Rail and shared transport integration

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

CoMoUK
supporting shared transport

Contents

Executive summary

Integrating rail and shared transport can play a key role in helping Scotland to achieve its decarbonisation and active travel ambitions.

The most common forms of shared transport at Scotland's railway stations today are bike sharing schemes and car clubs. Our analysis finds:

- There are 25 rail and light rail stations that have bike sharing a short walk away
- There are 30 stations with a nearby car club

Other shared modes that can integrate with rail include digital demand responsive transport (DDRT) and lift sharing, also known as carpooling.

Incorporating shared transport into plans for Scotland's Railway will make sustainable transport more competitive with the private car. Bike sharing at stations will help meet the demand for cycling and prevent overcrowding on trains as cycling grows in popularity. Many longer-distance car journeys can be replaced by rail and car clubs. Other forms of shared transport, such as DDRT and lift sharing, can also be deployed to improve accessibility to stations.

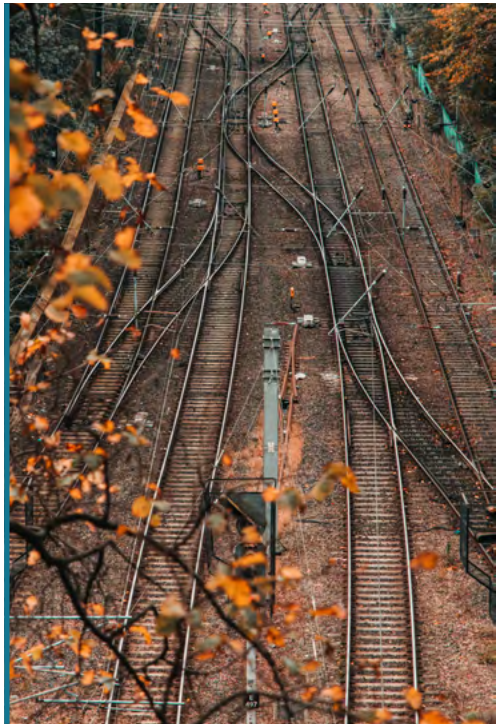
This report recommends:

- Reimagining railway stations as mobility hubs, to bring together shared transport with public transport and active travel for all
- Recognising shared transport as a key ally of rail and reflecting this at a strategic level
- Fostering a supportive environment for sustainable transport
- Integrating rail and shared transport at all stages of a journey: from journey planning to payment to the built environment

CoMoUK is proud to be an active travel delivery partner of Transport Scotland and will also play its part in 2023-24 and beyond by:

- Working with ScotRail to build the evidence base on rail and shared transport
- Sharing knowledge and best practice among key stakeholders
- Empowering community initiatives to integrate rail and shared transport

Scotland has made strong progress on shared transport and mobility hubs from a policy perspective. This report sets out how integrating rail and shared transport can support turning ambition into delivery, particularly on the Scottish Government's commitment to reduce car kilometres travelled by 20% by 2030.



Top: Train tracks in Edinburgh

Middle: Santander Cycles (nextbike), Stirling

Bottom: Enterprise Car Club, Dundee

Introduction and background

2022 saw the renationalisation of ScotRail and the inclusion of shared transport and mobility hubs in some key Scottish Government transport and planning policies. Early 2023 is therefore a good time to consider how the rail and shared transport sectors in Scotland can work together to make it easier for passengers to get to and from the train station without relying on private cars.

CoMoUK is grateful for the partnership work with ScotRail undertaken in 2022/23 and planned for 2023/24. Insight gained from this collaborative work has fed into the development of this report. While some data or statistics have been provided by operators who are members or associate members of CoMoUK, this report has been produced independently and represents CoMoUK's vision for rail and shared transport in Scotland. Although this report focuses on the integration of rail and shared transport in Scotland, the findings and recommendations have relevance to other forms of public transport, including bus and ferry.

Scotrail train, Glasgow Central Station

What is shared transport?

Shared transport is non-public transport that people can use without having to own it. It is found across Scotland, from the centres of our major cities to some of our outermost islands. Common forms of shared transport in Scotland include:

Bike sharing

Bike sharing schemes can cover a large network or focus on a small area. Glasgow's scheme, run by nextbike by TIER, is Scotland's most comprehensive network with over 1,000 shared bikes and 100 docking stations, facilitating around 350,000 bike rides each year. Bikes can be rented from one docking station and returned to another. There are also many community bike share schemes run by voluntary and third sector organisations. These often take the form of 'bike libraries' run by and for residents and increasingly include e-bikes and e-cargo bikes.

Car sharing

Car sharing vehicles in Scotland are mostly owned by a third party and hired by the hour for members of car clubs. There are around 550 car club vehicles in Scotland.[1] The two largest providers in Scotland are Enterprise and Co Wheels. Car club vehicles typically need to be returned to a specific parking bay or zone. Community car clubs also exist, including schemes where vehicles are only accessible to local people, or community members receive a discounted rate. 'Peer-to-peer' car sharing is also a growing market. This model sees people rent their private cars to others through an online platform such as Hiyacar.

Digital Demand Responsive Transport

DDRT is unlike traditional bus services in that it operates along more flexible routes in a more on-demand way. Services are booked via a smartphone app and there are successful applications in rural and suburban locales in Scotland.

Lift sharing

This is also known as ride sharing or carpooling. Lift sharing can be done formally e.g. through online platforms or workplace schemes, or informally e.g. sharing a ride with friends or family. In the UK, drivers sharing their journeys cannot charge money, although their passengers can contribute money towards the costs of the shared journey, such as petrol. The term lift sharing therefore does not include private hire vehicles or taxis.

1 https://www.como.org.uk/shared-cars/overview-and-benefits

Mobility hubs

One of the most effective ways of integrating shared and public transport along with active travel is through mobility hubs. Mobility hubs bring together shared transport with public transport and active travel in spaces designed to improve the public realm for all. The concept has been applied in many European and North American cities and is increasingly spreading in the UK. Scotland has recently recognised the importance of mobility hubs in its Fourth National Planning Framework, which came into force in February 2023.

CoMoUK participated in the EU-funded SHARE-North research project, identifying six core elements of mobility hubs:

1. Visibility and accessibility

Hubs must be part of a clearly identifiable transport network with services which are easily accessible to all.

2. Choice of sustainable modes

Hubs should connect public and shared modes as well as active travel routes (walking, cycling and other forms of wheeling).

3. Safety

The design and facilities of hubs should boost safety through active (e.g. CCTV, staff in busier areas) and passive (e.g. increased footfall) measures.

4. Ease of switching modes

Hubs should make it easier to switch modes of travel – both in terms of physical infrastructure and digital services to plan and pay for journeys.

5. Practical facilities

Hubs should incorporate other practical facilities depending on context and demand (e.g. toilets, parcel lockers, retail space, free Wi-Fi).

6. Social and community appeal

Hubs should enhance the area visually, providing a contribution to the social and community fabric (e.g. greenery and facilities developed in consultation with local communities). Hubs can allow for a reallocation of road space previously allocated to private cars.

The specific characteristics of mobility hubs vary according to their built environment context, from small market towns and villages to the city centres and suburbs. CoMoUK has developed guidance for designing different types of mobility hub, including costings for planners and international case studies.[2] [3] CoMoUK is also the UK's accreditor for mobility hubs, assessing locations according to the six core elements listed above and the hub's built environment context.[4]

Railway stations can be excellent locations for mobility hubs. The potential for rail mobility hubs in Scotland is discussed in more detail later in this report.

