



Kilmarnock & Greenock
Glasgow Airport

M8

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Building Back Better

Michael Matheson MSP,
Cabinet Secretary for Transport,
Infrastructure and Connectivity



Welcome to the October Edition of Transport Times. With this edition looking specifically at transport in Scotland, I'm pleased to have been offered this opportunity to outline the approach of the Scottish Government.

Despite the unprecedented impact of COVID-19, through immediate and strategic action, we remain committed to delivering on our vision for Scotland's transport system, as outlined in our National Transport Strategy (NTS). One that will help create great places – a sustainable, inclusive, safe and accessible transport system. A system that helps reduce inequalities and delivers a healthier, fairer and more prosperous Scotland for communities, businesses and visitors alike. At the same time, and as we consider the need for our green recovery, we need a transport sector that plays a key part in helping to meet our world leading target of Scotland becoming a net-zero society by 2045.

Building on the vision outlined in the NTS, we are now developing our first annual NTS Delivery Plan which will be published by the end of 2020. This will set out the actions being taken to ensure the vision and priorities in the Strategy are realised. In addition, we are progressing the second Strategic Transport Projects Review (STPR2) which will inform transport investment in Scotland for the next 20 years. STPR2 will help to deliver the vision, priorities and outcomes for transport set out in the NTS and will align with other national plans such as the National Planning Framework and the Climate Change Plan. We're looking to update our Climate Change Plan this December and publish further interim actions to continue on a path to a net-zero emission economy – for the benefit of our environment, our people and our future prosperity.

To deliver our climate change commitments, I'm clear that we must seek to reverse the decline in bus patronage and promote active and sustainable travel – coupled with intensive work to decarbonise existing public transport. I was pleased to virtually attend the Scottish Transport Summit, where I announced that our flagship £500 million Bus Partnership Fund opens in November. This will support local authorities, in partnership with bus operators, to tackle congestion so that bus journeys are quicker and more reliable and that more people make the choice to travel by bus.

For me, partnership is key to the success of this initiative and I want to see ambitious proposals placing bus priority at the heart of local plans, linking effectively with investment from operators and local authority active travel plans. So, we're working to build a better and quicker bus offer, unshackled from the impacts of congestion – and a greener one too. I'm pleased that through the Scottish Ultra-Low Emission Bus Scheme we have awarded £7.4 million to 5 operators

to support 41 zero emission electric buses and infrastructure to support the running of ultra-low emission buses across Scotland – supporting jobs in our manufacturing sector as we seek to capitalise on the economic benefits from our transition to a net-zero economy.

We've seen necessary changes due to COVID-19, including more people working from home, but we have also seen an increase in people walking and cycling locally, with cycling rates in particular having increased over the past six months in Scotland compared to previous years. We've supported this by providing local authorities with almost £39 million to deliver temporary infrastructure to enable walking, wheeling and cycling whilst physically distancing and safe from traffic.

Whilst some of these schemes will only be appropriate whilst physical distancing measures are in place, many communities will want to see more permanent infrastructure in their place. This will require a separate process and funding, with greater consultation – and so we've committed through the Programme for Government to spend over £500 million on active travel infrastructure, but also to widen access to bikes and expand behaviour change initiatives over the next five years to support our green recovery, improve health and respond to the climate emergency.

Taking immediate action and to help bus operators make ends meet during the pandemic, we've offered up to £162.3 million through our COVID-19 Support Grant for bus operators, in addition to £13 million in support for the Glasgow Subway and Edinburgh Tram. In terms of rail investment, this Scottish Government has shown a track record of significant investment in Scotland's Railway, to the tune of over £1 billion per year, which is an increase of 21% over control period 5 ensuring that rail also contributes to our climate goals, as outlined in our Rail Services Decarbonisation Action Plan in July. There are undoubtedly challenges, but I know we can overcome these together.

I want to end by offering my sincere thanks for your work across transport sector. Not only have your efforts been key in keeping the country moving and responding to the COVID-19 outbreak, but your ongoing work, as will build back better, will support our green recovery and help build a fairer, healthier and more prosperous Scotland that we all want to see.

Tell it How it is

Professor Iain Docherty,
Dean, Institute for Advanced Studies, University of Stirling



I'm writing this article on the day that the Scottish Government's National Clinical Director, Professor Jason Leitch, has suggested that people should get ready for a 'digital Christmas' given the likely trajectory of the Coronavirus pandemic over the months to come. Rather predictably, the media and certain politicians are having a field day about the 'devastating' news that Christmas has been 'cancelled'. Such was the noise that Leitch's colleague and Chief Medical Officer Dr Gregor Smith took to social media to object to the 'twisted' misreporting and abuse in response to 'remarks (that) were bad news but truthful & open'.

It's become widely accepted that one of the Scottish Government's strengths in handling the pandemic has been in the clarity of its communications. Whilst much of the media commentary has been about the role of the First Minister herself, to me the really interesting aspect of this is the way in which scientific advisers have been front and centre in explaining why they give the professional advice to decision makers that they do. We've been used to a culture of 'retail politics' in which everybody can apparently be a winner for so long now that the appearance of straight talking experts telling us directly that things are going to be difficult has been a shock to many.

To me at least, this is a welcome and overdue development, because there's much straight talking that needs to be done, no matter how uncomfortable. Transport is no exception. The kind of abuse Leitch has suffered for stating the frankly obvious will be instantly recognisable to many hard working professionals that have battled to implement even quite modest sustainable transport schemes over the years. But what the sector has been missing for some time is the means for its experts to speak directly with the public and – yes – give them the bad news.

This has never been more important given the scale of the challenges we face in meeting the demands of the climate emergency, never mind recovering from the pandemic. Yet the public discourse about transport and the environment, as far as it even exists at all, is based on ideas of technological fixes and public transport being improved to such an extent that people will automatically make it their first choice. Despite the sizeable research base (and indeed policy rhetoric) about the crucial importance of behaviour change, the extent to which this has actually percolated the public consciousness could be summarised as the view that 'everything will be ok if my next BMW is an electric one'.

What would happen, then, if we had a Jason Leitch-type figure for transport and decarbonisation, a 'National Climate Director'? No doubt there would (still) be the same kinds of reaction as seen today, but might we also get the cut through of difficult messages that need to be heard? As my good friend and colleague Jillian Anable is rightly fond of saying, 'we need to talk about cars' if we are going to get anywhere near doing anything about meeting our climate commitments. Indeed, we need some really, really straight talking about cars. Who is going to tell the public that they are going to have to use their cars much less no matter how inconvenient or difficult it is for them?





Who is going to tell people that despite what they might think, many of their journeys are not, in fact, essential? Who is going to tell them that, just as people will not be able to celebrate Christmas 2020 as normal, in future we are not going to be able to consume as much mobility as we previously thought 'normal'?

We are now less than six months from the scheduled date of the next Holyrood elections. With the length of Scottish Parliamentary sessions now increased to five years, by the end of the next parliament we will be only four years short of the 2030 deadline to reduce carbon emissions by 75%.

We are simply not going to meet this commitment unless radical action is taken in the next parliament to actually change how we travel around. The first stage of this is for the culture of carrotism in the transport debate to end, and for some very straight talking to be done. Professionals across the transport sector need to take a leaf out of Jason Leitch's book and tell it how it is.



Women in Transport are crucial to our industry...

particularly in identifying positive role models. It is encouraging to see our transport colleagues in construction, systems integration, railway operations and maintenance embrace the network.

Mark Wild

Crossrail CEO & Patron of Women in Transport



WHO ARE WE?

Women in Transport is a professional network that empowers women working in transport to maximise their potential. Annual membership is just £60 and includes...



