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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

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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 and 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, connected net zero economy.

Contents

1. Executive Summary

The Sustainable Travel to Stations (STtS) strategy presents a vision and sets a mission to help increase passenger numbers, contribute to a net zero economy, and help people to live locally.

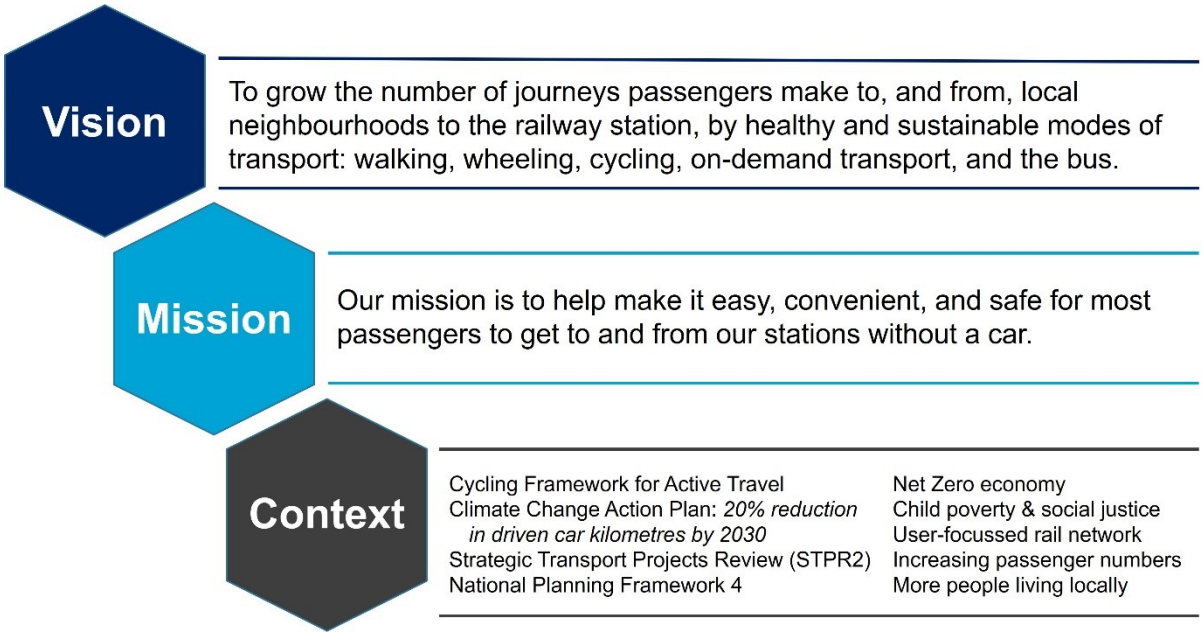

Figure 1: Vision, mission, and context of Sustainable Travel to Stations

The strategy is a practical guide for all statutory bodies, and private developers planning developments on or near the rail network. In addition, it is written as a guide for communities served by rail where the station could be better integrated. It sets three key outcomes and a series of practical recommendations, as can be seen on the following page:

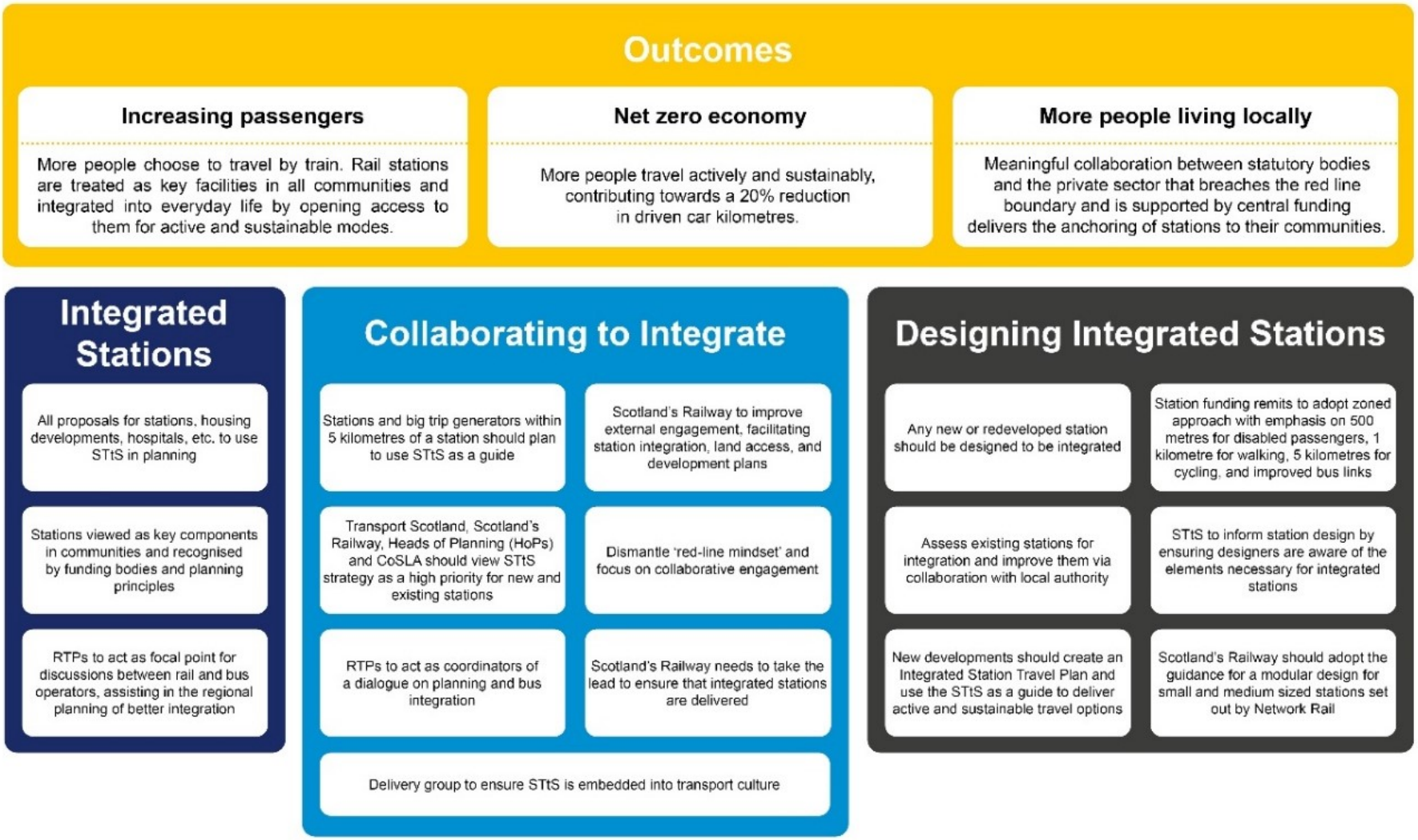

Figure 2: Outcomes and recommendations of the strategy

Delivering the strategy will better integrate railway stations into the communities they serve, anchoring them to their station, and increasing passenger numbers getting to the station actively and sustainably. Its practical delivery will reduce driving to stations and increase active and sustainable travel, assessed by a monitoring plan. STtS will help improve neighbourhoods, deliver local living, increase every day active travelling and bus patronage, improve air quality, and help deliver the target of a 20% reduction in driven car kilometres by 2030.

In addition, delivering stations that integrate better with the communities they serve, will open access to public transport and help narrow the gap in opportunity to access education, employment, and opportunity. Transport is not just physical but is also social infrastructure and has a key role to play in delivering a more just and socially open society. There is an urgent need to ensure stations integrate into communities so that stations and their neighbourhoods are designed to be as safe as possible, particularly for women and girls.

To assess its effectiveness, the strategy sets key metrics. Scotland's Railway aspires to carry twice as many customers as it did pre-pandemic. Success will be carrying at least 190 million passenger journeys in 2035. To achieve this aspiration, Scotland's Railway need to increase passenger journeys by 126 million from the 64 million carried in 2022/23.

STtS based its targets (Figure 3) on this aspiration, informed by the data gathered in the 2022 passenger travel to station survey (see Figure 5 below).

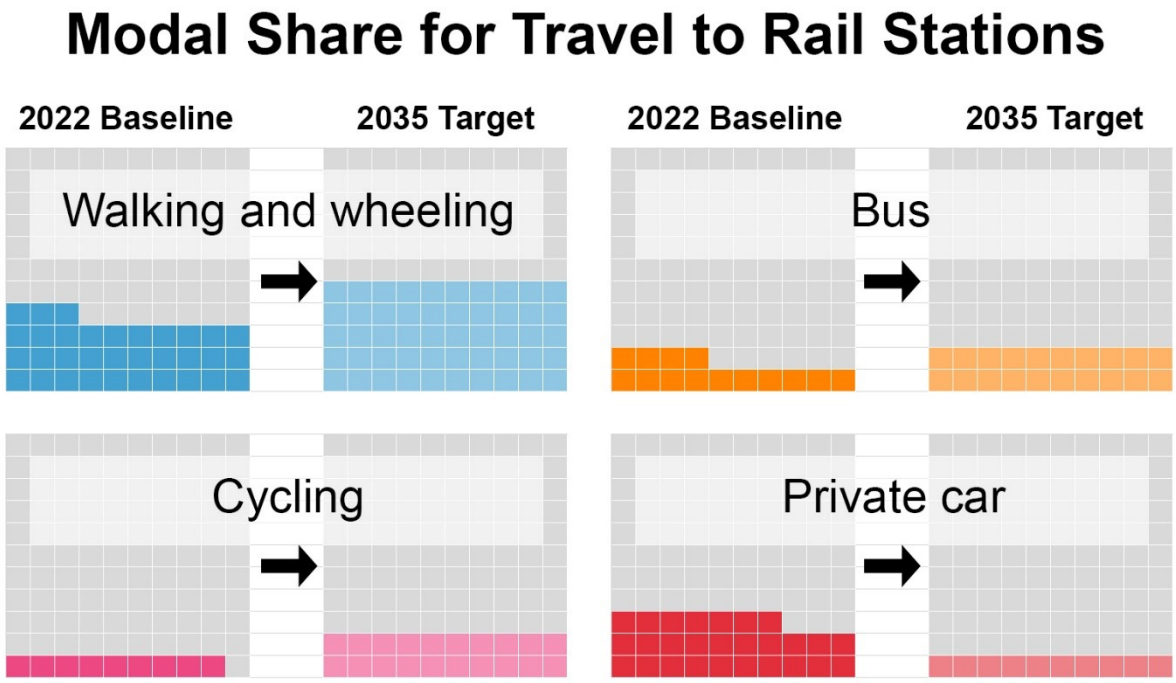

Figure 3: KPI targets for the STtS strategy

1. **Walking & Wheeling: increase walking/wheeling trips to stations from 33% in 2022 to 50% in 2035.** From 21 million in 2022 to 95 million trips in 2035.

2. **Cycling: increase cycling trips to stations from 9% in 2022 to 20% in 2035.** From 6 million trips in 2022 to 38 million trips in 2035.
3. **Bus: increase bus trips to stations from 14% in 2022 to 20% in 2035.** From 9 million trips in 2022 38 million trips in 2035.
4. **Private car: reduce percentage driving/being driven to stations from 27% in 2022 to 10% in 2035.**
    - From 17 million trips in 2022 to 19 million in 2035. Although a reduction in the percentage driving, the aspiration to increase passenger numbers could result in an increase in driven trips.
    - When the rural nature of much of Scotland is recognised, taken with the current steep uptake in e-vehicles, as well as the use of private cars by essential car drivers, 10% may seem a reasonable figure set against a doubling of passenger numbers.
    - We hope that driving to stations can be further reduced. Transport Scotland's commitment to develop a Car Demand Management Framework by 2025 will assist the rail industry to encourage a shift from road to rail as much as possible.[1]

There is an urgent need to encourage and make it easier for more people to travel actively, sustainably and drive less often irrespective of their geographical situation. Disabled drivers, and those living in very dispersed communities where driving a car is, and may continue to be, a necessity, also require easy parking and access. In addition, those in Scotland without access to a car, nearly a third of the population, will benefit from a more integrated transport system.

Planning to integrate a station into its community, so that it does not sit in isolation and getting to it is easy either actively or sustainably is timely. Scotland's Railway and Scottish Government wants to increase passenger numbers by being more user focussed but have overlooked that most passengers get to the station actively and sustainably and too often planned for driving to the station. Local authorities want their neighbourhoods to be welcoming and easy to get around, but too often they have allowed the rail station to be hidden. Statutory bodies have therefore drifted to a position where often the role and position of the local station has been forgotten. Crucially, the public want to drive less, and those without access to a car and grappling with the cost-of-living crisis want public transport to work better for them, however both will ignore rail travel if the station is hard to reach. This requires a fresh approach and a focus on how passengers get to the station, with more emphasis on the active and sustainable modes than on driving and parking.

The role of stations in creating good quality places that encourage active living and improved mental health has been overlooked. Yet the health benefits of active living are considerable, and rail contributes towards the health of Scotland. A 2022 report concluded that active travelling to stations in Scotland:

[1] https://www.transport.gov.scot/media/50872/a-route-map-to-achieve-a-20-per-cent-reduction-in-car-kms-by-2030.pdf

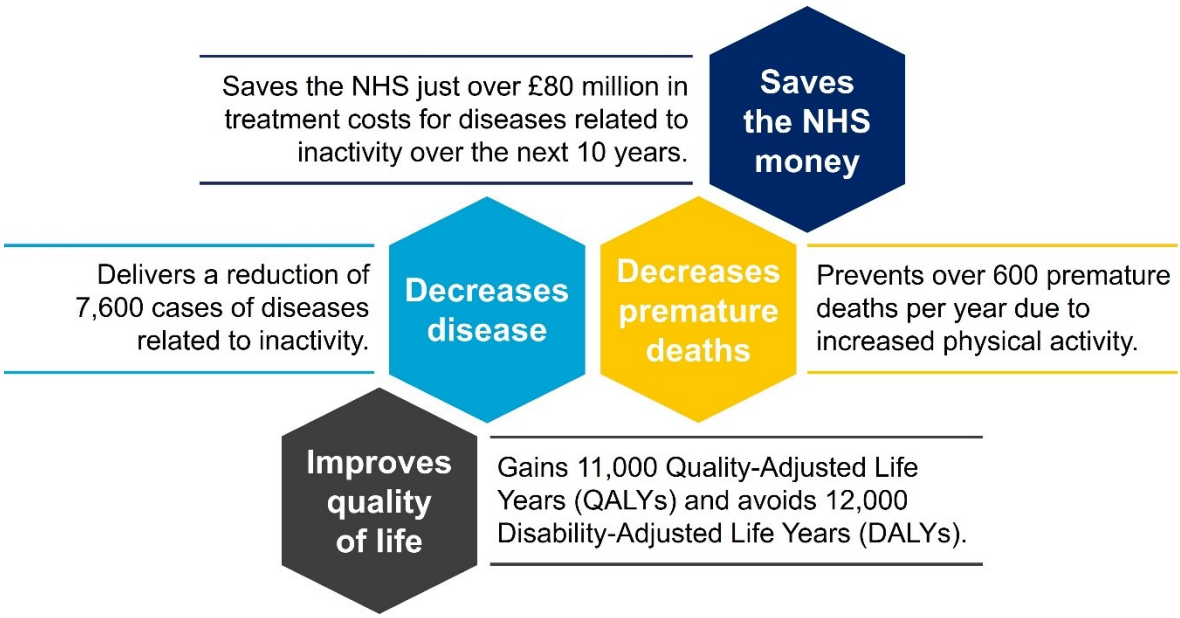

Figure 4: Public health benefits of active travel to stations

This strategy provides an opportunity to view stations as places that fit into wider communities. Stations should physically integrate into the communities they serve. Building on the health benefits of active living by increasing passengers travelling actively makes this mission a cross-cutting double win for Scotland. There is huge potential to grow the modal share of active and sustainable transport. A 2022 survey of passenger travel to the station found the following mode shares:

