

About SPT

SPT welcomes the opportunity to provide input to the Panel's Call for Evidence. The questions raised are very much at the core of SPT's role and we look forward to the emerging findings and will be happy to contribute further as required.

Strathclyde Partnership for Transport (SPT) is the Regional Transport Partnership and Public Transport Authority for the west of Scotland. Our area covers 12 council areas – the Helensburgh and Lomond area of Argyll and Bute, East Ayrshire, East Dunbartonshire, East Renfrewshire, Glasgow, Inverclyde, North Ayrshire, North Lanarkshire, Renfrewshire, South Ayrshire, South Lanarkshire and West Dunbartonshire – with a population of 2.14m people and covering a diverse area, ranging from highly populated urban areas to remote rural areas including communities facing the challenges of deprivation.

SPT has a range of planning and operational responsibilities including the development and delivery of the statutory Regional Transport Strategy, owning and operating the Subway, project development and delivery, supporting socially necessary bus services, managing infrastructure such as Buchanan Bus Station, school transport, and much more. SPT also supports active travel and we have, in collaboration with our partner councils, invested significantly in walking and cycling networks. also chairs the Strathclyde Freight Partnership and, in partnership with the three Ayrshire Councils, have developed a pan Ayrshire freight strategy. Further information on who we are and what we do is available the link below¹

1. How could peer to peer transportation & logistics help connect rural locations such as deliveries or transport where it is not financially viable to have year round public transport infrastructure?

There are undoubtedly many issues of transport accessibility facing rural communities in Scotland. The SPT area covers 7,130 km² (7,130,000 hectares) in total land area (including inland waterways). Of this 5,670 km² (80%) are classified as accessible or remote rural settlements, 1,087 km² (15%) are classified as urban area and 371 km² (5%) are classified as accessible or remote rural small towns.²

In terms of population, 8% of the SPT area residents live in accessible or remote rural settlements, 9% live in accessible or remote rural small towns, and 83% live in urban areas. Remote rural settlements and small towns tend to have a higher proportion of population aged 60 years or older than urban areas or accessible rural/small towns.³

Some of the key transport-related issues for rural areas may include limited public transport options especially in very remote settlements, higher transport costs, longer journeys and lack of walking and cycling infrastructure, reduced accessibility and social exclusion, and car dependency. In the SPT area, about three in every 5 (62%) of urban households have at least one car or van whereas about four in every 5 (81%) of rural households have at least one car or van. Rural households are more likely than urban households to have at least two cars or vans.⁴

The decision to sustain and indeed enhance public transport options in rural areas and generally is one of public choice and definitions of viability are open to debate and

¹ <http://edition.pagesuite-professional.co.uk/html5/reader/production/default.aspx?pubname=&edid=2556855c-aed2-4252-b8eb-e875f8bb1f9e>

² Scottish Urban Rural Classification 2013-14. Scottish Government.

³ Scottish Urban-Rural Classification 2013-14, Scottish Government and Scotland Census 2011, National Records of Scotland.

⁴ Scottish Urban-Rural Classification 2013-14, Scottish Government and Scotland Census 2011, National Records of Scotland.

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interpretation. It is SPT's view that sustaining public transport services should be viewed as an investment in those communities rather than a drain. In relative terms the funding available to provide supported bus services is poor by comparison with the sums invested in the road, rail and ferry networks. In addition, while peer to peer transport will be an appropriate solution for people who have the means to pay, do not face mobility challenges and have access to and confidence in this model, this is far from the case for all.

While they should never be regarded a replacement for public transport solutions, peer to peer transport will be a benefit to supplement transport in rural areas where public transport services are less frequent. It will be also be useful where public transport demand is seasonal – e.g. affected by tourism - and the extra demand can be met by peer to peer, supplementing traditional public transport. However, care will need to be taken to ensure that appropriate transport solutions are available for people and communities for whom peer to peer transport is not an appropriate solution.

It is possible, however, that provision of service may vary from area to area and in the least densely populated areas there will be insufficient demand to support continuous coverage by P to P and the effects of supply and demand may result in higher costs.

Where there are already good services, either public transport or for the transport of goods, then P to P will inevitably compete with those services. When P to P services are developing, there may be overprovision due to competition to establish customer networks, this may bring about the closure of traditional transport services; both public transport and haulage / logistics. These services will be unlikely to recover quickly if at all and if P to P then declines due to lack of business, or costs become inflated then the local population and businesses will be disadvantaged for a considerable time.

Operation of P to P and charge rates are highly influenced by supply and demand and at times when the balance of demand relative to supply is high there is likely to be a considerable negative effect, especially affecting low income individuals and families who have no alternative and for people who face mobility challenges for whom peer to peer is not always practical.

