

Transform Scotland

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



TRANSPORT TRENDS:
STILL GOING IN THE WRONG
DIRECTION

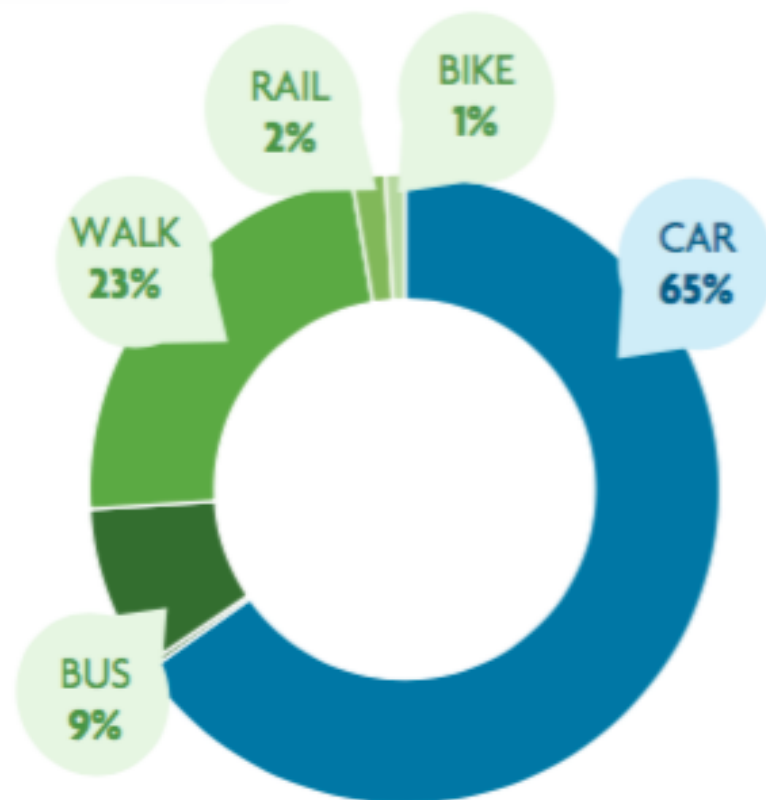


Figure 1.1a

Modal Share of all journeys