EVENTS

Monthly events programme including exclusive behind the scenes tours



DEVELOPMENT

Workshops, networking, speaking and volunteering opportunities plus discounts for industry events through our partners



ACCESS

Access to the All Party Parliamentary Group for Women in Transport



MENTORING

Annual Advance mentoring programme designed for women working in transport



MEN AND WOMEN ARE WELCOME TO JOIN

We believe that by working together we can promote a diverse and strong transport workforce that supports UK growth.



JOIN ONLINE AT
[WOMENINTRANSPORT.COM](https://www.womenintransport.com)

PARTNER WITH US



Women in Transport is a not-for-profit. Women represent **47%** of the UK workforce but gender diversity remains low in the transport and infrastructure sector.

We work with our corporate partners to raise the visibility of transport as a career for everyone, tackle the barriers to progression for women in transport and promote inclusive workplaces in the transport sector.

Contact us about partnerships at [INFO@WOMENINTRANSPORT.COM](mailto:info@womenintransport.com)



[womenintransport.com](https://www.womenintransport.com)



info@womenintransport.com



[@transportwm](https://twitter.com/@transportwm)



Women in Transport



[@transportwmn](https://www.instagram.com/@transportwmn)

We Must Lead By Example in Reducing Emissions

Claire Haigh,
Chief Executive, Greener Journeys



Glasgow's role as host of COP26 next year presents a clear opportunity to demonstrate Scotland's climate leadership to the rest of the world.

Scotland's greenhouse gas emissions fell by nearly a third in the last decade, faster than any other nation of the UK and any G20 nation. The Scottish Parliament voted unanimously to commit Scotland to net zero emissions by 2045, and the Scottish Government has taken important steps to embed Net Zero as core Government policy.

However, emissions reductions have been heavily weighted to action in the power sector. Aviation and surface transport have both increased. Scotland missed its annual emissions target in 2018. The impact of lockdown means that Scotland's 2020 target is likely to be met, but key structural changes that will drive emissions reductions outside electricity generation have not been achieved.

Transport is Scotland's largest greenhouse gas emitting sector responsible for 37% of emissions and the only sector to see an increase. The Scottish Government has responded with an ambitious programme for Government which puts "sustainable transport at the heart of decision making".

However, the scale of the challenge is immense. All key indicators are pointing in the wrong direction. Trips by car and van are rising, and single occupancy trips are on the increase. Over the past decade commuting by car has gone up and by bus has gone down.

Over the past decade bus patronage has declined by 20%. Public transport has been further massively hit by COVID-19. It remains to be seen how devastating the long-term impacts of the pandemic will be on the sector.

In embracing sustainable transport, the Scottish Government has demonstrated real leadership. The National Transport Strategy marks a clear break with the past. It recognizes that an efficient sustainable transport system has a key role to play not only in tackling climate change but also in improving productivity, reducing inequality and improving health and wellbeing.

The Scottish Government has committed significant investment in bus and active travel infrastructure; is implementing low emissions zones; intends to phase out new petrol and diesel cars in Scotland by 2032 or earlier; aims to decarbonise scheduled flights by 2040; and is committed to cost-effective railway electrification, coupled with targeted battery and hydrogen technology.

Despite these commitments Scotland and the UK will need to go much further. Two thirds of Scotland's transport emissions are produced by road transport. We need a major shift from private transport to public shared and active travel. Not taking steps to effectively manage demand for car use is no longer an option.

Instead of building new roads we must make better use of existing roads through demand management measures such as the work-place parking levy, city centre entry restrictions and road pricing. The Scottish Parliament took a step in the right direction by voting for Scotland's Workplace Parking Levy in the Transport Bill last year. But ultimately there can be no sustainable transport system without road pricing.

We need a total reformulation of transport pricing. How can it be cheaper to fly from London to Edinburgh than to get the train, when emissions per passenger km for air travel is 6 times that of rail?

The failure of road taxation to cover externalities means that we over consume roads. The freeze in fuel duty since 2011 has led to 5% more traffic; an additional 5 million tonnes of CO2 emissions; a quarter of a billion fewer bus journeys and 75 million fewer rail journeys. At a time of low oil prices, the Chancellor should take the opportunity to increase fuel duty.



We need to reduce the need for travel.

The pandemic has accelerated some structural changes in the economy such as more working from home which should be harnessed. There is a powerful case for investing in broadband instead of building new roads.

This must go alongside a more efficient system for freight and logistics. Otherwise growing internet shopping bring our roads to a standstill. In nose to tail traffic emissions from vehicles can increase fourfold. The integration of sustainable transport with new housing will be essential if we are to avoid building in congestion and pollution.

Transport is the fastest growing source of global greenhouse gas emissions. The challenges we face in decarbonising transport in Scotland and the rest of the UK are replicated the world over.

Next year the eyes of the world will be on us. We must lead by example by doing everything we can to reduce emissions from our most polluting sector.



➤ 28th October, 2020

Sponsors



Supporters



SCOTTISH TRANSPORT AWARDS 2020

With our industry (as well as most sectors in the UK and internationally) facing unprecedented challenges over the past few months with Covid-19, the Scottish Transport Awards offered the opportunity to bring together the transport community to recognise and celebrate industry achievements across Scotland.

Our Judges



Prof. David Begg,
Chair of the Judging Panel and
Chief Executive of Transport Times



Roy Brannen,
Chief Executive, Transport Scotland



Professor Iain Docherty,
Dean, Institute for Advanced Studies
University of Stirling



Professor George Hazel OBE,
Chairman, MRC McLean Hazel



Laura Murdoch,
Director of Bus, Accessibility and Active
Travel, Transport Scotland



Daisy Narayanan,
Director of Urbanism for Sustrans



Roy Brannen,
Chief Executive, Transport Scotland
on the Scottish Transport Awards:

"These Awards are a great opportunity to recognise the contribution by our professionals in improving and enhancing Scotland's transport networks. Everyday Transport Scotland sees the effort, collaboration and results from everyone involved in providing a successful journey for Scotland's travelling public, and I am delighted to be asked to take on the task of helping to judge and identify these nominated schemes that showcase the best approach."

SHORTLIST / WINNERS 2020

Most effective in Road Safety, Traffic Management and Enforcement

1. City of Edinburgh Council — 20mph Programme
2. Clearview Intelligence Ltd – Saving lives with a first time use of wrong way slip road warning system
3. Scotland TranServ – A701 Close Follow
4. South Lanarkshire Council – Casualty Reduction Programme
5. South Lanarkshire Council – School Travel Plans

WINNER / City of Edinburgh Council—20mph Programme

In March 2018 City of Edinburgh Council's 20mph programme saw Edinburgh become Scotland's first city to implement a city wide network of roads with a 20mph speed limit. Evaluations found that collisions fell from a 3 year average of 983 to 612.



Best Practice in Travel to School and Work Schemes

1. Cycling Scotland, Tactran (Angus, Dundee, Perth & Kinross and Stirling) and Cycling Scotland, Bikeability Scotland Cycle Training
2. South Lanarkshire Council, School Travel Plans

WINNER / South Lanarkshire Council, School Travel Plans

South Lanarkshire Council's School Travel Plans were implemented to combat over-reliance on the car. Over 90% of schools in the area have engaged with the activity by implementing their own school travel plans encouraging modal shift for pupils, parents, and teachers.



Excellence in Walking, Public Realm & Cycling

1. City of Edinburgh Council, Edinburgh Street Design Guidance
2. Edinburgh Cycle Hire Scheme
3. Cycling Scotland, Give Cycle Space
4. Dundee City Council / Tayside Contracts, Dundee Cycle Infrastructure Upgrades
5. East Dunbartonshire Council, Lenzie Station Travel Hub
6. Living Streets, Walking Connects
7. Queen Margaret University, Cycle Connections @ QMU
8. Scotland TranServ, Scotland TranServ & Transport Scotland: M8 Charing X – Let in the Light

WINNER / Edinburgh Cycle Hire Scheme

City of Edinburgh Council's Cycle Hire Scheme includes over 500 bikes and 90 docks on the streets of Edinburgh, with the bikes averaging around 24,000km of pedal-powered transport a month. The scheme has improved urban mobility across the city, helped support economic growth, reduced traffic congestion, and improved health and wellbeing.



