

# **Glasgow Connectivity Commission**

**Presentation from Transform Scotland**

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# 1. Introduction to Transform Scotland

1. Introduction to Transform Scotland
2. Transport trends

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3. Political opportunities?

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3. Political opportunities?
4. Some options for road traffic demand management

# **TRANSFORM SCOTLAND**

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





**Better Public Transport**



**Healthy Travel**



**Lower Emissions**



**Fairer Funding**



**Fairer Prices**



# **WHAT WE WANT**

For Scottish  
transport



## 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%.



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

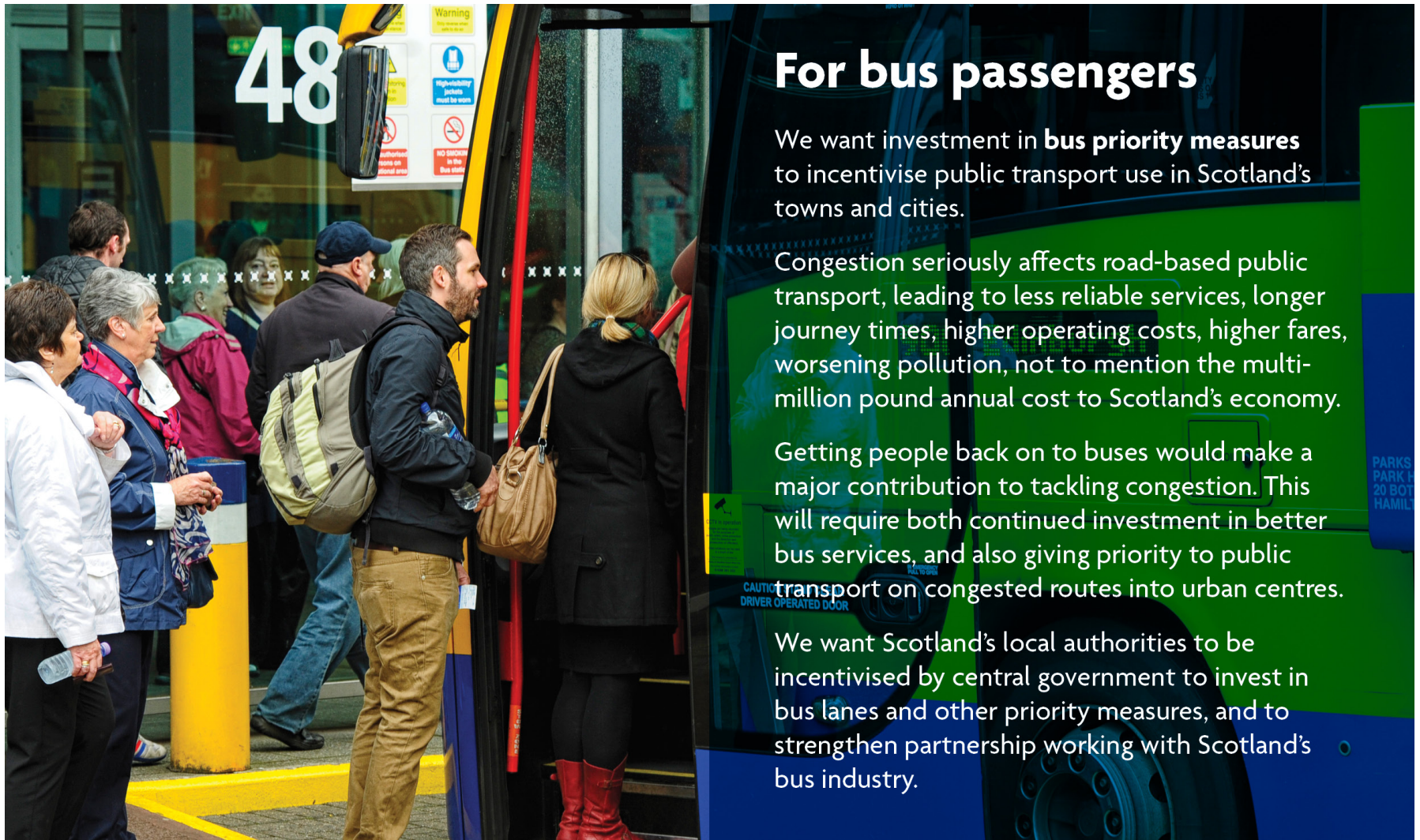
## For cyclists

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.