THE CAR REMAINS THE DOMINANT MODE OF TRANSPORT

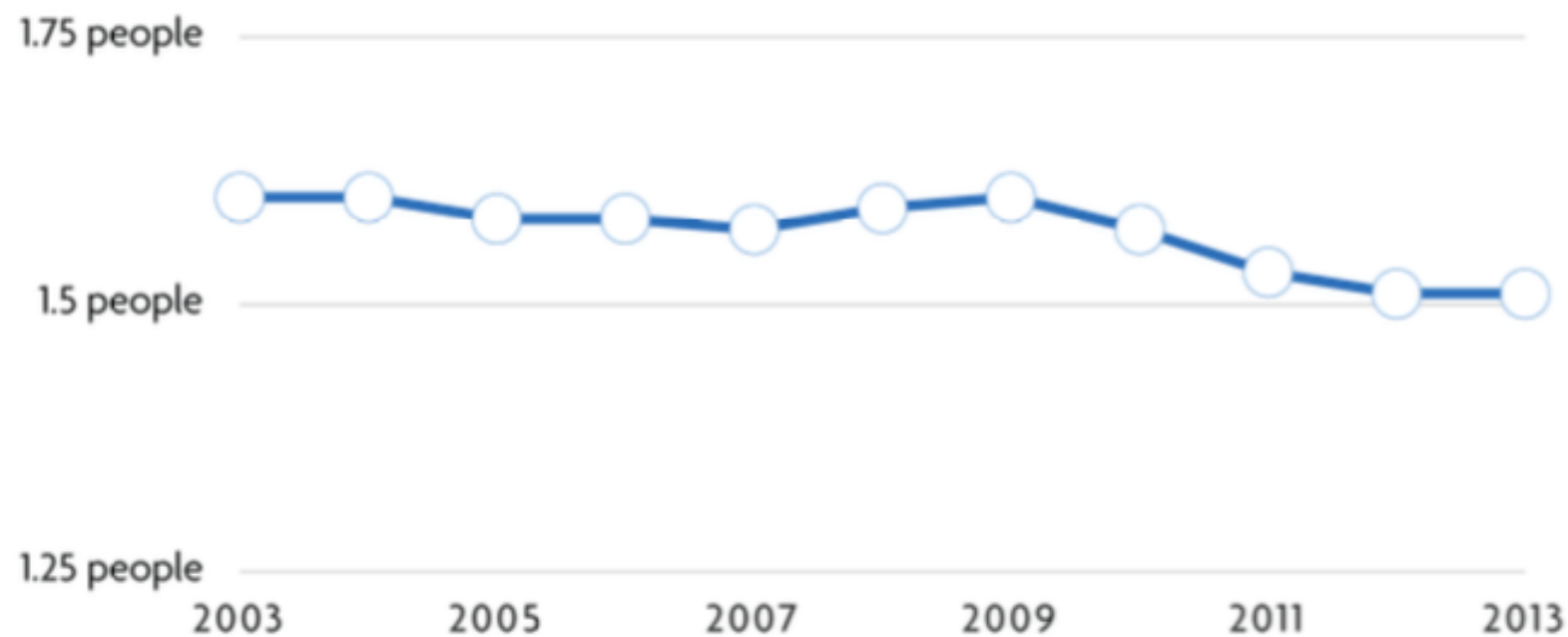


Figure 2.4b

**Average occupancy
of cars in Scotland**

CAR OCCUPANCY IS WORSENING

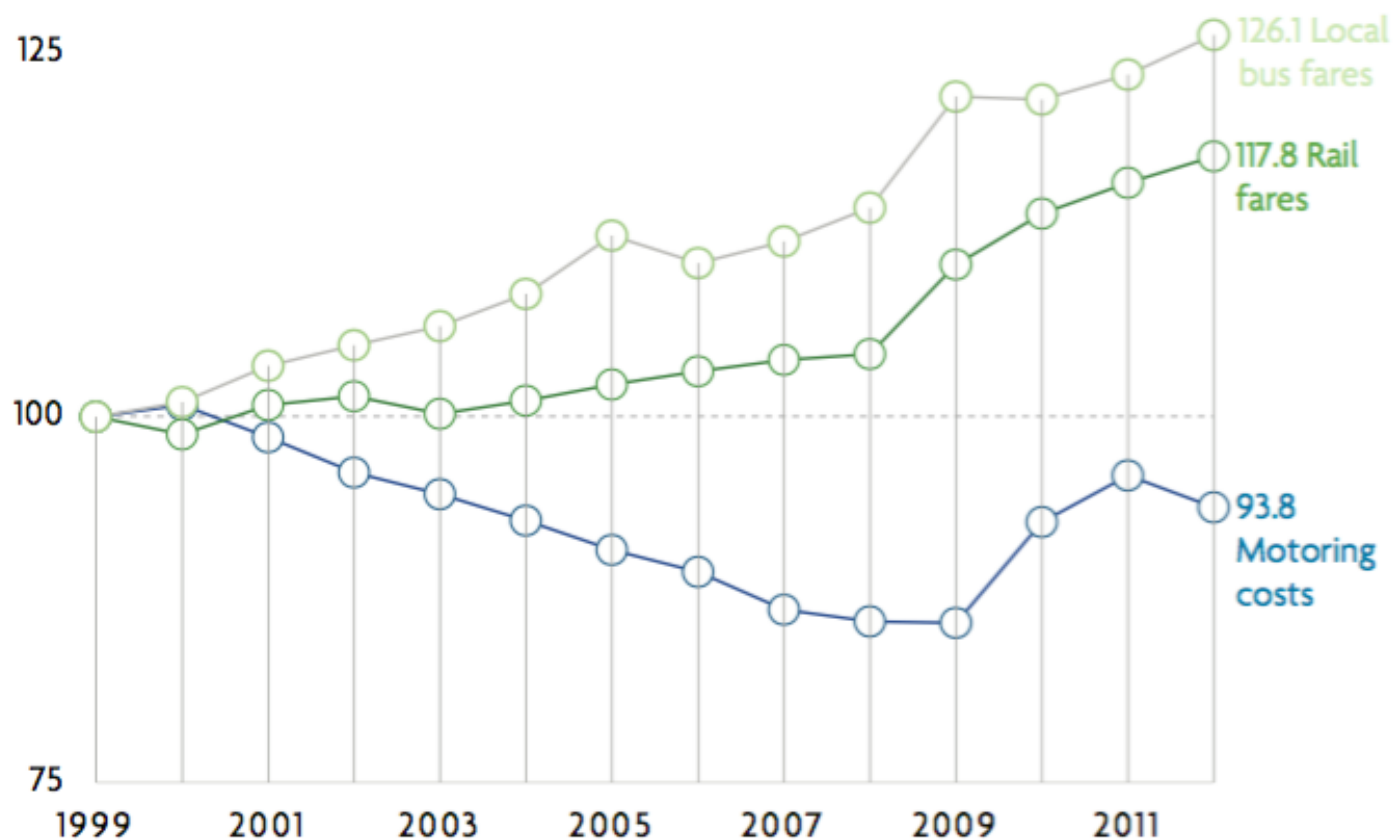