Excellence in Transport Accessibility

Sponsored by Disability Equality Scotland

1. Aberdeen Community Health and Social Care Partnership, #smallchangebigimpact – A joint social media initiative in Aberdeen between Occupational Therapy and First Aberdeen
2. Aberdeen International Airport – Special assistant services at Aberdeen International Airport
3. Badenoch & Strathspey Community Transport
4. Glasgow Airport Ltd – Accessible to all
5. **Inverness Airport**
6. Network Rail, Kilwinning AFA
7. Scotland's Railway – Making Scotland's Railway more accessible and inclusive for all.
8. Xplore Dundee – Inclusive Travel

WINNER / Inverness Airport

Over the past few years Inverness Airport have implemented a variety of measures focusing on continuous improvement for accessibility. This has included: the introduction of a car park booking platform for disabled parking, as well as a new initiative to engage with local disabled individual and disability groups (the Inverness Airport Accessibility User Group).



Contribution to Sustainable Transport

Sponsored by Addleshaw Goddard

1. BOC - BOC's Kittybrewster Hydrogen Refuelling Station
2. Caledonian MacBrayne – Reducing Carbon Footprint
3. First Glasgow – Delivering Sustainable Transport Solutions to the City
4. Glasgow Airport Ltd - Glasgow Airport's Sustainability Drive
5. Queen Margaret University – Cycle Connections @ QMU
6. Serco NorthLink Ferries
7. Stagecoach Bluebird, Service 35 – Reducing c02 in Aberdeenshire and Moray
8. Transport Scotland – National Transport Strategy

WINNER / BOC — BOC's Kittybrewster Hydrogen Refuelling Station

BOC, in partnership with Aberdeen City Council, have opened Europe's largest hydrogen refuelling station. It is accessible to all hydrogen-fuelled vehicles and has attracted over £20m of investment into Aberdeen. At the time of submission for this entry, Aberdeen's ten single deck hydrogen fuelled buses had travelled more than 1.9 million km, transported over 1.3 million passengers and saved the release of around 1,500 tonnes of CO2 that would have been released from equivalent vehicles using a Euro 6 diesel engine.



Excellence in Travel Information & Marketing

1. Amey, Communicating improvements to the M8 Junction 4 Whitburn
2. Disability Equality Scotland, Hate Crime Charter
3. **Edinburgh Trams & Scottish Rugby, Successful Partnership Campaign**
4. First Bus, Introducing Bright Bus Tours, The Not Boring Bus Tour
5. Scotland's Railway Haymarket upgrade communication
6. Scottish Citylink Coaches, '6 Cities every 60 minutes' Campaign
7. SEStran, Thistle Assistance Programme
8. Stagecoach West Scotland, Love My Bus

WINNER / Edinburgh Trams & Scottish Rugby, Successful Partnership Campaign

Edinburgh Trams & Scottish Rugby's marketing campaign targeted passengers who were not necessarily public transport users but instead focused on rugby fans - promoting tram usage to matches. For the first time, the national team took its own specially branded tram to the airport on 16 August 2019 ahead of their summer test match against France.

Before the campaign, on a typical event day at BT Murrayfield, Edinburgh Trams could expect to carry around 32,000 additional customers. Since the campaign, Edinburgh Trams has not experienced a rugby match with under 35,000 fans using the service.



Transport Team / Partnership of the Year

1. Aberdeen International Airport – Canine Crew at Aberdeen International Airport
2. BAM Nuttall and Siemens Mobility Ltd with Transport Scotland, Scotrail and Network Rail – Aberdeen to Inverness
3. HITRANS – HITRANS European Projects
4. Stagecoach East Scotland – The Perfect Storm
5. The City of Edinburgh Council – Transport for Edinburgh and Secro – City of Edinburgh Cycle Scheme
6. Transport Scotland, ScotRail, Network Rail, Glasgow City Council, Strathclyde Partnership for Transport, Stewart Milne Group and Elmford / Park Lane – The Delivery of Robroyston Rail Station and Park and Ride
7. Transport Scotland, Solheim Cup – It all leads to this moment: Delivering the Transport Plan to the biggest ever attended UK women's golf event
8. Transport Scotland, Transport (Scotland) Act 2019



WINNER /

The Delivery of Robroyston Rail Station and Park and Ride

After nearly 5 years of planning & development, the new £14m Robroyston rail station was officially opened last December.

The project was a joint public / private partnership comprising of: Transport Scotland, ScotRail, Network Rail, Glasgow City Council, Strathclyde Partnership for Transport, Stewart Milne Group and Elmford / Park Lane.

Most Innovative Transport Project of the Year

Sponsored by West Coast Partnership

1. BEAR Scotland and Transport Scotland — A83 Rest and Be Thankful Catch-Pits and Glen Kinglas Rock Bunds
2. Edinburgh City Council – Edinburgh City Centre Transformation
3. Edinburgh Trams – Driving Our Customer Culture
4. First Aberdeen – Tap & Cap launch
5. Scotland TransServ, Transport Scotland & Samaritans – Managing Suicidal Conversations
6. Serco NorthLink Ferries – Shore Power
7. Transport Scotland – National Transport Strategy
8. Transport Scotland – Smart Interoperability



WINNER /

BEAR Scotland and Transport Scotland — A83 Rest and Be Thankful Catch-Pits and Glen Kinglas Rock Bunds

Transport Scotland and BEAR Scotland's A83 Rest and Be Thankful Catch-Pits and Glen Kinglas Rock Bunds project is an innovative solution to provide the best way forward in keeping the A83 open to traffic whenever a landslide occurs.

The project, which has proved to be a success, involved the removal of 28,000 tonnes of rock to create pits that provide over 13,000 tonnes of debris storage capacity, around the same volume as three Olympic-sized swimming pools. released from equivalent vehicles using a Euro 6 diesel engine.

Excellence in Technology and Innovation

Sponsored by BAM Nuttall

1. Aberdeen International Airport – Digital Twin
2. Amey – Re-Galvanising VRS
3. BOC – BOC's Kittybrewster Hydrogen Refuelling Station
4. Lothian Group - Lothian Capped Contactless Payments
5. Scotland TransServ, Transport Scotland and Balfour Beatty – Enterkinfoot Semi-Automatic Excavator
6. ScotRail - Global System for Mobile Communications
7. Siemens Mobility Limited – Boat of Kintore Level Crossing
8. The Open Transport Initiative



WINNER /

Amey — Re-Galvanising VRS

Amey, alongside Transport Scotland, Strathclyde University and Highland Galvanizers, worked to conduct re-galvanizing trials on vehicle restraint barriers. The CO2 emissions produced from re-galvanizing are 89% lower than manufacturing new beams. The re-galvanized beams comply with safety standards and their lifespan is comparable to new ones.



Rail/Road Contractor of the Year

1. **BAM Nuttall – Rail Division**
2. Network Rail – Works Delivery Track
3. Rail Systems Alliance Scotland - Delivering an S&C Scotland First

WINNER / BAM Nuttall — Rail Division

BAM Nuttall's Rail Division's mission is to not just incentivise staff to use rail but to also pay for their tickets. In Scotland, this has enabled some staff to reduce their Co2 commute by as much as 74.2%. In 2020, it launched a new fleet of EV company cars and have begun buying staff out of lease arrangements to enable a switch to all electric.

