

13 March 2025

Richard Leonard MSP  
Convener  
Public Audit Committee  
Scottish Parliament

By email

Dear Convener

## **Sustainable Transport – Reducing car use**

On 26 February 2025, I provided evidence to the Committee on the audit of [Sustainable transport – reducing car use](#). During the meeting, Committee members requested further information, which I have responded to below. Specifically:

### Electric vehicles performance audit

The Accounts Commission and I are currently considering our programme of work. As part of this we are considering a potential audit of electric vehicles and the scope and timing of this.

### Greenhouse gas emission statistics

Mr Beattie asked for clarification of the statistics used in Exhibit 1. This showed that the category ‘domestic transport’ has the highest share of greenhouse emissions in Scotland, 28 per cent in 2022.

These statistics come from the territorial emission section (section B) of the [Scottish Greenhouse Gas Statistics](#) that are published annually by the Scottish Government. In this context, the category ‘domestic transport’ is defined to include emissions from transport activity taking place within Scotland’s territorial boundary, (i.e., ‘domestic’ as opposed to ‘international’). The category excludes greenhouse gas emissions from ‘international aviation and shipping’, which are separate category in the report.

The 2022 statistics do not break down emission by vehicle type, but this was included in the 2021 statistics (see [Table 5](#)). We have reported the 2021 statistics as an appendix to this letter.

### Aberdeen city bus gates

Case study 3 in the report sets out measures by Aberdeen city council to prioritise bus travel within the city centre. The committee asked about whether analysis had been carried out by the council on the impact on footfall in the city centre following the introduction of the bus gates.

Aberdeen City Council considered a report on the bus gates at its July 2024 meeting. [Page 83 of the papers](#) for that meeting set out the Springboard Survey the council had undertaken. It found that there had been a decrease in footfall of 4.6 per cent when comparing the period of 27

August 2023 to 22 April 2024, following the introduction of the bus gates, against the exact same period the year before.

I trust that this information is helpful to your consideration of the report.

Yours sincerely

**Stephen Boyle**  
**Auditor General for Scotland**

## Appendix – Domestic transport greenhouse gas statistics, 2021

<b>Mode of transport</b>	<b>Emissions MtCO<sub>2</sub>e</b>	<b>Percentage</b>
<b>Cars</b>	4.7	41%
<b>Light duty trucks</b>	1.8	15%
<b>Heavy duty trucks and buses</b>	2.2	19%
<b>Railways</b>	0.1	1%
<b>Domestic aviation and aviation bunkers</b>	0.6	5%
<b>Domestic shipping and fishing</b>	1.7	14%
<b>International shipping fuel bunkers</b>	0.3	3%
<b>Other</b>	0.2	2%

Note – the inclusion of international aviation bunkers and international shipping fuel bunkers relates to bunker fuel emissions at the UK level allocated to Scotland on the basis of Scottish share in port and airport activity. This is different to the overall emissions from international aviation and shipping.