## 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.



**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.



## 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.



Photo by Flickr user steadyrollin'

**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.

**TRANSPORT TRENDS:**  
STILL GOING IN THE WRONG  
DIRECTION



**WARNING SIGNS 2014:**  
Is Scotland moving towards sustainable transport?

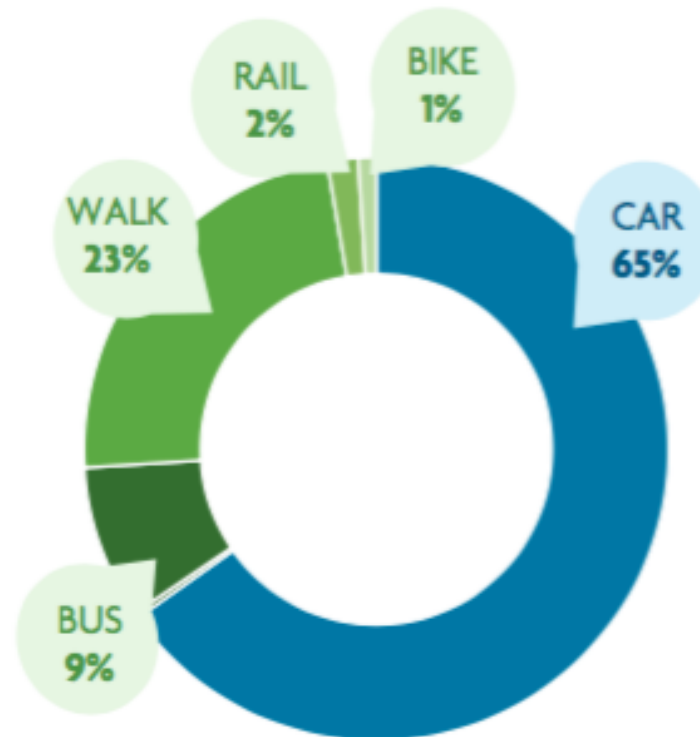


Figure 1.1a