This investment is helping to deliver ambitious targets for carbon reduction. Since 2015 it has reduced our CO2 intensity by 24%.

Scottish Airport of the Year

1. Aberdeen International Airport
2. Glasgow Airport Ltd
3. Inverness Airport

WINNER / Glasgow Airport Ltd

Serving more Scottish destinations than any other airport, Glasgow Airport supports over 30,000 and contributes more than £1.44 billion (GVA) annually to the Scottish economy.

£16 million was invested in major infrastructure projects in 2019. At the time of entering, their Airport Service Quality (ASQ) Score was 4.08 out of 5.00.



Best Bus Service

1. First Glasgow – Service 77
2. Lothian – Airlink Express 24/7
3. **Scottish Citylink Coaches – Service 900: Glasgow – Edinburgh**
4. Stagecoach East Scotland – JET747
5. Stagecoach Bluebird – Service 35 – £3.5 million fleet upgrade
6. Stagecoach West Scotland – Ayrshire Express Network
7. Xplore Dundee - Service 22 – Emerald

WINNER / Scottish Citylink Coaches — Service 900: Glasgow — Edinburgh

Despite facing competition from the private car and from rail travel on the corridor between Edinburgh and Glasgow, Scottish Citylink Coaches' 900 Service has seen a 12% increase in patronage in the past two years. It is a reliable service which recorded 93.1% punctuality and 0.38% lost mileage in 2019.



Public Transport Operator of the Year

1. Caledonian MacBrayne
2. First Glasgow
3. Lothian
4. Scottish Citylink Coaches
5. Serco NorthLink Ferries
6. Stagecoach East Scotland
7. Xplore Dundee

WINNER / Stagecoach East Scotland

Stagecoach East Scotland carries a total of 32.3 million passengers per year. Passenger numbers for the overall Express network has increased by 10.29%. Alongside network improvements, new day return tickets were introduced in July 2019 and fares were reduced by up to a third, making luxury coach travel an attractive option for day trippers.

In 2019, the company also invested £3.5m in a fleet of 16 innovative electric hybrid buses (adding to the 25 in the fleet) for service 7. The new vehicles, manufactured by ADL, offer greenhouse gas reductions by 30% and are 10-20% more fuel efficient compared to diesel powered buses.



LIFETIME CONTRIBUTION TO TRANSPORT IN SCOTLAND

Robert Andrew



Robert Andrew has recently retired after a career in the bus operating industry covering the past 35 years.

In that time Robert has progressed from junior roles within the nationalised Scottish Bus Group to become Stagecoach's longest serving Regional Director.

Having joined the Group in 1992 Robert went on to be Managing Director of both Fife and Bluebird operations before becoming Regional Director for Scotland then spending periods covering firstly Northern England and then Southern England before returning to Scotland in 2016.

From 2017 until 2019 Robert jointly led Stagecoach's UK Bus Division, before reverting to an enhanced Scottish Regional Director position adding Megabus and our Welsh operations in early 2019.



FRONTLINE EMPLOYEES 2020



Frank Alexander, First Aberdeen

Frank's quick actions to perform CPR on an injured individual in the fuel lane of the First Aberdeen bus depot undoubtedly saved the person's life.

Whilst everyone else panicked and didn't know what to do, Frank was calm in continually administering CPR until the ambulance arrived 12 minutes later. Thanks to Frank's actions, the injured individual recovered in hospital from a serious cardiac arrest.



Duncan 'Dunky' Ferguson, ISU team, Scotland Transerv

Dunky provides a 24hr response in support of emergency services such as Police Scotland. As such he has often been a first responder to many fatal accidents on our trunk roads, ensuring the area is made safe for fellow motorists, and that they can keep a respectable distance while emergency services carry out their important work.

Dunky has experienced horrendous abuse at the hands of the motoring public. Drivers have thrown cans, sandwiches, bricks and bottles of urine at him, as he simply tries to do his job, and help to make their roads safer.

Dunky often goes above and beyond his colleagues and counterparts. Supporting stranded drivers, removing debris and ensuring south west Scotland's trunk roads continue to flow freely may be their day job, but Dunky delivers day after day, supporting road users in a way that few could even contemplate.



Garry Boyce, Bus Driver – Bannockburn Depot, First Scotland East

Driver Garry Boyce noticed a male passenger who looked unwell and acted swiftly to catch him when he started to fall. The passenger had fainted, falling backwards.

It turned out the passenger had sadly experienced a stroke which Garry had recognised. By the time other staff members and an ambulance arrived Garry had the gentleman's head supported by a jacket. The emergency services praised Gary for his swift actions which helped get the passenger medical treatment as soon as possible and he is now on the mend.



Hugh Gunn, Caithness Voluntary Group – Caithness Rural Transport

As a voluntary driver Hugh Gunn often goes above and beyond for his passengers. Being a regular driver Hugh has set up personal friendships with many of the clients he transports and always has a jolly word for everyone. Many of the passengers say he helps to brighten up a lonely persons day and he often receives regular feedback praising his work.



Kayleigh McComb, TRISS Operative, Amey

Kayleigh McComb is Scotland's first female TRISS (Trunk Road Incident Support Service) operative. Kayleigh was involved in creating the Young People Support Packs (incorporating Trauma Teddies) after attending a Road Traffic Collision, in which autistic children were involved. She became aware of the relief toys bring to children during such incidents.

She worked with her colleagues to design the Support Pack, which also includes felt tips pens, colouring sheets (featuring pictures of highways vehicles, operatives and other highways related images) and a factsheet on the TRISS service. These packs are now standard issue for all Amey TRISS vehicles.

**WINNER /
Frontline Employees**



Pamela McCluskey, Driver, First Scotland East

Pamela McCluskey was on the final few stops of her service at the end of her shift when she noticed flames coming from a flat at around 11pm. Immediately concerned for all those inside the block, Pamela brought her bus to a halt nearby and called the Scottish Fire and Rescue Service.

While on the phone, she headed to the rear of the flats to assess the extent of the blaze and could see it was spreading towards a property directly above. She entered the building and began banging on all the resident's doors and windows to spread the word and ensure residents got out in time.

Pamela's real concern was that it was Bonfire Night and she feared that residents may just have attributed the smoke smell to nearby by fireworks being let off. All residents made it out safely and on arrival the fire brigade were full of praise for her swift and instinctive actions which undoubtedly saved multiple lives in the incident.

The fact that she didn't register her part in this incident as anything like heroic tells you everything you need to know about her as a person.



**Stevie Ross, Bus Station Controller,
Stagecoach Highlands**

Stevie has had a successful career at Stagecoach Highlands starting there as a driver in 1993 and being promoted to Bus Station Controller. Stevie plays a critical role in Inverness Bus Station ensuring services operate to time and all visitors are kept safe.

In any one day, Stevie could have over 2,000 visitors in Inverness, all with varying levels of knowledge of the area and often require assistance with onward journey planning or returning to the Port of Cromarty to the cruise ship. Stevie's exceptional organisation skills ensure that visitors are kept well informed in the bus station.



Matty Tunnock, Driver, Lothian

Matty has been praised for his eagerness to prepare each and every new trainee for the challenges that face them as bus drivers in a bus city such as Edinburgh. As well as Matty's impeccable record and customer service, Matty is an active member of Lothian's Road Safety Group and regularly contributes ideas and feedback on how Lothian can reduce incidents and make their operations safer, for customers, drivers and other road users.

Matty has an abundance of commendations received from customers who have travelled on his services. His devotion to his profession over the last 23 years has seen him take on various roles within the company and he has never shirked any responsibility. He is best known as the smiling frontline of Lothian's driving staff and has left a positive impression on many a customer.

