

TRANSform Scotland

the campaign for sustainable transport

Scottish Government consultation: *Glasgow 2014: Delivering a Lasting Legacy for Scotland*

Response from Transform Scotland
Thursday 8th May 2008

1. Introduction

- 1.1 We welcome this opportunity to submit our views on how Glasgow 2014 can help deliver a sustainable legacy. As the national sustainable transport alliance,¹ our response focuses on sustainable transport priorities and how this can help deliver sustainable development in Scotland.

2. Principal comments

- 2.1 We are pleased to see specific commitments to environmentally conscious arrangements both for the transport during the Games and for the infrastructure works leading up to them. In particular, we strongly welcome the commitment (p.51) that the Games Transport Delivery Plan will make no provision for private car parking at venues and will provide for all spectators to reach venues by public transport.
- 2.2 However, we do not consider that this in itself provides a "legacy" from the Games for sustainable transport in Glasgow. We recommend that the Games additionally seek to provide a permanent legacy of enhanced public transport, walking and cycling networks.
- 2.3 A stronger focus on prioritising walking and cycling would provide a genuine public health legacy. The Games Transport Delivery Plan should provide for high-quality walking and cycling routes linking all of the venues.
- 2.4 Finally, we are concerned that there appears to be no budget committed to delivering active travel network² and the only committed infrastructure is the M74, EERR and GARL.

3. Specific comments

3.1 Wealthier & Fairer:

- 3.1.1 It is positive to see the encouragement for Scottish companies to bid for public sector contracts as well as the supply of items such as food and drink in which Scotland has an established network. Reducing the miles travelled in the carrying out of contracts is a key element in reducing emissions from both transport and business. This also has key benefits in legacy terms in encouraging Scottish business to compete within the domestic market as experience would allow them to develop in this area in the longer term.
- 3.1.2 It concerns us that a lot of the legacy concentrates either on bringing more visitors to Scotland or promoting Scotland as a place for international companies to do business. Quite apart from the argument over economic benefits of such a strategy, both of these have considerable transport

¹ Transform Scotland is the national sustainable transport alliance. We campaign for a more sensible transport system, one less dependent on unsustainable modes such as the car, the plane and road freight, and more reliant on sustainable modes like walking, cycling, public transport, and freight by rail or sea. We are a membership organisation bringing together rail, bus and shipping operators; local authorities; national environment and conservation organisations; local environment and transport campaign groups; and individual supporters.

² As stated by George Vincent (Glasgow City Council) at STAR Conference, Glasgow, 24/04/08.

implications. It has to be asked how greater number of visitors will travel to Scotland and also how they will travel once they are here: tourism is a highly transport-intensive industry. Also, encouraging international business and inward investment needs to be carefully structured to ensure that this does not counter the benefits to Scottish (indigenous) business outlined above.

3.2 Healthier

3.2.1 A commitment to a healthier, more active Scotland is to be welcomed. However, there is a lack of clear objectives as to how this might be achieved. In particular, there is no mention that activity targets could very easily be met by encouraging active travel as a form of physical activity as opposed to specifically encouraging people to participate in sport or, more particularly, go to gyms. There is also no mention of the established links between physical activity and improvements to mental health. This also ties in to the lack of a clear financial commitment to an active travel strategy for the games. *This is something that needs to be urgently addressed.*

3.3 Safer & Stronger

3.3.1 Bringing a large area of derelict land in the east end of Glasgow back into economic use has to be a key legacy of the games and is to be welcomed. However, it remains a concern that the key projects to deliver this are seen as being the M74 Northern Extension and East End Regeneration Route. The opportunity presented by the projected traffic reductions needs to be capitalised on to deliver a top-quality active travel network on the existing road network that will be affected.

3.4 Greener

3.4.1 The inclusion of 'green' objectives and the engagement with environmental concerns that represents are to be strongly welcomed. However, we would like to see more specific objectives such as delivering the Scotland-wide multi-modal smartcard before the Games. We would also like to see measures taken to ensure that people travelling to Scotland (as well as within the city during the games) arrive in as sustainable a way as possible.

4. Answers to the four Questions

4.1 Q1: Are the benefits you would like from the Games covered in this paper?

4.1.1 Only in part. We welcome the commitment to provide public transport to the venues and the commitment not to provide private car parking. However, we do not consider that this in itself provides a legacy from the Games.

4.2 Q2: Is there anything else we should be doing?

4.2.1 We recommend that there should be a commitment to provide for high-quality walking and cycling routes linking all of the venues. This would provide a long-lasting resource for increasing levels of active travel and improving public health across Glasgow.

4.2.2 We recommend that detailed consideration be made of the public transport recommendations contained in the response submitted by the Scottish Association for Public Transport (SAPT).

4.3 Q3: How can we, individually or collectively, best achieve these aims?

4.3.1 We would like to be consulted further on sustainable transport provision for the Games.

4.4 Q4: Do you have any other comments to offer on what should feature in the final Games benefit and legacy plan?

4.4.1 See our answer to question 2 (we don't understand how this question differs from question 2!)

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
5 Rose Street, Edinburgh, EH2 2PR
t: 0131 243 2690

e: <info@transformscotland.org.uk>
w: <www.transformscotland.org.uk>