

WHO'S IN THE DRIVING SEAT?

**WHY
SUSTAINABLE
TRANSPORT
NEEDS LOCAL
LEADERSHIP**

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**SCOTLAND'S ALLIANCE FOR
SUSTAINABLE TRANSPORT**

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1. Introduction to Transform Scotland
2. An attempt at benchmarking Local Authority performance on sustainable transport
3. Some reflections on Scotland's current transport governance landscape
4. Some recommendations for improving the delivery of local, sustainable transport

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- **Scotland's sustainable transport alliance, with around 60 member organisations from private, public and third sectors.**



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XPLORE
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Better Public Transport



Healthy Travel



Lower Emissions



Fairer Funding



Fairer Prices

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WHAT WE WANT

For Scottish
transport

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For pedestrians

We want **20mph as the default speed limit on residential and shopping streets**, so that our towns and cities can again become places for people rather than just for cars.

We need a people-friendly approach to street design and layout which puts the needs of people above those of motor vehicles. Perhaps the single biggest step in making our streets safer is to reduce traffic speeds.

A 20mph speed limit will improve quality of life and safety in shopping and residential areas, and around schools, and provide better conditions for walkers and cyclists. Most importantly, 20mph saves lives: reducing the speed of a car from 30mph to 20mph increases a pedestrian's or cyclist's chance of survival to 97%.

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High-quality commuter cycle routes will bring massive public health benefits.

For cyclists

We want **segregated commuter cycle routes** on all primary routes into towns and cities.

By 2020, each of Scotland's seven cities should have in place at least one high-quality, segregated route on a key commuter road; by 2030, all main roads should be provided with cycle facilities matching the best in Europe.

Increasing cycling would have massive public health benefits. Segregated cycle lanes on primary routes into towns and cities would widen the opportunities for cycling, especially amongst less experienced and younger people.

Delivering high-quality commuter cycle routes would also make a major contribution to meeting the government's vision that by 2020, 10% of everyday journeys taken in Scotland will be by bike.

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For bus passengers

We want investment in **bus priority measures** to incentivise public transport use in Scotland's towns and cities.

Congestion seriously affects road-based public transport, leading to less reliable services, longer journey times, higher operating costs, higher fares, worsening pollution, not to mention the multi-million pound annual cost to Scotland's economy.

Getting people back on to buses would make a major contribution to tackling congestion. This will require both continued investment in better bus services, and also giving priority to public transport on congested routes into urban centres.

We want Scotland's local authorities to be incentivised by central government to invest in bus lanes and other priority measures, and to strengthen partnership working with Scotland's bus industry.

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Rail over road should become the norm for inter-city travel.

For rail travellers

We want a programme of investment to transform the **Scottish inter-city rail network** so that rail, rather than road, becomes the norm for travel between our cities.

Electrification should be extended to Perth, Dundee, Inverness and Aberdeen in conjunction with extensive doubling. This would transform the railway north of the Central Belt for both passengers and freight. Furthermore, a new direct, electrified rail link should be built from Perth to Edinburgh, slashing 35 minutes off journey times between Edinburgh and the North.

Investment is also required on Anglo-Scottish routes. Large sections of the East and West Coast Mail Lines lie within the remit of Network Rail Scotland and priority needs to be given to infrastructure upgrades on both routes.

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For ferry passengers

We want **improved connectivity between ferries and other modes of public transport.**

Continued progress towards common ticketing across transport operators will help to remove one of the barriers to connectivity between public transport modes. However, the travel plans of ferry passengers hoping to meet buses or trains can be severely affected should they miss their connections, especially given that many ferry ports are in remote locations with limited onward services.

Public transport operators face penalties if they try to maintain connections for passengers transferring from one mode to the next. We would like to see flexibility built into operators' performance regimes which ensures operators meet their contractual obligations, but not at the expense of passenger requirements.

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84% of Scots agree priority should be given to fixing the existing road network.

For road users

We want Scottish roads policy to focus on **clearing the £2.25 billion roads repair backlog**. This would benefit all road users – car drivers, bus passengers, cyclists, and pedestrians.

The vast majority of Scots want government to prioritise repairing roads over building new roads. When asked the question “Do you think the Scottish Government should give priority to fixing the existing road network before building new roads?”, 84% of respondents agreed, with only 7% disagreeing.

All of Scotland's roads could be fixed for £2.25 billion – a small share of the £9 billion currently planned for new roads. Repairing existing road infrastructure would be of huge economic benefit: local firms could carry out the work, and it would also support Scottish local authority finances.

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**AN ATTEMPT AT BENCHMARKING
LOCAL AUTHORITY PERFORMANCE
ON SUSTAINABLE TRANSPORT**

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PURPOSE OF RESEARCH

To provide a comprehensive picture of the current state of sustainable transport across the Scottish cities by means of a benchmarking exercise.

