

OFFICIAL



SCOTLAND'S RAILWAY  
BETTER IN THE MAKING

# An Introduction to the Sustainable Travel to Stations Strategy

Thank you for waiting,  
the webinar will begin shortly.

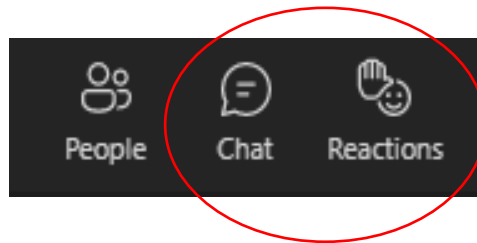
Engage • Inspire • Learn



Image credit: John Linton/Sustrans

# Housekeeping

- **Mics on mute** unless speaking
- **Recording** – session will be recorded
- **Q&A** – ask questions in the chat or raise your hand



← Use either function for Q&A





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# Sustainable Travel to Stations

Mission: Help make it easy,  
convenient, and safe for most  
passengers to get to and from  
railway stations without a car

[Sustainability \(ScotlandsRailway.com\)](https://www.scotlandsrailway.com/sustainability)

John Lauder  
Deputy CEO Sustrans

29 August 2023



# Sustainable Travel to Stations strategy

## Vision

To grow the number of journeys passengers make to, and from, local neighbourhoods to the railway station, by healthy and sustainable modes of transport: walking, wheeling, cycling, on-demand transport, and the bus.

## Mission

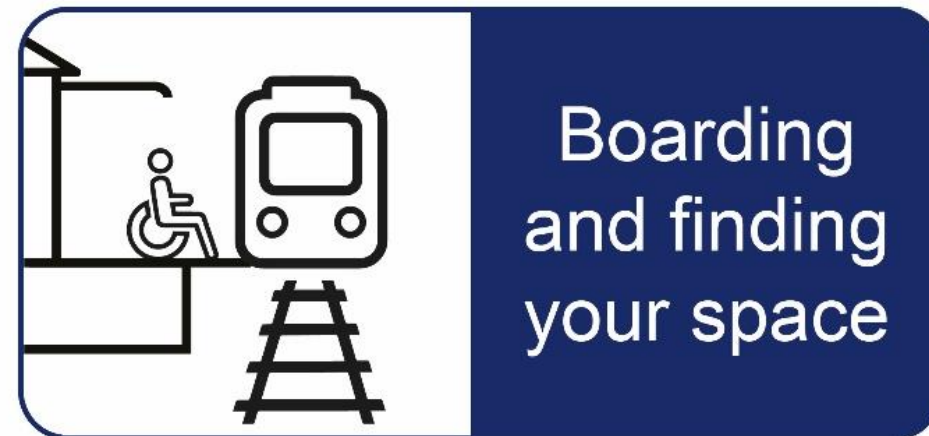
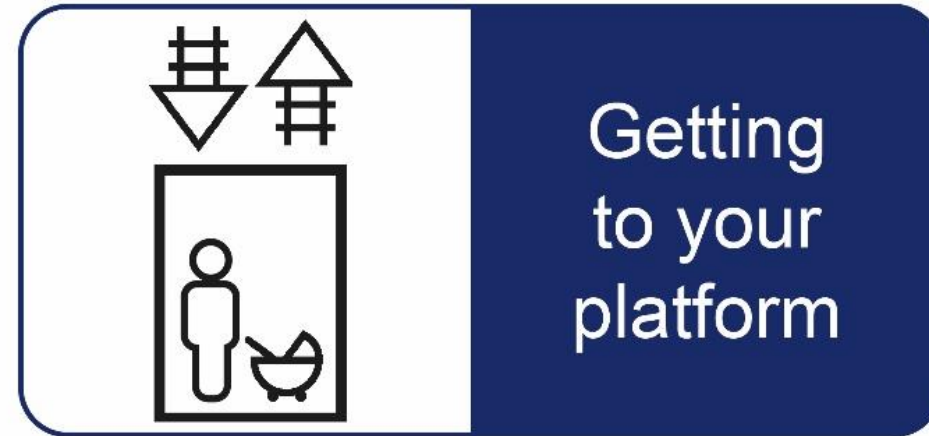
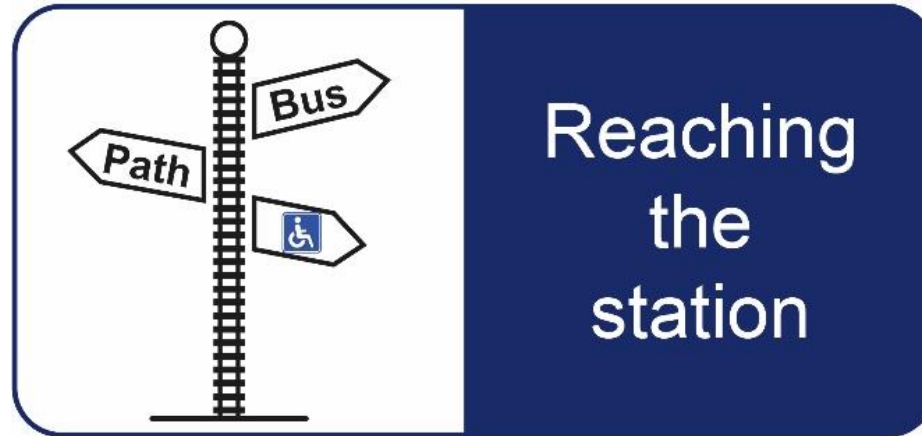
Our mission is to help make it easy, convenient, and safe for most passengers to get to and from our stations without a car.