Figure 4.2a

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

PRICE TRENDS MOVING AGAINST PUBLIC TRANSPORT

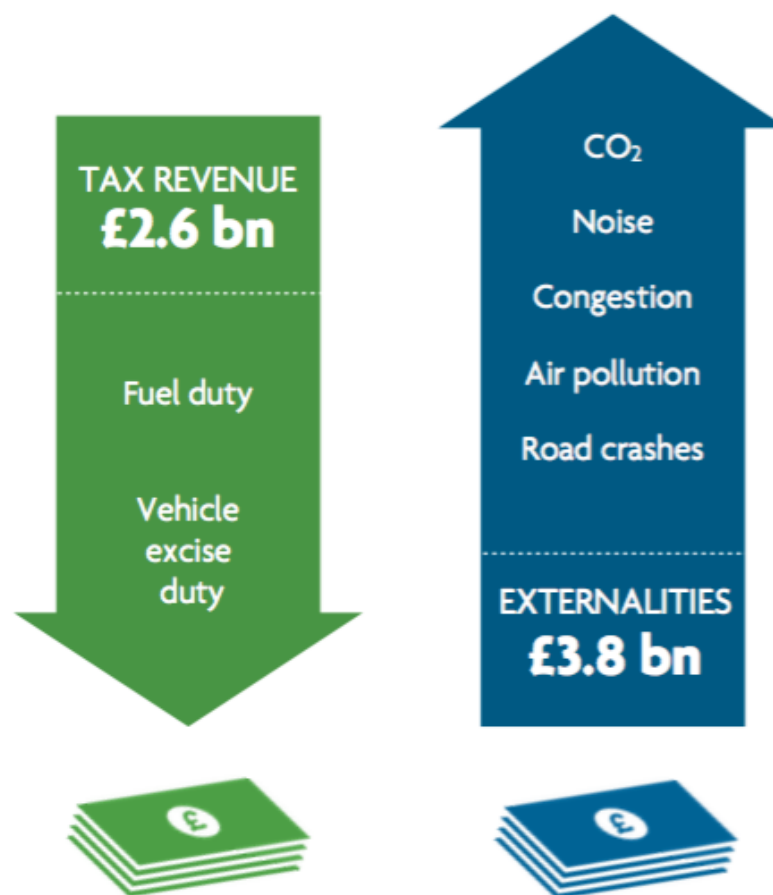
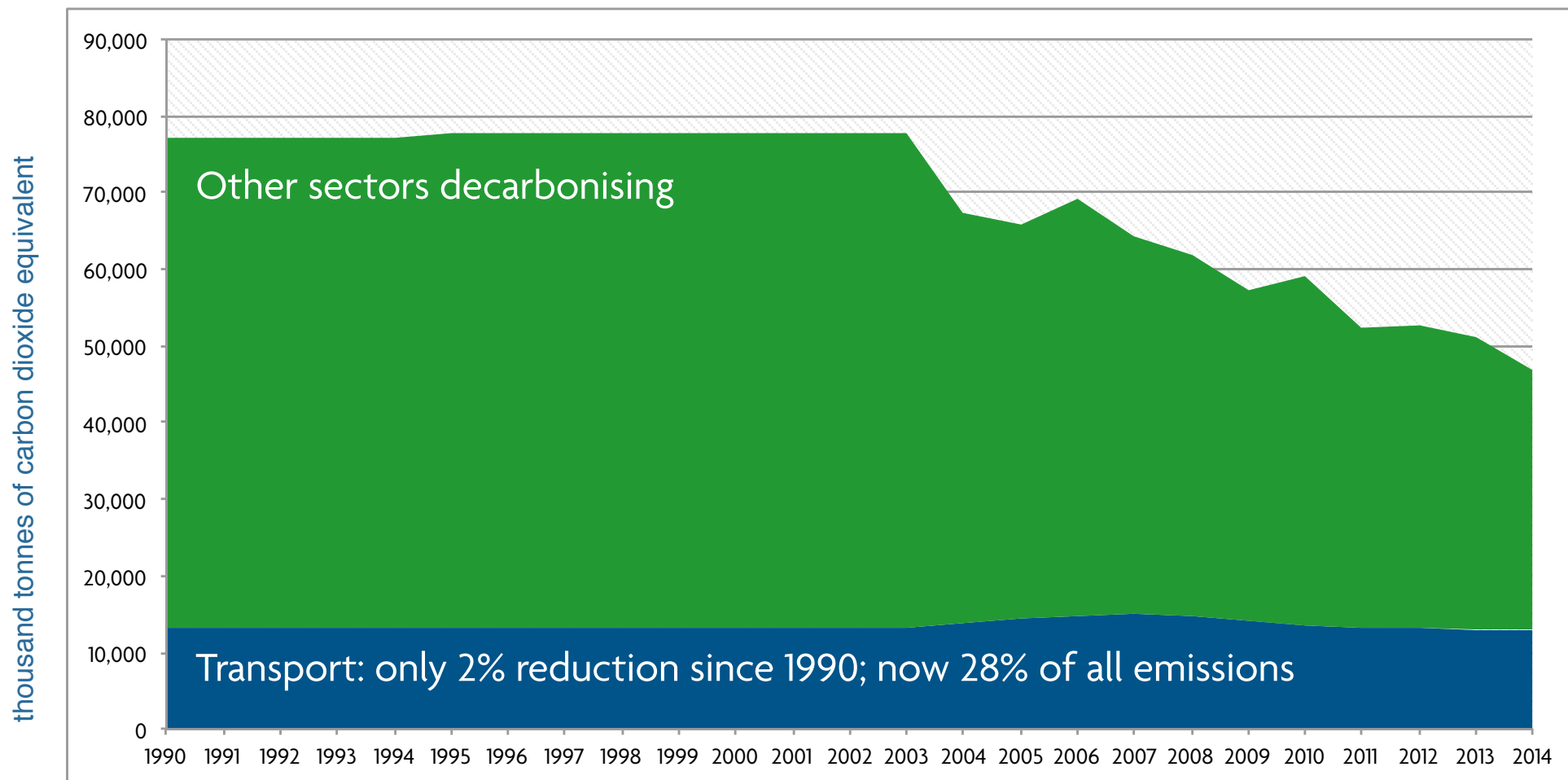