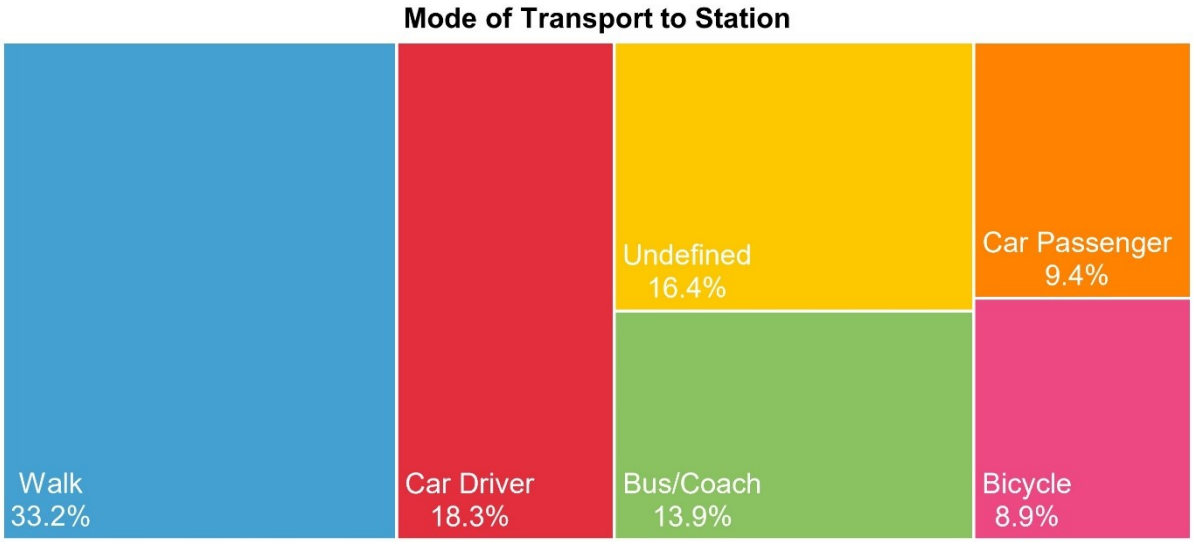

Figure 5: 2022 Passenger travel survey. ScotRail

Scottish Government has set a clear policy direction to integrate public and active transport and is dedicating 10% of the transport budget to help deliver this aspiration. It therefore follows that strong collaboration between statutory bodies responsible for planning and delivering transport and the wider built environment is required. In other words, the rail industry needs to collaborate better with local authorities, who in turn need to collaborate and plan better with rail, bus and private developers, particularly house builders. Key to improving the relationships

between major statutory bodies is for rail to loosen the strict planning boundaries that frequently negate meaningful collaboration. This is a culture change that will require active leadership, openness, access to funding, and removal of inflexible mindsets.

The local railway station should be a well-known, valued, and trusted facility in the community. Getting to the station should be easy and safe, whether people are walking, wheeling, cycling, travelling by bus or demand-responsive transport like taxis and community owned or shared vehicles.

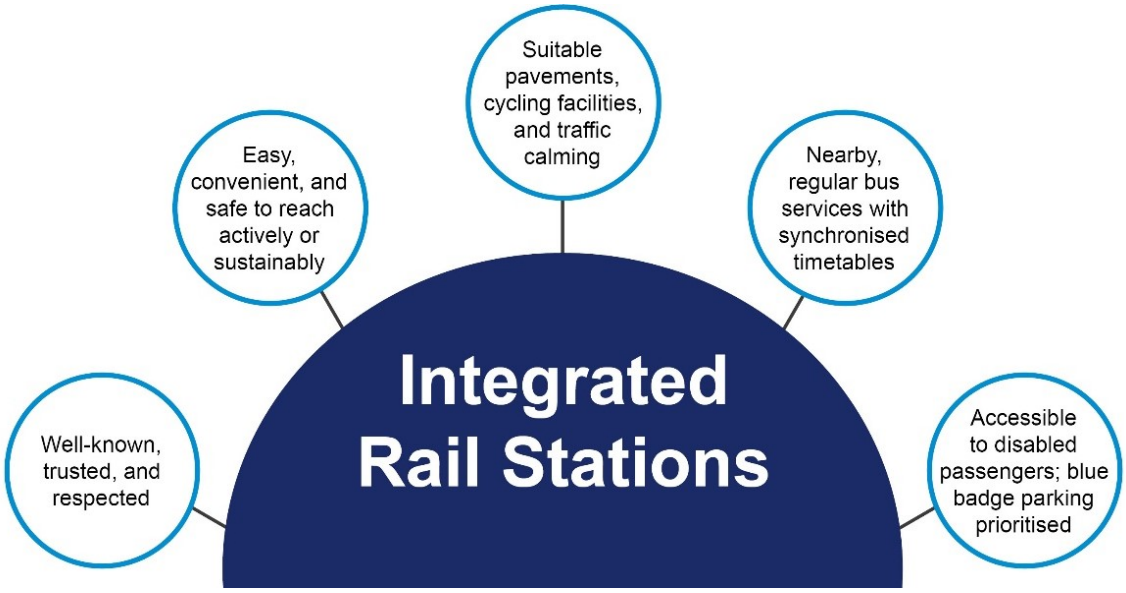

Figure 6: The components of an integrated station

Rail stations should be considered in all planning within a radius of 5 kilometres of a station, which is the target distance for everyday cycle trips in Scotland, concentrating down to 1 kilometre for walking and 500 metres for wheeling (Figure 7). The closer a person gets to a station, the more people-focussed the public realm they will travel through. In addition, disabled drivers, bus passengers, and on-demand vehicles transporting those such as taxi passengers should be allowed to get as close as possible to the station entrance.

A station that properly serves a community should be a central asset in opening access to opportunity, increasing economic activity, and reducing driving to help hit government targets for carbon reduction and tackling climate change. It should integrate into the community it serves. Such a focus will help increase active and sustainable travel, which in 2022 has room for growth.

Scotland's Railway initiated the STtS strategy in April 2022 and the project has been led by a cross sector steering group and informed by a representative working group. A wide body of stakeholders have been consulted and involved, ranging from local authorities to bus operators, from disabled representative groups to active travel charities. Central, regional, and local government bodies have been active partners and helped steer the project.

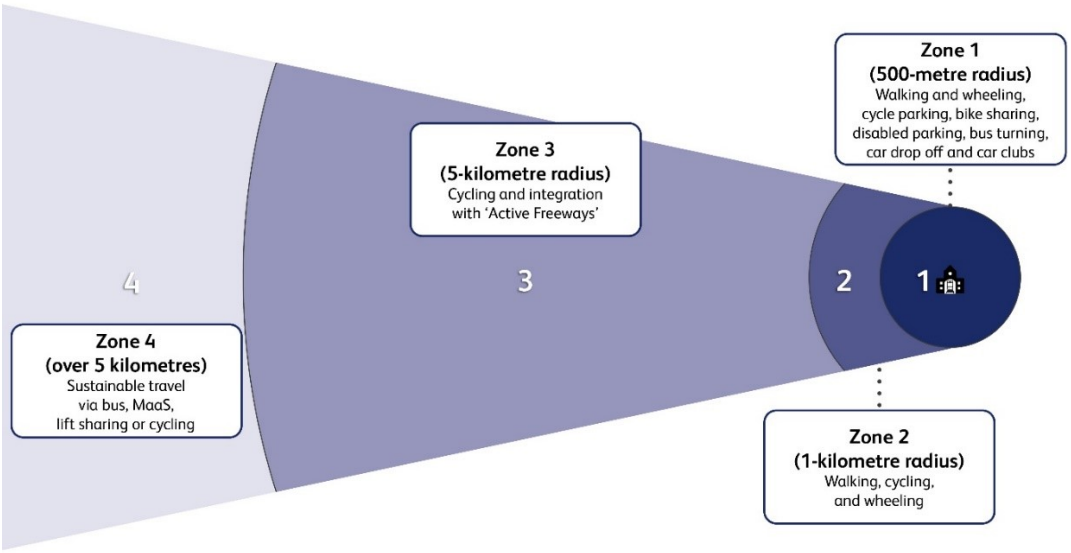

Figure 7: Zonal approach to station catchments

1.1. Conclusion

This strategy is launched at a time of great opportunity to deliver a more integrated and equitable transport system, with a more people focussed and carbon reducing mission at its heart. STtS demands cultural change, requires effective leadership, and will mean that several actions are required to progress its recommendations:

- Leadership – statutory bodies must review processes to ensure early collaboration and constructive dialogue to seize opportunities and deliver value for money whenever a development falls within the orbit of the rail network. The rail industry must realize the opportunity and ensure all its teams collaborate openly, and enthusiastically.
- People – how passengers get to the station and the neighbourhoods they will pass through must be a first thought before a station is considered for redevelopment or building from new. In other words, an infrastructure-first approach towards assessing the impact a station makes on its neighbours. The rail industry needs to assess its stations in terms of patronage and prioritize opening access to stations.
- Guidance – STtS must be used as the go-to guide for all station planning, therefore its future as a new initiative will require continued support, and coordination.
- Funding – new funding opportunities must be created to support local authorities to deliver in collaboration with rail, with access to funding made easy.
- Performance – STtS must be monitored to stay relevant, live and deliver to best effect.
- Culture change – leaders of all bodies must ensure that a spirit of collaboration is led from the top, so that when statutory bodies work together, they do so with a common goal – to deliver stations that work better for people.

2. Vision & Mission

2.1. Vision

The vision of this 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.

2.2. 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. This mission aligns clearly with the National Transport Strategy (NTS2)[2] and its emphasis on the sustainable travel hierarchy (Figure 8).

2.3. Context

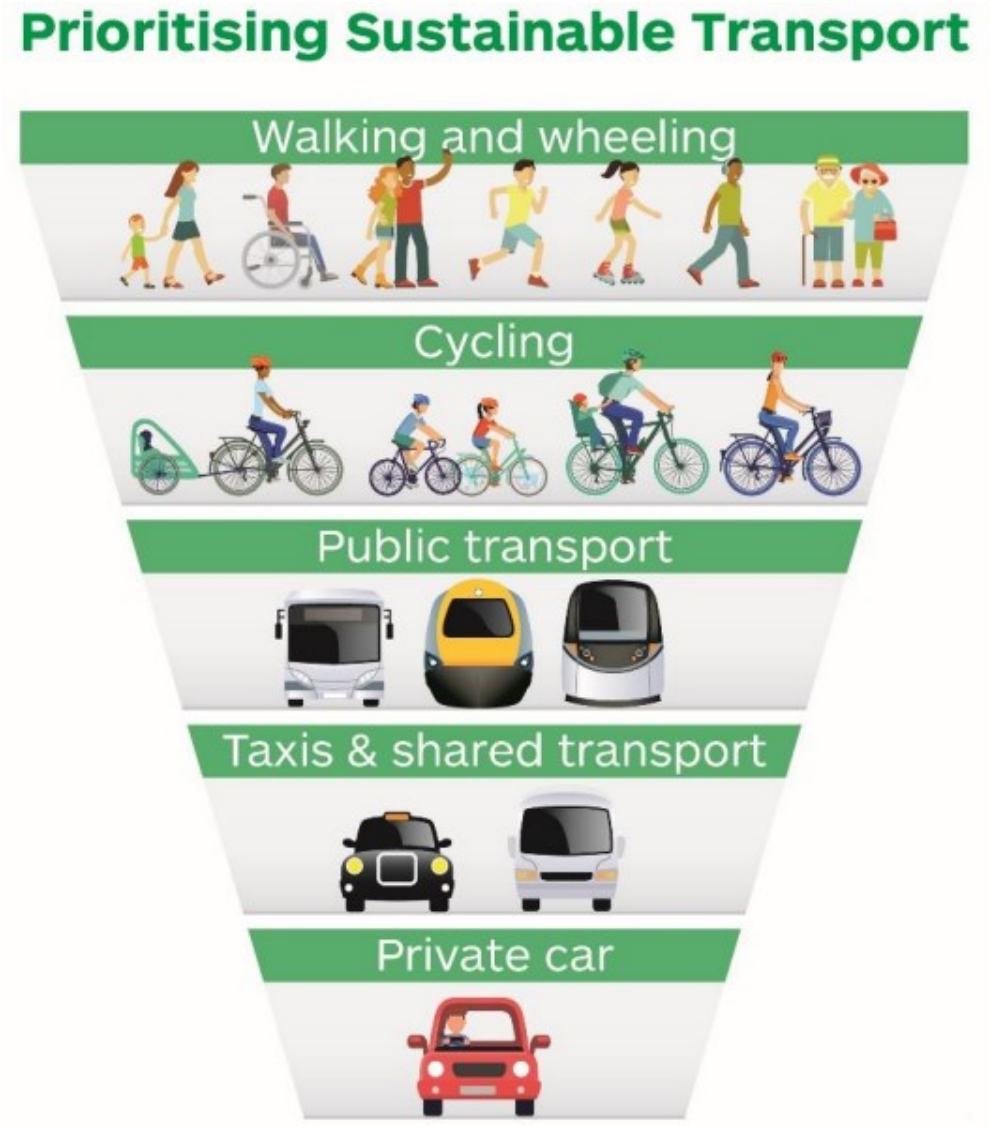

Figure 8: The Sustainable Travel Hierarchy from the National Transport Strategy (NTS2)

[2] National Transport Strategy | Transport Scotland

No rail network exists in isolation, people must travel to get on board. Likewise, no station should be isolated from the community it serves, every station should integrate within its geographical context. Strategically, outside of geographically dispersed rural communities, and remaining inclusive of the needs of disabled car drivers, our vision is that every railway station will integrate into the community it serves, making active and sustainable travel to the station the simple choice: on foot, by wheelchair or mobility scooter, by bike, or by bus, on-demand, or community-owned vehicle.

The rail network is committed to doubling the number of passengers using its services[3] and playing its part in delivering the Scottish Government's ambition for a net zero economy, particularly to reduce driven car kilometres by 20% by 2030.[4]

A vital element in a net zero economy is more people choosing not to travel, and thereafter to make short trips sustainably and actively. This can only be achieved with an environment that encourages walking, wheeling, and cycling and provides options to make longer journeys sustainably by bus and train, thereby allowing people to not use cars as often and get a better deal from the transport sector when they do not own a car. In other words, living locally and travelling by healthy modes, and when travelling further afield, doing so sustainably. STtS therefore sits under the umbrella of more people travelling actively and sustainably, and thereby contributing to a net zero economy.

The strategy is split into five sections, all making recommendations to inform its twin outputs: this written strategy, and a delivery plan (Figure 9).

This is an opportune moment for STtS to launch. National Planning Framework 4 (NPF4)[5] is clear that the infrastructure-first approach must be taken when planning future developments to make active and sustainable travel easy. This is reflected in policy 13 of NPF4, which states that "proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported." For STtS this means identifying and addressing the travel requirements to and from a station early. This is important whether redeveloping a station, which is likely to be the main effort over the next few years, or planning a new station. Starting to plan to make it easy to get to a station should begin with the walk, wheel, cycle, or bus trip – not with the car trip.

[3] Scotland's railway after the pandemic – COVID-19 TRANSAS (covid19transas.org)
[4] A route map to achieve a 20 per cent reduction in car kilometres by 2030 | Transport Scotland
[5] National Planning Framework | Transforming Planning

Figure 9: Key outcomes, themes, and deliverables of the strategy

In addition, the Strategic Transport Projects Review (STPR2),[6] which sets direction for transport investment in Scotland for the next 20 years (2023-2042) clearly focuses on active and sustainable modes of travel. Among its many recommendations are three that align with STtS:

Infrastructure to provide access for all at railway stations (Recommendation 19): this recommends that station accessibility is reviewed, to improve access for all to the rail network, prioritising those stations that have particular problems. It further recommends highlighting opportunities for improving the accessibility of onward journeys from railway stations, particularly by bus and taxi.

Improved public transport passenger interchange facilities (Recommendation 21): this recommends upgrading the accessibility and quality of passenger facilities at existing bus stations and other transport interchanges, to improve the overall attractiveness of public transport services.