Chapter conclusion

Shared transport is a growing sector of sustainable transport that covers a range of different modes in a variety of Scottish contexts. The next chapter sets out the case for integrating shared transport with rail.

2 https://www.como.org.uk/guidance?mode=Mobility+hubs
3 https://www.como.org.uk/research?mode=Mobility+hubs
4 https://www.como.org.uk/mobility-hubs/accreditation

Shared transport and rail integration: the case for change

This chapter explores the role shared transport and rail can play in working towards the Scottish Government's ambitions for a stronger and more resilient Scotland. The benefits of integration, along with relevant evidence and policies are considered below.

Supporting Scotland's transport priorities

The Scottish Government has identified its priorities for transport in its National Transport Strategy (NTS2) and sets out how it will deliver these ambitions through the Strategic Transport Projects Review (STPR2).[1] [2] NTS2 makes clear that active travel along with public and shared transport should take precedence over private car usage in its sustainable travel hierarchy.[3] STPR2 commits the Scottish Government to building on CoMoUK's guidance to develop a "Framework for the delivery of mobility hubs" as well as integrating ticketing to encourage a shift away from private car usage towards sustainable modes of travel.[4] NTS2 also commits Scotland to reducing the use of private cars on its roads, with an accompanying route map for reducing car kilometres by 20% by 2030.[5] While an array of sustainable modes and interventions will be necessary to achieve the aims of NTS2, the integration of rail and shared transport is a key opportunity to offer a sustainable alternative to private car usage.

CoMoUK's latest annual survey shows that 42% of bike share users in Scotland combine their most common journey with public transport.[6] The same research found that 63% of bike share users use the mode to connect to areas not served by public transport, highlighting its potential as a link to or from train stations.

> *User data from nextbike indicates that seven out of the ten most popular docking stations for nextbike in Glasgow are within 200 metres of a railway or subway station.*[7]

NATIONAL TRANSPORT STRATEGY

STRATEGIC TRANSPORT PROJECTS REVIEW

1 https://www.transport.gov.scot/publication/national-transport-strategy-2/
2 https://www.transport.gov.scot/our-approach/strategy/strategic-transport-projects-review-2/
3 https://www.transport.gov.scot/publication/national-transport-strategy-2/ p.43
4 https://www.transport.gov.scot/media/52685/final-technical-report-28-december-2022-stpr2.pdf p.92
5 https://www.transport.gov.scot/publication/a-route-map-to-achieve-a-20-per-cent-reduction-in-car-kilometres-by-2030/
6 https://www.como.org.uk/documents/bike-share-annual-report-scotland-2022
7 See appendix A

Boosting active travel

In 2014 the Scottish Government published its Long term vision for Active Travel in Scotland, which will be supplemented by a Cycling Framework and Delivery Plan for Active Travel in Scotland in 2023.[8] [9] Bike sharing supports this ambition as it is both an active and shared mode of transport. CoMoUK's annual surveys of bike share users in Scotland consistently find that bike sharing is a catalyst to cycling more regularly and returning to cycling after a prolonged break.[10]

The need to integrate rail and cycling has long been recognised as a priority for ScotRail and the Scottish Government. Currently, bicycles can be taken on any ScotRail service, including at peak times. Were Scotland to achieve its intended levels of cycling – a previous target was for cycling to comprise 10% of journeys, up from 1.5% currently – the system would not be able to meet demand for bicycle space on trains.[11] [12]

> *Bike share will support the modal shift to cycling without overburdening the rail system.*

A strong example of this can be found in the Netherlands which provides secure parking for passengers' own bicycles in suburban or 'origin' stations and bike share in urban or 'destination' stations, to allow passengers to use bikes at both ends of their rail journey.[13] Bike sharing also supports the use of rail in the urban periphery; evidence from China, the USA and elsewhere suggests that bike share extends the distance passengers are willing to travel to reach suburban railway stations.[14] [15] [16]

Top: Forth Bike, Falkirk

Bottom: Hi-Bike, Inverness

8 https://www.transport.gov.scot/publication/scottish-government-s-long-term-vision-for-active-travel-in-scotland/
9 https://www.parliament.scot/chamber-and-committees/questions-and-answers/question?ref=S6W-13420
10 https://www.como.org.uk/documents/bike-share-annual-report-scotland-2022
11 https://www.transport.gov.scot/media/50980/transport-and-travel-in-scotland-2020-results-from-the-scottish-household-survey-pdf-version.pdf p.10
12 https://www.cyclinguk.org/press-release/missed-10-target-journeys-bike-scotland-tremendously-disappointing
13 https://doi.org/10.3141/2534-02
14 https://doi.org/10.1177/0361198119849407
15 https://doi.org/10.1016/j.jtrangeo.2022.103472
16 https://www.ipcc.ch/report/ar6/wg3/downloads/report/IPCC_AR6_WGIII_FullReport.pdf p.1059

Facilitating decarbonisation

In the context of the climate emergency, the Scottish Government has committed to net zero carbon emissions by 2045.[17] There is an urgent need to decarbonise transport, which accounts for 29% of Scotland's carbon emissions.[18] The Intergovernmental Panel on Climate Change advocates for emissions reductions using the 'Avoid-Shift-Improve' framework, a transport version of which is shown below.[19] [20]

Avoid-Shift-Improve framework

Avoid	Shift	Improve
Avoid and reduce the need for motorised travel	**Shift** to more environmentally friendly modes	**Improve** energy efficiency of transport modes
↓	↓	↓
• Transport demand management • Spatial planning e.g. 15/20 minute neighbourhoods	• Shared transport • Public transport • Active travel	• Fuel economy • Electric vehicles • Renewable energy

Traffic in Glasgow

Simply replacing existing private cars on the road with electric vehicles will not be sufficient to reduce Scotland's carbon emissions or encourage active travel.[21] Nor will this address other issues associated with private car usage, such as congestion, road traffic collisions, particulate emissions from car tyres and inefficient land use.[22] [23] These problems are particularly acute in urban areas, where 83% of Scotland's population live.[24] Most sustainable transport modes, including rail and shared transport, represent the "Shift" component of the Avoid-Shift-Improve framework.

17 https://energysavingtrust.org.uk/net-zero-by-2045-how-scotland-is-addressing-the-climate-emergency/
18 https://www.transport.gov.scot/media/51299/summary-chapter-scottish-transport-statistics-2021.pdf p.11
19 https://www.ipcc.ch/report/ar6/wg3/downloads/report/IPCC_AR6_WGIII_FullReport.pdf pp.527-528
20 Adapted from https://www.unescap.org/sites/default/files/4%20Christopher_Dekki_SLOCAT.pdf
21 https://www.transport.gov.scot/media/50872/a-route-map-to-achieve-a-20-per-cent-reduction-in-car-kms-by-2030.pdf p.21
22 https://doi.org/10.1016/bs.atpp.2022.04.010
23 https://news.stv.tv/scotland/more-than-third-of-city-space-taken-up-by-cars-and-parking
24 https://www.ros.gov.uk/__data/assets/pdf_file/0009/215784/Property-Market-Report-2021-22.pdf p.46

> *Per passenger, per kilometre, throughout their lifecycle, shared bikes and e-bikes produce around one third of the emissions of a private petrol or diesel car, and less than half of the emissions of a private electric car.*[25]

A recent study from Amsterdam has indicated that people who use car sharing schemes typically produce less than one third of the emissions of private car users.[26] Lift sharing increases vehicle occupancy levels, reducing per capita carbon emissions.[27] Integrating different types of shared transport with rail makes it easier to travel in a low carbon way.