Figure 4.3a

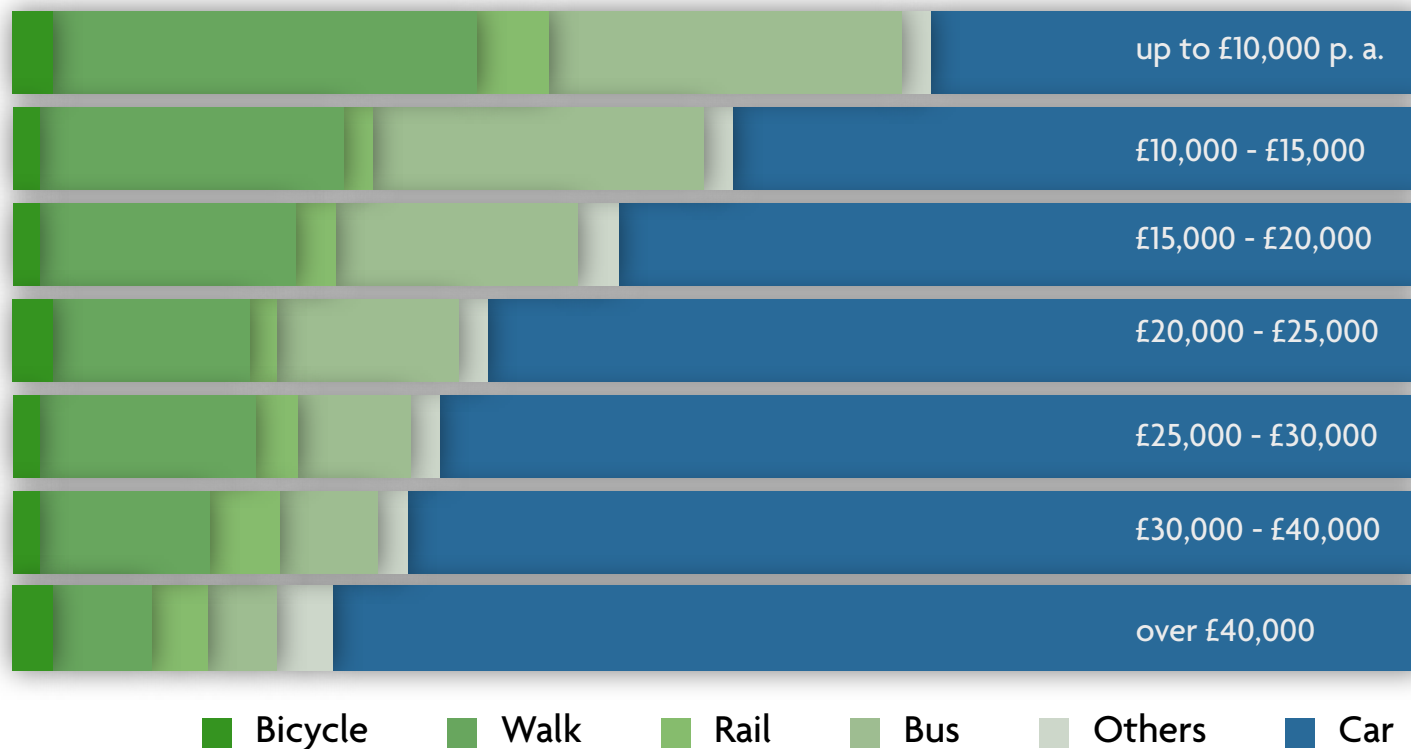
True cost of transport

CAR USE NOT COVERING EXTERNAL COSTS



TRANSPORT A MAJOR PROBLEM FOR CLIMATE POLICY

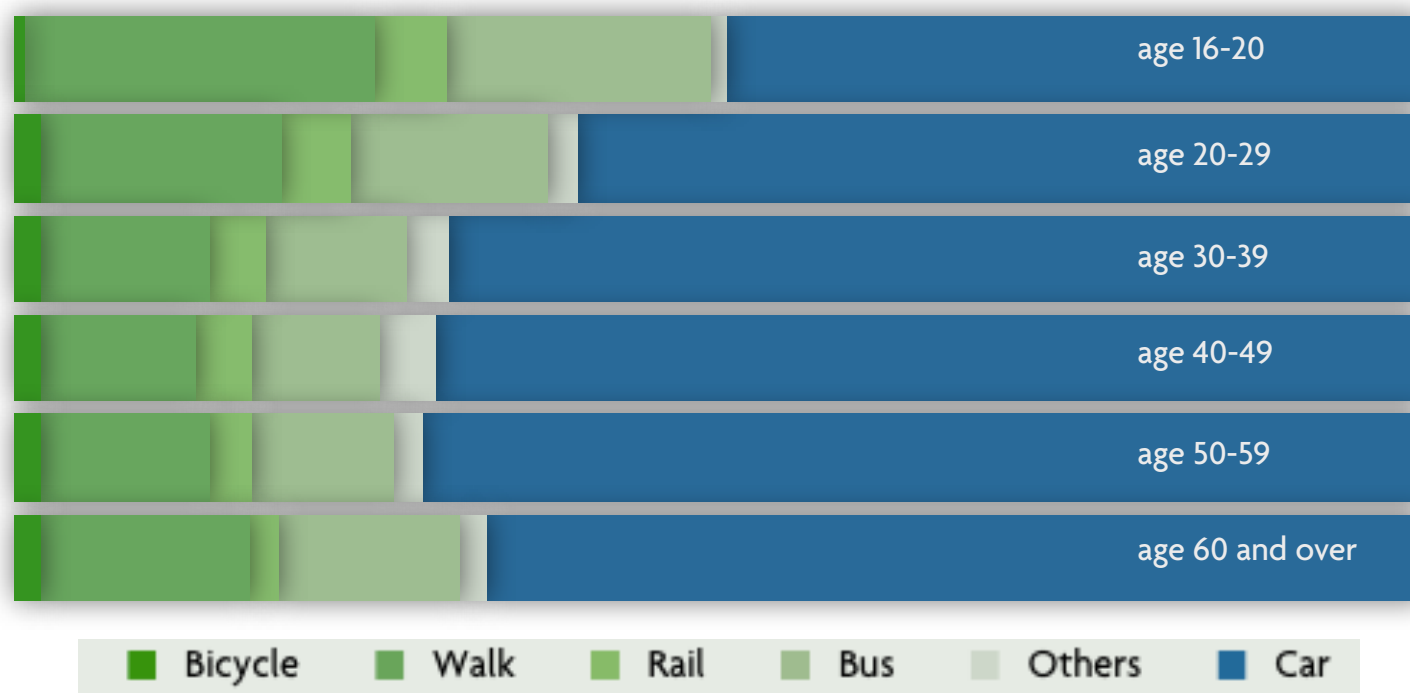
Lower income groups are more dependent on sustainable transport



Usual mode of travel to work by annual net household income

TRANSPORT IS ALSO AN EQUALITIES ISSUE

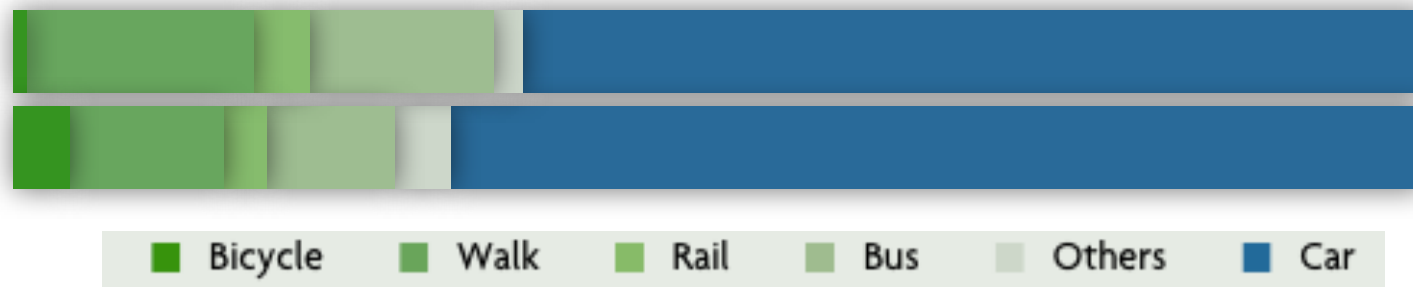
Younger people are more dependent on sustainable transport