## Outputs

- Increasing passenger numbers
- Supporting a Net Zero economy
- Helping more people live actively and sustainably locally
- Delivering a user-focussed rail network that works collaboratively with partners
- Tackling child poverty & delivering social justice by opening access to travel

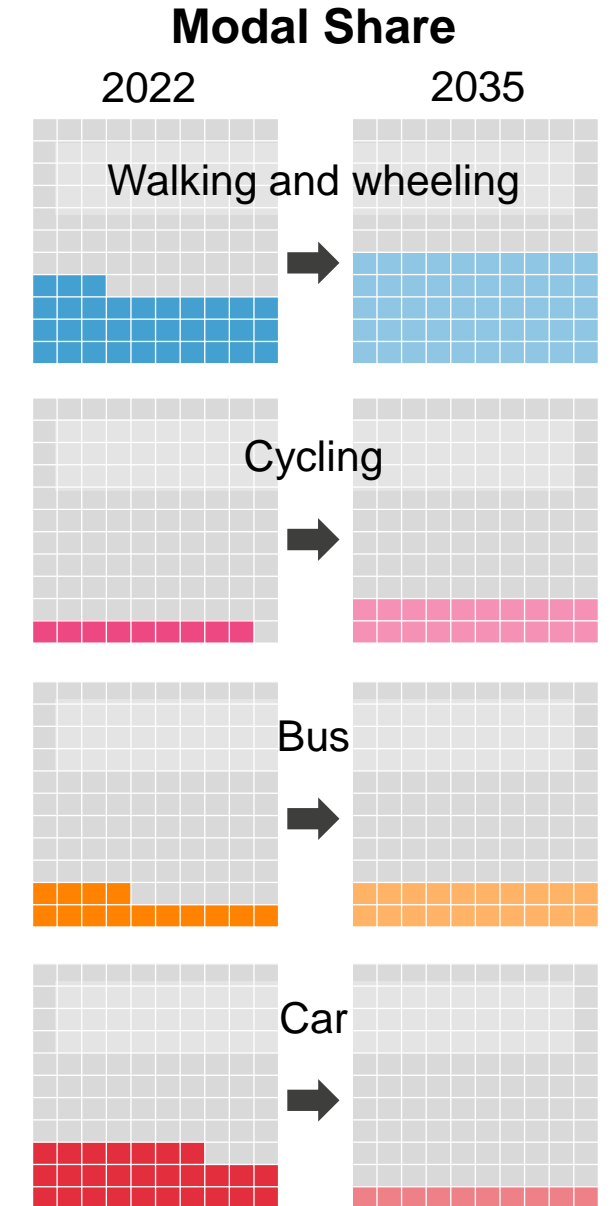


# The Four Pillars of Accessibility



# Delivering Meaningful Change

- By 2035 90% of passengers will arrive at our stations by active, and sustainable modes.
- We will:
  1. Grow walking and wheeling to stations, from 33% in 2022 to 50% in 2035
  2. Grow cycling to stations, from 9% in 2022 to 20% in 2035
  3. Grow bus trips to stations, from 14% in 2022 to 20% in 2035
  4. Reduce car trips to stations, from 27% in 2022 to 10% in 2035
  5. Ensure a reliable baseline for passenger mode share is set and maintained through a twice-yearly survey of passengers



# STtS Supports Key Outcomes

## Key Outcomes

Increasing passengers

Net zero economy

More people living locally and travelling actively and sustainably

## Key STtS Themes

1

Vision, Mission and Context

2

Defining an integrated station

3

Collaborating to create integrated stations

4

Designing integrated stations

5

Monitoring and evaluation plan

## STtS Deliverables

Strategy to realise mission

Delivery plan to operationalise strategy

# STtS's Recommendations

## Integrated Stations

All proposals for stations, housing developments, hospitals, etc. to use STtS in planning

Stations viewed as key components in communities and recognised by funding bodies and planning principles

RTPs to act as focal point for discussions between rail and bus operators, assisting in the regional planning of better integration

## Collaborating to Integrate

Stations and big trip generators within 5 kilometres of a station should plan to use STtS as a guide

Scotland's Railway to improve external engagement, facilitating station integration, land access, and development plans

Transport Scotland, Scotland's Railway, Heads of Planning (HoPs) and CoSLA should view STtS strategy as a high priority for new and existing stations

Dismantle 'red-line mindset' and focus on collaborative engagement

RTPs to act as coordinators of a dialogue on planning and bus integration

Scotland's Railway needs to take the lead to ensure that integrated stations are delivered

Delivery group to ensure STtS is embedded into transport culture

## Designing Integrated Stations

Any new or redeveloped station should be designed to be integrated

Station funding remits to adopt zoned approach with emphasis on 500 metres for disabled passengers, 1 kilometre for walking, 5 kilometres for cycling, and improved bus links

Assess existing stations for integration and improve them via collaboration with local authority

STtS to inform station design by ensuring designers are aware of the elements necessary for integrated stations