Framework for the delivery of mobility hubs (Recommendation 22): this addresses one of the main barriers to uptake of public transport services, by

[6] Final summary report - December 2022 - STPR2 | Transport Scotland

improving links between public transport, active travel (walking, wheeling and cycling) and shared transport to make it easier for people to travel without a car.

These recommendations, and NPF4, provide an opportunity for the rail sector to boost the role of stations in planning, and give local authorities a chance to upgrade the public realm at and leading to stations.

2.4. Aims

The strategy aims to:

- Grow the modal share of walking and wheeling to stations, from 33% in 2022 to 50% in 2035 (Figure 10 below)
- Grow the modal share of cycling, from 9% in 2022 to 20% in 2035
- Grow the modal share of bus trips annually, from 14% in 2022 to 20% in 2035
- Reduce car trips annually, from 27% in 2022 to 10% in 2035
- Ensure a reliable baseline for passenger mode share is set and maintained through a twice-yearly survey of passengers (See section 2.11, page 18 for 2022 results)

This strategy is underpinned by a monitoring and evaluation plan, which is attached as an appendix.

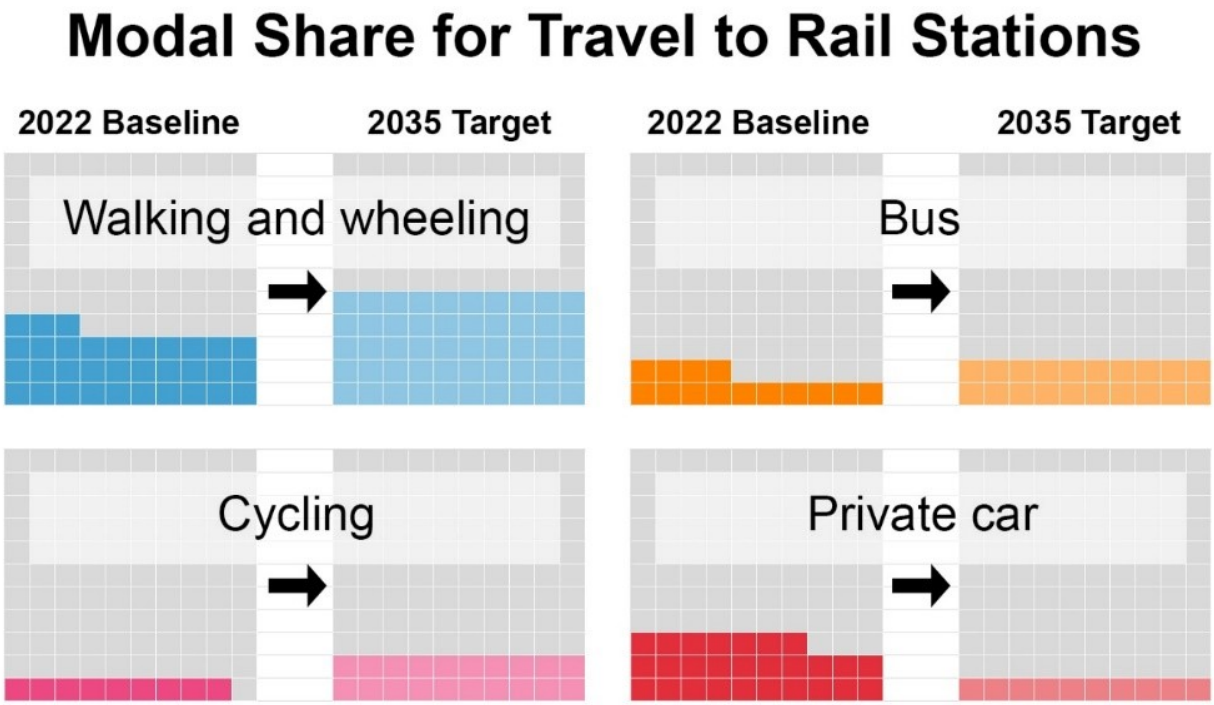

Figure 10: Modal share for travel to rail stations

2.5. Outcomes and recommendations

To help realize the aims above, the STtS strategy sets three overarching outcomes and makes 16 recommendations (Figure 11).

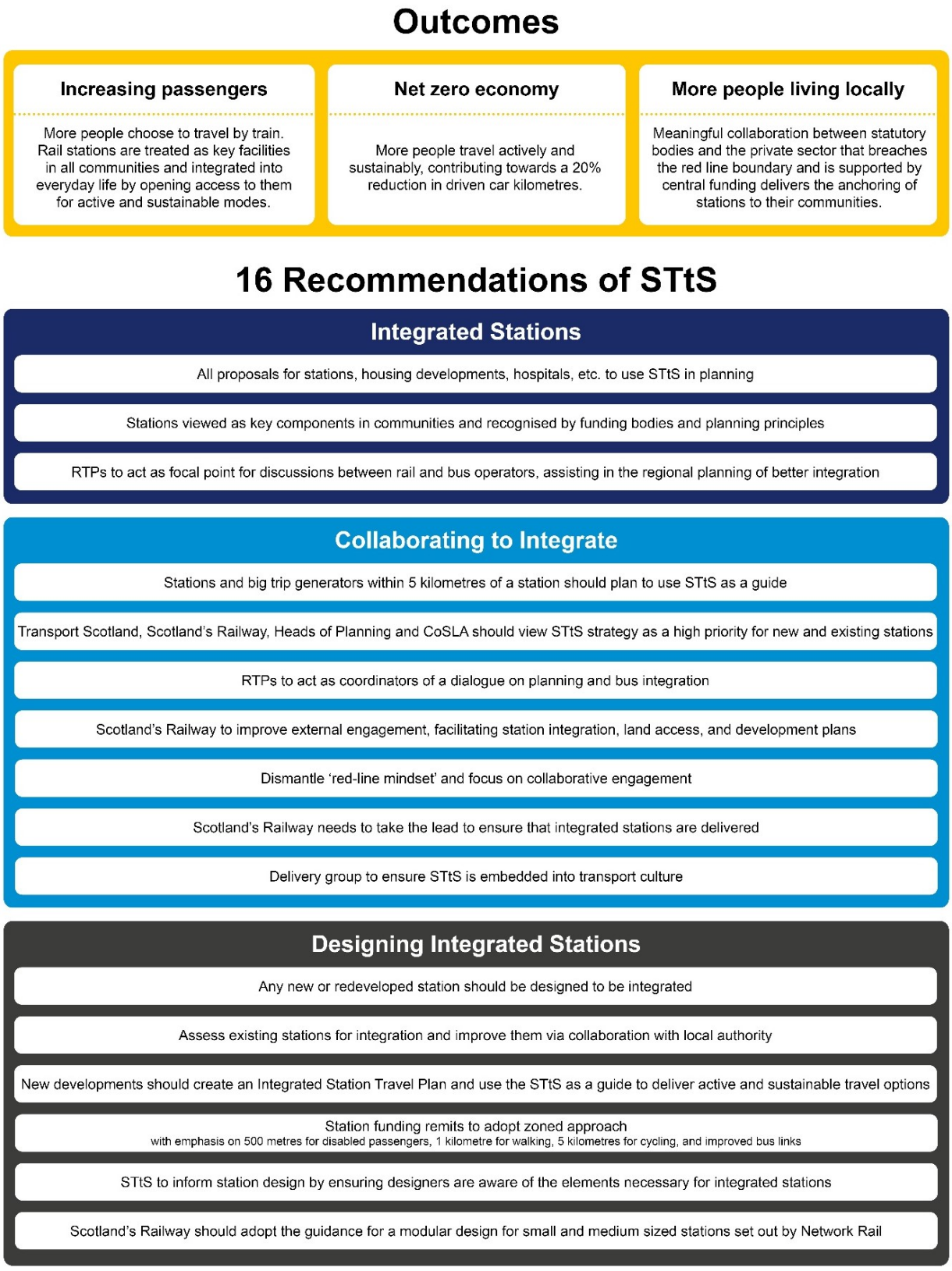

Figure 11: Outcomes and recommendations of STtS

2.6. Why is Scotland's Railway launching this strategy?

This practical guide has been commissioned by Scotland's Railway to set direction for collaboration, and development to realize the vision, and help make the mission achievable. It is written with the realization that the rail sector cannot improve the streets, roads and neighbourhoods around stations; that can only be done by meaningful collaboration with local authorities, and other statutory bodies.

Scotland's Railway is a formal alliance between Network Rail and ScotRail and is supported by numerous different organisations and suppliers from across the rail industry. Collectively, 'Scotland's Railway' is focused on delivering a punctual and reliable service; improving the capacity of the network to carry more passengers and freight; improving efficiency, value for money to the taxpayer, integration across the business, resilience, infrastructure, and delivering the best railway possible.

The strategy matters to all statutory bodies, because unless it is easy, convenient, and safe for potential passengers to get to and from their local station, there is good evidence they will not switch how they travel. In his 2020 review of the 2017-2020 Cycling Action Plan for Scotland (CAPS)[7] Professor Tom Rye was clear that "the deciding factor in whether people choose to combine cycling, or walking, with a public transport journey is the quality of the infrastructure available for the trip to the public transport station or stop, and of course the overall journey time and cost in comparison to the same trip made entirely by car".[8] Transport Scotland's Active Travel Framework and Delivery Plan (ATF)[9] was informed by the review. The ATF recommends better integration between the active transport modes and public transport interchanges. Journey time and cost of fares are well outside the scope of this strategy, but they clearly have a bearing on which mode of transport potential passengers choose. The direction from government policy is therefore to integrate stations into their communities to help make them accessible for active and sustainable modes.

Scotland's Railway want to double passenger numbers based on 2019 patronage figures and are engaged in an ambitious programme to decarbonise passenger services by 2035.[10] In addition, Scotland's Railway aims to make the rail network as inclusive as possible.[11] A positive collaboration with stakeholders to make the trip to the station active and sustainable will help make switching modes to rail attractive, holds the potential of connecting neighbourhoods with their station, and helping Scotland deliver its ambition to be a net zero economy.[12] An integrated local railway station should be a fundamental part of every community and is mission critical for Scotland's Railway. This applies to all stations: whether long established, or new. The future of stations was identified by Prof Iain

[7] transport-scotland-policy-cycling-action-plan-for-scotland-january-2017.pdf
[8] Cycling Action Plan for Scotland Review of Next Steps 2019, pp21. February 2020. Cycling Scotland – (available on request)
[9] Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030 (transport.gov.scot)
[10] Building a greener railway (transport.gov.scot)
[11] Access for disabled people | Transport Scotland
[12] Home | Net Zero Nation

Docherty as a critical element in growing passenger numbers: “Given that achieving a doubling of rail use is likely to require rail modes to be much more competitive for more complex journeys across the city regions rather than simpler radial trips, careful planning of the repurposing of urban routes to rapid transit and the future role of other key assets such as major stations will define the envelope for the scale of possible car rail modal shift”.[13]

2.7. Railway stations in Scotland

This strategy is primarily aimed at the existing portfolio of 359 stations across the network in Scotland. Of these, while two are managed by Network Rail – Waverley station in Edinburgh and Glasgow Central station in Glasgow – the vast majority are managed by ScotRail. New stations will be built sparingly, therefore it is the existing portfolio where opportunities for integration exist, through retrofit and re-design. Working jointly as Scotland’s Railway, it is the case that generally Network Rail Scotland design and build stations, which are then leased by ScotRail, with improvements to them delivered jointly. STtS is therefore of equal relevance to both bodies and is mission critical to the whole rail business to deliver more passengers to the network actively and sustainably.

The adoption of STtS should ensure that future re-developments and plans to integrate stations are made with full consultation and partnership with local authorities, and other stakeholders, in line with Network Rail’s own guidance to consult widely on station design inside the project boundary.[14]

2.8. Collaborating across public, private, and third sectors

Integrating stations into communities must be a key element in transport strategies, from strategic, to regional, to local. It is the case that proposals for new stations will be held in strategic and regional transport strategies. However, this strategy refers to all stations, whether long established or opened in the last decade.

The need for close collaboration and co-creation between all stakeholders to integrate stations is pressing. This strategy sets out to propose a much tighter alignment between planning and delivery at all levels: national, regional, and local.

For Scotland’s Railway, getting more passengers onboard trains is mission critical. It is therefore vital that the industry focuses on integrating stations. In particular, the industry must develop the plans begun in the last franchise period to plan stations around their travel potential and give less emphasis towards driving.

The rail sector needs to design a station 5 kilometres from its front door. With 4.5km the average length of a trip made by bicycle in Scotland, 5km is the target distance for the development of everyday, utility cycling.[15] As people travel actively and sustainably to a station, they should travel through a set of zones,

[13] Scotland’s railway after the pandemic – COVID-19 TRANSAS (covid19transas.org)
[14] https://www.networkrail.co.uk/wp-content/uploads/2022/03/NR_GN_CIV_200_11-Parking-and-Mobility-in-Stations.pdf
[15] 9444.pdf (cycling.scot) Annual Cycling Monitoring Report, 2021. Cycling Scotland

with good placemaking for active and sustainable transport growing denser the nearer the passenger gets to the station doors. This strategy therefore strongly recommends the dismantling of the 'red line' mindset. This occurs when the boundaries of a development drive stakeholders to protect their own budgets – resulting in a lack of collaboration across public and private sectors and between rail, local authorities, Regional Transport Partnerships (RTPs), bus operators, housing developers, etc. Breaking a siloed culture is vital to ensuring stations fully integrate into the communities they serve. Rail cannot re-design streets and neighbourhoods, but it can help collaborate purposefully with local authorities to do so.

For local authorities, working collaboratively with Scotland's Railway in developing new, and re-developing long established stations to properly integrate them into communities is an opportunity to improve neighbourhoods to help deliver the 20% reduction, and release the many benefits of places designed for people. It is widely evidenced that environments where access to active and sustainable travel is made easy are popular and healthier: integrating communities into their local stations has co-benefits that go beyond reducing driven kilometres and increasing passenger numbers.[16] The Scottish and UK governments will also be essential in reducing the car kilometres driven on Scotland's roads, including to stations. Transport Scotland's commitment to develop a Car Demand Management Framework by 2025 should work with the rail industry to encourage a shift from road to rail as much as possible.[17]

For bus operators, an integrated railway station carries the potential for more passengers to choose the bus as the first leg of a longer journey by public transport. In rural areas, the anchoring of bus services into the rail network can provide a lifeline, as well as a business opportunity. In addition, the renaissance in community owned transport, offering on-demand as well as scheduled services increasingly accessed by a Mobility as a Service (MaaS) device, such as an online app, provide opportunity for a diversified and secure public transport network in dispersed rural areas, peripheral housing schemes, and hard-to-reach suburban communities. Other transport operators, from shared transport providers to ferry companies, also have a role to play in connecting different communities with rail.

Private developers and state agencies proposing developments that will be big trip generators must ensure that they are planning to integrate their proposal to the local railway station, up to 5 kilometres from the facility. The benefits for the travelling public of an integrated transport system should be a key component of any housing or other trip-generating development. Such bodies should consider developing mobility hubs within their boundaries to encourage sustainable transport links to local railway stations, which are themselves a form of mobility hub.

[16] The Place Standard tool - Place - Impact of social and physical environments - Health inequalities - Public Health Scotland
[17] https://www.transport.gov.scot/media/50872/a-route-map-to-achieve-a-20-per-cent-reduction-in-car-kms-by-2030.pdf

The third sector has a strong role in delivery in Scotland and is a key stakeholder for integrating stations. Third sector organisations can provide detailed design guidance on improving placemaking, and conditions for active travelling. Transport Scotland works collaboratively with third sector bodies to provide funding programmes as well as advice, and professional capability building. Community Development Trusts are increasingly playing an active role in the feasibility, design and delivery of more active places.

For local communities, an integrated station offers a resource that is part of the neighbourhood, is of benefit, and holds the potential for local businesses of more people walking, wheeling, and cycling past their doors, and therefore bringing them potential new customers.[18] This accords with the benefits of mobility hubs and 20-minute neighbourhoods, recognised in NPF4.