Our Speakers



Michael Matheson MSP,
Cabinet Secretary for Transport,
Infrastructure and Connectivity



Dr George Hazel OBE,
George Hazel Consultancy



Alison Irvine,
Director of Transport Strategy
and Analysis, Transport Scotland



Phil Whittingham,
Managing Director, Avanti West Coast



Prof. Iain Docherty,
Dean for the Institute for Advanced
Studies, University of Stirling



Keith Anderson,
Chief Executive, Scottish Power



Claire Haigh,
Chief Executive, Greener Journeys



Catherine Hall,
Head of Strategy, Network Rail Scotland



Suzanne Moir,
Infrastructure, Projects and Energy
Partner, Addleshaw Goddard



Prof. David Begg,
Chief Executive, Transport Times



Giles Fearnley,
Former MD, First Bus



Paul White,
Director, CPT Scotland



Laura Murdoch,
Director of Bus, Accessibility,
and Active Travel, Transport Scotland



Andrew Jarvis,
Managing Director, First Bus (Scotland)



Linda McCord,
Senior Stakeholder Manager,
Transport Focus



Roy Brannen,
Chief Executive, Transport Focus



Alex Hynes,
Managing Director, Scotland's Railway



Bill Reeve,
Director of Rail, Transport Scotland



Organised by Transport Times, the annual Scottish Transport Awards Summit took place virtually on 28th October. The 200 registered delegates were able to experience the full-day conference online from the comfort of their homes or offices.

SCOTTISH TRANSPORT SUMMIT 2020 WRITE UP

➤ Robert Jack & Andrew Garnett

Passenger Transport magazine's Robert Jack and Andrew Garnett report on the main stories from the Scottish Transport Summit

Landmark Bus Investment Unpaused

The Scottish Government's £500m Bus Partnership Fund to deliver bus priority measures will be launched next month, Transport Secretary Michael Matheson told this week's Scottish Transport Awards Summit.

The landmark investment was announced in September 2019 in the SNP administration's Programme for Government. The first grant awards were due to be made in 2020/21, but work was paused because of the coronavirus pandemic.

"We now want to look ahead and today I am pleased to announce that the Bus Partnership Fund will be launched on the 9th of November," Matheson told the online event. "This will support local authorities in partnership with bus operators to tackle congestion, so that bus journeys are quicker and more reliable, and that more people make the choice to travel by bus."

"I believe that partnership is key and I want to see ambitious proposals placing bus priority at the heart of holistic, sustainable transport futures, linking with active travel and further action and investment from local authorities and bus operators."

Matheson said that getting more people on buses was pivotal to reducing carbon emissions from transport, which remains Scotland's biggest emitting sector, and becoming a net zero society by 2045.

"If our bold vision of a net zero society by 2045 is to become a reality we need to reverse the decline we have seen in bus patronage in recent years."

Commenting at the online event, Ralph Roberts, chair of CPT Scotland and CEO of McGill's Buses, said: "Fabulous news on the £500m bus priority infrastructure programme launch via the Bus Partnership Fund. Local authorities must now step up and respond to this significant commitment by the Scottish Government!"

Transport Professionals Must Be 'More Spikey'

Transport professionals were urged to speak truth to power, and to the public, at the virtual conference.

Professor Iain Docherty, Dean for the Institute for Advanced Studies at University of Stirling, said that as the transport sector moves out of the immediate phase of dealing with the impact of the coronavirus pandemic "we really mustn't forget about the overarching challenge that we face in the years ahead, and that's to make good on our climate commitments".

Unlike other sectors of the economy, such as domestic heating, where there is no settled view on how to deliver decarbonisation, he said the path for decarbonising transport was clear.

"In transport we know more or less exactly what we have to do," he told the online event. "After all, we have been telling each other in the transport sector for years what we have to do ... We have to reduce the amount of motorised travel that we all consume. We also know that the promised technological fixes, in terms of alternative fuels for example, won't be complete enough or arrive fast enough to get us there."

"Added to that we even know what policies we need to introduce to achieve the change we need, and those are mostly about the reallocation of road space away from the private car to active travel and to public transport."

While acknowledging that these policies are "very difficult to achieve politically", Docherty expects this to change over time. He warned that transport could not afford to lag behind as other sectors took the necessary steps to decarbonise. He warned: "[They] will be asking those of us who work in transport, 'Why are you not delivering? Why are you not moving faster?'"

Electrifying cars and running them on green energy would not be enough because of the embedded emissions in the vehicles themselves and the processes that are used to maintain them, he claimed, meaning that "we probably have to reduce the fleet size by about one-third or thereabouts". But he is optimistic that it can be done, and with public support.

"The potential to get things right is there," he said. "What we have to do I think is have some tough conversations about saying to people that they are going to have to change behaviour in a way that they haven't done before in terms of how we travel about."



He said that the response of the public to the pandemic, whereby behaviours have changed in response to a threat, should offer encouragement.

“People have begun to understand sometimes there is no way out of the situation without real change, and change in their own daily lives and I think that's a lesson that those of us in the transport sector really need to grasp quickly,” he said.

Docherty pointed out how Professor Jason Leitch, National Clinical Director of the Scottish Government, told a press conference that Scots prepare for a “digital” Christmas. It was an honest answer that sparked fury in some quarters.

“I think there's a brilliant lesson in there that we really have to come to terms with in the transport community,” he said.

“Those of us on the professional side, we have to tell the truth about what's happening. And that means we have to say that things are going to get more difficult for some people ... We need to create the environment for the politicians to be able to argue for tough choices because frankly, they won't do it left to their own devices because the politics is so difficult.

“So, I think it's incumbent on the professionals to be more spiky and for us all to play a part in that debate and try and tell it how it is.”

In a subsequent discussion later in the day, Keith Anderson, Chief Executive of ScottishPower, said that it was wrong to assume that people would use electric cars in the exact same way that they use petrol and diesel cars, and charging infrastructure would offer opportunities to influence travel behaviour. However, he said it was “utterly unrealistic” to expect a rapid modal shift from private cars to public transport

“I think we need to be realistic about how you can shift cultural and embedded behaviours across this country about the use of a car,” he said. “I think we just need to be a bit open and honest about that. I'm not saying we don't try, and I'm not saying we shouldn't try, and we need to invest in the public transport system and make it better, make it more accessible and make it easy. But if you honestly think in the next five years you are going to stop people using cars, I think that's totally and utterly unrealistic.”

It prompted Andrew Jarvis, Managing Director of First Bus in Scotland, to comment: “It is not about stopping using cars, Keith. It is about how and when people use them. A peak trip into Edinburgh is a very different prospect to a rural trip on a Sunday.”

In an interview with Professor David Begg, broadcast at the Summit, Transport Scotland CEO Roy Brannen warned that “if all we do is decarbonise the tailpipe we will have missed an opportunity”.

Transport Needs Pricing Overhaul

Greener Journeys Chief Executive Claire Haigh called for a “total reformulation of transport pricing” to encourage a shift to sustainable transport modes.

“How can it be cheaper to fly from London to Edinburgh than to catch the train when emissions per passenger kilometre for air travel is six times that of rail travel?” she asked.

Haigh also lamented that “the failure of road taxation to cover externalities means that we over-consume our roads”.

Professor Iain Docherty, Dean for the Institute for Advanced Studies at University of Stirling, said something needs to be done about public transport fares because it was unlikely that commuting would ever recover to pre-pandemic levels.

“All of that means that we have to pay for how we use the roads,” he said. “You know, I suppose it's been a bit of a joke that road user charging in some form has been 10 years away for the past 15 years, but we probably are now in such a position where I expect it to happen in the next 10 years because there is no alternative.”

Distrust Has Held Buses Back

The endless debate over the ownership and regulation of buses has prevented them from achieving their potential, Giles Fearnley told this week's Scottish Transport Awards Summit in an interview with Prof. David Begg.