Attention was given to Local Authorities, given their significant powers in developing and implementing sustainable transport.

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ASSEMBLY OF DATA

Online data sources.

Face-to-face meetings with senior officials in each of the 7 LAs studied.

FOISA requests submitted to LAs' published FOISA addresses.

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SCOPE LIMITATIONS

Didn't consider transport connections between the cities

Focus was local transport

Certain modes not considered: rail, aviation, ferries

7 rather than 32 LAs

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INDICATORS

'Modal' – information on existing infrastructure servicing three transport modes of high importance in urban transport (walking, cycling, and bus use).

'Overarching' – observations on cross-cutting issues such as transport prices, the sharing economy, air quality, as well as the increasing impact technology has on sustainable transport.

'Governance & Investment' – an evaluation of which local strategies were in place; an assessment of whether these strategies were being applied by LAs; and the levels of sustainable transport investment that followed.

'Modal'	'Overarching'	'Governance'
Total length of fully and partially segregated cycle lanes	Barriers to sustainable transport in the cities	Total transport capital and revenue expenditure for the past five years
Part time & full time designated bus lanes	Opportunities for increased sustainable transport	Total capital and revenue on road maintenance within the city over the past five years
Pedestrianised area of city centre	Current projects best representing progress towards sustainable transport	Total capital expenditure on the provision of new roads, road widening and road bridges the past five years
Local Authority managed parking spaces that are designated club parking spaces or feature EV charging points	Applying and evaluating the effectiveness or success of sustainable transport as an element of delivered new developments	Total capital and revenue expenditure on car sharing from within the Local Authority's own resources
Analysis undertaken for the potential development of co-ordinated city logistics / urban consolidation centres	CO2 emissions from transport within the city area	Total capital expenditure on the provision of new pedestrianised areas and provision of new cycle lanes with city centres from within the LA's core capital budget
	Air Quality Management exceedances annually for the last five years	Number of staff working on transport, and the share of these directed to work on active travel and public transport

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SOME RESULTS

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WALKING	Only 3 of the 7 cities were able/prepared to provide information regarding the total area of the city centre that is pedestrianised.
	Only 3 of the 7 cities were able/prepared to provide information regarding expenditure on new pedestrianised areas within the past five years, and each of these had spent no money on such schemes.
	Only 2 of the 7 cities were able/prepared to provide information on the extent of 20mph zones.
CYCLING	Only 3 of the 7 cities were able/prepared to provide information on the level of cycle provision.
	Only 1 of the 7 cities was able/prepared to advise how much had been spent on new cycle lanes/paths from within their own capital budgets, and that LA had spent zero.

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Only **2 of the 7** cities were able/prepared to provide information on investment in the bus waiting environment and bus priority measures.

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BARRIERS TO SUSTAINABLE TRANSPORT DELIVERY

4 of the 7 cities were prepared to provide information on potential barriers to sustainable transport. All 4 cities discussed resource constraints in staffing or budgets.

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Data Requests to Local Authorities

Requests	Informal enquiry	FOISA request
Aberdeen City Council	✓	✓
City of Edinburgh Council	<i>No response</i>	✓
Dundee City Council	<i>Rejected</i>	<i>Rejected</i>
Glasgow City Council	<i>No response</i>	✓
Highland Council	✓	<i>No Response</i>
Perth and Kinross Council	✓	✓
Stirling Council	✓	✓

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DATA PROBLEMS

Data availability

Data consistency

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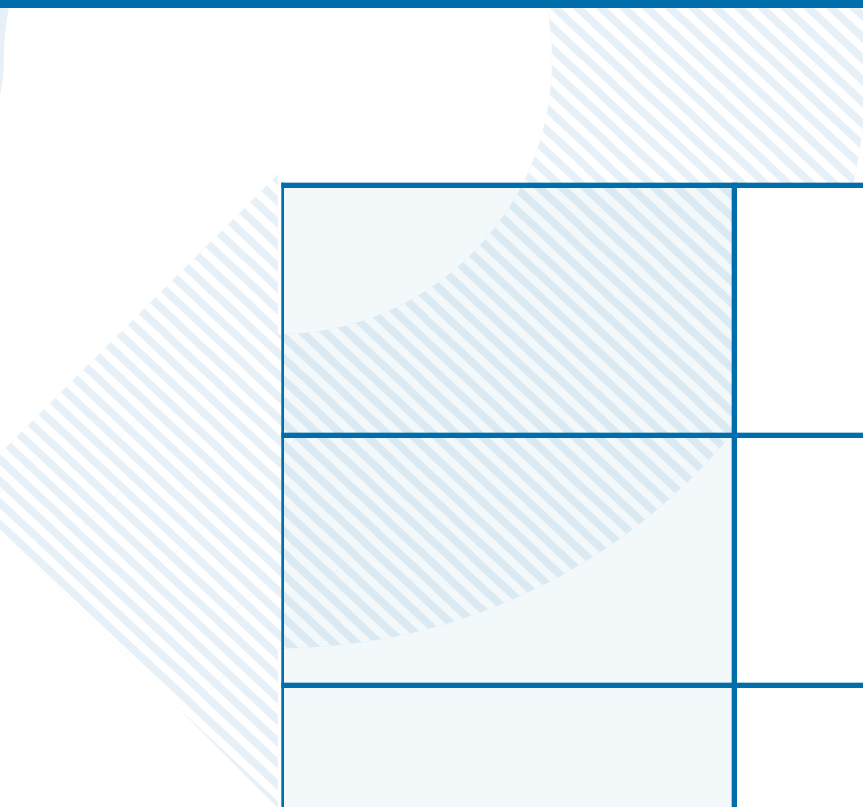