2.9. Delivering for the economy

The National Strategy for Economic Transformation (NSET)[19] is very clear that an integrated, affordable, and accessible transport system is a key element in providing access to opportunities, and the creation of a highly skilled and motivated work force. The NSET is also clear that transport is a key resource in the fight against poverty, helping to boost levels of employability and employment through affordable, and reliable access to education, and employment, as well as public services such as health and social care.

This critical part of our economic and social infrastructure supports these two statutory duties by maximising the connectivity between people and place, enabling access to economic, educational, and other public service hubs of activity.

An integrated transport system supports productivity growth, whilst also helping the necessary drive towards environmental sustainability. Without an integrated transport system, Scotland's regional economies will continue to struggle to meet the aims and aspirations of the NSET, namely being, Entrepreneurial, International, Productively Innovative, Skilled, and Inclusive.

Scotland's Railway is at the heart of much of the national transport network, plays a key part in regional economies, and supports high quality local connectivity. To maximise its role at all three levels – national, regional, and local – railway stations must be better connected into travel networks, particularly for Active and Bus Travel. This is as true for rural communities as it is in and around city regions. There is a significant opportunity here for railway stations to be reimagined as rail mobility hubs, to enhance the benefits of multi-modal integration as presented in a recent report from CoMoUK.[20]

Every single one of the 359 stations in Scotland should be appropriately embedded in its location, maximising the ability of current, potential, and future passengers to get to and from them, particularly by active travel options and

[18] Active train stations - Arup
[19] Scotland National Strategy for Economic Transformation: Evidence from Regional Economic Partnerships (www.gov.scot)
[20] https://www.como.org.uk/documents/rail-and-shared-transport-integration

sustainable forms of public transport such as bus, alongside relevant shared modes such as bike sharing and car clubs.

Integrating stations into their communities will help economic, educational, and public service hubs, such as hospitals, to adapt to the emerging economy, e.g., embracing, not merely mitigating the effects of hybrid working. Local authorities – who operate under a raft of statutory duties themselves – can derive significant benefit in support for their efforts through a more integrated approach to transport, whether that's on their journey to net zero, enabling their population to access education or simply just making it easier for people to get to work.

This strategy will therefore contribute towards the Scottish Government's Infrastructure Investment Plan[21] by *supporting safe active travel and local, accessible public services in vibrant places to sustain local communities.*

The strategy also helps deliver the outcomes set in the Cycling Framework for Active Travel[22] published by Transport Scotland in April 2023.

2.10. Delivering for social justice

A third of people living in Scotland do not have access to a car.[23] It is estimated that up to one million people in Scotland live in transport poverty.[24] Transport poverty is an outcome of placing too much emphasis on the private car to meet all transport needs, at the expense of an integrated transport system. Transport poverty becomes a reality when households and individuals are forced into one or two car ownership, which drains income, or where people are unable to travel where they need, and consequently are excluded from opportunities to get to work, access essential services, etc. Access to bikes can also be an issue for lower income households – e.g. due to cost or storage. This is an issue that the Scottish Government's Cycling Framework for Active Travel aims to address through measures including more bike sharing schemes and bike storage.[25] Rail should be part of the solution to transport poverty, integrated with other sustainable transport modes. However, a rail station that is inaccessible will not help tackle transport poverty and give a fairer deal, particularly to those on low incomes and for disabled people.

Transport is recognised as a key barrier to families accessing education, employment, and other essential services. The Child Poverty Action Plan[26] is clear that access to public transport is a vital element in providing opportunity and fairness: "This includes high quality affordable and accessible childcare that meets the needs of both children and their carers, affordable and accessible public transport which connects parents to essential services, employment centres and schools, and digital connectivity to access online services and information. The Child Poverty Action Plan goes on to state: Research,

[21] A National Mission with Local Impact: Infrastructure Investment Plan for Scotland 2021-22 to 2025-26 - gov.scot (www.gov.scot)
[22] https://www.transport.gov.scot/publication/cycling-framework-for-active-travel-a-plan-for-everyday-cycling/
[23] Chapter 1: Road Transport Vehicles | Transport Scotland
[24] Transport poverty in Scotland - Sustrans.org.uk
[25] Cycling Framework for Active Travel - A plan for everyday cycling | Transport Scotland
[26] Best Start, Bright Futures: Tackling Child Poverty Delivery Plan 2022-2026 (www.gov.scot)

commissioned by Transport Scotland exploring the relationship between priority families and transport,[27] and reinforced by the consultation for this plan, highlights that access to public transport is critical in terms of shaping families' experience of poverty and supporting them to move out of poverty. To deliver the change needed, we are taking a range of action focused on improving the affordability, availability, and connectivity of our transport system."

The strategy will therefore help Scotland's Railway contribute to delivering the Child Poverty Action Plan[28] by providing *support to access childcare and transport – and access to skills and training*.

2.11. Delivering for existing and potential passengers

While data is not plentiful, the likelihood is that most current passengers using Scotland's Railway access their local stations actively and sustainably. A 2022 survey by ScotRail found the following:[29]

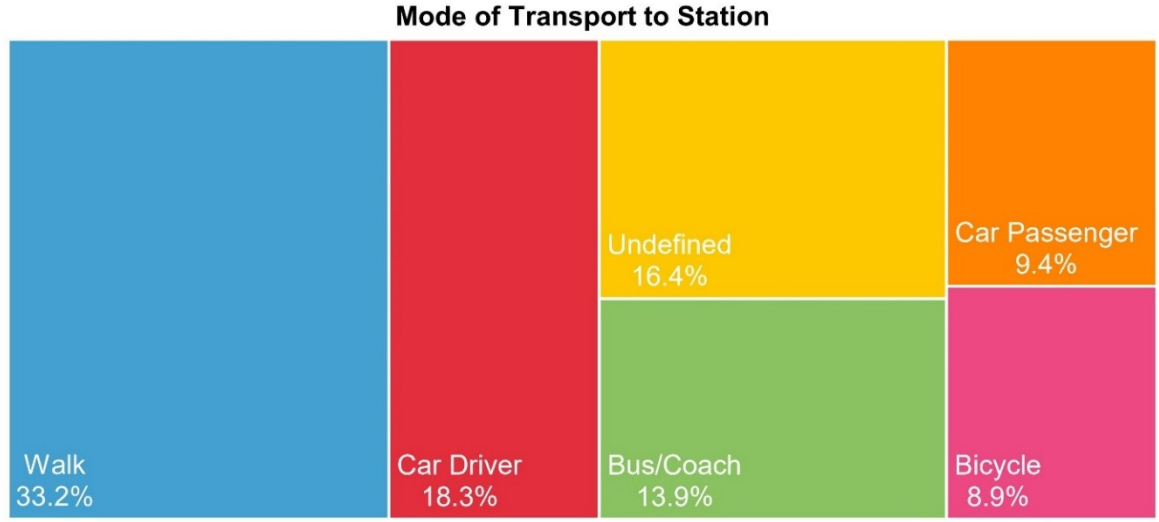

Figure 12: Travel to station by mode

This data, gathered in Autumn 2022 by a survey of passengers logging on to station Wi-Fi is reliable and provides useful insight. It is, however, too early to set this data as a benchmark, but going forwards the survey will be run twice yearly, in spring and autumn. The spring 2023 survey will therefore begin providing a better understanding of trends and consistency of data. This strategy will therefore help bridge the gap in available data by working alongside ScotRail in their biannual survey of passengers. The twice-annual survey should not preclude other efforts to gather more in-depth data on travel habits, such as passenger surveys and other forms of data analysis. A wealth of evidence confirms that most people want to be able to live more active, and less sedentary lives.[30] Making it easier to get to and from stations actively is therefore timely. In

[27] Microsoft Word - Child Poverty and Transport Research - Final Report - May 2021 (002) (povertyalliance.org)
[28] Best Start, Bright Futures: Tackling Child Poverty Delivery Plan 2022-2026 (www.gov.scot)
[29] From September to November 2022, passengers accessing Station Wi-Fi, were asked a mandatory log on question: "What was the main method of transport you used to get from home to the station today". As of 4 October, there were c77,000 single interactions, 44,000 individuals answered the question at least once, and the question was asked at all 66 stations using the WITTOS system.
[30] The Walking and Cycling Index - Sustrans.org.uk

addition, to increase numbers travelling, Scotland's Railway wants to reach out to a new cohort of passengers, some of whom will currently be assessing the cost of using a car for every trip.

A recent report by Transport Scotland into perceptions of safety amongst women and girls travelling by public transport pointed to the need to ensure that station environments, and neighbourhoods around stations should be designed and maintained to be as safe and secure as possible.[31] The aim of this strategy therefore aligns with the findings of the report on Women's and Girls' Views and Experiences of Personal Safety when using Public Transport.

2.12. Delivering for public health

The mission of this strategy aligns very closely with the aim of Public Heath Scotland (PHS) to make it easier for people to lead more active and healthy lives. The obvious benefit of this strategy for public health is to make it easier for people to be active in their daily lives, not through sport, but through getting around under their own steam. However, a hidden benefit of STtS is through creating places that encourage people to be active, as well as providing improved greenery, less noise, cleaner air, etc.

Public Health Scotland's 2022 report on the impact of road space re-allocation projects estimates that by delivering more active ways of getting to a station, people can be helped to live more active, healthier lives, by being less sedentary.[32] These health benefits are related to people spending less time in cars. Two diagrams graphically illustrate the point:

Figure 1: Pathways from motor vehicles to poor health

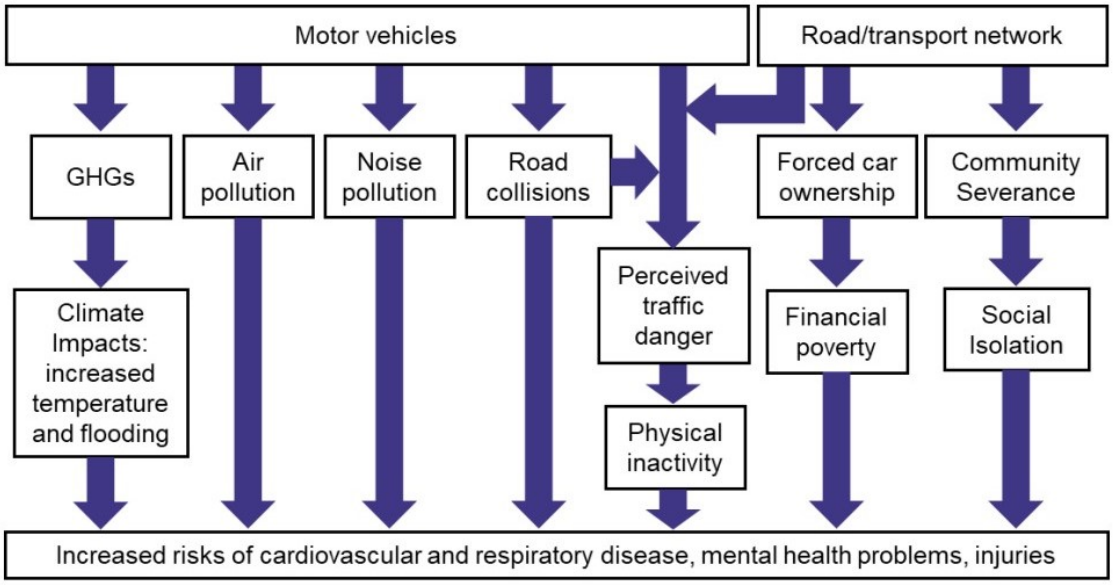

Figure 13: Public Health Scotland: Road Space Reallocation in Scotland. p50

[31] Women and girls' safety on public transport | Transport Scotland
[32] Road space reallocation in Scotland: A health impact assessment (publichealthscotland.scot)

Figure 2: Pathways from walking, wheeling and cycling to improved health

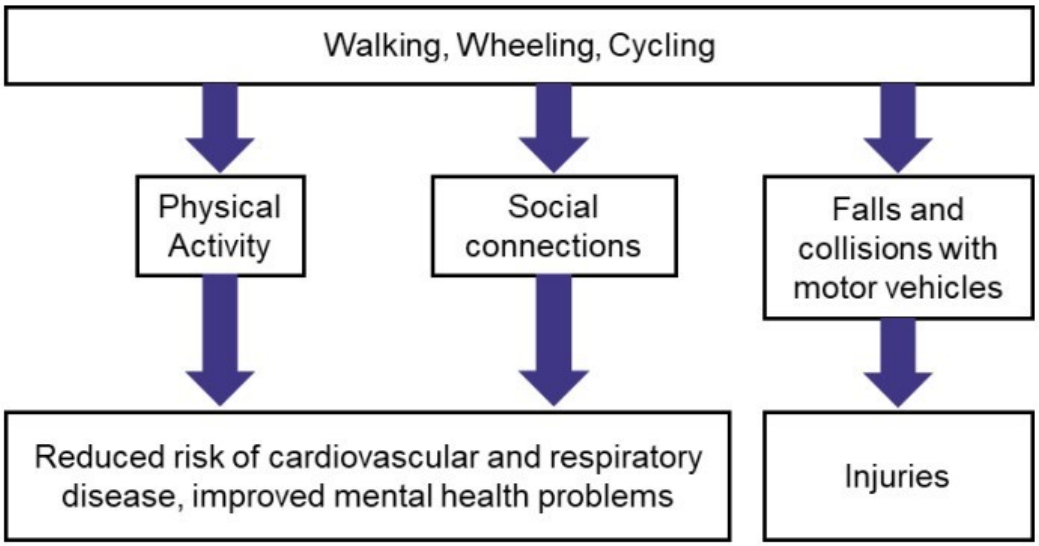

Figure 14: Public Health Scotland: Road Space Reallocation in Scotland. p56

The Place Standard Tool, which is maintained by PHS, helps calculate the quality of place, and so determine the health benefits, and challenges, in creating spaces that either encourage people to be active and enjoy better mental health, or provide significant dis-benefits by discouraging activity in favour of sedentary lifestyles.[33] The tool lets communities, public agencies, voluntary groups, and others find those aspects of a place that need to be targeted to improve people's health, wellbeing and quality of life. It is a process-led methodology that enables voices to be heard and ensure deep community engagement. This strategy strongly recommends that the Place Standard Tool is used whenever a station is planned for re-design, or from new.

Regarding stations beyond the function of accessing the rail network, is an important step towards the rail sector contributing to the improved health of Scotland.

In terms of the physical benefits of passengers who already take active modes to travel to the station, Sustrans completed an analysis of the value of active journeys to stations in 2022. Their analysis, which was based on the data set provided by ScotRail from the survey in Figure 10 and Figure 12 above, showed that:

- In total, 42% of journeys to ScotRail stations were made using active transport.
- When extended to capture all journeys in a year, this equated to just under 26.7 million active travel journeys (21.7 million walking journeys and 5

[33] The Place Standard tool - Place - Impact of social and physical environments - Health inequalities - Public Health Scotland

million cycling journeys) to stations in 2022 and to 73,000 active travel journeys per day.