The document Just Transition: A Fairer, Greener Scotland makes clear that decarbonisation efforts should tackle, rather than exacerbate, other societal challenges.[28] Poorer households in Scotland are less likely to own a car and yet more likely to suffer the consequences of private car usage, from air pollution to climate change.[29] Shared transport provision can be targeted to support particular groups. The Bikes for All scheme, run by Glasgow-based cycling organisation Bike for Good in partnership with nextbike, has provided heavily discounted nextbike memberships to Glaswegians on low or no incomes.[30] Co-Wheels has worked with a housing association in Clydebank to offer residents a car club vehicle with free membership and a limited amount of free credit.[31] These are just two examples of how shared transport provision can be deployed to tackle address issues such as transport poverty. Schemes like these can be integrated with rail – where rail is affordable – to grow the benefits.

'Just Transition' front cover

Aligning with the priorities of Scotland's Railway

Network Rail has recognised the importance of shared transport, incorporating it into its guidance for station mobility and parking design for all types of station, urban through to rural. Network Rail predicts that shared transport will "reduce the demand for private car access to railway stations" and has called for mobility hubs to be included "as a core component of Station Travel Plans".[32]

25 https://doi.org/10.1016/bs.atpp.2022.04.010
26 https://www.mdpi.com/2071-1050/13/4/2418
27 https://www.theccc.org.uk/wp-content/uploads/2020/12/Sector-summary-Surface-transport.pdf p.9
28 https://www.gov.scot/publications/transition-fairer-greener-scotland/
29 https://www.ippr.org/files/2022-07/fairly-reducing-car-use-in-scottish-cities-july-22.pdf p.12
30 https://www.bikeforgood.org.uk/shop/bikes-for-all/
31 https://www.clydebankpost.co.uk/news/23288322.clydebank-hire-electric-car-hour-car-sharing-initiative/
32 https://www.networkrail.co.uk/wp-content/uploads/2022/03/NR_GN_CIV_200_11-Parking-and-Mobility-in-Stations.pdf p.15 & p.24

Enhancing the built environment

The Scottish Government's fourth National Planning Framework (NPF4) outlines the benefits of adapting the built environment to support shared transport provision. NPF4 recognises the importance of mobility hubs, which bring together public, shared and active modes to achieve a "modal shift" from private car usage to more sustainable modes of transport.[33] Railway stations are often ideal sites for mobility hubs. NPF4 also promotes the development of '20 minute neighbourhoods', in which most of your daily needs can be met through either a 20 minute walk or cycle from your home.[34]

Shared transport works towards this by reducing the need for the private car and can also lead to road space being reallocated from private car parking to other uses.

> *CoMoUK's research has found that one car club vehicle replaces on average 15 private cars in Scotland.*[35]

Aiding local and regional transport ambitions

Local authorities in Scotland are increasingly recognising the importance of integrating shared transport with other sustainable modes. Glasgow City Council's Transport Strategy commits to the integration of shared, active and public transport to reduce the number of private car miles travelled.[36] In its Mobility Plan, City of Edinburgh Council has pledged to identify opportunities for mobility hubs.[37] At the time of writing, Edinburgh is carrying out scoping work for mobility hub pilots at three locations.

Shared transport and rail integration also supports the ambitions of Scotland's regional transport partnerships. SEStran has developed a mobility hubs strategy that identifies railway stations as key potential sites for transport integration across the diverse communities SEStran serves.[38] HITRANS is participating in the EU-funded EHUBS project, to pioneer electric shared mobility integration with public transport and active travel, as well as developing an integrated journey planning and payment app, Go-Hi.[39]

Chapter conclusion

Integrating rail with shared transport supports Scotland's ambitions to decarbonise its transport system. It boosts active travel and provides a sustainable alternative to the private car, for journeys of short and long distances alike.

33 https://www.gov.scot/publications/national-planning-framework-4/documents/ p.141
34 https://www.gov.scot/publications/national-planning-framework-4/documents/ p.61
35 https://www.como.org.uk/documents/car-club-annual-report-scotland-2022
36 https://www.glasgow.gov.uk/CHttpHandler.ashx?id=55054&p=0 pp.47-48
37 https://www.edinburgh.gov.uk/downloads/file/29320/city-mobility-plan-2021-2030 p.35
38 https://sestran.gov.uk/wp-content/uploads/2022/02/SEStran-Mobility-Hubs-Strategic-Study-Final-Report.pdf
39 https://hitrans.org.uk/Projects/Current_Projects/eHUBS

Analysis of existing rail and shared transport integration in Scotland

Integration with rail is relatively new for shared transport, reflecting the latter's recent growth. In Scotland today there are already examples of rail and shared transport being co-located or operating in close proximity, if not being properly integrated. This co-location or service proximity will be the foundation on which Scotland can build an integrated sustainable transport system.

GIS analysis of current rail and shared transport co-location

The most common types of shared transport found nearby railway stations are bike sharing and car clubs. Using GIS, we have mapped the current co-location of these modes.[1]