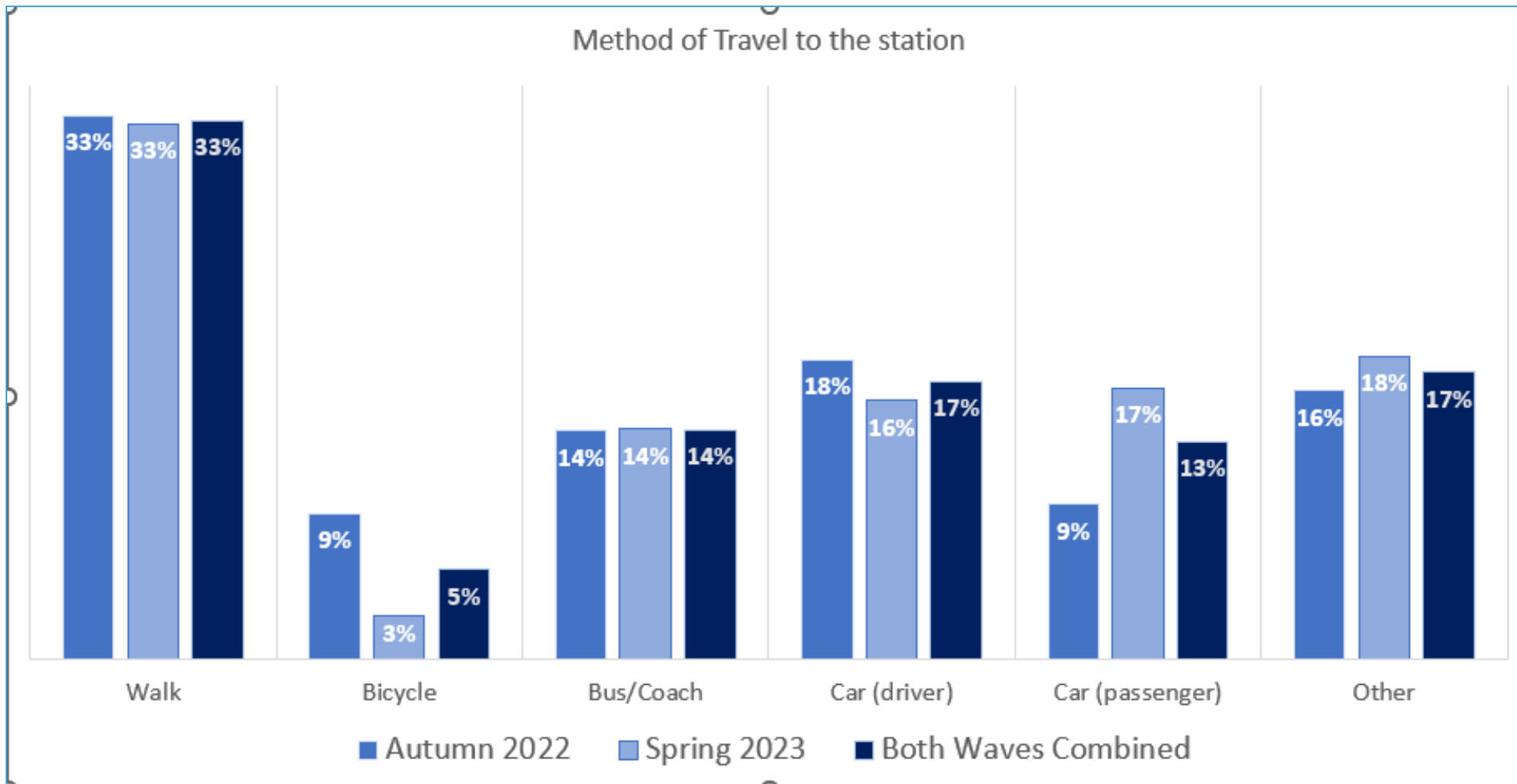
New developments should create an Integrated Station Travel Plan and use the STtS as a guide to deliver active and sustainable travel options

Scotland's Railway should adopt the guidance for a modular design for small and medium sized stations set out by Network Rail