Public health values were estimated were calculated using the World Health Organisation's HEAT methodology (Health Economic Assessment Tool for walking and cycling)[34] and Sport England's MOVES tool[35]. This found that active travel to stations by ScotRail users:

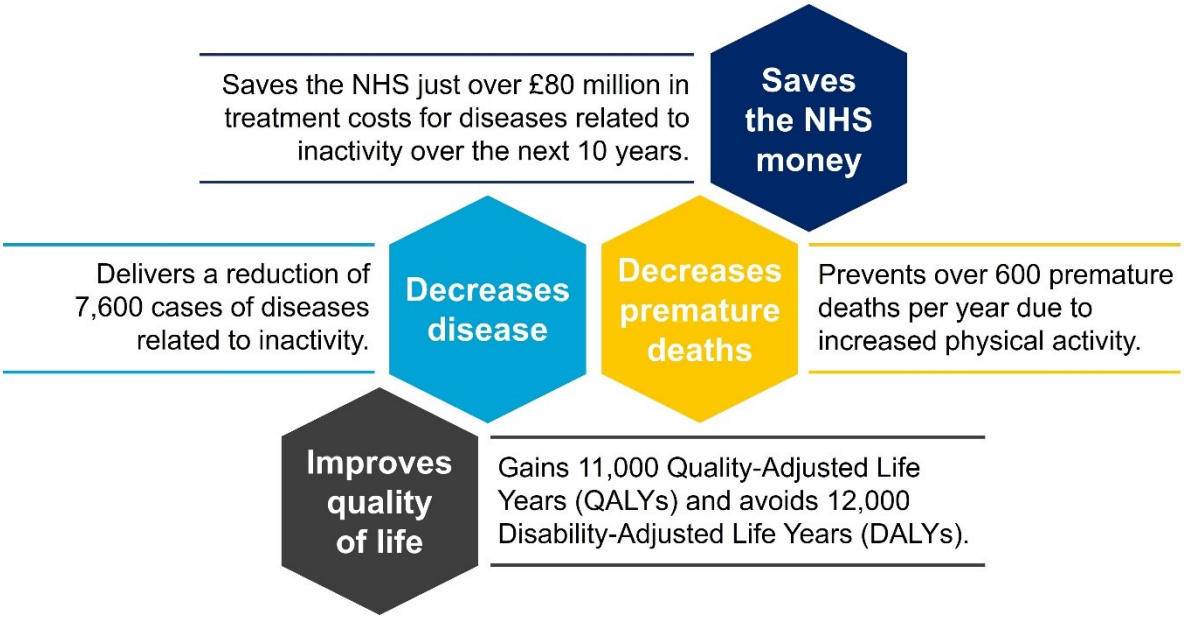

Figure 15: Public health benefits of active travel to railway stations

HEAT supports assessments of the health and economic impacts of walking and cycling on premature mortality through changes in physical activity levels, exposure to air pollution while walking or cycling, and risk of fatal crashes in traffic. MOVES is a tool that calculates a fiscal return on investment of projects, programmes and interventions for the health sector.

2.13. Conclusion

Delivering railway stations that integrate into their communities and so grow the numbers of people getting to the station actively and sustainably will deliver co-benefits, and synergies across sectors.

The Sustainable Travel to Stations (STtS) strategy therefore supports the vision of the Scottish Government's National Transport Strategy (NTS2) as shown in Figure 16 below.

In particular, STtS aims to ensure that Scotland's Railway contributes to net zero, and the delivery of the target in the Climate Action Plan to reduce car kilometres by 20% by 2030. In addition, it should be noted that Scotland's Railway's programme to decarbonise passenger services by 2035[36] will contribute to Scotland moving to a net zero economy. By reducing car trips to stations, and

[34] HEAT for walking and cycling (who.int)
[35] moves-v2-user-guide-final.pdf (sportengland-production-files.s3.eu-west-2.amazonaws.com)
[36] A National Mission with Local Impact: Infrastructure Investment Plan for Scotland 2021-22 to 2025-26 - gov.scot

therefore reducing emissions from short and frequent car journeys to stations, rail is contributing to Scotland's overall progress.

Figure 16: NTS2 Outcomes

Reducing driving to stations has other co-benefits aside from emissions: reducing neighbourhood nuisance, rat running, toxic emissions from tyre and brake dust and the pervasive dominance of the private motor car in urban settings.

This strategy is therefore both strategically well-aligned, and a key component of growing patronage for Scotland's Railway. Putting the trip to the station at the forefront of planning for the railway provides an opportunity for all stakeholders to benefit, but most particularly for passengers.

3. Integrated Stations

The priority: an integrated rail station should be a well-known, trusted, and respected facility in a community.

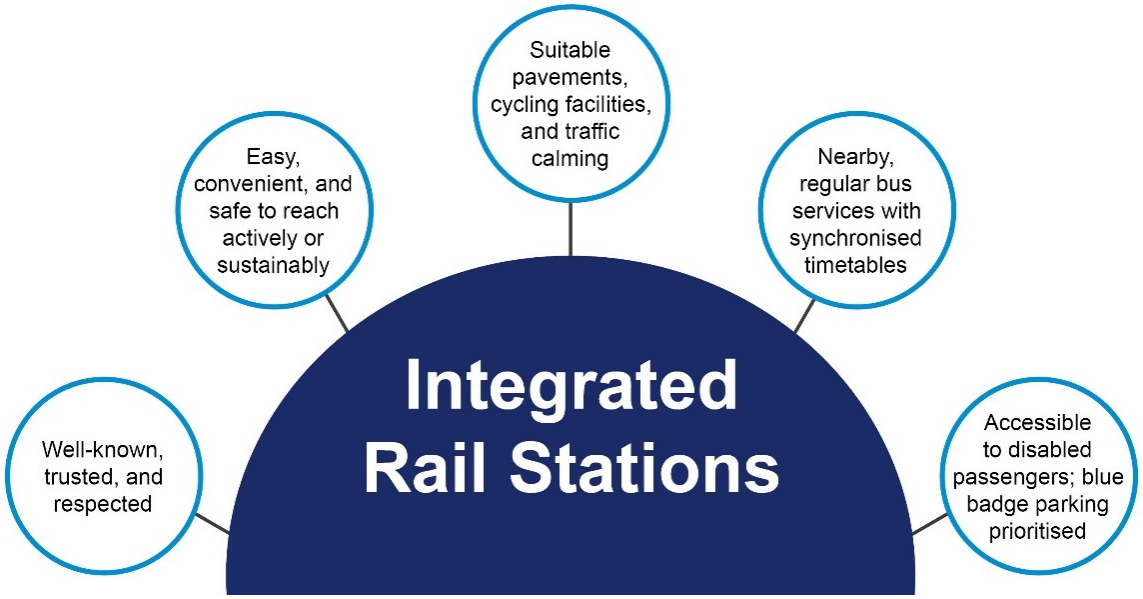

Figure 17: Integrated rail stations should be easy for all passengers to access and use through strong active and sustainable travel links and prioritisation of car parking for disabled passengers

Although out of scope of this project, this strategy should be part of a wider movement towards emphasising a positive door to door experience for the travelling public, through integrated ticketing, real-time information, and a joined-up public transport system.

Paul works in an office in a business park served by a railway station. He also owns a car and works in the office three days a week. He lives in a new build estate where he can see a rail line from his house. He has walked to the station on a few occasions, mainly when going out in the city centre after work. However, he found the walk was poorly signed, involved crossing a busy road without a controlled crossing and used a path that was poorly lit, which felt remote after dark. The experience left him turning to the car for his trip to work, and for leisure trips to the city, and he arranges a lift when he does use the train.

3.1. An accessible station

Accessibility within the station should allow people to move around conveniently. Moving from front door to exit should be easily navigable, getting from one platform to another should not require the use of steps, and boarding the train should be easy – without a step up or down to get in and out of the carriage. Scotland's Railway is developing a strategy to improve these three 'pillars' of the passenger experience: moving around the station, switching from platform to platform and level boarding from platform to train. However, there is another 'pillar', which is not within the control of the rail industry: access to the station and

getting easily to the station from its neighbourhood. Rail cannot deliver integrated stations alone, the realisation of which needs meaningful collaboration with its neighbours, particularly local authorities, communities, bus operators, and Regional Transport Partnerships. While this strategy therefore forms one pillar of accessibility for the rail industry, it is not a strategy for rail alone, rather for all of Scotland's statutory bodies, and businesses such as housebuilders, one that can only be realised in collaboration with other stakeholders.

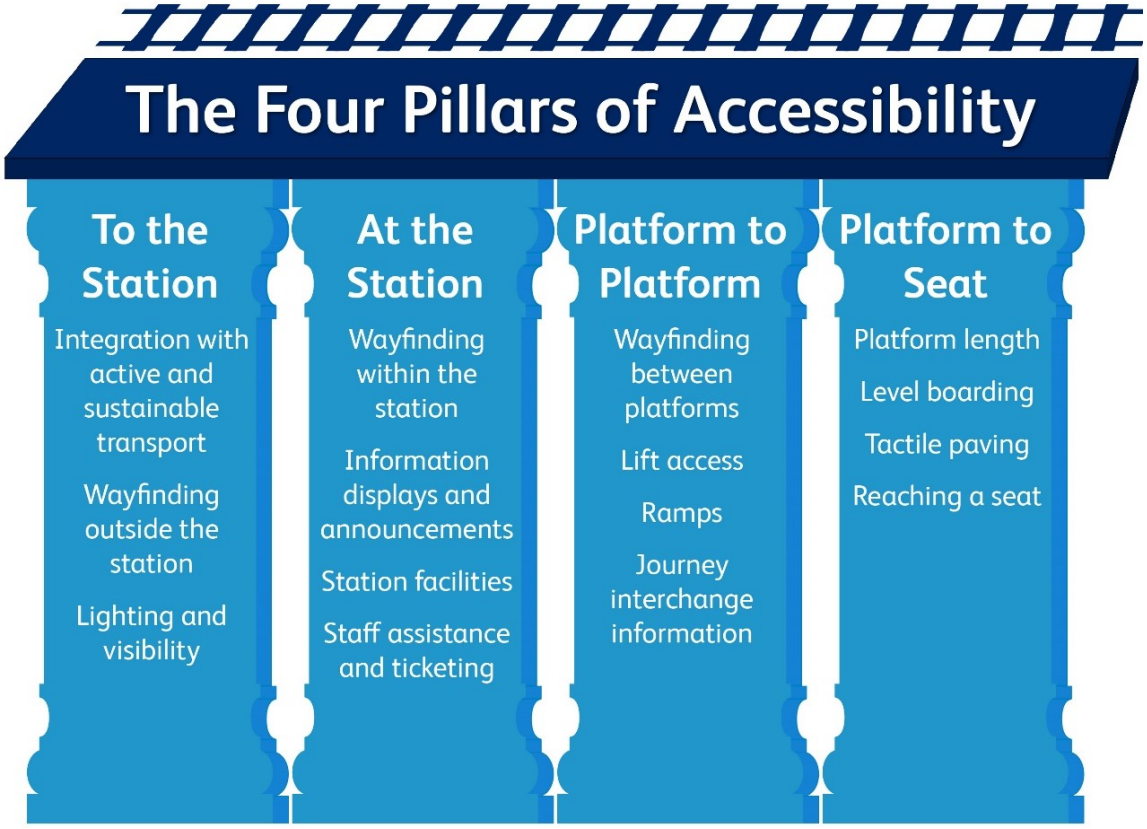

Figure 18: The four pillars of accessibility describe the passenger experience travelling by rail. STtS represents the first pillar of accessibility.

3.2. The impact of railway stations in communities

Across Scotland, most passengers get to their local station actively or sustainably (see Figure 10).

Figures for rural Scotland will differ from urban centres, but passenger surveys from Regional Transport Partnerships record that in rural towns, walking to the station is as high as in the urban central belt,[37] with the modal share of driving to stations higher in dispersed rural communities, where stations can serve a large rural hinterland.[38]

There is no doubt, however, that driving to the station can disrupt neighbourhoods and communities at key commuting times and bring dis-benefits, including poor air quality, congestion, inconsiderate parking and noise. It results in busy roads and streets, which are the primary deterrent to people walking,

[37] Microsoft Word - 71391_TACTRAN Rail Use Survey Report_Final.doc
[38] FINAL2019_02_14_Mearns-Stations-Report_FINAL-002.pdf (nestrans.org.uk)

cycling, and wheeling and the biggest barrier to bus operators delivering their timetabled services. Finally, a station car park filled by commuters by 8.30am is a disincentive to off-peak travellers, and helps contribute to long-distance driving as a preferred mode. There is therefore a clear need to consider alternative roles for some station car parking.

With the average car trip in Scotland less than 7 kilometres,[39] and with 27% of trips to the station either driven or made as a passenger, there is ample scope for railway stations to be better integrated into their communities so that their patrons can make their trip to the station actively or sustainably. Some options that will help to work towards this include providing car club vehicles at stations and re-allocating car parking space to support other sustainable modes of travel, such as private bike parking, bike sharing docking stations, or enhanced public realm for those travelling via active means.

This is not to suggest that driving and getting to railway stations is a binary choice, transport involves selecting options, and there are passengers for whom a car is the only viable option. Disabled car users and Blue Badge holders for example require good parking near the station door, taxi passengers and those using the growing number of on-demand and community owned public transport are similarly challenged.[40] The same is true of bus passengers, and operators, who need to be confident they can get as close as practicable to the station. Getting to the local railway station should not make life more challenging for disabled people.

Finally, as mentioned above, the reality of life in dispersed communities across rural Scotland is that driving a private car or being a passenger in a car can be a necessity, and therefore stations in these communities will need provision for parking.

3.3. Integrating stations into their communities

This strategy does not suggest that no consideration has been given to integrating stations into the communities they serve. There are a few instances where successful collaborations have improved access to a station: the award-winning re-design of the existing Markinch Station in 2007 saw a collaboration between Scotland's Railway, Fife Council and Sustrans that delivered a new re-designed station with a well laid out footprint, facilities for active and sustainable transport given priority, and a comprehensive signage programme for walking. In 2017 a similar collaboration at Dunblane Station saw Stirling Council, the local business improvement district and Sustrans win the Cycle-Rail Award for a re-designed station forecourt that made access to the station easier.

From 2016 to 2019 ScotRail produced a series of Station Travel Plans,[41] which took a comprehensive overview of a station and how bus access, and active and sustainable travel could be improved. These collaborative plans were aimed at tackling over-subscribed car parking, and each included detailed actions. Each

[39] Chapter 11: Personal and Cross-Modal Travel | Transport Scotland
[40] Design standards for accessible railway stations (publishing.service.gov.uk)
[41] [41] Station Travel Plans | ScotRail

was co-produced with the respective local authority. Over 25 plans were produced, and the principle of a plan for travel to the station remains sound.

Despite these good examples, it is reasonable to state that more emphasis has been placed on mitigating the impact of driving to stations than encouraging active or sustainable travel – this is particularly the case with the delivery of car parking to cope with neighbourhood nuisance.

Again, it is not unreasonable to state that until recently, too often the assumption was made that most people would drive to the station. Railway stations are not alone in this drift towards emphasising car trips and driving, with other major trip generators, such as schools and hospitals also leaving sustainable and active transport links to the conclusion of project delivery rather than being at the forefront. This can and should be resolved through the infrastructure first approach recommended in National Planning Framework 4,[42] so that the active and sustainable transport needs of a development are planned and built early – rather than retro-fitted once the disbenefits of driving have started to become a problem for the development.

Stations themselves can be more than simply a point to enter the rail network. Transport interchange hubs, such as those at Galashiels station, provide a template for integrating bus, rail, and tourist information. Active travel hubs at Kilmarnock and Ayr stations, run by the local authority and Sustrans, with funding support from Paths for All's Smarter Choices: Smarter Places[43] funding programme provide a public facility for behaviour change programmes and community capacity building. A recent report from Arup proposes stations as community centres, and highlights the commercial opportunities being realized at stations across Europe.[44] CoMoUK has also outlined how several Scottish stations could be reimagined as rail mobility hubs, better integrating existing sustainable transport connections while improving the public realm for all.[45]

3.4. Car parking

The past decade has seen a focus on resolving car parking issues in and around stations, as well as the creation of new park and ride facilities on lines being improved and upgraded through electrification and refreshed timetables. Positive collaboration with local authorities has resolved most complaints of neighbourhood nuisance from car parking. A hybrid approach to car parking management means that some car parks are run by local authorities and others by ScotRail. New station developments have generally included car parking, which has been delivered on a planned basis but sometimes an opportunistic approach has led to the turning over of all the available space within the station footprint to parking.

The facilitation of car parking has, however, not led to a growth in patronage. Instead, there is evidence that expanding entry points to the rail system through

[42] National Planning Framework | Transforming Planning
[43] Smarter Choices, Smarter Places Programme | Paths for All
[44] Active train stations - Arup
[45] https://www.como.org.uk/documents/rail-and-shared-transport-integration

the creation of new stations has increased passenger numbers, while park and ride has encouraged existing passengers to drive to a station with a more frequent, and upgraded service, rather than continue to use their local station: a 2012 report by Arup estimated that every 100 new car parking spaces generated between 4 and 10 new passengers.[46] This does not have to be the case. Options to make parking spaces at stations contribute to a reduction in single-occupancy private car journeys include providing for car club vehicles or multiple-occupancy bays as part of a lift sharing scheme.