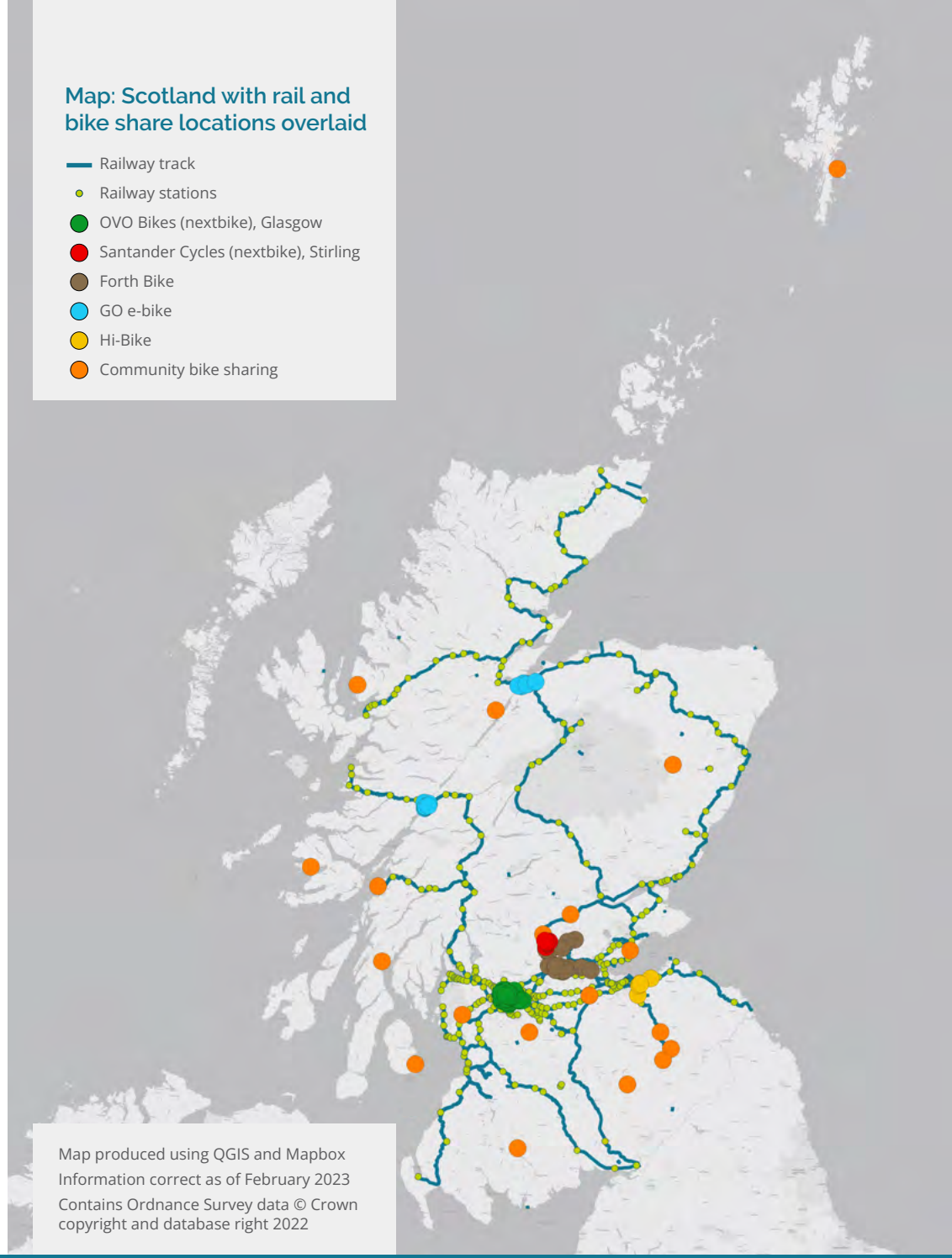
Public bike sharing and rail

There are 25 railway stations in Scotland where there is at least one public bike share docking station located within a 200 metre radius or approximately two minutes' walk.[2] 19 of these are located within Glasgow (see next map), due to the city's relatively large number of train and bike share stations.[3] This also reflects the fact that Edinburgh, Scotland's second largest city, does not currently have a public bike sharing scheme. There are a further two railway stations in Scotland with a community bike sharing scheme available within a 200 metre radius. A full list of stations and operators can be found in appendix B.

Please note that the GIS analysis did not include Aberdeen, which has a dockless 'floating' bike share scheme, and Dundee, where the e-bike sharing operator has, at the time of writing, recently ceased trading.[4] Prior to the closure, the Dundee scheme was operating within 200 metres of Dundee and Broughty Ferry.

1 Inputs for the analysis were taken from operators directly or their websites.
2 This distance was chosen as a research carried out in Oslo, Norway, suggests it is the most appropriate radius for investigating the relationship between rail and public bike share integration. See: https://doi.org/10.1016/j.tra.2020.06.009
3 For counting purposes, Partick is considered a railway station, although it is also a subway station.
4 https://www.bbc.co.uk/news/uk-scotland-scotland-business-64746723

Map: Scotland with rail and bike share locations overlaid



Map produced using QGIS and Mapbox
Information correct as of February 2023

Map: Glasgow with rail, subway and bike share locations overlaid

In Glasgow, in addition to the 19 train stations with at least one public bike share docking station within a 200 metre radius, there are eight subway stations that have a nearby docking station.

LEGEND

- Railway track
- Railway/subway station
- Glasgow City Council boundary

200m radius of:

- Railway station
- Railway and subway station
- Subway station

Bike share providers:

- OVO Bikes (nextbike)

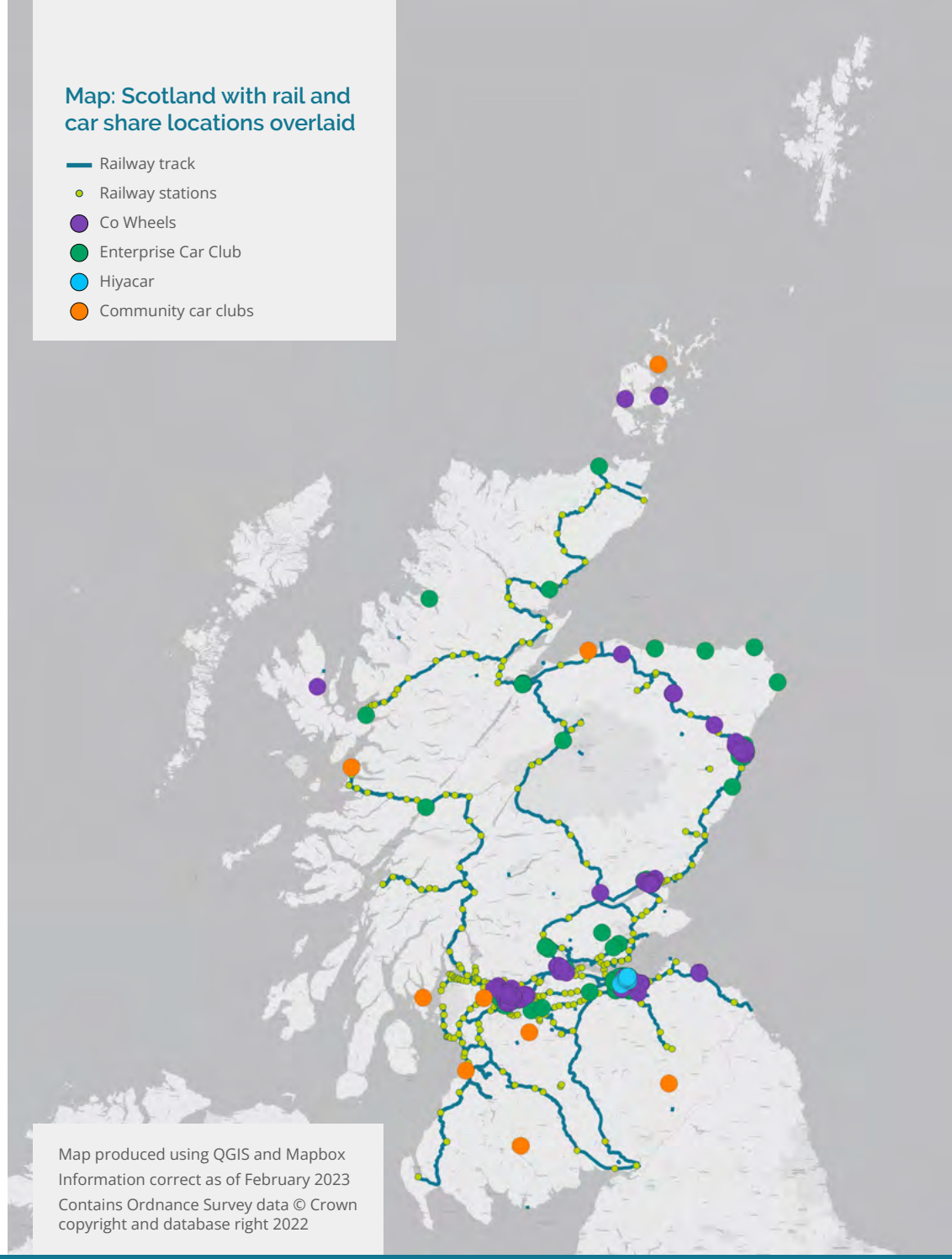
Map produced using QGIS and Mapbox

Information correct as of February 2023

Car sharing and rail

The map to the right gives an overview of locations for the GIS analysis of car clubs and rail in Scotland. There are 30 stations in Scotland that have a publicly-accessible car sharing scheme within a 350 metre radius.[5] 14 of these are in Glasgow and 6 are in Edinburgh. This is a reflection of Glasgow's rail coverage, as Edinburgh actually has around twice the number of car club vehicles available across the city. The analysis also identified one community car sharing scheme near Mallaig train station. A full list of stations and operators can be found in appendix C.