## Driving is not the dominant mode to the station

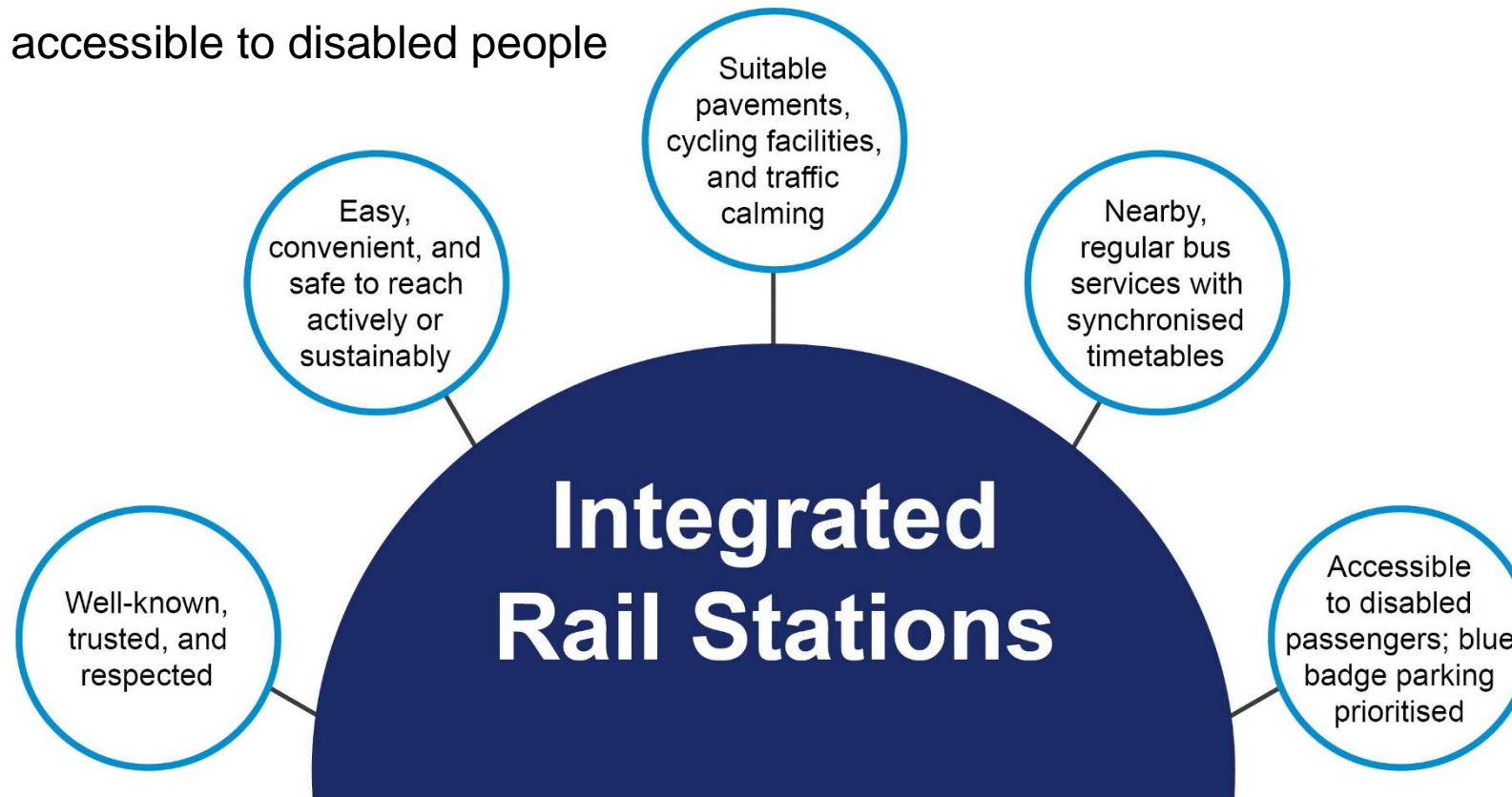
Opportunity exists to grow active and sustainable travel to the station



Figures gathered from the logon to Station Wi-Fi with over 100,000 responses. Collated and analysed by Market Insight Team, ScotRail.