There is no doubt that a deal of time and effort has been spent sorting parking issues, largely created by single occupancy cars being driven short distances. This is not unique to the rail sector – health and education have similar issues. But the need to address parking has taken resources away from planning for active and sustainable modes. NTS2, COP26, and the move towards a net zero economy ends this lack of attention to facilitating active and sustainable travel to stations and puts a focus on encouraging existing and potential passengers to travel sustainably or actively to their local station.

3.5. Decarbonisation of passenger services

The aim to decarbonise rail services by 2035[47] and the subsequent roll out of a delivery programme will present passengers with new timetables. With 65% of the current passenger fleet either life expired or requiring decarbonising by 2035 there is potential that rolling stock will be replaced and therefore deliver a modern, high quality on-board experience. The decarbonisation initiative therefore presents a great opportunity to re-develop some stations in collaboration with local authorities and re-vitalise them as key facilities in a community that are easily accessed by active and sustainable transport.

3.6. Bus and rail

Just as a focus on car parking has overshadowed improving the active travel experience, integrating bus travel to stations has been similarly overlooked with only a few positive exceptions, for example the excellent transport hub at Galashiels station on the Borders Line. It is reasonable to expect that there will be some competition between bus and rail on some key corridors, such as the routes from Ayrshire into Glasgow, however the assumption has taken hold that there is open competition for all passengers between bus and rail; this is false. Competition for passengers happens occasionally, not comprehensively. Evidence gathered for this strategy suggests that this sense of competition has blinded both rail and bus to the potential for greater integration between services to help passengers make joined-up journeys. Bus, whether privately operated or community-owned, will be a key feature in the future of transport, particularly in rural communities and linking peripheral housing developments to stations. Regional Transport Partnerships (RTPs) and local authorities have a key role to play working with Scotland's Railway to bring both modes closer together.

[46] The Effects of Park and Ride Supply and Pricing on Public Transport Demand | Transport Scotland
[47] Building a greener railway (transport.gov.scot)

For bus operators running commercial services not in competition with rail, there is a need to understand the likely patronage of a route to a station before either altering an existing route or creating a new service. Timetables must align as closely as possible. This does work in certain circumstances, particularly where the body issuing the timetable or subsidy for the route ensures that the bus timetable synchronises with the rail timetable. Pro-active Regional Transport Partnerships and local authorities are using the network support grant,[48] previously known as BSOG,[49] and their commissioning powers to integrate both modes.

Currently, where commercial operators running timetabled bus services do see benefit from linking to the station it is often the case that the rail station sits in a central location, and integration is easier because bus routes tend to act as the spokes in a town with the town centre as the hub. In addition, bus combines well with train when a station has been designed as a transport interchange, Galashiels perhaps being the best example. The Inverness bus and rail stations also neighbour each other, and the master-planning for a new re-developed station in the city needs to build on this[50]. There is an excellent interchange at Leuchars, where the bus route from Dundee to St Andrews passes the door of the station. These are, however, the exceptions, and not the norm. Closer collaboration between rail and bus is vital, and sharing information may solve this conundrum. There may be a role for RTPs to help broker such discussions.

3.7. Rural Scotland

As referenced above, while walking to the station has a high modal share in rural towns, the dispersed nature and low population of much of rural Scotland outside towns, whether highland or lowland, means that the trip to the station can be long, public transport options may be infrequent or unavailable, and therefore the car, whether as driver or passenger is the dominant mode. That does not preclude improved sustainable and active connections to stations, particularly as the increasing prevalence of e-bikes makes distance, topography, and headwind less of an issue for those cycling. Stations in rural areas will either directly serve a local community or be within one kilometre of others, and so walking should be encouraged through well designed and maintained pavements, and where modal share is low enough to make it practicable, shared walking, wheeling, and cycling paths. The car will remain a strong mode of access in rural areas.

RTPs, community transport groups, and local authorities are delivering solutions to rural connectivity. Some vulnerable bus routes are underpinned by subsidy, and some routes that have proved unattractive to commercial operators are being delivered by community transport bodies.

On-demand transport where the public can arrange a trip, often from a publicly owned vehicle, is increasingly referenced as a solution to connectivity in dispersed communities. This is not a new approach but is at the beginnings of a

[48] Network Support Grant | Transport Scotland
[49] Information on the Bus Services Operators' Grant (transport.gov.scot)
[50] Item_11_-_Inverness_Masterplan (3).pdf

renaissance. Awareness and access to these services is improving – this is an emerging area of transport development, often captured by the term MaaS (Mobility as a Service), and often predicated on a digital channel that allows users to arrange lifts in cars, buses, and community owned taxis. A positive example occurs with the service to Reston Station in Eastern Berwickshire where passengers not on a regular bus route can request a lift from a minibus using an app. The bus service is provided by Borders Buses, a commercial operator, and accessed by an app, provided by the Routing Company, another commercial entity.[51] HITRANS is developing a MaaS app, Go-Hi, the aim of which is to integrate different modes of sustainable travel at both a journey planning and payment stage.[52]

Nevertheless, the transport options in sparsely populated areas of rural Scotland remain challenging. The car has a role but predicating getting to the station solely on the car will exclude those without access to a private vehicle, embed inequalities, and do little to tackle social justice or deliver a net zero rural economy. Effort is required to ensure the train is an option for those living in rural areas served by a train line.

3.8. Conclusion

It is our view that only a few stations are currently well integrated into their communities as defined by this strategy, and even so are not integrated sufficiently well to make good case studies. However, the re-opening of the Levenmouth Line[53] does present a good case study for collaboration between rail, local authority, community, and Transport Scotland to ensure new and redeveloping stations are properly integrated. This project should be monitored as a learning opportunity.

Not enough has been done to make getting to the station easier by improving neighbourhoods to make them better for active and sustainable transport. Station development has focused on the internal movement of trains and people in a station.

Scotland's Railway and local authorities must start to view stations as key community facilities and work collaboratively to integrate them into the communities they serve. This presents a huge opportunity for Scotland's Railway to help make it easier to get to the station for existing and new passengers, and for local authorities to help make communities served by rail stations better for active and sustainable transport, thereby making them heathier, cleaner, and quieter places to live.

3.9. Recommendations

- All proposals for stations, housing developments, and other big trip generators such as hospitals and higher education must ensure that the STtS strategy has been a material consideration in their planning.

[51] Pingo Berwickshire - Borders Buses
[52] https://gohi.app/
[53] Levenmouth Rail Link - A new railway for the people of Fife (scotlandsrailway.com)

- A station must be viewed as a key component in a community, and not as a remote facility separate from its neighbours. This must be recognised throughout state funding bodies, and particularly planning principles, both at regional and local authority levels and within the private sector.
- The potential for RTPs to act as the focal point for discussions between rail and bus operators, assisting in the regional planning of better integration between the two public transport modes, should be explored.

4. Collaborating to Integrate

The priority: all the parties in delivering a project involving a railway station or a development near to a station, must work together, plan early and cohesively, and share costs to deliver the full potential of an integrated station. This is as true in rural areas as urban communities, and is of equal importance to central, regional and local government, as it is for rail and bus operators as well as the private housing sector.

Claire is the transport planner for a local authority. She leads a team tasked with increasing active and sustainable travel. Scotland's Railway has recently announced that it will be decarbonising a line running through her patch. She can see an opportunity to better integrate several stations into their local communities, one of which is an emerging new town led by private house builders. It is clear she has not been aware of the proposed development, and she is now in retrofit mode: planning to integrate a station without it featuring in her budget planning, resources, or work programme. Claire is struggling to find who she should talk to in rail, and whether her resources and budget will synchronize with the funding available for the re-development of the line.

4.1. The stakeholders in an integrated station

It is beyond the gift of any single party to deliver a truly integrated railway station. While Scotland's Railway can design a station that meets three of the four pillars of accessibility, see section 3.1, page 23, the first pillar – getting to the front door – is more complex.

Realizing the mission of STtS: to make it easy, convenient, and safe for most passengers to get to and from the station without a car requires those developing a station to consider the human journey from home to station, up to 1 kilometre for walking, which is the average length of walked trip in Scotland[54], 500m for wheeling, and 5 kilometres for cycling, which is the target distance for utility cycle trips in Scotland[55]. The stakeholders in a station therefore need to consider how people will travel through the streets and neighbourhoods for which they are responsible and to which they have created the demand to travel. Likewise, developers in the earliest stage of considering a development must ensure their proposals follow the infrastructure first principle in National Planning Framework 4, and integrate with rail. Policy 13 of NPF4, on multi-modal hubs, is of particular relevance to developers. Finally, there is a role for the Regional Transport Partnership to ensure that bus routes and other sustainable modes integrate to the station.

The impact of travel demand can be seen in Figure 19 below, with the trip generating developments easily mapped, and therefore readily available for

[54] Walking and cycling | Transport Scotland
[55] 9444.pdf (cycling.scot) Annual Cycling Monitoring Report, 2021. Cycling Scotland

consideration to link to the station. This type of transport demand is not new, indeed the 26 Station Travel Plans published by ScotRail under the previous commercial franchise do this type of induced demand mapping.[56]

In addition to these four major players – rail, local authority, private sector, and RTPs – others have an influence on how, and if, existing and prospective rail passengers will get to the station. This is particularly the case for those government and private sectors that create travel demand, as above – hospitals, colleges, universities, recreation, shopping, etc.

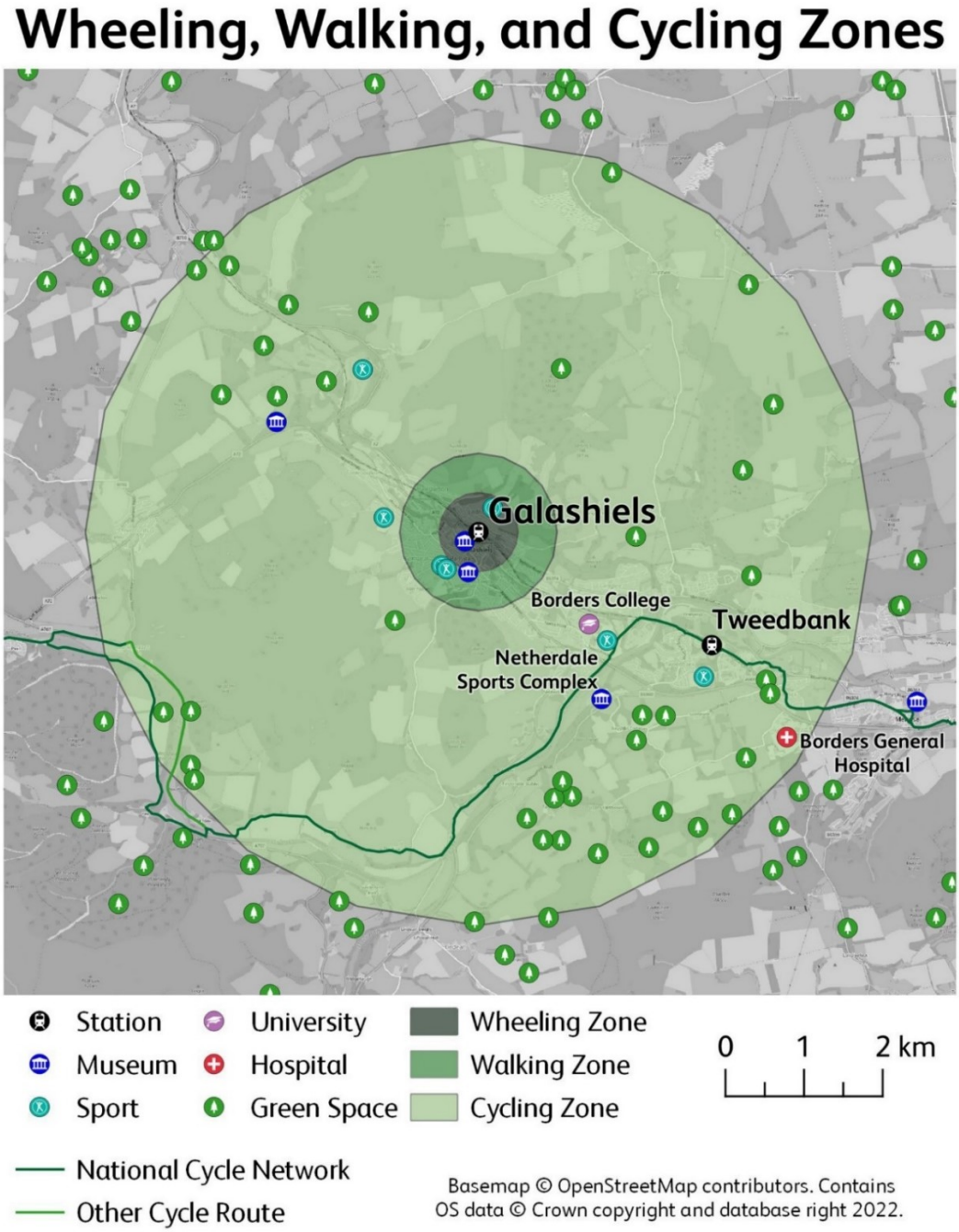

Figure 19: Wheeling, walking, and cycling zones for Galashiels station

[Station Travel Plans | ScotRail]

The third and voluntary sectors are essential in helping to deliver an integrated station. The number of organisations is too great to list but include Community Rail organisations and the Active Travel Delivery Partners of Transport Scotland. Local Access Panels play an important role in providing the perspective of disabled people getting around local areas. Unique to Scotland, Access Panels are groups of disabled volunteers who work together to improve physical access and wider social inclusion in their local communities. Access Panels hold the potential for an informed, and constructive voice as developments are planned, and occur in, and around, the rail network. The Access Panel network is managed by Disability Equality Scotland[57].

4.2. Making collaboration work

With more than one player in the integration of any station it is vital that collaboration is genuine and clear from the outset. Strategic, Outline, and Final business cases must therefore take cognizance of this strategy as plans are developed.

It is our view that there are few good examples where positive collaboration has delivered stations that do integrate well with their local communities. These include stations on the Borders Line, where from the commencement of the project there was a positive alliance between the local authorities, Scotland's Railway and the RTP. In addition, ScotRail maintained connection with communities along the line well after its launch.

The re-opening of the Levenmouth railway offers a good case study of collaboration to deliver integrated stations at Leven and Cameron Bridge, where Network Rail and ScotRail are collaborating with Fife Council, Transport Scotland, and other statutory funding bodies active in the area, for example SEPA (Scottish Environment Protection Agency). However, it is not clear that planning to integrate a station is a material consideration early enough in the process to propose a station, well before planning the station begins. If this strategy is to succeed, then it needs to be a consideration in the drafting process of a proposal, well before it is finalized into a strategic business case. Again, NPF4 recommends this through the infrastructure first approach to planning. Although Network Rail's recent Parking & Mobility at Stations guide does not propose breaching the red line boundary sufficiently strongly, it recommends a collaborative approach to planning and should be followed when planning future stations or station retrofits on Scotland's Railway[58].

This is not to suggest that there is a lack of dialogue between Scotland's Railway, and stakeholders. Meetings with RTPs and local authorities are held quarterly to share information and look ahead to potential developments. ScotRail's active travel team and project delivery teams are liaising on practical delivery, and potential active travel projects. But too often it seems that the best intentions are not as coordinated as possible. It is vital that a clear picture emerges soon of

[57] Access Panels - Disability Equality Scotland
[58] https://www.networkrail.co.uk/wp-content/uploads/2022/03/NR_GN_CIV_200_11-Parking-and-Mobility-in-Stations.pdf

what is happening, and what might be happening to encourage more passengers to get to stations actively and sustainably.

4.3. Planning for integration

It is clear from reviewing rail projects where integration was not considered early that a leadership vacuum can exist around active and sustainable travel to the station. This can result in protection of budgets and lead to strained relationships, for example over the delivery, ownership and maintenance of structures associated with access to the station. The local authority will look at the overall cost of a station and expect rail to meet the costs of getting people to their front door, in the same way rail can expect that the local authority will construct and adopt paths and structures into its estate and provide long-term maintenance. Negotiations over ownership and plans can become a game of brinkmanship. This is not helpful. A lack of clarity on the design of a station and its integration into the local community, and caution at the commitment of scarce revenue funding for maintenance can create a poker game, rather than a meaningful collaboration.