Fearnley is currently in the process of handing over the reins at First Bus, where he has served as Managing Director since 2011. Ahead of his retirement later this year, Begg asked him what had been most pleasing for him over his long passenger transport career, and what had been his biggest disappointment.

Reflecting on the latter, Fearnley said: “Certainly for the last 35 or so years, when the [bus] industry was deregulated ... There has been just endless debate, back then, right through and now, about ownership and regulation. Increasingly that's involved politicians of all colours. Initially perhaps it didn't but now it absolutely does, this real concern as to whether the model is right and a real suspicion of the motives of privatised bus companies. And it's got in the way, no question, the endless time that has been spent. It blinkered what we are all trying to do, politically and as operators, to get the best out of buses for communities and for our passengers.”

Bus priority measures, for example, have been dismissed because they “will just line the pockets of bus operators”.

He added: “That is the biggest disappointment, no question ... And it is still there.”



In contrast, the most pleasing aspect of Fearnley's bus and rail career has been the people he has worked with. "I have been privileged to work with fantastic people at all levels within the businesses," he said. "Public transport does attract committed, dedicated, professional people who are great to work with. That has been an enormous privilege."

Looking forward, Begg asked Fearnley to predict what the transport world will look like in 20 years' time.

"Fact, it will be zero emission," he responded. "I think it will be a mix of electric and hydrogen at that stage. One might ultimately win through, but I think in 20 years it will be a mix. Certainly our thinking is very much that within First Bus."

Fearnley also predicted advances in convenient, joined-up digital ticketing, pointing to 'Tap and Cap' payments in Aberdeen as a sign of things to come. But he doesn't expect to see technology to bring driverless buses.

"I don't believe buses will be autonomous," he said. "I think that will be one bridge too far because of the environment we're driving in, the numbers of people. But no question, we will have many, many, many more smart assist driving capabilities to support the driver in the cab to make sure that they really are safe."

He concluded on a positive note.

"I am really optimistic for bus," he said. "I've been around an awfully long time. I've been saying for a couple of years now I've never known a time where the role of the bus in solving urban traffic issues and providing a fit for purpose tool to get around on, I've never known a time when it has been so respected by and understood by politicians, nationally and locally, and by academics and those who look to come up with the solutions."

Covid Will Have Significant Impact On Bus Patronage

Senior figures in Scottish transport industry offered their views on how the coronavirus pandemic might shape the future of the bus industry.

Paul White, Director of CPT Scotland, warned that there was a real likelihood that Covid-19 could lead to a boom in car use and associated congestion. He called for the industry to work together in putting the case forward for the reallocation of road space toward public transport.

"Spaces for People [the Scottish Government's active travel temporary infrastructure programme] has introduced some fantastic projects for walking and cycling but if car use continues to grow alongside this, then public transport will be the mode that loses out," he warned.

Andrew Jarvis, Managing Director of First Bus in Scotland, warned that getting people back onto public transport would be an onerous task once the pandemic had been tamed.

"Currently, most operators are somewhere between 40 and 50% of normal patronage," he said. "If we come out of Covid and we return to 65% or 70% of patronage, then networks will be decimated."

"Clearly there's a lot to do for all the operators and partners to get the patronage to where it was before. Covid is going to undermine demand, no matter what the operators do to try and restore that patronage."

"Who knows what percentage we'll get back but we're obviously hoping for 100% and we'll be doing everything we can to try and get back to 100% but we do need partners to help in that, particularly the national government."

He also warned it was inevitable that there would be some consolidation in the market. "There probably isn't enough market left for all the operators across the UK to survive," Jarvis added. "We've already seen quite a lot of coach operator colleagues go out of business."

His viewpoint was echoed by Laura Murdoch, Transport Scotland's Director of Bus, Accessibility and Active Travel.

"I don't think for a moment that there's not going to be a big job to do to try and get people back on buses and indeed all public transport modes at the appropriate moment," she said.

"That challenge is indeed ahead of us."



New Powers Will Revolutionise Bus Partnership

The topic of partnerships in the bus industry was heavily debated by speakers.

In response to a question by Ralph Roberts, CEO of McGill's, Scotland's largest independent bus operator, about why there had no moves towards a formal bus partnership in Scotland, Laura Murdoch, Transport Scotland's Director of Bus, Accessibility and Active Travel, said there were a variety of reasons why previous Statutory Quality Partnership provisions had not been taken up.

"I hope that we have learned why partnerships didn't emerge from the quality partnership model," she said. "We have moved towards something that both local transport authorities and bus operators think will work."

CPT Scotland Director Paul White said that his experience of the SQP model was that it required a quid pro quo from the local authority side where they simply didn't have the funding available to fulfil their commitments successfully.

"There were certain bus operators pursuing quality partnerships that they just couldn't get off the ground," he revealed. "The Bus Service Improvement Partnership model corrects that and provides for alternatives for the local authority for their element of the quid pro quo and the Bus Partnership Fund provides an element of funding for those infrastructure projects."

Andrew Jarvis, Managing Director of First Bus's Scottish operations, said that as a bus operator he sometimes felt like a neglected party host when it came to bus partnerships.

"If you've got one person who always keeps hosting the party and bringing the drink but all the other people keep coming to your party and then they never invite you to their party, then you just stop having parties," he said.

"Local authorities have got so many things they need to be doing, statutory-wise and the budgets have been cut and cut... it's just meant things have stopped. So, I think we're all looking forward to the new BSIP world where it should start to address some of those fundamental problems that meant that the parties stopped happening."

Linda McCord from Transport Focus brought her experience of Chairing the West Midlands Bus Alliance. She said the partnership had come into its own during the Covid-19 lockdown.

"All the relationships, the channels, the meetings were already in existence," she said. "So when the virus came, yes we had to do things differently and faster, but in some ways, weirdly, it was business as usual; we were still talking to the same people, we were working together on the same things."

Lockdown Showed Bus Speed Potential

The rapid decline in traffic congestion as a result of lockdown offered a glimpse of an alternative world of free-flowing buses, delegates heard.

Paul White, Director of CPT Scotland, said lockdown offered a rare opportunity to see the real journey times that can be achieved by bus in the absence of congestion.

"We now have this fantastic evidence base that demonstrates that we can lose up to 30 to 40 minutes from some end-to-end journeys if bus is given priority," he said. "We should be looking to lock in these improved journey times rather than accepting a return to previous delays."

White's view was echoed by Laura Murdoch, Transport Scotland's Director of Bus, Accessibility and Active Travel.

"During the lockdown, we had a tantalising glimpse of what bus journey times could be in the absence of congestion," she said. "Obtaining that again through bus priority measures is what the evidence tells us will get people back on buses."

Rail Staff Kept Scotland Moving

Speakers at the Scottish Transport Awards Summit paid tribute to the frontline transport workers that kept services moving during the lockdown earlier this year.

"We've been blown away by the commitment of everybody in the rail industry to keep essential workers and freight moving," said ScotRail Managing Director Alex Hynes. "Whilst a lot of us were working from our spare room or the kitchen table, our frontline workforce were out there in all weathers 24/7 making sure this vital public service was delivered."

Bill Reeve, Transport Scotland's Director of Rail, said that when Covid-19 hit, he and his colleagues quickly realised the extent to which it would fundamentally reshape travel demand.

He continued: "It was clear to us that continued provision of services, as part of a wider transport mix, was essential for those who needed to make their essential journeys and indeed for freight too. We have invested substantial sums in preserving the integrity of the network and in financially supporting what would otherwise be unviable passenger services."

However, Hynes was at pains to note the crisis is still not over and there are some "very real challenges if we're going to survive in a post-coronavirus world".

"We can't pretend that things haven't fundamentally changed," he added. "We've got to change and adapt because that's the only way we'll survive."