**Modal Share of all journeys**

**THE CAR REMAINS THE DOMINANT MODE OF TRANSPORT**

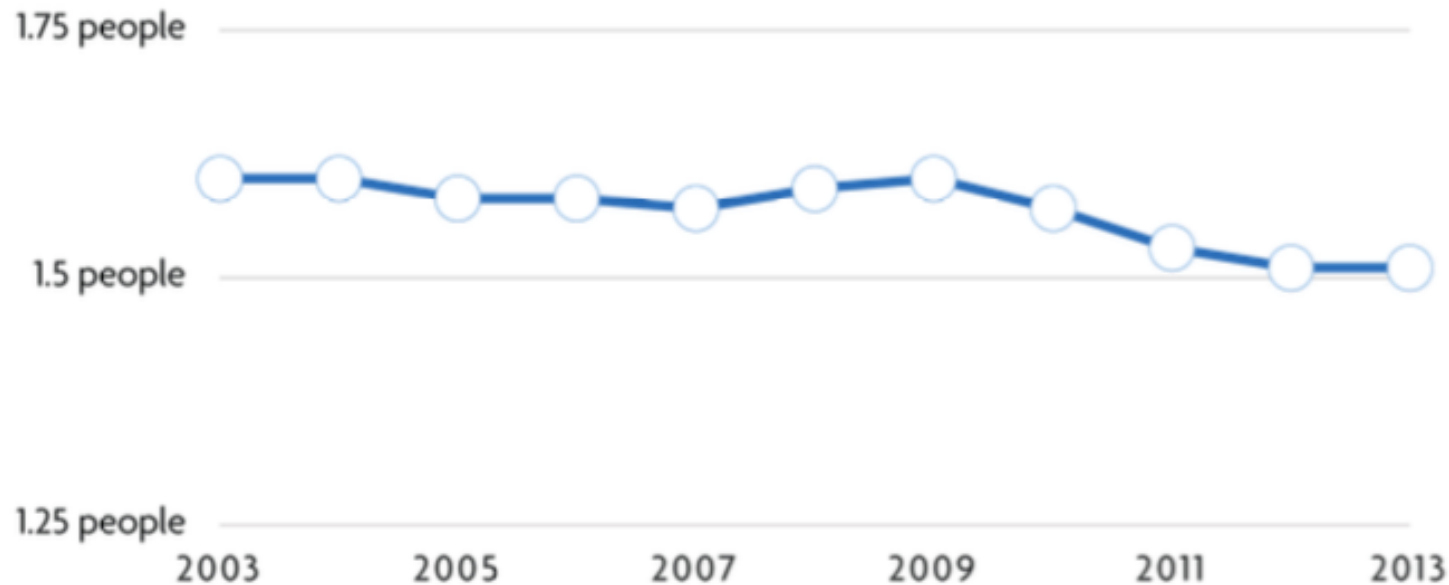


Figure 2.4b

**Average occupancy  
of cars in Scotland**

**CAR OCCUPANCY IS WORSENING**

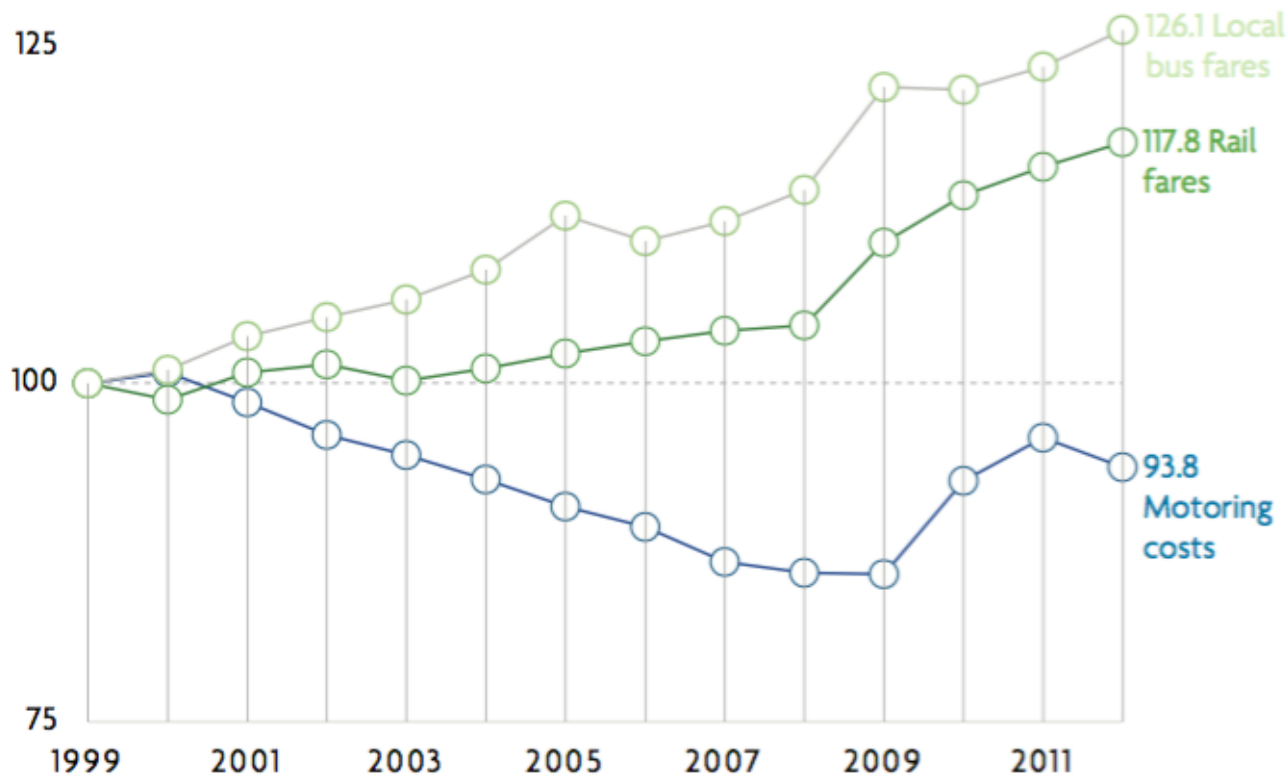