A particular cause of contention has been referenced as the lack of collaboration across the ‘red-line’ boundary. This refers to the necessary demarcation of landholding, and project responsibility, often clarified by a red line being drawn around a development. While necessary from many aspects of planning, and project management, the red line can lead to a mindset where each organisation focuses on what lies inside their boundary, meaning that collaborating through the boundary, for example to deliver better integration, can be lost as a project runs through the processes of business case development: from strategic, to outline, to final. There needs to be good collaboration across the red-line boundary from the outset, and the red-line mindset must be guarded against.

A similar caution can make the delivery of integrated bus routes to a station difficult. Bus operators may view the location of a station as a major diversion of their existing routes and take the view that a deviation into a new station is un-commercial. Similarly, a private operator may expect the rail operator to help assess the commercial viability of a new bus route to a station by giving an estimate of potential passenger numbers. A bus operator may also expect the local authority, or the Regional Transport Partnership to offer subsidy or similar support to introduce or change the route of an existing service.

There is therefore a need for clarity on how a station will integrate into the community from the very moment the principal funding bodies assess a proposal for a new or re-developed station.

For Transport Scotland, who are the principal funders of stations, as well as other transport initiatives, the challenge is to make sure that at the beginning of consideration of a development at a station, the principle of integrating fully into the community is high on the planning priority list. Transport Scotland appears to recognise this with its commitment to develop a framework for the delivery of mobility hubs in STPR2. However, a review for this strategy of final business cases for new stations does not provide any evidence that detailed planning for

an integrated station has taken place, and cover-all phrases are too often used to provide a very shallow level of re-assurance. If the tone is set from the beginning, and everyone is clear on the need to deliver integrated stations, then the process for collaboration can follow to deliver the principle.

Similarly, when seeking funding to integrate communities into stations local authorities want a strong level of assurance that their proposal will be given a high priority in the assessment of funding bodies, for example in proposals to Sustrans' Places for Everyone funding.

4.4. Resourcing the delivery of an integrated station

In the process of researching this strategy it has been clear that no-one disputes the principle to ensure that rail stations should integrate much better into the communities they serve. Perhaps the biggest challenge this strategy has found is the funding of such integration.

While Scotland's Railway, through Transport Scotland, may be the recognised route for potential capital investment in station developments, no one party can be responsible for all aspects of an integrated station, because a truly integrated station has co-benefits for all. There is therefore an expectation that budgets for rail developments will include funding for station integration, and funds currently aimed at providing built environments that encourage active, and sustainable travel, will allocate funding towards projects that integrate stations.

For existing stations where small-scale improvements can lead to better integration, there is a pressing need for Scotland's Railway to be clear on how quickly and to what degree it can deliver, and there is a need for a funding programme to help resource delivery. Rail may well qualify for funding support from active travel funding, such as that managed by Sustrans, however, currently there is a lack of a pipeline of shovel ready projects that could take advantage of quick calls for funding applications. In addition, for existing stations it could be the local authority who take the lead, and act as the lead body to improve the integration of a station into its neighbourhood, with rail as the junior partner. Bike sharing schemes at railway stations are an example where either rail or local authorities could support the roll-out of infrastructure at pace, especially where there is a pre-existing bike sharing network to connect to (e.g. Glasgow, Stirling or Inverness). The provision of bike sharing docking stations at railway stations would support the integration of rail and cycling as well as working towards Transport Scotland's aim to increase access to cycling in its recent Cycling Framework for Active Travel.

Small improvements to integrating a station can generate big changes. There is ample evidence across Scotland of people changing their travel behaviour when the place they want to get to can be accessed more easily by active or sustainable means[59]. Better collaboration between Scotland's Railway and stakeholders would also make the process of delivery so much better, and more aligned.

[59] Places for Everyone - Sustrans.org.uk

4.5. Conclusion

The benefits of an integrated station far outweigh the effort needed to deliver such a facility. Failure to integrate is evident at any station that is impenetrable on foot, wheeling or by bicycle, and where bus services stop at a distance. Stations with housing nearby but where car parks are full may also be symptomatic of being easier to drive to than walk. Equally, developments that ignore, or deter, active and sustainable travel to the station are more common than those which link directly to the rail network. This must change through planning, and collaboration, to anchor the rail network into communities. There are, however, good examples of stations that are integrated, and these should be used as exemplars.

Funding should be easily available to create integrated stations, with budgets aligning across Transport Scotland and local authorities to realize the vision of this strategy. Transport Scotland's framework for the delivery of mobility hubs, committed to in STPR2, is an opportunity to devise funding and delivery models to deliver this integration.

4.6. Recommendations

- A new development, whether a station, redeveloped station, housing, or other big trip generator within 5 kilometres of a railway station should be planning to use STtS as a guide and ensuring options to get to the station actively and/or sustainably are delivered.
- Transport Scotland, Scotland's Railway, Heads of Planning (HoPs) and CoSLA should agree that the STtS strategy is given a high priority in any submission and assessment of a new rail station development, new or existing.
- Funding across the sector should align around integrated stations, and local authorities should have easy access to funds for delivery.
- RTPs in their capacity as the regional transport strategy bodies must act as coordinators of a dialogue on planning, and bus integration.
- Scotland's Railway must establish a clear line of sight for external parties to engage with it on station integration, access to its stations and land, and its medium to long-term plans for development.
- There should be collaborative engagement to deliver integrated stations across the red-line design boundary. And the 'red-line mindset' needs to be dismantled.
- Scotland's Railway needs to take the lead to ensure that integrated stations are delivered.
- For this strategy to move forwards and be embedded into transport culture, there needs to be a clear point of info, leadership, and advice in each proposal. The STtS strategy requires a delivery body, or group to ensure it delivers, as set out in Appendix A – Monitoring and Evaluation Plan for the Sustainable Travel to Stations Strategy.

5. Designing Integrated Stations

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

Sujata is a senior planner in a consultancy working with Network Rail. She is tasked with leading her team in the design of a new station serving a growing dormitory suburb of a large town. Some regulations and guidance help design how passengers get to the front door once they are within the station boundary, but there is little to inform her on their likely modes of transport to the red-line design boundary drawn round the rail estate. In addition, the budget for design for anything other than a basic station is tight. A pavement that runs round the car park and slots into the feeder road at the red-line boundary seems fitting for pedestrians, and a turning circle for a bus stop at the edge of the station boundary would work. Cyclists would use the feeder road with other traffic. The car park will run up to the front door and will include a taxi drop off, disabled parking and EV charging points. It is unclear what the local authority can provide.

5.1. Designing an integrated station

The above scenario places the design team in a difficult position. While they can plan a station that works well within the red-line boundary, the land holding available to the rail industry within which the station is designed (see section 4.3, page 34) they cannot plan for the distances people may walk, wheel, bus, or cycle to the station. As above, the average walked trip in Scotland is 1 kilometre, and the target distance for utility cycling is 5 kilometres. A wheeled trip is harder to estimate, but advice from MACS (Mobility & Access Committee for Scotland) who advise Scottish Government is that disabled passengers will walk or wheel for up to 500 metres.

For the consultant and her team to really design an integrated station, they need a clear remit that they are delivering for the whole community. This remit must be enshrined in the strategic business case. That business case must clarify the expectations, and roles of all stakeholders: rail, local authority, RTP and central government. If Sujata is clear on that, she and her team have a better chance of collaborating to design a station that will integrate. In addition, close collaboration with the local authority is a necessity.

In recent years Network Rail has updated its station design guidance to better reflect the immediate surroundings of a station.[60] Its Parking & Mobility at Stations guide ensures that railway stations are considered as rail mobility hubs, with railway stations at the heart of local transport and development plans, rather than isolated projects. These principles are also echoed in Network Rail's Public Realm Design Guidance for Stations.[61] Both guidance documents are helpful in

[60] https://www.networkrail.co.uk/wp-content/uploads/2022/03/NR_GN_CIV_200_11-Parking-and-Mobility-in-Stations.pdf
[61] https://www.networkrail.co.uk/wp-content/uploads/2022/04/NR_GN_CIV_200_10-public-realm-at-stations.pdf

setting context and first principles for the immediate surroundings of a station. However, they stop short of aiming to deliver a truly integrated station that makes sense to the travelling public from at least 5 kilometres away. Therefore, this strategy seeks to look beyond the immediate 500 metre thresholds set by current design guidance.

Positively, consideration of designing a station to be a friendly and modern environment is available through design guidance for small and medium sized stations commissioned by Network Rail from 7N architects.[62] The design guidance points to a humanised approach utilising planting, water features, a clock tower and careful consideration of a 'welcome mat' for passengers arriving actively and sustainably.

5.2. Zonal approach to station design and integration

A zonal approach towards designing a station seems the best way to make sure it integrates well and can be accessed easily. This needs to be context specific to make sense, be reasonable, and provide value for money.

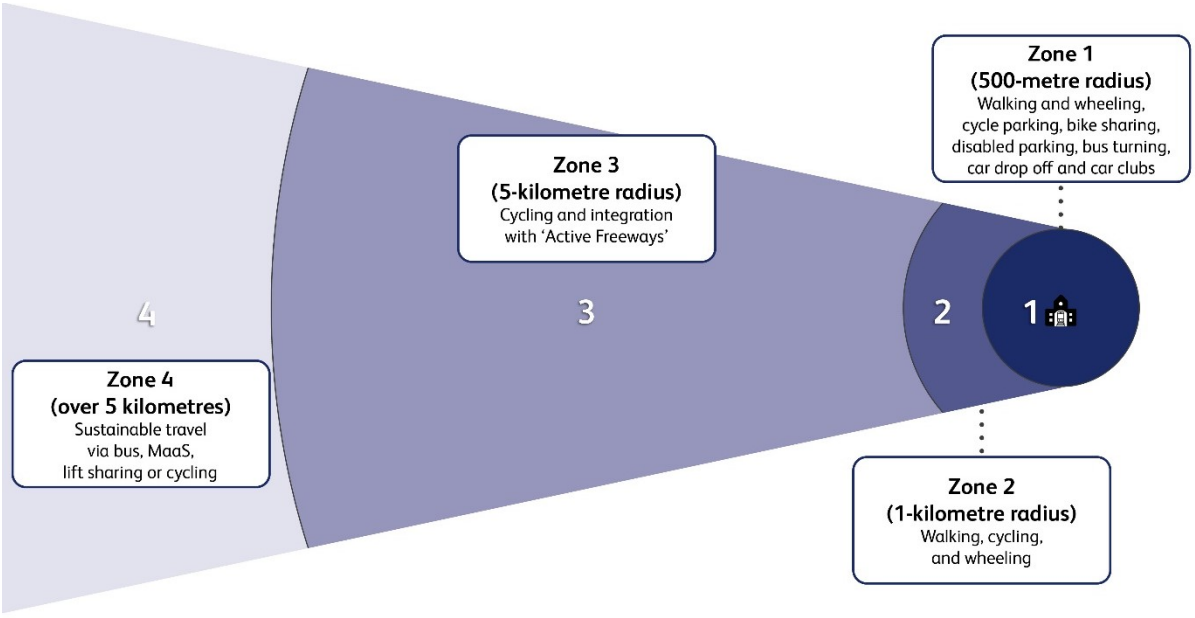

Figure 20: Zonal approach to station catchments

Zones would start from the station door, running up to 500 metres for zone 1, where placemaking would emphasise walking and wheeling, cycle parking, bus turning, car drop off, and disabled parking. Shared transport should also be provided according to demand, such as bike sharing docking stations and car club vehicles. Zone 1 should see railway stations considered as rail mobility hubs. Zone 2 would run up to 1 kilometre from the door, giving detailed consideration of the walking, cycling and wheeling environments. Zone 3 would run up to 5 kilometres from the station, particularly as the growing use of e-bikes makes distance, topography, and headwind less of an issue. Zone 3 would ensure integration with STPR2.

[62] Design Manual for Medium to Small Stations (networkrail.co.uk)

A 2017 report highlights the potential for utilising space at stations differently, removing pressure for car parking by making it easier to walk and cycle to the station.[63] Figure 21 is taken from the report, and highlights the zonal approach in widening the active and sustainable catchment by of a station by a factor of nine by planning for cycling:

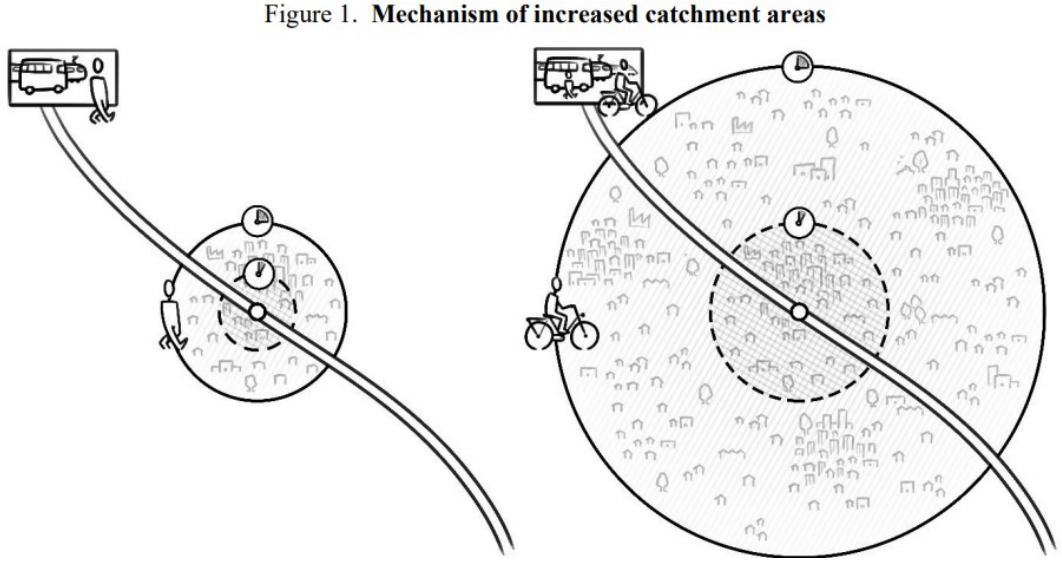

Figure 21: Synergies from Improved Cycling-Transit Integration | ITF (itf-oecd.org) Widening the station catchment through cycling

5.3. Delivering an integrated station

Once a station is to be integrated into its community, it should be planned on the zonal approach to synchronize through new and/or existing path networks, streets, and roads. Segregated cycle lanes, along with interchange and community transport hubs such as mobility hubs, can and should be considered in every design. This needs to happen where stations are being designed as transport options for residents of emerging communities, typically where housing shadows a rail line and a new station has been agreed as a condition of planning approval.

For existing stations, which include most stations impacted by STtS, high quality street audits, for example those delivered by Living Streets for the first two ScotRail station travel plans, should assess the existing walking, wheeling, and cycling environments. They will help the local authority estimate the level of investment necessary to calm streets and roads, and provide direct, high quality active routes. Bus operators, through bus partnerships run by RTPs could provide similar levels of advice and guidance. CoMoUK's accreditation criteria for mobility hubs should be used when considering stations as rail mobility hubs,[64] as this will form the basis of the mobility hubs framework committed to in STPR2, and is also recommended as a key document in Network Rail's Parking & Mobility at Stations guide.[65]

[63] Synergies from Improved Cycling-Transit Integration | ITF (itf-oecd.org)
[64] https://www.como.org.uk/mobility-hubs/accreditation
[65] https://www.networkrail.co.uk/wp-content/uploads/2022/03/NR_GN_CIV_200_11-Parking-and-Mobility-in-Stations.pdf

Good design guidance is readily at hand to ensure the streets, roads, and footways leading to the station help it to integrate, likewise the design approaches for the neighbourhoods close to it are easily available. Care and attention should be given to the physical signage and wayfinding to link the different modes of sustainable transport, including on the approach to and inside stations. Local authorities are experienced in good design, and advice is freely available, for example from Sustrans, and other bodies. There is therefore no need for this strategy to replicate such guidance, however we recommend Cycling by Design[66] and the Designing Streets[67] policies.