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

TRANSPORT IS ALSO AN EQUALITIES ISSUE

**NATIONAL
INDICATORS
ON TRANSPORT**



Modal Share **STANDSTILL**



Congestion **STANDSTILL**



Emissions **BACKWARDS**



GOVERNMENT IS MAKING NO PROGRESS AGAINST ITS OWN TARGETS

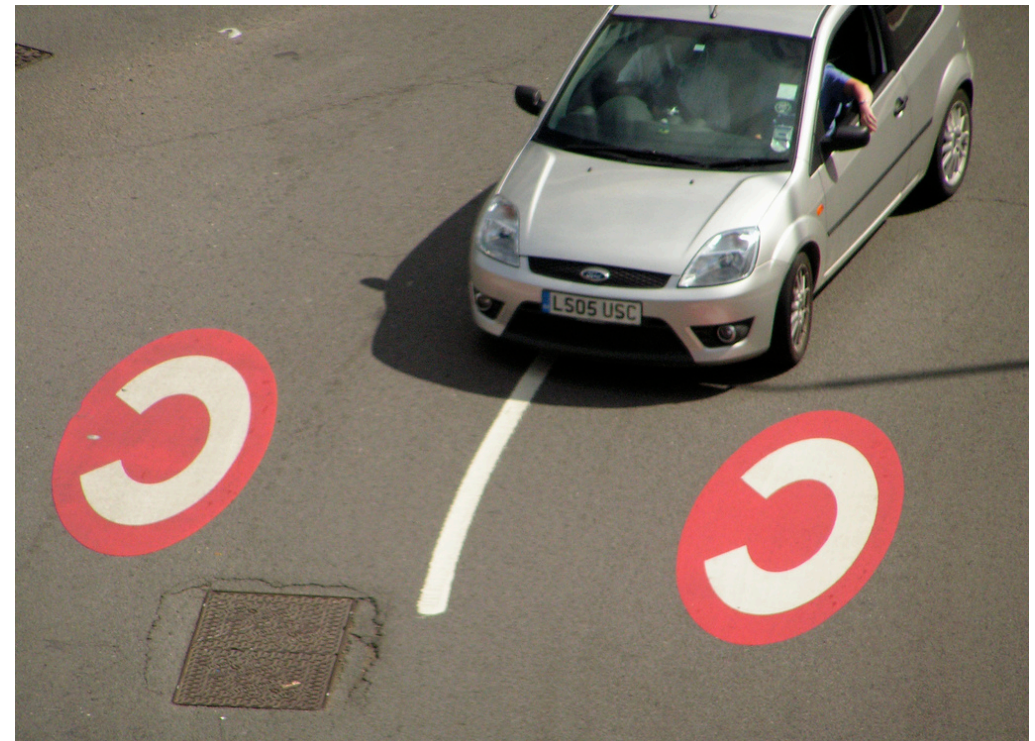
1. National Transport Strategy Review
2. SG Transport Bill (bus services, road works, pavement parking, smart ticketing)
3. Strategic Transport Projects Review 2
4. City Deals