Figure 4.2a

**Price indices for transport mode, constant prices (1999 = 100)**  
GB data

**PRICE TRENDS MOVING AGAINST PUBLIC TRANSPORT**

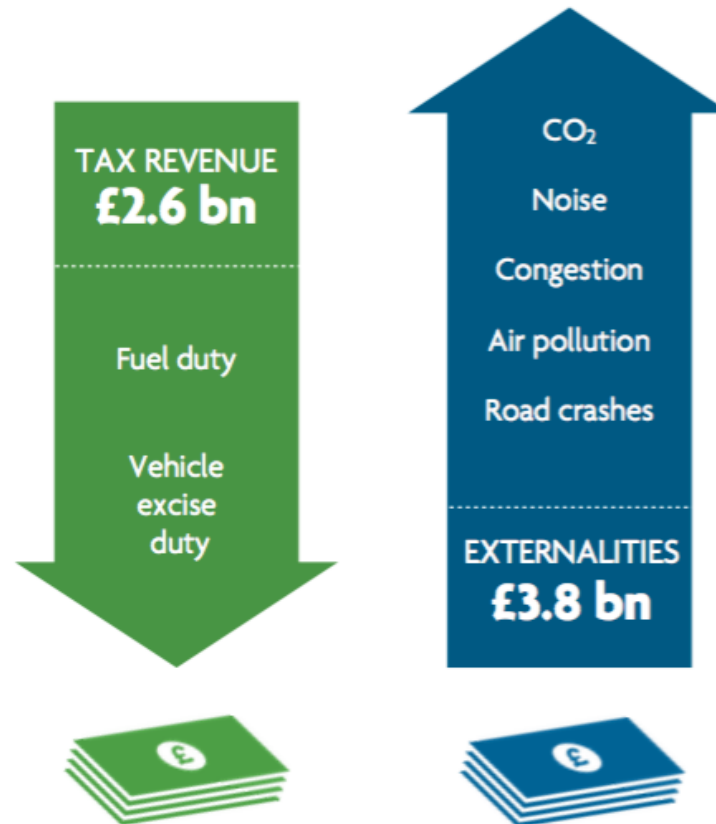
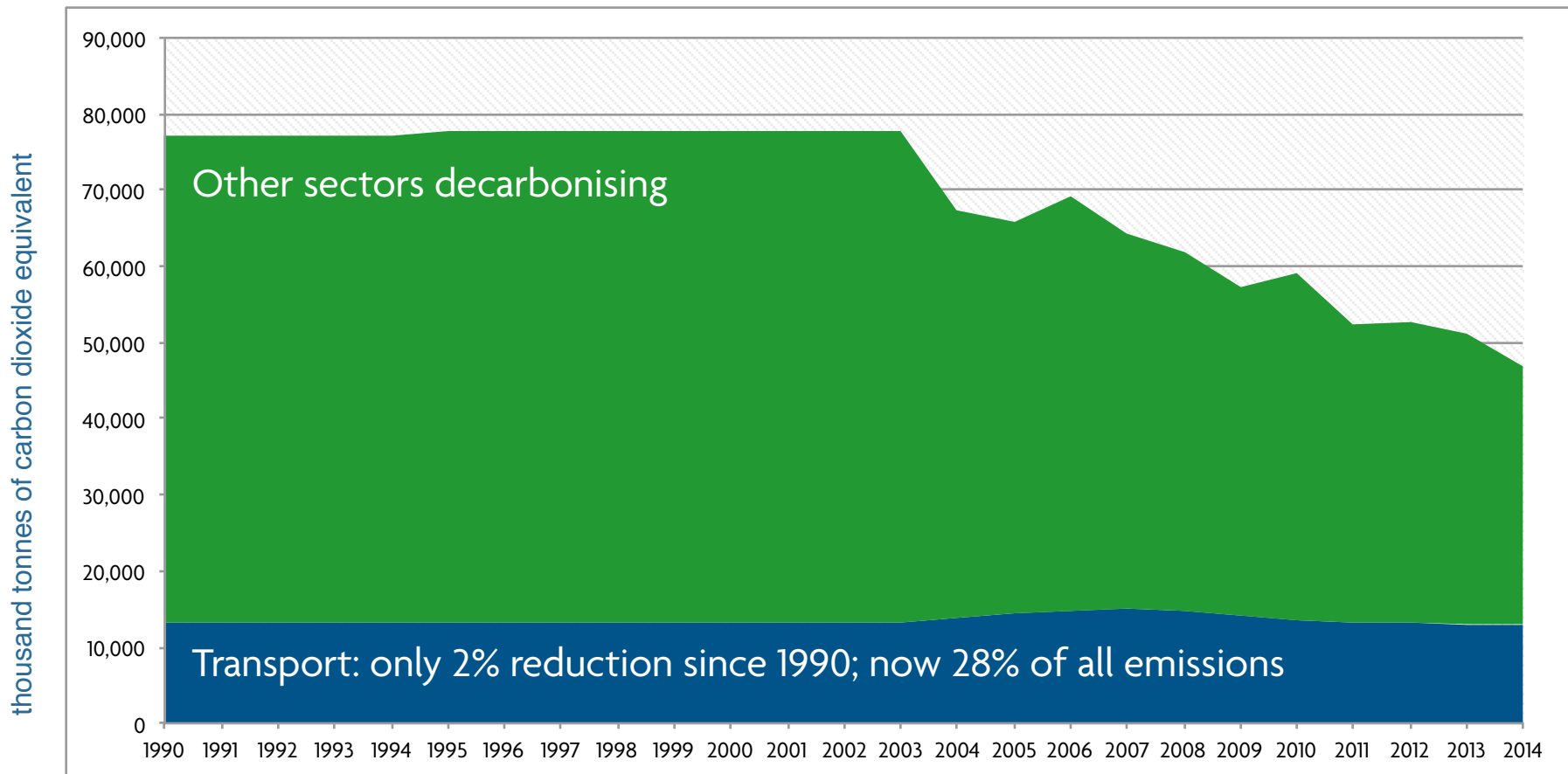