Please note that the GIS analysis did not include peer-to-peer car sharing vehicles, such as Hiyacar's, as these are not fixed to one location.[6]



5 350 metres was chosen as a radius because although it is further than the 200 metre radius for bike sharing, it is still a short walk. This reflects the fact that car parking may not be as close to station entrances as bike sharing docking stations.

6 Hiyacar's car club vehicles in Edinburgh are included in the analysis. Taken from: https://www.hiyacar.co.uk/search?q=Edinburgh,%20UK&car_club=Y accessed March 2023

Map: Glasgow with rail and car share locations overlaid

In Glasgow, 14 train stations and nine subway stations have a car club vehicle within a 350 metre radius.[7] The majority of the car club vehicles in Glasgow are run by Co Wheels.

LEGEND

- Railway track
- Railway/subway station
- Glasgow City Council boundary

350m radius of:

- Railway station
- Railway and subway station
- Subway station

Car club providers:

- Co Wheels
- Enterprise Car Club

Map produced using QGIS and Mapbox

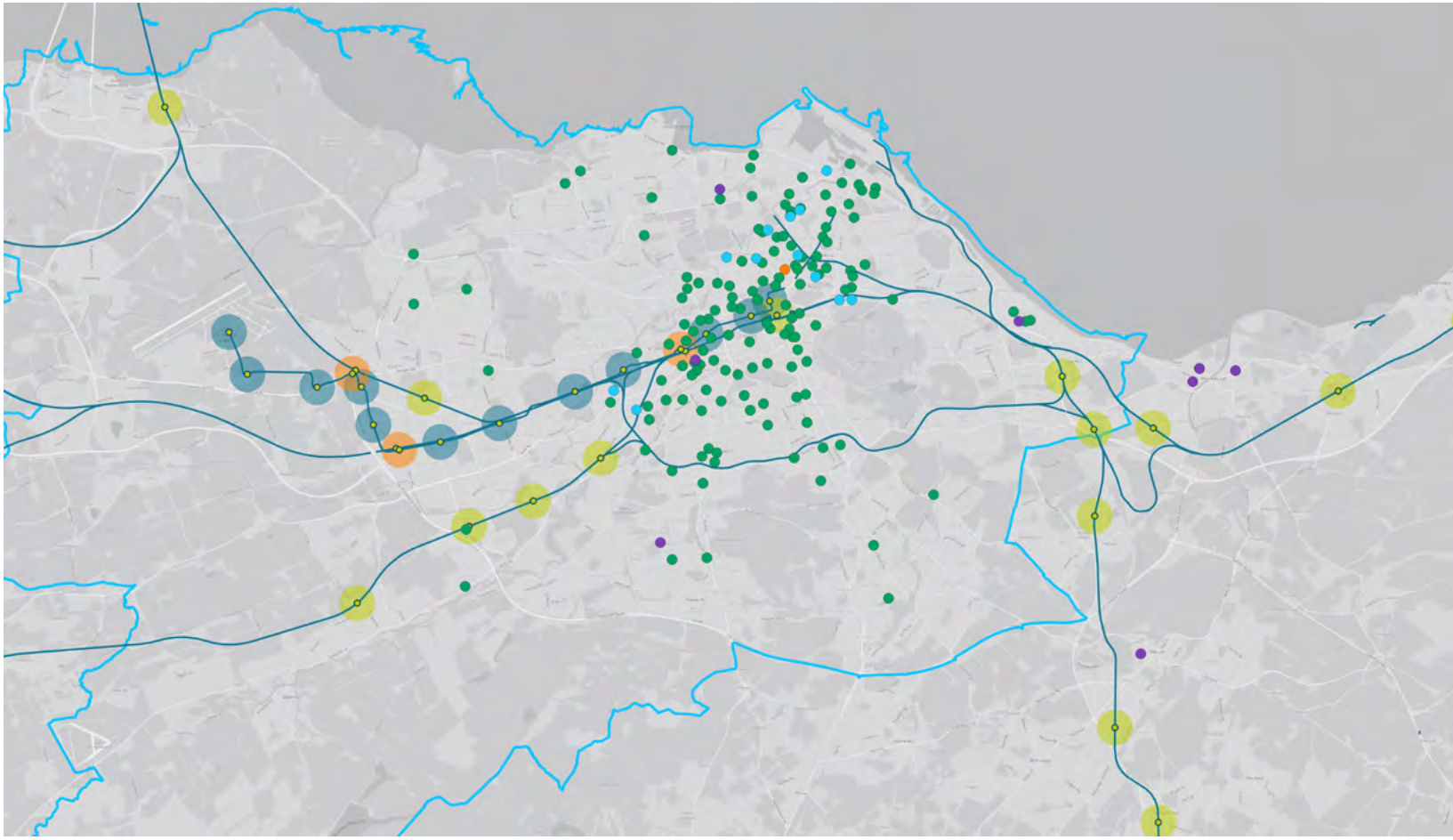
Information correct as of February 2023

7 For counting purposes, Partick is considered a railway station, although it is also a subway station.

Map: Edinburgh with rail and car share locations overlaid

Edinburgh has a large number of shared cars available, around twice as many as in Glasgow. The vast majority of these are run by Enterprise Car Club. Edinburgh has a relatively low coverage of rail in the city compared to Glasgow. There are therefore only a handful of stations – Edinburgh Waverley, Haymarket, and Wester Hailes – where there is a car club car within a 350 metre radius of the station.[8] There are a further three tram stops with a car club car in the same distance.

The GIS analysis did not include the location of any new tram stops as part of the extension of Edinburgh's tram network to Newhaven, due to open later in 2023.[9] The extension of the tram network should bring more car club vehicles within a 350 metre radius of light rail.



8 For counting purposes, Haymarket is considered a railway station, although it is also a tram stop.
9 https://www.edinburgh.gov.uk/tramstonewhaven/

Other shared modes and rail

The analysis earlier in this chapter focused on the two forms of shared transport most commonly co-located with rail in Scotland today: bike sharing and car clubs. There is also potential for other shared modes, such as digital demand responsive transport (DDRT) and lift sharing, to integrate with rail.

DDRT and rail

Berwickshire's on demand buses provide an example of how DDRT can provide a sustainable transport connection to rail for a rural community in Scotland. The Pingo for Berwickshire service is run by Borders Buses and The Routing Company, supported by Scottish Borders Council.[10] The service launched in early May 2022 and operates from 8am to 9pm, largely serving communities outwith Borders Buses' timetabled bus routes. The Pingo DDRT service can be used to travel anywhere within a 50 square mile area, including to and from Berwickshire's train station at Reston, which opened in May 2022. Holders of entitlement cards, such as over 60s or Young Scots, can use the Pingo services for free. CoMoUK's website lists other DDRT services operating in Scotland.[11]

Pingo (The Routing Company), Scottish Borders

Lift sharing and rail

Lift sharing, also known as ride sharing or carpooling, can occur in a number of ways, formal and informal. A number of web platforms connect people driving with people who want to be a passenger. The UK's largest carpooling platform, Liftshare by Mobilityways, has 700,000 members in the UK.[12] Other lift sharing platforms operating in Scotland include GoCarShare and BlaBlaCar. Lift sharing to stations reduces the per capita carbon emissions of drivers and can allow for reallocation of car parking space.