TACKLING CONGESTION:

SOME OPTIONS FOR DEMAND MANAGEMENT

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 — but now in the Transport Bill currently passing through Parliament
- Edinburgh & Glasgow both interested



And how do we make better use of existing road space?

- Are existing parking policies designed to discourage unnecessary car journeys into the centre? And are they properly enforced?
- Are there effective policies for controlling when deliveries are being made, including by 'white van man'?
- Could there be further development of Park + Ride sites?
- 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?



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.



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.



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.



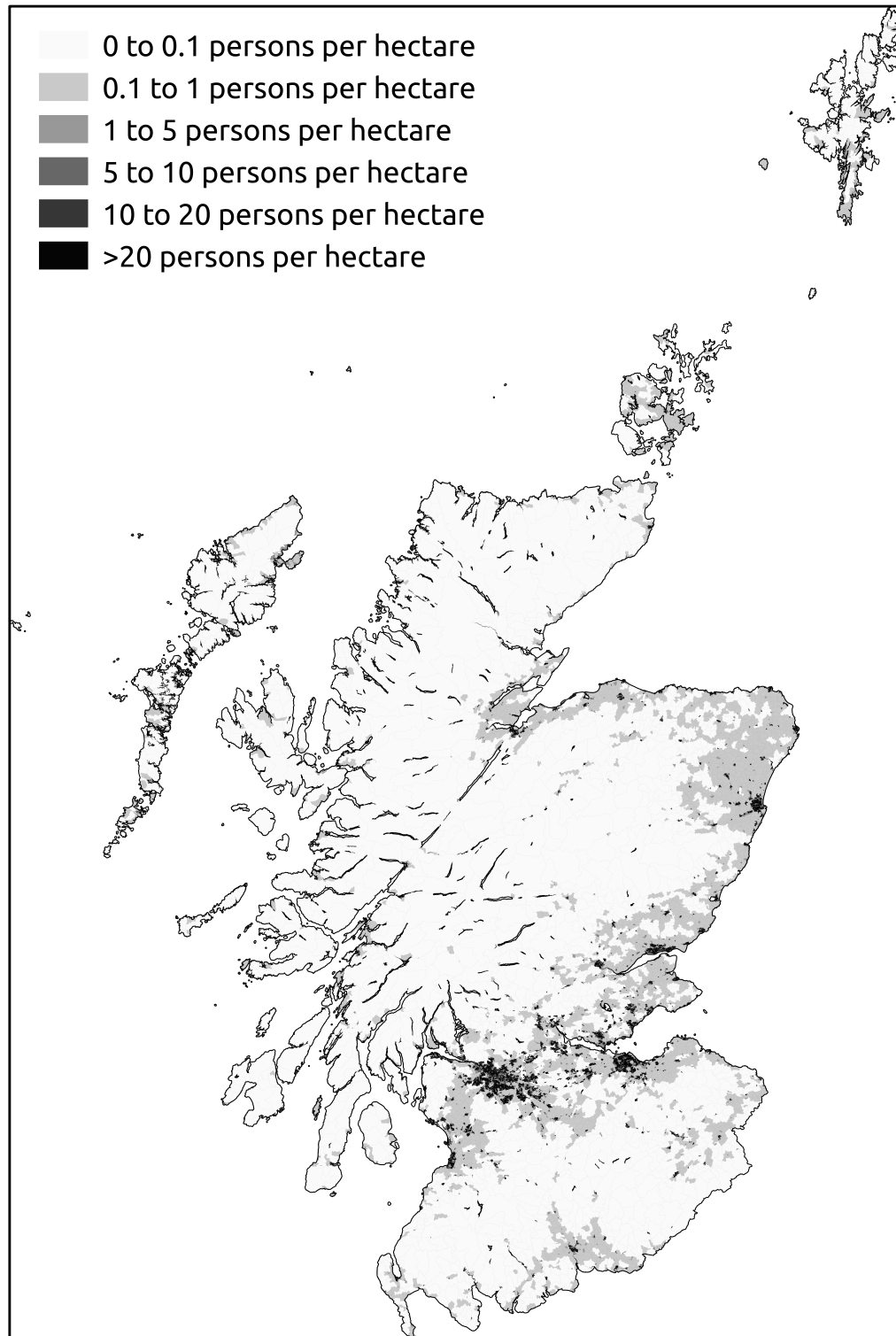
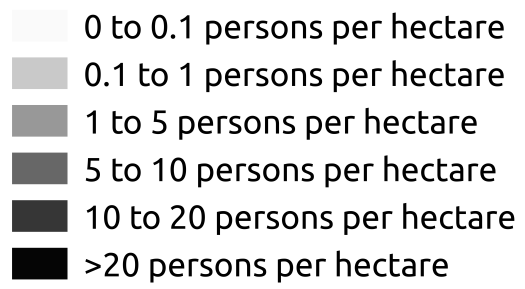
Rail over road should become the norm for inter-city travel.