Figure 4.3a

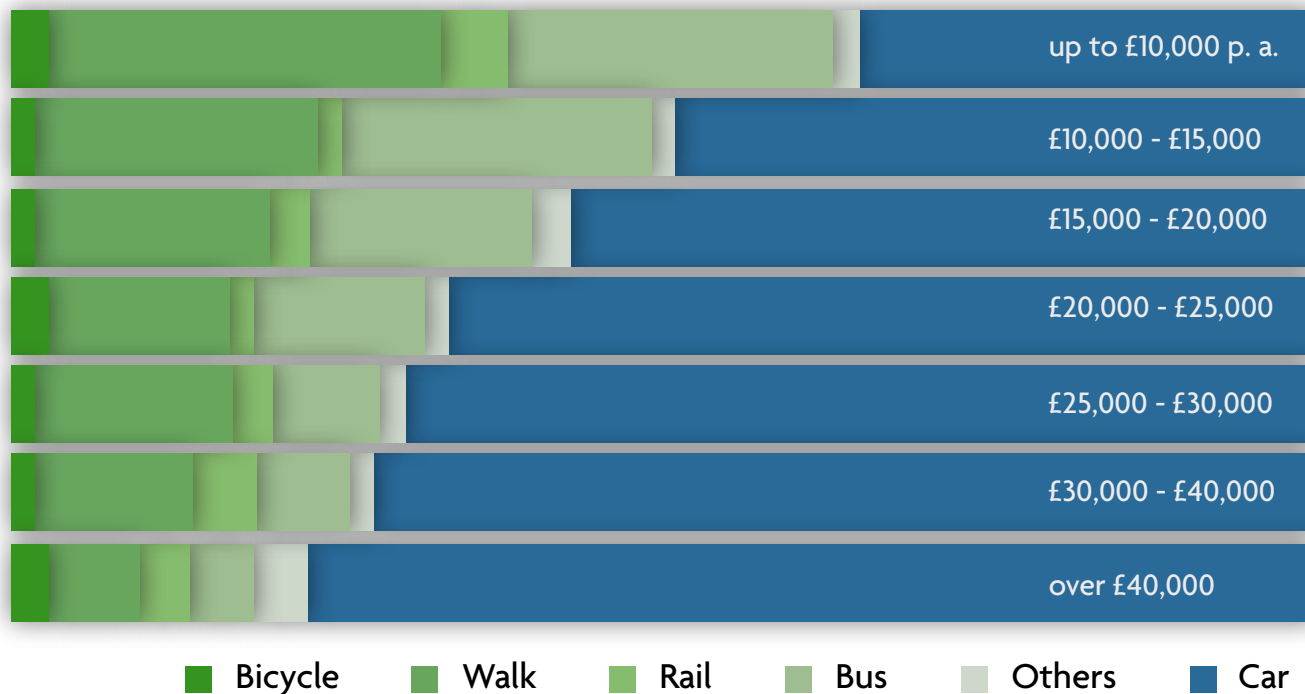
**True cost of transport**

**CAR USE NOT COVERING EXTERNAL COSTS**



**TRANSPORT A MAJOR PROBLEM FOR CLIMATE POLICY**

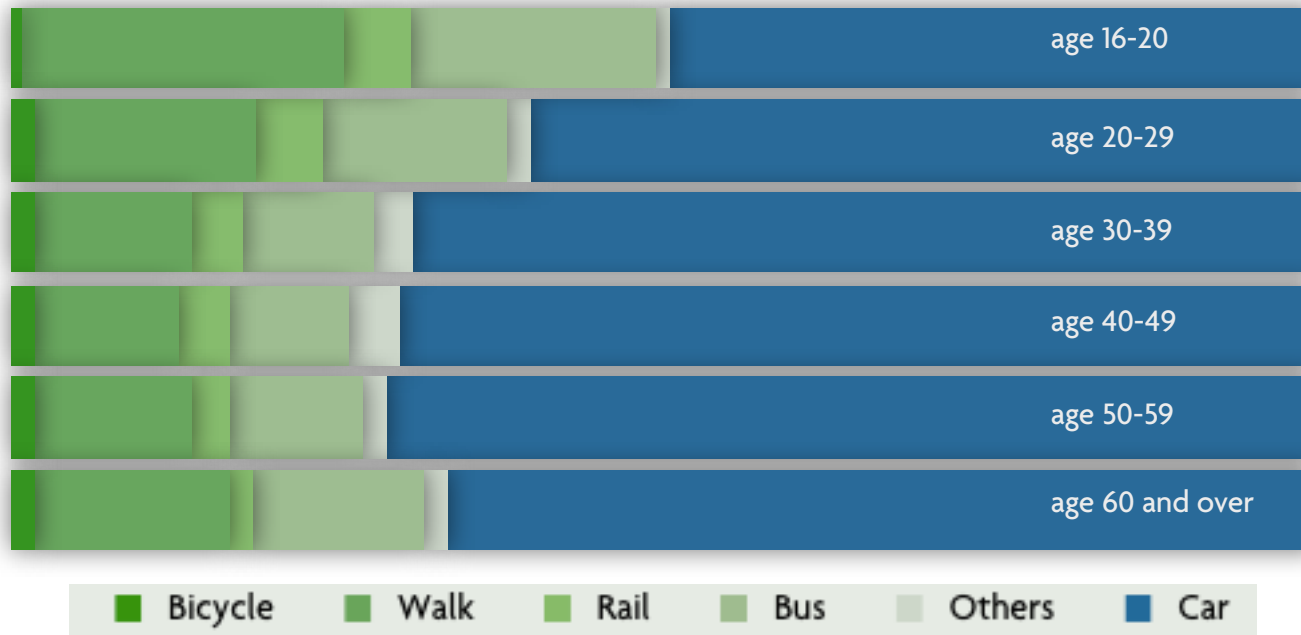
## Lower income groups are more dependent on sustainable transport