Rail Industry Plans To Focus On Freight

Bill Reeve, Transport Scotland's Director of Rail, foresees a growing role for freight on Scotland's railway,

He told delegates the sector had bounced back from the early difficulties of Covid with a series of trials for new freight flows, in particular Scottish Government-funded timber freight trials on the Far North Line. Meanwhile, there new freight infrastructure projects are proceeding at pace, such as the new terminal for the Highland Spring company at Blackford.

"I think we will be astonished about how large the rail freight sector has become in Scotland in 10 years," he said. "I really see huge appetite for moving to rail."

Echoing his thoughts from the recent UK Rail Summit, Reeve added that he thought the passenger railway had a lot to learn from the way in which rail freight operators approach new opportunities and markets.

Post-Pandemic World Offers Chance To Reboot

The post-coronavirus world will offer some real opportunities to reshape the passenger rail market, according to speakers at the event.

Alex Hynes, Managing Director of ScotRail, said now was the time to be bold.

"Why on earth would you charge peak fares if there is no peak?" he said. "Britain and Scotland are going to require a great big boot up the backside to get back out of their home offices and back commuting. One of the ways you do that is with a price incentive. Of course, people will say, 'well how can you afford that?' But having a bit of revenue is better than having no revenue."

"We have a big opportunity here to build back better and we've done that already in Scotland through the timetable where we've made a small number of changes. We're operating 100% of the peak service, but on punctuality, we're knocking it out of the park. So this is a great opportunity to slay some sacred cows and build back a railway that's better than it was in March."

Phil Whittingham, Managing Director of Avanti West Coast agreed. "Whether it's more services or higher capacity or longer trains, there's an opportunity now with Covid and lower demand to test some of these things out," he said.

Bill Reeve, Transport Scotland's Director of Rail, said it was evident there had been a fundamental shift in the market that had accelerated some trends that were already emerging.

"The trend to home working, perhaps three days a week at home and two days a week in the office, those were a discernible trend before Covid," he said. "I think we've all become far more used to video conferencing than we ever knew and we're all used to the attractions and charms of home working."

"We expect there will be a difference in the commuter market when the restrictions are removed."

Professor Iain Docherty, Dean for the Institute for Advanced Studies at University of Stirling, said Scotland's railway remained essential to the decarbonisation agenda, but it would have to adapt to a changed post-pandemic environment.

"In any realistic net zero scenario, even if we manage to reduce the vehicle fleet, we are going to have to increase the mode share of all trips that are undertaken by rail quite substantially," he said.

"I think there is an opportunity there if we manage things properly. So rather than plan the network all around the morning peak effectively, and use it deliver the biggest number of people two places [Edinburgh and Glasgow], which is what we plan to do with it over the past 20 years, the city centres, we're going to have to turn it into a much more broad-based rapid transit network for a whole wide arrange of trips."



Network Rail Devolution Heralds New Era

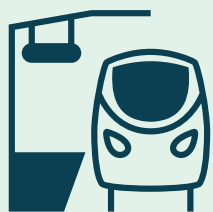
Network Rail reforms are seeing greater autonomy for Scotland's rail industry according to ScotRail Managing Director Alex Hynes.

He told delegates at the Scottish Transport Awards Summit that while reforms at the infrastructure controller were putting passengers and freight first, devolution from the centre of Network Rail to Scotland meant the industry now had "more levers to pull to make the railway better in Scotland and much more responsive to local needs". Sometimes these needs were different from other parts of the UK, Hynes added.

"For example, journey times where our aspiration is to deliver a mile a minute, we've already implemented that between Edinburgh and Glasgow; 42 miles in 42 minutes," he said. "We need to cut journey times between the cities of Scotland to remain competitive."

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Believing in Scotland's Transport Future – Putting Our Money Where Our Mouth is

Derek Halden, Director of DHC Loop Connections
and Secretary, Scotland's transport think tank STSG



On 4 March 2020, the Strathclyde Pension Fund committee decided to postpone a decision on whether to divest from fossil fuel companies. The meeting of the pension fund committee had been picketed by campaigners calling for more sustainable investment policies, including from Unison, one of the largest trade unions representing the staff whose pensions were affected.

Viewed from October 2020, divesting from fossil fuels now looks like a much more attractive option. The Strathclyde Fund lost 5% of its value in the 2019-20 reporting year with the fossil fuel companies being amongst the biggest losers. 2020 has seen massive changes in the value of enterprises across the world so it is not surprising that a Pension Fund with assets of over £20 billion should face challenges. Some of the largest winners and losers during the pandemic have been in the transport sector, with airlines being big losers, and parcel delivery firms emerging as winners. The disruption has widened the gap between the organisations with a strong future and those that were in decline.

Across the world pension funds are big transport investors. What are the Scottish transport investment opportunities with a strongest future? For too long transport investment has been viewed mainly from the perspective of financial and physical capital growth. However, the Scottish Government's advisory group on the economic recovery has proposed that the recovery should be more sustainable, investing through four economic pillars: financial and physical capital, natural capital, human capital, and social capital. The greatest potential for future growth is shifting the investment balance towards natural, human and social capital. How can more social business models and greater environmental benefits be part of the regeneration of Scotland's transport sector?

The networks of relationships that allow society to function better, also underpin the economy. The economic recovery advisory group suggests that Government must accept a more active role in building these relationships. This includes viewing some transport services as investment in social capital rather than revenue liabilities, and finding new ways to make labour markets more secure for more of society. Provided performance against citizen driven service goals is built into the business models of smart places across Scotland, investment in streetscape for towns, zero carbon bus services to key local destinations, and safer places and streets, could be amongst the most attractive investment prospects for Scotland's economic recovery. However, new business models and ways of working

are needed.

Scotland's new transport strategy sets out goals to align transport investment with sustainable development goals. The new approaches emphasise Improved accessibility, equity, quality, emissions reduction, and collective action in local place making. Realising these goals needs real investment, not just grand words. The September 2020 draft Scottish Government infrastructure investment plan is a poor fit with these goals, being far too top down, and only weakly linked with policy. Nowhere in the draft plan is national government's role cast as that of an enabler or trusted partner to unlock the capability of local organisations to prosper. The relationships between the promised £33bn of spending and the expected outcomes from the investment plan are simply not clear.

If we believe in Scotland, including unique opportunities to lead the world powering transport with renewable energy, then investment must convert policy goals into practical business models. The collective actions we have seen during the pandemic have been inspiring demonstrations of latent social capital. For many years, localism was in decline, but the pandemic has accelerated a shift that was already happening away from globalisation. The experiences of 2020 show that more sustainable investment options can be rapidly scaled into working business models for smarter transport and places. These new sustainable investment projects could be delivered just as quickly as the legacy projects highlighted in the draft national investment plan.

The recovery urgently needs more collaborative approaches, building trust in all those engaged in delivering the future of transport. In early October Ocado became the UK's most valuable grocer, not because of the volumes of groceries sold, but because of its ability to build new types of relationship. Will Scots invest their pensions, and government invest public funds, in growing the value of Scotland's transport through more social and

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Scotland needs fewer controlling minds for a better transport system

Andrew Jarvis,
Managing Director, First Bus (Scotland)



They say that many hands make light work. But that's not what we've found to be the case in the transport industry. Especially when those hands are juggling countless other responsibilities – bus networks and transport strategies are too easily pushed to the bottom of a to-do list.

The coronavirus pandemic has given us time to reflect on the world that once was – the transport successes we've seen in recent years, as well as ambitious strategies and policies which have been met with limited action. As we look back, one thing is clear: the fewer controlling minds involved, the more likely we are to make progress.

The Queensferry Crossing, the M80, the M74 and the reinstatement or extension of rail lines have all recently been achieved with a national effort – not through councils being able to find the time and the resource needed to prioritise transport.