There is little research on integrating lift sharing and rail in Scotland. The EU-funded RIDE2RAIL project investigated lift sharing and rail in a number of European countries, which has relevance for Scotland. Researchers found that one of the factors most likely to encourage passengers to share lifts was a lack of public transport connecting to the railway station.[13] Another incentive was a reduction of their overall travel cost. For drivers, dedicated parking for carpooling vehicles in stations with parking pressure was a key reason they would consider sharing their journeys.[14] Other motivations included discounted parking and sharing fuel costs with passengers. The maximum preferred shared journey time for passengers and drivers alike was 15 minutes.

Chapter conclusion

This chapter has given an overview of the existing co-location and in some cases limited integration of shared transport with rail in Scotland today. This is the foundation Scotland will build upon as it seeks to decarbonise its transport and promote active travel. Ways of achieving these aims are discussed in the following chapters.

10 https://www.bordersbuses.co.uk/pingo-berwickshire
11 https://www.como.org.uk/ddrt/existing-schemes-and-operators
12 https://liftshare.com/uk/ Website accessed February 2023
13 https://ride2rail.eu/wp-content/uploads/2020/10/RIDE2RAIL_D2.5_Recommendationsand-Criteria-for-a-Successful-Ride-sharing-in-the-IP4-Ecosystem_F.pdf
14 https://www.mdpi.com/2071-1050/13/16/9129

Rail mobility hubs in Scotland

Railway stations are excellent locations for mobility hubs, which were described in detail in the introductory chapter of this report. Many stations are already connected with other forms of sustainable transport, either by accident or design.

However, the integration of these different modes, whether through journey planning, payment or physical wayfinding, is often poor. Reimagining stations as mobility hubs with rail at their core would help to integrate different modes of transport and make travelling sustainably a more competitive offer against the private car.

To support Scotland's ambitions for rail and shared transport integration, CoMoUK has worked with Glasgow-based John Gilbert Architects to design two concept rail mobility hubs. These visualisations are based on two real-life stations in Scotland, one a busy urban interchange station and the other a rural-suburban station. The images that follow show viewpoints of these plans. These plans meet the gold standard for mobility hubs under CoMoUK's accreditation scheme.[1]

The visualisations are followed by some real-life examples of Scotland's 'not-quite mobility hubs' at railway stations and a discussion of how the built environment at these locations could be improved.

Edinburgh Waverly Station

1 https://www.como.org.uk/mobility-hubs/accreditation

Visualisation: Urban interchange rail mobility hub

These visualisations reimagine a major urban transport interchange at one of Scotland's busiest railway stations. The site's existing road layout has been adapted to better integrate shared, active and public transport and prioritise these modes over private car usage.

Right: There is a large supermarket carpark adjacent to the station. Reallocating fewer than one fifth of the spaces allows for, among other improvements, a segregated cycle lane, sustainable drainage systems and parking for electric car club vehicles.

Bottom left: The existing public realm has been enhanced. A cycle hub sits on former car park spaces, hosting e-bike docking stations, a cycle repair station and different types of private bike parking.

Bottom right: An elevated viewpoint shows the different components of the re-envisioned station.

Visualisation: Rural/suburban rail mobility hub

These visualisations reimagine a village station around 20 minutes from a Scottish city. The site's existing layout has been adapted to support the integration of shared, active and public transport, while recognising the importance of private cars to many in a rural context.

Right: Accessible parking spots are prioritised, followed by car club, lift sharing and finally private parking bays. A cycle hub with e-bike hire, private bike parking and bike repair is also visible.

Bottom left: The new station building works as a partially staffed or unstaffed station with a sheltered waiting area, lockable bike storage, parcel lockers, WorkfromHub remote work pods and an accessible toilet for keyholders.

Bottom right: The elevated viewpoint of the station shows the different components of the re-envisioned site, including a dedicated space for a DDRT bus.

Existing rail mobility hub potential in Scotland

While there is a good foundation at a number of Scottish railway stations for integrating rail and shared transport, there is little to link these modes together. This section discusses how the built environment could be improved at three example stations.

Urban station - Inverness

Public transport:

- Inverness station is a key urban transport hub served by ScotRail and other operators. In 2021-22 it had 750,000 passenger entries and exits, 14th busiest out of Scotland's 257 stations.[2]
- Inverness bus station is three minutes' walk away and served by local and intercity buses. Local bus stops are an even shorter walk away.

Shared transport:

- Public e-bike sharing docking station (Hi-Bike) is at the side entrance to the station.
- A car club bay (Enterprise) is two minutes' walk away from the station.

Active travel:

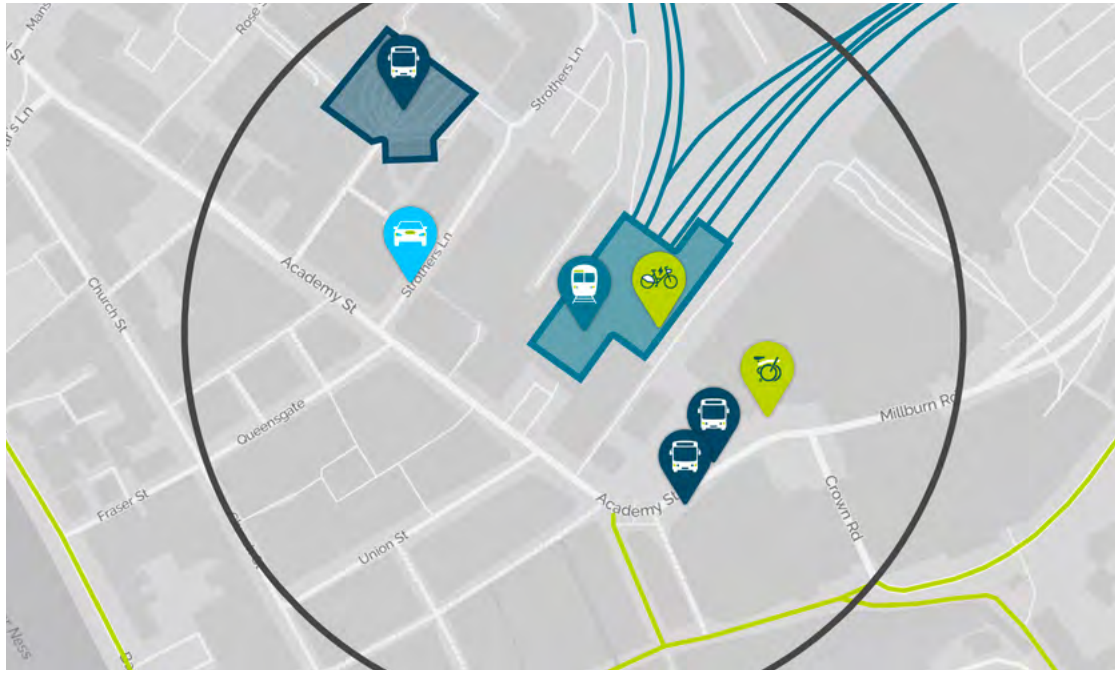
- Covered cycle parking is available.
- Multi-day cycle hire available from Brompton (self-service lockers) and Ticket to Ride Highlands (by prior arrangement).