OVERALL FINDINGS

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OPTION 1: LAs DON'T KNOW	Local Authorities don't possess good information about the state of sustainable transport in their cities.	

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OPTION 2: LAs WON'T TELL	Local Authorities do possess good information but are unprepared to make it publicly available.	

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OPTION 3: LAs CAN'T TELL	Local Authorities don't have the (staff or other) resources to assemble a worthwhile evidence base.	

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OPTION 3: LAs CAN'T TELL	Local Authorities don't have the (staff or other) resources to assemble a worthwhile evidence base.	This would also indicate that LAs are not currently fit-for-purpose.

The overall finding from the research was that, on a whole, Local Authorities are not certain about the sustainable transport infrastructure in their respective cities as much of it is either undocumented or unavailable to public scrutiny.



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**SOME REFLECTIONS ON
SCOTLAND'S CURRENT
TRANSPORT GOVERNANCE
LANDSCAPE**

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SCOTLAND DOES POSSESS A RATHER LARGE NUMBER OF TRANSPORT PLANNING BODIES FOR ITS POPULATION SIZE

London:
9 Million

- 1 passenger transport executive (TfL)
- 1 strategic land use plan (the London Plan)

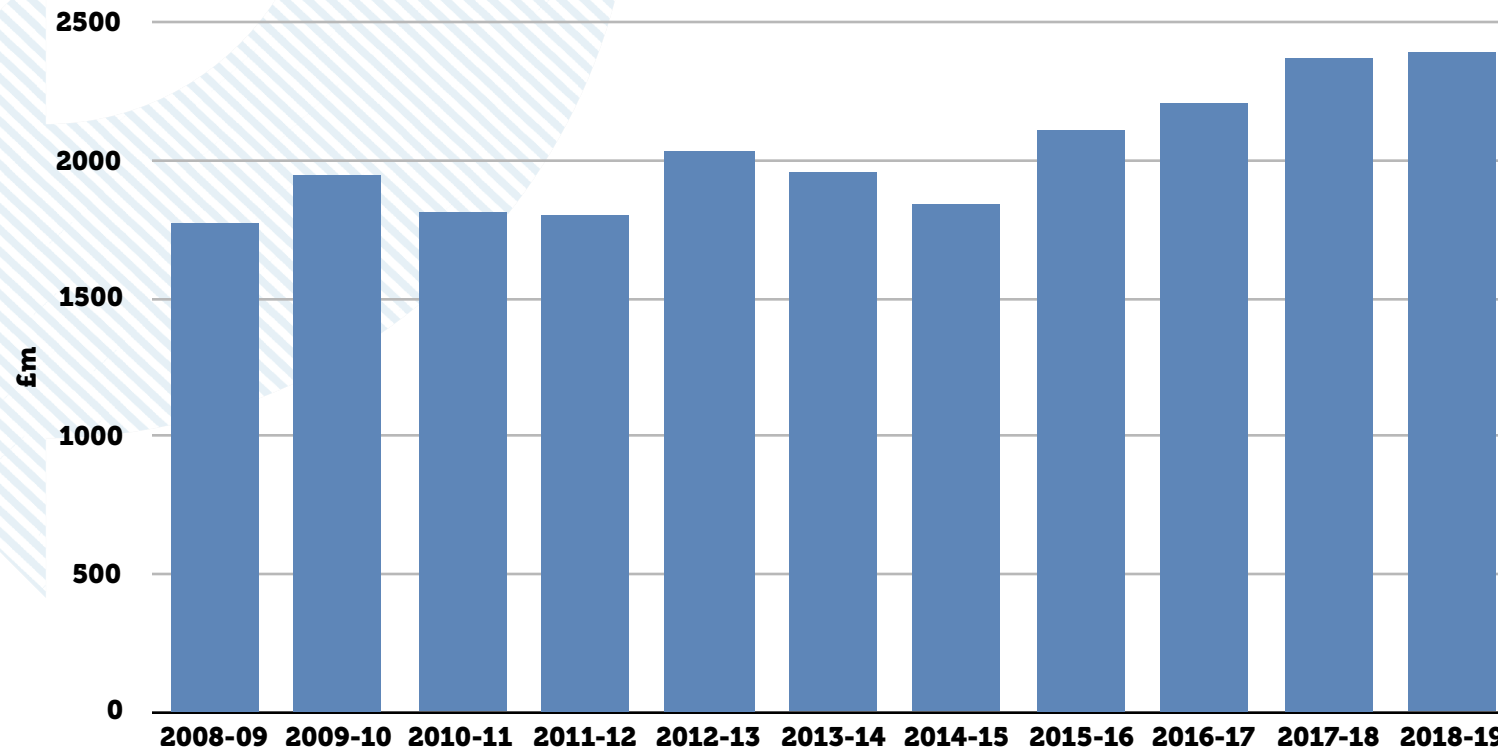
Scotland:
5 Million

- 7 regional transport bodies (RTPs)
- 1 city transport body (TfE)
- 4 city-region land use planning bodies with significant relevance for transport (SDPAs)

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WHILE LOCAL BUDGETS HAVE BEEN SQUEEZED, THE NATIONAL TRANSPORT BUDGET HAS RISEN CONSTANTLY



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BUT MOST TRANSPORT IS LOCAL

c. 38% of trips are of distances of **less than 2 miles**

c. 65% of trips are of distances **less than 5 miles**

Local car trips tend to be the ones that can most readily be switched to sustainable transport modes (i.e. walk/cycle/bus).

GOOD CASE FOR DEVOLUTION OF BOTH RESPONSIBILITIES AND RESOURCES FROM NATIONAL TO LOCAL LEVEL

- **NOT ONLY FOR REASONS OF LOCAL DEMOCRATIC ACCOUNTABILITY**
- **BUT ALSO FOR ASSISTING THE SWITCH TO SUSTAINABLE TRANSPORT — AS IT IS AT THIS LOCAL LEVEL THAT CHANGE CAN BEST BE MADE**

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**SOME RECOMMENDATIONS FOR
IMPROVING THE DELIVERY OF
LOCAL, SUSTAINABLE TRANSPORT**

1. There is a need for a reinvigoration of transport planning at the local authority level – as it is at the local level that sustainable transport can flourish.