All the aspects of delivering an integrated station should be captured in an 'Integrated Station Travel Plan'. This should be based on, but iterate from, the existing ScotRail travel plans with the documents listed below as a foundation, and act as a long-term plan for physical integration through infrastructure, as well as behaviour change measures such as marketing the station to its local community. Plans should also allow for flexibility in accommodating emerging sustainable mobility trends, such as MaaS, digital demand-responsive transport and new forms of micro-mobility.

5.4. Design Standards

In addition to this STtS strategy, the following documents should be consulted by all stakeholders to ensure successful delivery of integrated stations:

- Designing Streets – the Scottish Government's guide for street design.[55]
- Cycling by Design – guidance for cycling infrastructure design on all roads, streets and paths in Scotland.[54]
- Network Rail's Parking & Mobility at Stations[68] and Public Realm Design Guidance for Stations.[69]
- Cycle Rail Toolkit[70] – NB an updated version of this guidance is under development at the time of writing the STtS strategy and will be published 28/06/23.
- Mobility hub accreditation guidance from CoMoUK.[71]
- Standards for Public Cycle Parking – for planning bike parking at stations.[72]

5.5. Conclusion

The vision of this strategy is for stations to integrate to their community and be easily accessed through active and sustainable modes of transport. Good design will ensure that a station integrates well, ample guidance is available and should be applied whenever a new station is proposed, an existing station is re-designed, or the neighbourhood containing a station is being designed or built. Good examples of design that integrates a station into its community exist and should be given greater focus as learning opportunities: Markinch, Dunblane, and

[66] Cycling by Design Update 2021 (transport.gov.scot)
[67] Designing Streets: A Policy Statement for Scotland (www.gov.scot)
[68] https://www.networkrail.co.uk/wp-content/uploads/2022/03/NR_GN_CIV_200_11-Parking-and-Mobility-in-Stations.pdf
[69] https://www.networkrail.co.uk/wp-content/uploads/2022/04/NR_GN_CIV_200_10-public-realm-at-stations.pdf
[70] https://www.cyclerail.co.uk/wp-content/uploads/2021/03/Cycle-rail-toolkit-2.pdf
[71] https://www.como.org.uk/documents/mobility-hub-accreditation
[72] https://www.bicycleassociation.org.uk/wp-content/uploads/2021/06/05132-Cycle-Parking-and-Security-Standards-June-2021-REV-5.pdf

the emerging stations on the Levenmouth line are examples referenced in this strategy.

To deliver integrated stations, a firm remit to do so must be set from the outset by the funding bodies. Without such a clear objective, there is a risk that scope-creep and cost-cutting, particularly to deliver minimum viable product, risk removing the potential to deliver a station that integrates into the community it serves.

Collaboration and cohesive high-quality design and delivery will be vital to align funding and delivery ensuring the station integrates.

5.6. Recommendations

- Any new, or redeveloping station should be designed to be integrated.
- Existing stations should be assessed for integration, and improved, with the local authority encouraged to be the lead body for neighbourhood integration.
- A new development, whether a station, redeveloped station, housing, or other big trip generator within 5 kilometres of a railway station should create an Integrated Station Travel Plan and be planning to use STtS as a guide, thereby ensuring options to get to the station actively and/or sustainably are delivered.
- The initial remit for the funding of stations must adopt a zoned approach toward integration, with particular emphasis on 500 metres for disabled passengers, 1 kilometre for walking and 5 kilometres for cycling, in addition to improved bus links to deliver permeable locations that are relevant, and attractive to new passengers.
- This strategy should help inform station design by assisting designers to capture the elements necessary to deliver truly integrated stations.
- Scotland’s Railway should adopt the guidance for a modular design for small and medium sized stations set out by Network Rail.

Appendix A

Monitoring and Evaluation Plan for the Sustainable Travel to Stations Strategy

To assess its effectiveness, the strategy sets key metrics. Scotland's Railway aspires to carry twice as many customers as it did pre-pandemic. Success will be carrying at least 190 million passenger journeys in 2035. To achieve this aspiration, Scotland's Railway need to increase passenger journeys by 126 million from the 64 million carried in 2022/23. STtS based its targets on this aspiration, informed by the data gathered in the 2022 passenger travel to station survey (see Figure 5, p5).

Walking & wheeling: increase walking/wheeling trips to stations from 33% in 2022 to 50% in 2035. From 21 million in 2022 to 95 million trips in 2035.

- 50% walking and wheeling trips to the station from the 190 million rail passenger journeys equates to 95 million trips in 2035, up from 21 million in 2022 (when there were 64M rail journeys).

Cycling: increase cycling trips to stations from 9% in 2022 to 20% in 2035. From 6 million trips in 2022 to 38 million trips in 2035.

- 20% cycling to the station from the 190 million rail passenger journeys equates to 38 million trips in 2035, up from 6 million in 2022 (when there were 64M rail journeys).

Bus: increase bus trips to stations from 14% in 2022 to 20% in 2035. From 9 million trips in 2022 38 million trips in 2035.

- 20% bus trips to the station from the 190 million passenger journeys equates to 38 million trips in 2035, up from 9 million in 2022 (when there were 64M rail journeys).

Private car: reduce the percentage driving and being driven to stations from 27% in 2022 to 10% in 2035. From 17 million trips in 2022 to 19 million in 2035.

- 10% driving to the station (as driver and dropped passenger) from the 190 million rail passenger journeys equates to 19 million in 2035, as opposed to 17 million in 2022 (when there were 64M journeys by train). This represents a two million increase in driven trips over 12 years.

- At the time of writing, it does not seem realistic to set a target for less than 10% driving. When the rural nature of much of Scotland is recognised, as well as the use of private cars by essential car drivers, 10% seems a reasonable figure set against a doubling of passenger numbers. However, Transport Scotland's commitment to develop a Car Demand Management Framework by 2025 will assist the rail industry to encourage a shift from road to rail as much as possible.[73]
- Immediate mitigations to the potential for car trips to grow as passenger numbers do and before the Car Demand Management Framework is delivered, must include an emphasis on car share, and more parking for Blue Badge holders. This strategy therefore recommends that any additional car parking provision is very carefully researched, evidenced, and delivered sparingly.
- Finally, we will work to refine the passenger survey to reduce the 16% answering 'other' in the survey (F5) and thereby improve accuracy of the actual mode share data. The need for more data on rail passengers is vital: a better understanding of the distances people travel to the station, the demographic of passengers, and their onward travel behaviour is vital to delivering better for the aspiration to double passenger journeys.

SMART Targets							
Impact	**SMART Objective**	**Outcome**	**Output**	**Data Source**	**Accountable**	**Responsible**	**Key dates**
Ensure a reliable baseline for passenger mode share is set to enable the setting of meaningful targets	Reliable baseline to test SMART Objectives set in four rows below	Twice yearly passenger survey at 66 WITTOS stations and exploring additional data collection methods, such as in-depth passenger surveys	Reliable targets	Annual ScotRail passenger survey at the 66 WITTOS stations	STtS Steering Group	ScotRail market insight team	**Start:** 01/04/2023 **Interim checkpoint:** 01/06/2023 **End:** 27/07/2030

[73] https://www.transport.gov.scot/media/50872/a-route-map-to-achieve-a-20-per-cent-reduction-in-car-kms-by-2030.pdf

Increase walking and wheeling to stations	Grow the modal share of walking and wheeling at stations, from 33% in 2022 to 50% in 2035 Dependent on reliable baseline above	More people are living within a high quality 20-minute walk of a station	20-minute neighbourhood priorities are being delivered Improved paths, road speed reduction, road crossings, improved signage, regular vegetation management, lighting	ScotRail annual survey of WITTOS stations	Scotland's Railway Executive Local authorities	Scotland's Railway Transport Scotland (TS) Local authorities RTPs TS funding bodies	**Start:** 01/09/2024 **Interim checkpoint:** 31/03/2026 **End:** 31/03/2030
Increase cycling to stations	Grow the modal share of cycling, from 9% in 2022 to 20% in 2035	More people living within 5 kilometres of a station have improved conditions for cycling	20-minute neighbourhood priorities are being delivered segregated cycle lanes, shared paths where appropriate, improvements to greenways and the National Cycle Network, bike sharing and cycle parking, road speed reduction, road crossings, improved signage, regular vegetation management, lighting		Scotland's Railway Executive Local authorities	Scotland's Railway Transport Scotland (TS) Local authorities RTPs TS funding bodies	**Start:** 01/09/2024 **Interim checkpoint:** 31/03/2026 **End:** 31/03/2035

Increase modal share of bus trips to stations	Grow the modal share of bus trips annually, from 14% in 2022 to 20% in 2035	More people living within 10 miles of a station have an improved bus service	Improved timetables Greater awareness of bus timetable and availability Improved quality of public realms including bus stops and real-time information boards	ScotRail annual survey of WITTOS stations	Scotland's Railway Executive Local authorities	Scotland's Railway Transport Scotland (TS) Local authorities RTPs TS funding bodies Bus Operators	**Start:** 01/09/2024 **Interim checkpoint:** 31/03/2026 **End:** 31/03/2030
Reduce driving to stations	Reduce car trips annually, from 27% in 2022 to 10% in 2035	Improved active and sustainable connectivity provides realistic alternatives to using the car for every trip	Improved conditions for active and sustainable travel, including expanded access to bike sharing and safe and secure bike parking at stations. Greater recognition of the cost of short trips by car	ScotRail annual survey of WITTOS stations	Scotland's Railway Executive Local authorities	Scotland's Railway Transport Scotland (TS) Local authorities RTPS TS funding bodies	**Start:** 01/09/2024 **Interim checkpoint:** 31/03/2026 **End:** 31/03/2030

Target Stations	Identify pilot stations for early engagement, possibly integrated within the decarb programme: * Perth * Inverness * Hairmyres * Galashiels * Kirkcaldy * Arbroath * Aberdeen * Dundee * Proposed not agreed	Pilot projects being delivered in partnership at key stations	At each station: 1) Use 2022 baseline figures for active and sustainable travel to stations. 2) Grow modal of walking by 1% annually 3) Grow cycling by 0.5% annually 4) Reduce driving by 2.5% annually 5) Increase bus travel by 1% annually	ScotRail annual survey of WITTOS stations	Scotland's Railway Executive Local authorities	Scotland's Railway Transport Scotland (TS) Local authorities RTPS TS funding bodies	**Start:** 01/04/2023 **Interim checkpoint:** 31/03/2026 **End:** 31/03/2035
Strategic Targets							
Strategic Objective	**Impact**	**Outcome**	**Output**	**KPI**	**Accountable**	**Responsible**	**End date**
Integrated and Accessible Stations are the priority for station investment decisions	Sustainable Travel to Stations strategy endorsed by all stakeholders Delivery of the strategy launched by Scotland's Railway acting as the holder of the mission	All new stations are delivered to meet the STtS strategy	The STtS strategy is endorsed as a Scottish Government policy document	Strategy launched	Transport Scotland	Scotland's Railway Transport Scotland Local authorities through SCOTS & CoSLA RTPs	**Start:** 01/04/2023 **Interim checkpoint:** 31/03/2028 **End:** 31/03/2030

New and re-developing stations, housing, mixed use, and other big trip generators will be planned to be integrated to each other.	Applications to Transport Scotland for station investment must demonstrate that STtS has been observed.	All new stations are delivered to meet the STtS strategy	Network Rail Scotland's and ScotRail's in-house project check-list requires evidence that STtS has been observed. PACE project development process requires evidence that STtS has been observed.	Scotland's Railway Strategic Business Cases reference STtS Project applications within Scotland's Railway reference STtS Local Authority and RTP plans for station development reference STtS	Scotland's railway RTPs Local authorities	Scotland's Railway Local authorities RTPs Private developers State bodies	**Start:** 01/04/2023 **Interim checkpoint:** 31/03/2025 **End:** 31/03/2030
Funding applications to SG/TS funding streams will be weighted in favour of applications to help deliver integrated stations	TS is clear that applications for funding support to integrate stations will receive a high score in assessment panels	All new stations are delivered to meet the STtS strategy	Funding integrated stations is shared between Scotland's Railway and statutory bodies	Funding guidance issued by TS	Transport Scotland	Scotland's Railway Transport Scotland (TS) Local authorities RTPs TS funding bodies	**Start:** 01/04/2023 **Interim checkpoint:** 31/03/2025 **End:** 31/03/2030
Resourcing Targets							
Impact	**SMART Objective**	**Outcome**	**Output**	**Data Source**	**Accountable**	**Responsible**	**Key dates**

Scotland's Railway and its partners can make funding applications to retro-fit the STtS strategy at existing stations	Scotland's Railway with local authorities will co-develop a pipeline of projects to 'shovel ready' status ready for short-call funding opportunities	A suite of shovel ready projects to deliver integrated stations	Collaboration with partners to plan the delivery of existing designs Suite of projects to tackle known inaccessible stations on the network	1) Funding secured 2) Project portfolio established and regularly reviewed	Transport Scotland	Scotland's Railway Transport Scotland (TS) Local authorities RTPs TS funding bodies	**Start:** 01/04/2023 **Interim checkpoint:** 31/03/2025 **End:** 31/03/2030
Access to stations is improving	Funding is set aside to deliver small scale, technically straightforward improvements to station access	Scotland's Railway is delivering small-scale interventions with its partners to improve access to stations. Example projects include expanding secure bike storage, bike sharing provision and retro-fitting signage and wayfinding to better integrate existing sustainable modes	A budget is created for small-scale access interventions to better integrate existing stations	1) Budget established and regularly reviewed 2) projects being delivered	Scotland's Railway Executive	Scotland's Railway Transport Scotland (TS) Local authorities RTPs TS funding bodies	**Start:** 01/04/2023 **Interim checkpoint:** 31/03/2025 **End:** 31/03/2030
Operational Targets							
Impact	**SMART Objective**	**Outcome**	**Output**	**Data Source**	**Accountable**	**Responsible**	**Key dates**

Improve collaboration, knowledge sharing and dialogue between Scotland's Railway and all partners	Quarterly meetings between Scotland's Railway and RTPs include key local authorities on decarb lines. Potential for RTPs to convene meetings is explored.	All bodies involved in integrated stations have a clear, planned and open dialogue	Improved understanding of shared ambitions, plans and collaboration	One body facilitating all meetings	Scotland's Railway Executive	Scotland's Railway Transport Scotland (TS) Local authorities RTPs TS funding bodies	**Start:** 01/01/2023 **Interim checkpoint:** 31/03/2025 **End:** 31/03/2030
How passengers travel is widely acknowledged, driving is seen as the minority access mode	All stakeholders share their data on passengers.	Data recording how passengers get to and from stations is widely acknowledged	Annual report on travel to stations.	Annual report published	Scotland's Railway Executive	Scotland's Railway Local authorities RTPs Passenger Focus	**Start:** 01/09/2023 **Interim checkpoint:** 31/03/2025 **End:** 31/03/2030
Scotland's Railway is seen as a collaborative partner	Scotland's Railway is clear on its role and remit, powers, and what it can deliver.	Stakeholders are clear who to contact in Scotland's Railway Constructive dialogue is clear, and led by rail	Web page launched	Scotland's Railway reputation is improved through market research	Scotland's Railway Executive	Scotland's Railway Transport Scotland (TS) Local authorities RTPs TS funding bodies	**Start:** 01/04/2023 **Interim checkpoint:** 31/03/2025 **End:** 31/03/2030

Stations are designed to be integrated	Agreement reached on the key elements of integrating a station into its community.	Planners, designers and developers are clear what is required to deliver an integrated station. Network Rail's Parking & Mobility at Stations guide and Public Realm Design Guidance for Stations form the basis of this work.	Clarity on the components for designing an integrated station	Design guidance issued by SCOTS	Scotland's Railway Executive	Scotland's Railway Society of Chief Officers of Transport (SCOTS) Transport Scotland (TS) Local authorities RTPs TS funding bodies	**Start:** 01/04/2023 **Interim checkpoint:** 31/03/2025 **End:** 31/03/2030