Suggested built environment improvements:

- A safer and more direct route should be found to the bus station. While the route is signposted currently, it is a convoluted walk across several car parks.
- There should be signage inside the station to indicate the locations of the shared e-bikes, car club and Brompton self-service locker.
- The car club bay and Brompton locker could be located in under-utilised station space e.g. next to the e-bike docking station.
- Secure cycle parking should be available to the public as well as staff.
- There are long term ambitions to significantly redevelop the station and HITRANS would like to develop it into a mobility hub as part of the ehubs project.[3] [4]

Hi-bike docking station


Brompton Cycle Hire locker



LEGEND

- Train station
- Bus station / stops
- 200m radius / ~3 minute walk from station
- National Cycle Network Route 1 & 78
- Shared e-bikes
- Brompton Cycle Hire locker
- Car club bay

2 https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage - Accessed March 2023
3 https://hitrans.org.uk/Documents/Item_11_-_Inverness_Masterplan.pdf
4 https://hitrans.org.uk/Projects/Current_Projects/eHUBS

Suburban station – Queens Park, Glasgow

Public transport:

- Queens Park station in the southside of Glasgow is served by frequent suburban ScotRail trains, with 400,000 passenger entries and exits in 2021-22, making it the 42nd busiest station in Scotland. The station's eastern entrance serves Victoria Road, a bustling high street.
- Bus stops for regular urban and suburban buses are one minute's walk from the Victoria Road entrance.

Shared transport:

- Public bike and e-bike share docking stations (nextbike) are located by the Victoria Road entrance.
- There is an electric car club vehicle (Co Wheels) a short walk from the Victoria Road entrance.

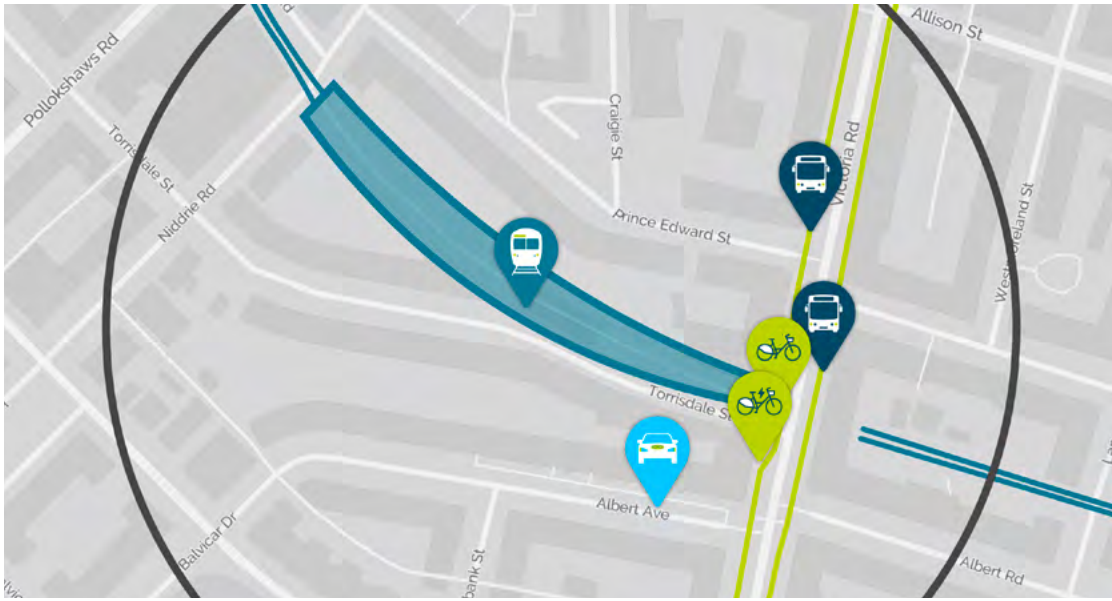
Active travel:

- Victoria Road hosts high quality segregated cycling infrastructure – the South City Way cycle route, developed by Glasgow City Council and Sustrans.
- There are on-street cycle racks for private bike parking.
- Recent improvements to pavement including raised and accessible crossings.

Suggested built environment improvements:

- The bike and e-bike docking stations being on the public highway in front of the Victoria Road entrance gives these modes some prominence to people entering or leaving the station. However, they should be signposted to from the station, likewise local buses and active travel routes. Signage should also make passengers aware of the nearby car club vehicle.
- Improvements to signage and wayfinding at the station should also include revamping the rusting metal of the Victoria road entrance/ exit.

Victoria Road exit



LEGEND

- Train station
- Bus stops
- 200m radius / ~3 minute walk from station
- South City Way cycle route
- Shared e-bikes
- Shared bikes
- Car club bay

Map produced using QGIS and Mapbox. Information correct as of February 2023

Small market town station – Maybole, South Ayrshire

Public transport:

- The station serves the Ayrshire town of Maybole of 4,500 people, with 41,000 passengers in 2021-22. ScotRail trains run approximately hourly to Ayr and Girvan.
- Bus stops served by local buses are located two minutes' walk from the station.

Shared transport:

- A community e-bike library and minibus service are based at the Carrick community centre, two minutes' walk from the station, operated by South Ayrshire Community Transport. Currently the e-bike library is for local residents only, but there are plans to offer an e-bike rental scheme for visitors.

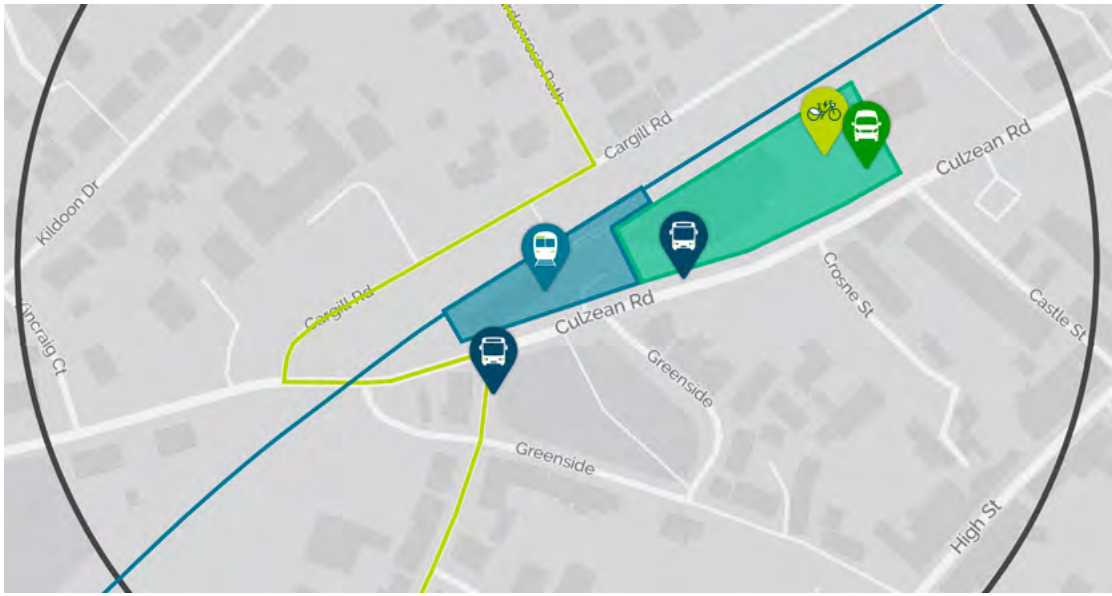
Maybole station exit

Active travel:

- Sustrans National Cycle Network route 7 runs past the station.
- There is no cycle parking at the station. There are cycle racks on the public highway a short walk away.