The Scottish Government's forthcoming Transport Bill should establish the preparation, adoption, and monitoring of Local Transport Strategies as a mandatory requirement of Local Authorities.

Furthermore, that the Scottish Government to adopt as policy that access to additional funding be conditional on effective LTSs being in place.



2. Local Authorities need to present a more compelling evidence base about their perceived lack of resources for delivering sustainable transport.

Local Authorities with an interest in promoting sustainable transport need to make a much more compelling, consolidated, evidenced case for greater investment at a local level. The failure to do this will continue to harm the prospects for investment in sustainable transport at the local level.



3. For Local Authorities to be entrusted with additional resources and responsibilities, they need to be significantly more transparent in their dealings with the public.

Local government needs to better equip itself with a more robust knowledge of transport within its geographical area. Support, coordination, and funds for the increased data should come from the Scottish Government and the Scottish Cities Alliance, as both have a commitment to increased open data across Scotland.



4. The City Deals may have merit, but the processes remain deeply non-transparent, and with no indication that climate- and equalities- proofing has been taken into account.

Local Authority politicians in charge of City Deals should publish in a format easily accessible to the public all public expenditures intended as part of the City Deal processes.

The City Deals should be reviewed to establish whether intended investments contribute to national objectives on carbon emissions reduction and on equalities.



5. A decision needs to be taken on what form of regional land use and transport governance in Scotland is required, and, if it does need to be retained, a more consistent system put in place.

The Scottish Government should review regional transport and land use planning powers as part of NTS2. At the minimum, we favour the redrawing of boundaries to provide geographical consistency ('co-terminosity') between Regional Transport Partnerships and Strategic Development Planning Authority areas.



6. Existing national spending priorities have become skewed towards long-distance, unsustainable transport; short of a fundamental review of national spending priorities, it is at least incumbent on national government to empower Local Authorities to raise their own revenue locally.

The Scottish Government's Transport Bill should put in place enabling powers for Local Authorities to implement new revenue-raising measures that would allow LAs to raise funds locally.



Thank you

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