Usual mode of travel to work by annual net household income

**TRANSPORT IS ALSO AN EQUALITIES ISSUE**

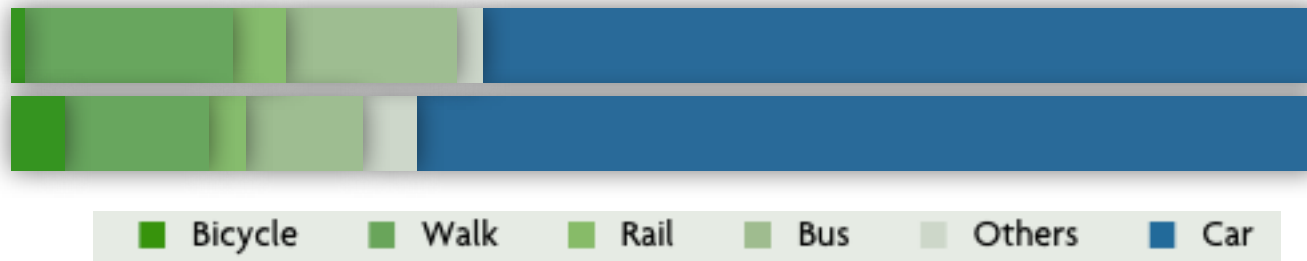
## Younger people are more dependent on sustainable transport



Usual mode of travel to work by age group

**TRANSPORT IS ALSO AN EQUALITIES ISSUE**

## Women are more dependent on sustainable transport



Usual mode of travel to work by gender

**NATIONAL  
INDICATORS  
ON TRANSPORT**



Modal Share **STANDSTILL**



Congestion **STANDSTILL**



Emissions **BACKWARDS**



**GOVERNMENT IS MAKING NO PROGRESS AGAINST ITS OWN TARGETS**

# **OPPORTUNITIES FOR CHANGE:** WHAT PROCESSES COULD HELP?



# 1. National Transport Strategy Review

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4. **City Deal**

**TACKLING CONGESTION:**  
SOME OPTIONS FOR DEMAND  
MANAGEMENT



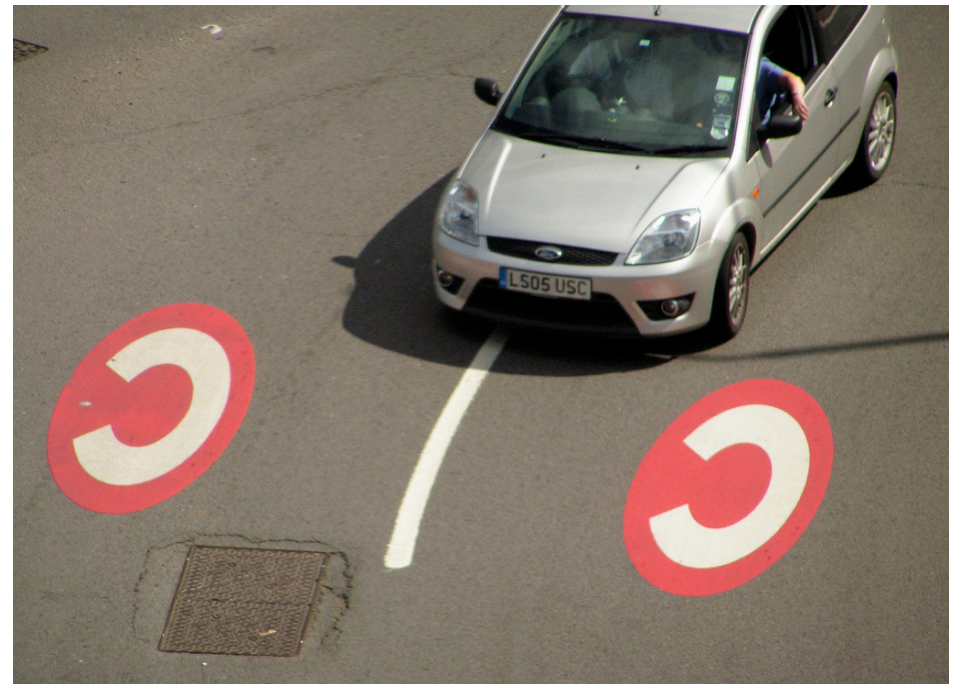
“When it comes to tax, Scotland has a strange sense of priorities. We are happy to pay tax when performing the most basic of bodily functions – 30p entry to the public toilets in Auchterarder – but we don’t need to spend even a penny to park our gas guzzler at an out-of-town shopping mall when many of our high streets are struggling to compete.”