# Stations can work better for people and communities

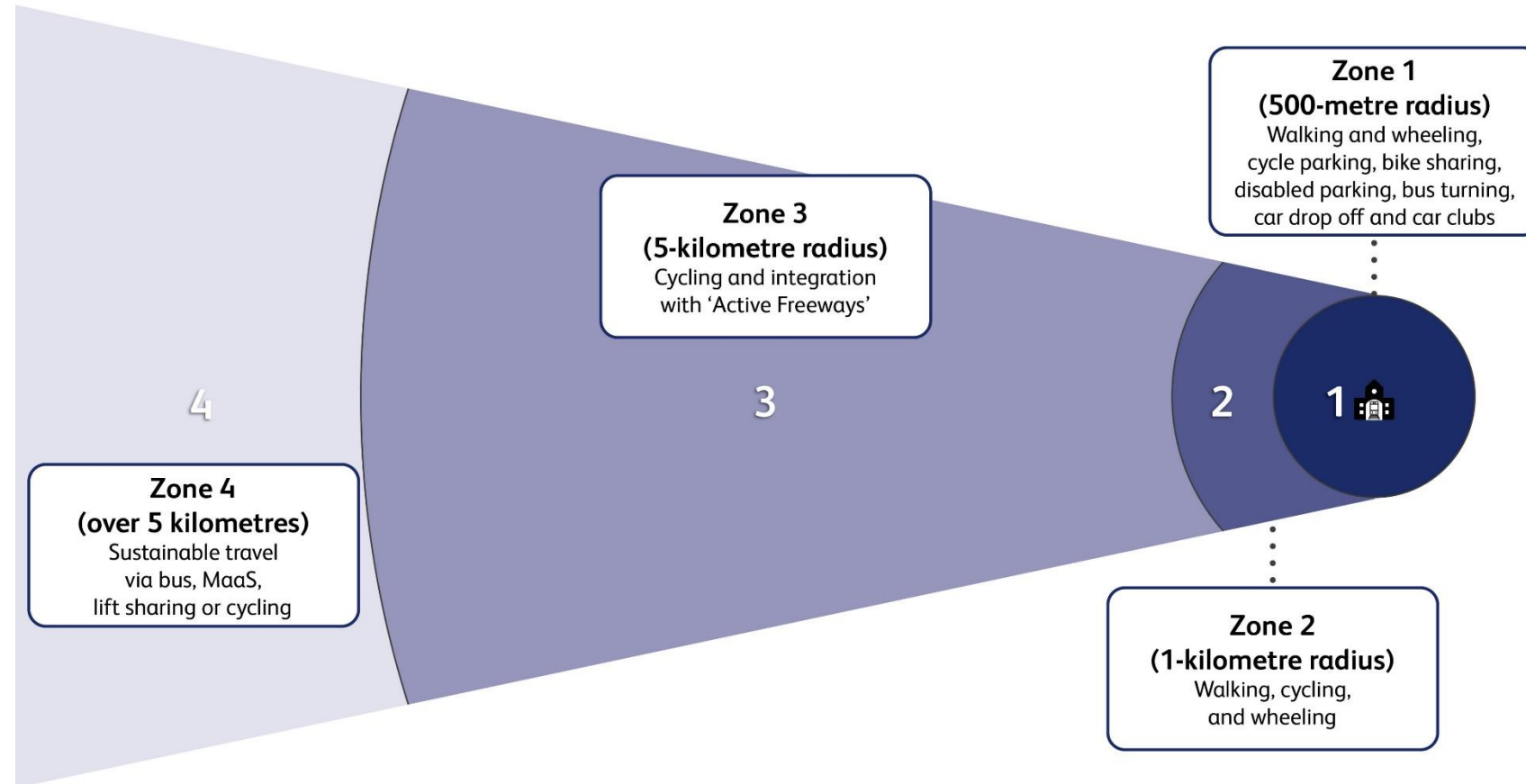
- An integrated rail station should be a well-known, trusted, and respected facility in a community
- Getting to the station actively or sustainably is as easy, convenient, and safe as possible
- High-quality placemaking for walking, wheeling, and cycling
- Integrated bus services supported by demand-responsive transport links the station to public transport
- Station is fully accessible to disabled people



# Designing an Integrated Station

The design for new, existing, and redeveloping stations starts 5 kilometres from the front door.