While the best known example of the collaborative economy in transport is Uber there are other examples and models of what could be called public or third sector collaborative economy transport initiatives. SPT has been at the forefront of developing new ways of delivering transport solutions to get the best out of the transport network. SPT has campaigned and lobbied to make the best use of the significant vehicle resource pool across local authorities, Scottish Ambulance Patient Transport Service, education departments and community groups. These are all publically funded yet poorly utilised and could provide very cost effective transport solutions particularly for access to health care and rural transport solutions.

SPT has, with support from the Scottish Government, established an Integrated Transport Hub which has the functionality to schedule vehicles across SPT, NHS patient transport and local authority fleets. But this functionality is not limited to buses and could equally well be applied for scheduling shared car trips. SPT has also worked with the community transport sector to establish Scotland's first transport Public Social Partnership in Barr, Ayrshire. The aim is to maximise the use of buses in the local community to support community transport and provide a local bus service for residents. This is community empowerment and co-production of services between the public sector and local community in action and progress so far has been good.

Similarly we have set up the West of Scotland Community Transport Network to help co-ordinate "third sector" transport in our region including opportunities for driver training and

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improved vehicle maintenance. Concepts such as this are the basis on which the collaborative economy within the wider public sector in Scotland could grow.

In England, the West Midlands Combined Authority in partnership with MaaS Global Ltd, National Express, SilverRail and Birmingham City Council are soon to launch a pioneering MaaS service for the region called WHIM⁵. This pilot initiative will be monitored very closely by transport authorities and providers across the UK to assess the potential for similar initiatives in their areas.

The WHIM app does not at this stage have the ability to price travel on an account based method. However, in Scotland, SPT, through Nevis Technologies – our joint venture company with Rambus⁶ - has led the way in commercial transport smartcard ticketing in Scotland, and the Nevis solution is now the most successful in the country. Bramble has the potential to utilise account-based ticketing for collaborative economy transport initiatives, so there are platforms on which this sector could grow in Scotland.

The challenge for decision-makers will be to find a way to stimulate and encourage the shared economy where it works and is beneficial, including where it can improve accessibility by addressing gaps in provision and reducing transport costs, but continue to provide public transport solutions, both traditional and innovative, for people and communities.

2. Should there be a minimum fare set for peer to peer transportation/private hire and taxis so that all drivers receive a living wage?

SPT is a living wage employer and we support the principle that that drivers should receive a living wage.

3. How can peer to peer transportation & logistics help meet Scotland's Greener Scotland targets on emissions and congestion?

Whereas there is evidence that traditional car share models and ride sharing/car-pooling schemes can support environmental and efficiency objectives by reducing household car ownership, driving frequency and vehicle-kilometres; increasing vehicle occupancy and supporting more sustainable travel behaviours overall⁷, there is a lack of evidence of the impact of specifically Peer to Peer ride hailing schemes on congestion and emissions. This is a developing area of research.

The current draft Scottish Energy Strategy and Climate Change Plan (RPP3) focuses on reducing the emissions impact of individualised modes of transport and we recognise that the collaborative economy can play a key part in achieving this outcome. However, we are also clear that interaction between these sectors must not implicitly or inadvertently be allowed to strategically over-promote greater use of individual motorised modes over collective or active modes and so potentially contribute to the decline of bus or rail modes of transport. There is a potential equity impact on those who in the future, can't afford or access for other reasons collaborative economy based modes of transport.

Regional Transport Partnerships in recent years have been directly involved in a number of projects which seek to mainstream the benefits of the collaborative economy. In terms of

⁵ <http://whimapp.com/uk/2016/12/15/transport-for-west-midlands-and-whim-set-to-pioneer-maas-in-the-uk/>

⁶ <https://www.rambus.com/>

⁷ Cervero, R., Golub, A., Nee, B. (2007). City Car Share: longer-term travel demand and car ownership impacts. *Transport. Res. Board* 1992(1), 70–80; Martin, E., Shaheen, S.A., Lidicker, J. (2010). Impact of car sharing on household vehicle holdings. *Transport. Res. Board* 2143(1), 150–158 and Clewlow, R. (2016). Car sharing and sustainable travel behavior: Results from the San Francisco Bay Area. *Transport policy* V. 51, pp. 158-164.

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transport, examples include car sharing initiatives such as SPT Journeyshare and SESTran Tripshare, which as part of a wider package of transport strategy measures can help reduce the number of single occupancy vehicles on Scotland's road network.

One developing aspect of SPT's approach is to minimise over provision on main corridors and to stimulate rural, suburban and urban fringe feeder services. Current operational models would need to change with smaller capacity, even peer to peer transport solutions would feed to road and rail corridors effectively creating a new feeder transport network now managed by smartcard and account based ticketing.