Whilst it's great that authorities can decide where they spend their money, the reality is that they're strapped for cash, have many pressing priorities and it's not easy to persuade councillors and numerous officers across the country who have too much on their plate to focus on the action that can be needed.

At the moment, devolved money just isn't working and it's making it very difficult to deliver meaningful change at a time when we need it most – and at a time when we have the public on side after experiencing how much more pleasant their local areas can be when free from congestion.

The prism of Covid risks taking our attention away from achieving the oversight we need. Covid has undoubtedly dominated the entire global agenda over the past months, but there is scope to use it as an opportunity to pivot our approach to transport infrastructure and strategy.

We've got to get the zeitgeist right: we need to worry about protecting the population from this virus, but we can't turn our backs on seriously rethinking the way we live in our towns and cities for a greener future, or we risk coming back to decimated town centres and congested streets, with all the pollution, social inequality and negative economic impact that brings.

There is no denying that First Bus has had the best punctuality and reliability it's ever had during lockdown – traffic levels have been so low and very predictable. But already, we're seeing a significant increase in car usage on the roads with some hotspots hitting pre-Covid levels of congestion. When one thing so many of us professed not to have missed during lockdown was the daily commute, it seems absurd not to strike whilst we have the chance, to finally build a bus network which will actually take people out of their cars and onto public transport.

Imagine ridding ourselves of that wasted hour or so, sat still in traffic among other frustrated commuters. Or banishing the feeling of injustice and stress as you find yourself being half an hour late because you left home five minutes later than usual, to a distant memory. Despite none of us wanting to go back to congested roads and polluted streets, here we are, already reverting to type, with one of the core reasons being that, for some, there remains no viable alternative.

Scotland needs fewer controlling minds for a better transport system

To achieve the change we need, we require bigger picture thinking, greater attention to the job in hand and a single, collective approach. No one wants to be inconvenienced. No one wants to pay more. But progress doesn't come free - or at all if it's continually about keeping the nimbies happy. When Ken Livingston brought in the congestion charge in central London, he was met with outrage. And yet, everyone saw the good it's done, and people saw something in his leadership - a second term in office was the reward for his vision.

Transport planning needs to be put back into the heart of what we do. Our policies, strategies and green travel plans will sit on the shelves and gather dust unless we can bring into force a mind to make them happen. Long-term decisions made by government, such as investing in the trains, should be coupled with a plan for buses, coaches and trams; it's important that we look at the full picture of transport planning to achieve a network that's efficient, good value, connected and meets demand.

As the government is currently recasting its strategic transport vision, we find that buses still barely get a mention. First Bus in Glasgow has more passenger journeys than ScotRail, but our bus network in the city is not considered strategic. It's a strange world we live in when the long distance, white collar commuters matter more than the blue-collar citizens needing to get from A to B locally.

Of course, in terms of passenger distance, trains do come out on top. But we must consider volume, and buses carry about four times the amount of people. Bus travel needs to be at the top of Transport Scotland's strategic plan and we need a national vision to benefit the future of these most relied upon routes and their connecting links.

Commuters travel across many local authorities, daily, to get to work - so why do we restrict transport planning for buses largely to within council boundaries? Planning within these boundaries might work for education, social care and bin collections - but these physical limitations shouldn't have anything to do with transport.

Regional partnerships or groupings for transport planning, like the emerging Forth Valley Partnership, feels like a more sensible way to move forward, particularly in conjunction with the City Region Deal focus.

When it comes to transport planning, many hands can make light work, if we're referring to Scots as a whole, each making a small decision to change for the greater good would be fantastic.

But to help that happen, we need one mind, or one body to look at the bigger picture and keep the wheels turning.

NET ZERO IN THE RAILWAYS

➤ Suzanne Moir,
Head of Transport Sector, Scotland



Scotland has set itself a legally-binding target of 2045 to reach net zero greenhouse gas emissions and a target to decarbonise its passenger rail network by 2035.

The UK was given a goal of 2040 to replace fully diesel passenger trains.

A raft of action plans and strategies have recently come out, setting out how the rail network will meet these challenges. First there was Transport Scotland's Rail Services Decarbonisation Action Plan, then Network Rail's Traction Decarbonisation Network Strategy (TDNS) interim programme business case in July 2020 (with the programme business case due any time now), Network Rail's Environmental Sustainability Strategy in September 2020 and finally the Department for Transport's Transport Decarbonisation Plan due by the end of this year (a call for evidence took place earlier this year).

There are some overarching themes coming out of all these.

Firstly, the need for a modal shift away from road transport to rail. Transport as a whole contributes around one-third of total UK annual greenhouse gas emissions, but rail only contributes about 1%. Rail is the only transport mode that is already capable (through electrification) of moving both people and heavy goods using a zero-carbon solution, so it has a huge potential role to play in decarbonising the UK economy.

But there is a real risk that if rail doesn't decarbonise quickly enough, other modes will. Look at the rise of electric cars for example. We don't want rail to be seen as the dirty option – especially at the moment when lack of social distancing is already putting people off using trains.

So how do we decarbonise rail? The main way is through electrification of the rail network. Scotland are wanting to electrify 130 single track km per annum. Network Rail's TDNS envisages five pathways, the most ambitious (but not feasible based on the industry's assessment of delivery capability) sees net zero being reached by 2040 but would require an average of 658 single track km being electrified each year. Reaching Net zero rail emissions by 2050 means an average of 355 km per year being electrified, which according to RIA analysis is within the capability of the supply chain.

Where electrification is not possible or cost effective, the Scottish and the GB strategies both look at battery trains or hydrogen trains as an alternative, with diesel being used as an interim solution, cascaded down as lines are electrified. The TDNS favours hydrogen, the Scottish approach seems to prefer battery trains.

The rolling stock industry and the TOCs/freight operators won't invest in new engines unless there is a clear long-term plan. Both Scotland and Network Rail acknowledge the need to think long-term, not constrained by franchise length or control periods. The Scotland strategy sets out what they will electrify and when, for the next 15 years: great news for the supply chain as there is certainty there.

Collaboration and a joined-up approach are key to making decarbonisation a success. It's encouraging to see the Scottish Rail Services Decarbonisation Plan is referenced in Network Rail's plan and that they are intended to be read together. In turn, both of these feed in to the DfT's Transport Decarbonisation Plan and will form the rail part of that.

In coming up with the plans, Transport Scotland and Network Rail have worked closely with the industry. It is impossible to separate the infrastructure from the rolling stock and decisions need to be aligned, for example it makes sense to make the first line you electrify the one where the rolling stock is due to be replaced soon, so rather than leasing a new diesel engine, the TOC can go straight to electric.

It's also encouraging that the strategies are looking at emissions across the piece: not just the traction itself but also Scope 3 emissions in the supply chain. A truly decarbonised railway needs a decarbonised supply chain.

The Transport sector faces the biggest challenge in generations – it is great to see the emergence of clearer policy statements as to how the ambitious targets are to be met. Net zero is not a nice to have, but a legal requirement and a necessity for current and future generations. Time for us all to step up to the plate.

COUNTDOWN TO CARBON ZERO

What is your role in decarbonising our transport systems by 2045? Hear the view of industry leaders in our video series

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THE SCALE OF THE CHALLENGE IS HUGE BUT WE'RE IN THIS TOGETHER.

Martin Frobisher, Network Rail



NET ZERO BY 2045 IN SCOTLAND IS ACHIEVABLE BUT IT IS GOING TO TAKE MASSIVE INVESTMENT, INDUSTRY COLLABORATION AND INNOVATION IN TECHNOLOGY.

Suzanne Moir Head of Transport Sector,
Scotland – Addleshaw Goddard

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Chief Executive
Network Rail



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