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Ross Martin (then at CSPP)

## Road pricing

- Founded in the Polluter Pays Principle
- Revenue-raising
- Successful in London
- Available under current Scottish legislation
- However, Scottish Ministers currently not in favour of road pricing



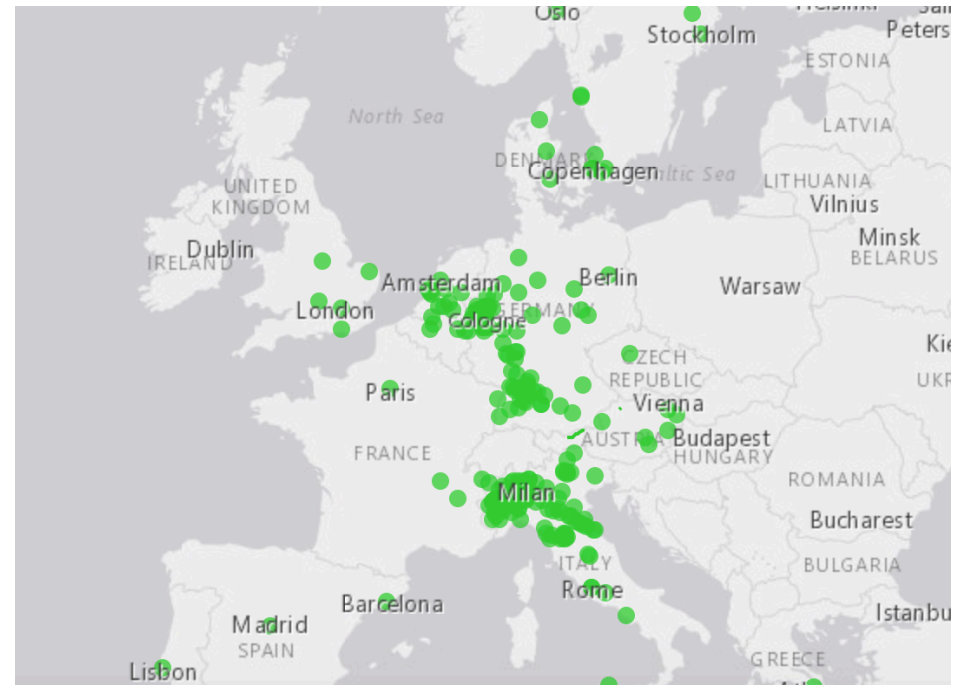
## Workplace Parking Levy

- Revenue-raising
- Revenue raised in Nottingham scheme invested in bus, tram & rail
- Not currently available under existing Scottish legislation
- However, Scottish Government raised this as an option in the draft Climate Change Plan



## Low Emission Zones

- Flows from public health concerns around air quality
- Several hundred schemes in place across Europe
- SG proposes penalty-based system for higher emission vehicles
- Ministerial commitment for all four major Scottish cities to have an LEZ in place by 2020





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- How about introducing priority for buses and coaches on the urban motorways (M8, M77, M80), whether hard shoulder or outside lane running?
- With the city centre ringed by motorways – *and where a specific intention of these was to reduce car volumes in the city centre* – why is so much of the city centre still given over to single occupant cars? Shouldn't people, not vehicles, have priority?

# Thank you

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**for sustainable transport**

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