4. How could bike sharing and similar models help Scotland's population become more active and healthier?

The individual and population health benefits of increasing active travel rates are well known. Access to a bike may be a key barrier to increasing these rates as around two-thirds of Scottish households do not have access to a bicycle for private use.⁸ This is also an equity issue as lower income households are less likely to have access to a bike than higher income households (e.g. 17% bike ownership for households incomes under £10K compared to 62% for over £49K).⁹ People in higher income households are also more likely to be aware of and make use of cycle hire schemes¹⁰ (although this may be due to the location of schemes).

Bike sharing schemes have the potential to overcome factors that limit private bike access including parking/storage issues, especially in higher density residential areas. Bike sharing schemes can be part of a more integrated transport network, providing a solution for access to or from public transport nodes.

Bike storage is commonplace on the rail network as is the ability to travel on train with your bike. This is less practical on busy bus corridors where stop times, safety during exterior storage of bikes and constrained storage on board are all issues. Providing bike storage on bus corridors and at key hubs will help to encourage everyday cycling including as part of people's daily commute.

While there are clearly opportunities to extend bike sharing schemes across Scotland this must be evidence based and part of a clear overall strategy to promote active travel and modal shift as there is evidence that many users of schemes may be substituting walk or public transport trips¹¹. This will include a package of measures including behavioural change campaigns, enhanced cycle infrastructure investment, road safety measures, bike training and effective strategy for the location of bike sharing schemes for our most deprived communities. Such an approach has the potential to achieve significantly improved health outcomes and also to address issues of social mobility.

Conclusions

Without doubt, the 'disruptive' nature of collaborative economy initiatives has the potential to fundamentally change transport demand and supply in future. The sector is growing quickly, and SPT has recently become one of the first members of Mobility as a Service Scotland (MaaS Scotland) to ensure we remain at the forefront of any dialogue on such initiatives.

The challenge will be to realise the benefits of the collaborative economy whilst avoiding the downsides. Namely, to enhance access to the services people need, including improved health, employment, education and leisure opportunities without undermining, but rather,

⁸ Transport and Travel in Scotland, 2015. Scottish Household Survey results. Available at: <http://www.transport.gov.scot/statistics/transport-and-travel-scotland-all-editions>

⁹ Transport and Travel in Scotland, 2015. Scottish Household Survey results, Table 18. Available at: <http://www.transport.gov.scot/statistics/transport-and-travel-scotland-all-editions>

¹⁰ Transport and Travel in Scotland, 2015. Scottish Household Survey results, Table 47. Available at: <http://www.transport.gov.scot/statistics/transport-and-travel-scotland-all-editions>

¹¹ Fishman E, Washington S, Haworth N. Bike share: a synthesis of the literature. Transport Reviews 2013;33(2):148-165.

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enhancing and complementing the public transport network. We would reinforce the following points of our response:

- SPT has been promoting greater sharing of transport resources within the public sector of the west of Scotland for many years – the principle being more effective and increased utilisation of transport assets – and we can see significant opportunities within transport for health and social care, non-emergency patient transport, community transport, MyBus (SPT's Demand Responsive Transport service) and socially necessary subsidised bus services.
- There appears to be significant potential to utilise collaborative economy initiatives (such as a “Mobility as a Service” initiatives) to improve access in rural areas, for those without access to a car and for other societal groups who have transport issues, as well as in other sectors such as freight transport but this should not be at the expense of or an alternative to well-funded, high quality, accessible public transport solutions.
- While there are clearly opportunities to extend bike sharing schemes across Scotland this must be evidence based and part of a clear overall strategy to promote active travel. This will include a package of measures including behavioural change campaigns, enhanced cycle infrastructure investment, road safety measures, bike training and effective strategy for the location of bike sharing schemes for our most deprived communities. Such an approach has the potential to achieve significantly improved health outcomes and also to address issues of social mobility.
- There are concerns that the sector does not have enough regulation at present, although there are various industry-led initiatives in that regard (e.g. the Sharing Economy TrustSeal) and the apparent embracing of the industry by insurance companies has led to added confidence.

SPT believes that the Scottish Government should provide a framework covering the transport aspects of the collaborative economy which promotes good practice and opportunities to expand people's access to services and opportunities but which is robustly based on the principle around, inclusive growth, reduced emissions, more active healthy lifestyles and which places investment in public transport at its heart.

SPT would be keen to explore further pilot project opportunities, building on such initiatives as the Integrated Transport Hub, Community Transport, the Bramble smartcard and ZoneCard. The collaborative economy will be a key part of any future Regional Transport Strategy and SPT officers will continue to liaise with the transport industry and monitor development of the sector. The collaborative economy is already having a significant impact on the way transport is designed, delivered and paid for, and this is likely to grow considerably in future.