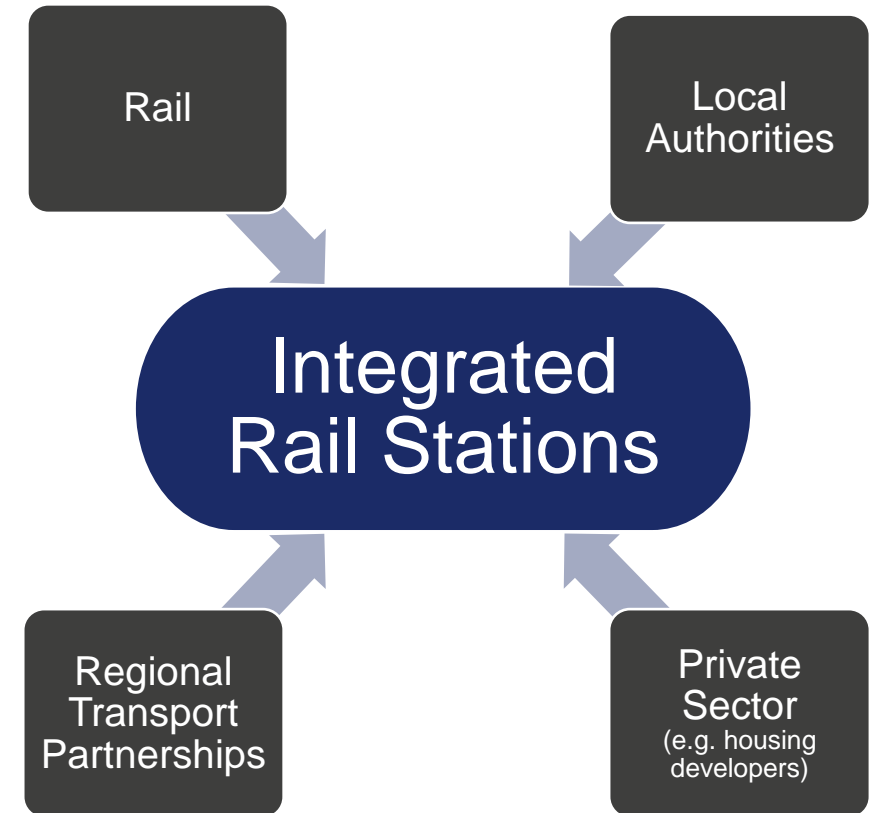
- Follow Cycling by Design and Designing Streets guidance
- Use Network Rail guidance for the design of small and medium sized stations
- The closer to the station, the greater the emphasis on high quality design
- Disabled passengers and blue badge holders require special design attention
- Seek guidance through genuine and meaningful dialogue





## Collaborating to Create Integrated Stations

- All statutory bodies must collaborate to deliver integrated stations
- Funding allocated early
- Genuine dialogue and collaboration
- A project requirement under PACE in rail project delivery
- Plan early to integrate stations, with a rolling programme of retrofit for the existing portfolio
- New stations are automatically planned to be integrated
- This is as true in rural areas as urban communities



## Strategic implications for Scotland's Railway

### STtS demands different thinking, requires effective leadership and will mean:

We consider how our passengers get to the station as our first thought before a station is considered for redevelopment or building from new.



We use STtS as the over-arching and go-to guide for all station planning, whether initiated inside or outside the business.



We are clear across the business that we collaborate positively with our partners in local authorities , and we help each other to deliver mutual benefits.



We use STtS to open new funding opportunities with new partners.



We monitor performance to continuously improve and be passenger focussed.



## Sustainable Travel to Stations

A strategy helping make it easy, convenient, and safe for most passengers to get to and from our stations without a car

John Lauder

Deputy CEO Sustrans, seconded to Scotland's Railway

May 2023



Image credit: John Linton/Sustrans

### Abstract

The vision of the Sustainable Travel to Stations strategy is to grow the number of journeys passengers make to, and from, local neighbourhoods to the railway station by healthy and sustainable modes of transport: walking, wheeling, cycling, on-demand transport, and the bus.

Integrating stations into the communities they serve sits at the heart of this strategy: improving access to public transport, increasing opportunity to travel sustainably, delivering improved safety and social justice.

Sustainable Travel to Stations is a practical guide for everyone interested in growing passenger numbers, delivering integrated transport, and creating a healthy, net zero economy.

# STtS in 2023

<p><b>January:</b> Final draft finalised and out for engagement ✓</p>	<p><b>January:</b> Early engagement with stakeholders on delivery plan ✓</p>	<p><b>March:</b> RBIG and Alliance Board approve strategy ✓</p>
<p><b>March:</b> Strategy endorsed by TS, LAs, RTPs, SCOTS, MACS, etc. ✓</p>	<p><b>March:</b> Strategy soft launched B2B ✓</p>	<p><b>April:</b> Delivery plan launched ✓</p>
<p><b>May – Sept:</b> Strategy and delivery plan embedded into planning ✓</p>	<p><b>May – Sept:</b> Practitioners Guide launched ✓</p>	<p><b>May – Sept:</b> Pilot delivery projects in delivery ✓</p>