Route Map to reduce car kilometre usage by 20%. [redacted] [redacted] The measures could have an impact on emissions reduction before 2030 if decided and implemented at pace.	[redacted]

”