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.

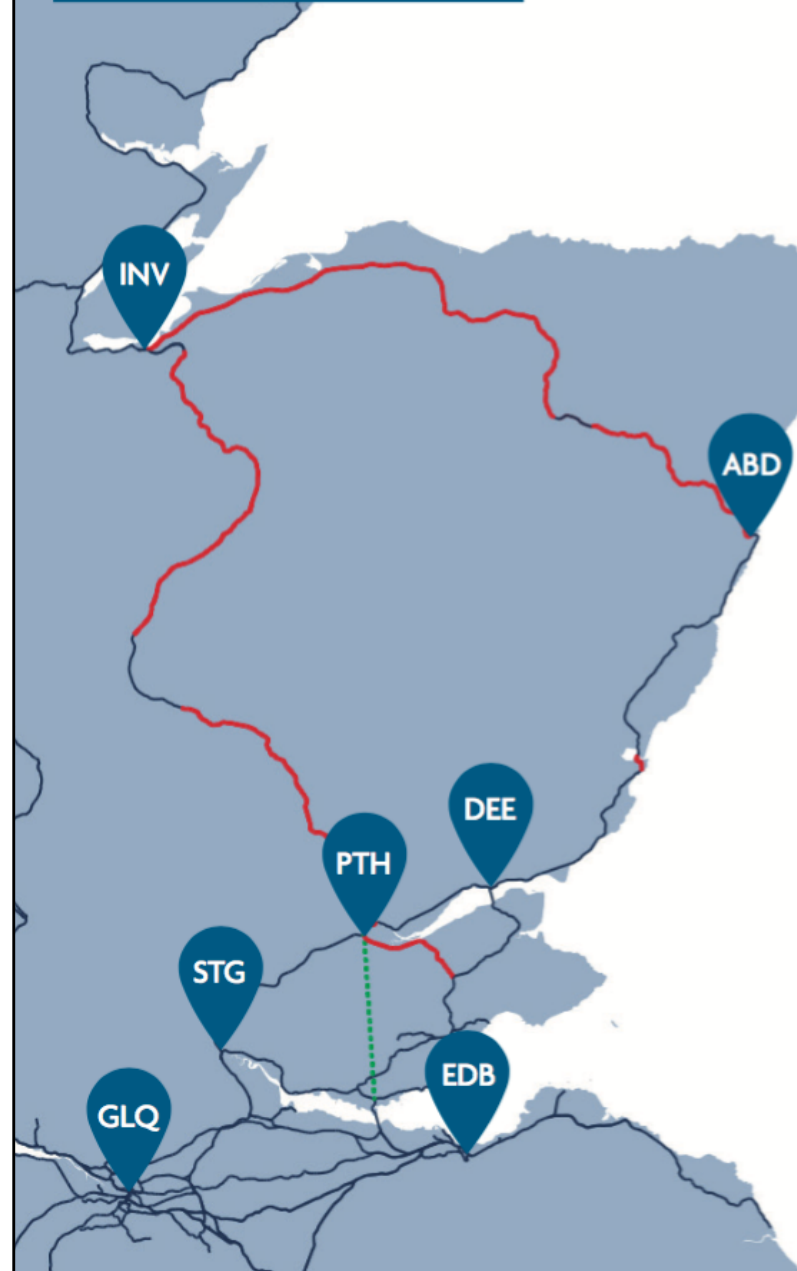
Investment is also required on Anglo-Scottish routes. Large sections of the East and West Coast Mail Lines lie within the remit of Network Rail Scotland and priority needs to be given to infrastructure upgrades on both routes.



Scotland's Rail Network

Map key:

- proposed new line
- single track sections
- doubled sections

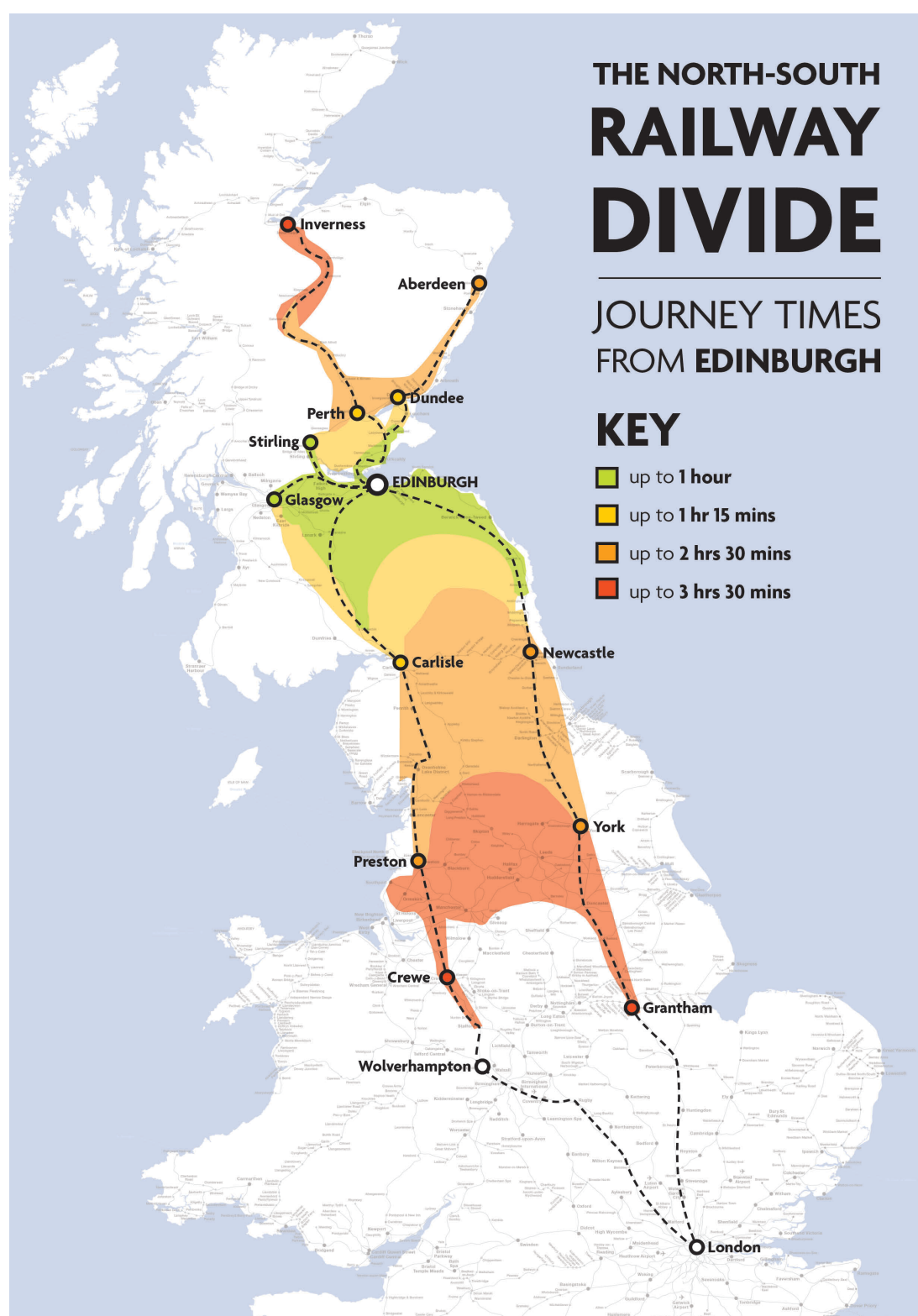


THE NORTH-SOUTH RAILWAY DIVIDE

JOURNEY TIMES
FROM **EDINBURGH**

KEY

- up to 1 hour
- up to 1 hr 15 mins
- up to 2 hrs 30 mins
- up to 3 hrs 30 mins





65 min

Edinburgh - Perth

Fastest time in **1895**

71 min

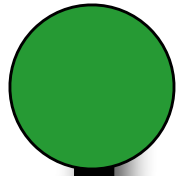
Edinburgh - Perth

Fastest time in **2015**

The rail route from Edinburgh to Perth
is slower than it was **100 years ago**



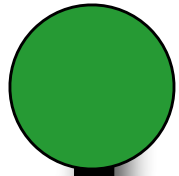
INTER-CITY **EXPRESS**



2015-2020:

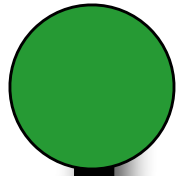
- ✓ Take the long-neglected single-track rail line from **Aberdeen to Inverness** into the 21st century, with more double track to increase capacity, improve speeds and enhance reliability
- ✓ To bridge the gap before network electrification, introduce fast tilting diesel trains between **Edinburgh / Glasgow and Inverness** – and also to **Aberdeen**





2020-2025:

- ✓ Extend planned electrification from Dunblane to Perth, in conjunction with doubling and electrifying the largely single-track **Perth-Inverness** railway – transforming its capacity and capability for both passenger and freight traffic
- ✓ Reduce journey times from **Glasgow and Stirling to Aberdeen** through electrification and by upgrading the existing route through Perth and from Montrose to Usan
- ✓ Reduce journey times from **Edinburgh to Aberdeen** through electrification
- ✓ Create a new Inter City rail hub at **Perth station** – the catalyst for transport connectivity *and* urban regeneration.



2025-2030:

- ✓ Build and electrify a new direct rail link from **Edinburgh to Perth**, slashing up to 35 minutes off journey times from Edinburgh to Perth and Inverness
- ✓ Further reduce journey times from **Edinburgh to Aberdeen** by routing Edinburgh trains via this new fast link.





Thank you

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for sustainable transport

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