Suggested built environment improvements:

- Reallocate some of the station car park to cycle parking and improve access for people reaching the station via active modes.
- Subject to demand, either the station or the community centre car park could host a car club vehicle, like at Huntly in Aberdeenshire.[5]
- Provide signage and wayfinding at the station to the nearby provision – buses, cycle routes and the community centre.



LEGEND

- Train station
- Bus stops
- 200m radius / ~3 minute walk from station
- National Cycle Network Route 7
- Community e-bike library
- Community minibus
- Carrick Centre

Map produced using QGIS and Mapbox. Information correct as of February 2023
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Chapter conclusion

The 'not-quite mobility hubs' at Inverness, Queens Park and Maybole show why shared transport should be key to organisational strategies for active and sustainable travel to or from Scotland's railway stations. With coordination between stakeholders and adequate resourcing, the built environment at these example stations and others could be significantly enhanced. Steps to achieving this and other forms of integration are suggested in the next chapter.

5 https://www.como.org.uk/case-studies/huntly-green-travel-hub

Rail and shared transport integration: recommendations & next steps

Recognising shared transport as a key ally of rail

Shared transport works with rail to make it more competitive against the private car. As Scotland seeks to grow its rail network and passenger numbers, shared transport needs to be considered as a key complementary mode to ensure that from a passenger's 'origin' to their 'destination', there are sustainable transport connections. Shared transport should therefore be a core consideration of plans relating to sustainable travel to, from and at stations. This includes planning for bike sharing and car club bays at stations, along with other shared modes such as lift sharing and DDRT where relevant.

Plans for new stations and changes to existing stations, whether major redevelopments or minor retrofitting, should use CoMoUK's mobility hub gold standard as a benchmark for the integration of shared, active and public transport.[1] Network Rail includes CoMoUK's mobility hubs guidelines in its design manual for mobility and parking at stations and lists CoMoUK as a key stakeholder that should be consulted when considering the spatial planning and redevelopment of train stations.[2] Recognising shared transport as a key ally of rail at a strategic level would make Scotland a pioneer in integrated sustainable transport.

Fostering a supportive environment for sustainable transport

The opportunities of rail and shared transport integration will be greatest in an environment that is strongly supportive of sustainable transport. Some key ways this can be achieved are considered below.

Improving active travel infrastructure

Cycling – on private or shared bikes – only becomes a viable option to much of the population when supported by safe and accessible infrastructure. This requires high quality routes that are segregated from cars and other motor vehicles. The absence of such infrastructure limits the growth of cycling in Scotland, with safety the most frequently cited barrier to cycling in Scotland.[3] The Scottish Government has taken important steps to address this, funding high quality infrastructure projects.[4] [5] The scale of these and similar programmes must be massively increased, along with sufficient funding, if Scotland's decarbonisation ambitions are to be achieved. The Scottish Government's commitment to spend at least £320 million, or 10% of the total transport budget, on active travel by 2024-25, is therefore of critical importance.[6]

1 https://www.como.org.uk/mobility-hubs/accreditation
2 https://www.networkrail.co.uk/wp-content/uploads/2022/03/NR_GN_CIV_200_11-Parking-and-Mobility-in-Stations.pdf e.g. p.21
3 https://www.cycling.scot/mediaLibrary/other/english/Annual_Cycling_Monitoring_Report_2022.pdf p.15
4 https://www.showcase-sustrans.org.uk/places-for-everyone/
5 https://www.pathsforall.org.uk/active-travel/smarter-choices-smarter-places
6 https://www.transport.gov.scot/active-travel/developing-an-active-nation/

Strengthening funding and tendering models for shared transport provision

Sustainable transport, including shared modes, requires long term public investment. Greater public funding also allows shared transport schemes to be cross-subsidised to support other policy aims, such as tackling transport poverty in areas of deprivation and increasing wellbeing. The diversity of shared transport entails a range of stakeholders – public, private and third sector – working together to decarbonise Scotland's transport network. CoMoUK has produced guidance for Scottish local authorities on how to make the most of this collaboration and provides advice to a number of Scottish public authorities.[7] [8] A thriving shared transport sector, with provision in as many locations as possible, will give rail and shared transport the best opportunity to compete with the private car.

Discouraging car use

In the 'carrot and stick' analogy, most of this report focuses on the 'carrot' i.e. providing high quality sustainable transport options. While essential, 'carrots' with no 'sticks' are unlikely to be sufficient to achieve the Scottish Government's target of a 20% reduction in car kilometres by 2030.[9] A major 'carrot' in Scotland – free bus travel for large segments of the population – should be welcomed for boosting ridership levels and reducing costs for bus users. However, such policies will likely only reduce car miles or carbon emissions if accompanied by wider disincentives to drive.[10] [11] [12] [13]

Transport Scotland has committed to developing a "Car Demand Management Framework" by 2025.[14] While welcome, action should be taken sooner. Policy 'sticks' to discourage driving include: road pricing e.g. congestion charges; workplace parking levies; reallocating road space from cars to other purposes; and prioritising streets for active travel e.g. by creating low traffic neighbourhoods.[15] These measures are all available to national or local government in Scotland. Tax levers to disincentivise car use, such as fuel and vehicle excise duties, are a reserved function of the UK government, which must also play its part to help Scotland reduce its reliance on cars.

Carrot and stick approaches should be designed in such a way that they mitigate any potential impact on marginalised or vulnerable groups. Providing accessible shared transport at railway stations and creating rail mobility hubs, according to CoMoUK's accreditation criteria, would go a long way in supporting these groups.

Low traffic neighbourhood with signs prioritising active travel

7 https://www.como.org.uk/guidance
8 To get in contact, please see https://www.como.org.uk/contact
9 https://doi.org/10.1016/S2542-5196(22)00220-0
10 https://www.bloomberg.com/news/articles/2022-04-22/the-green-case-against-free-public-transit
11 https://doi.org/10.1016/j.tra.2008.01.013
12 https://doi.org/10.1016/j.tranpol.2012.04.003
13 https://doi.org/10.1016/j.cstp.2018.08.004
14 https://www.transport.gov.scot/media/50872/a-route-map-to-achieve-a-20-per-cent-reduction-in-car-kms-by-2030.pdf p.6
15 https://www.sustrans.org.uk/media/5501/final-reducing-car-use-report.pdf pp.35-48

Rail and shared transport in Scotland should be highly integrated at all stages of a journey: from journey planning to payment to the built environment.

Achieving this integration will require funding and collaboration between a range of stakeholders. In some cases it will be easier to achieve simpler forms of integration in the short term. These should be seen as incremental steps towards advanced integration rather than the end goal.

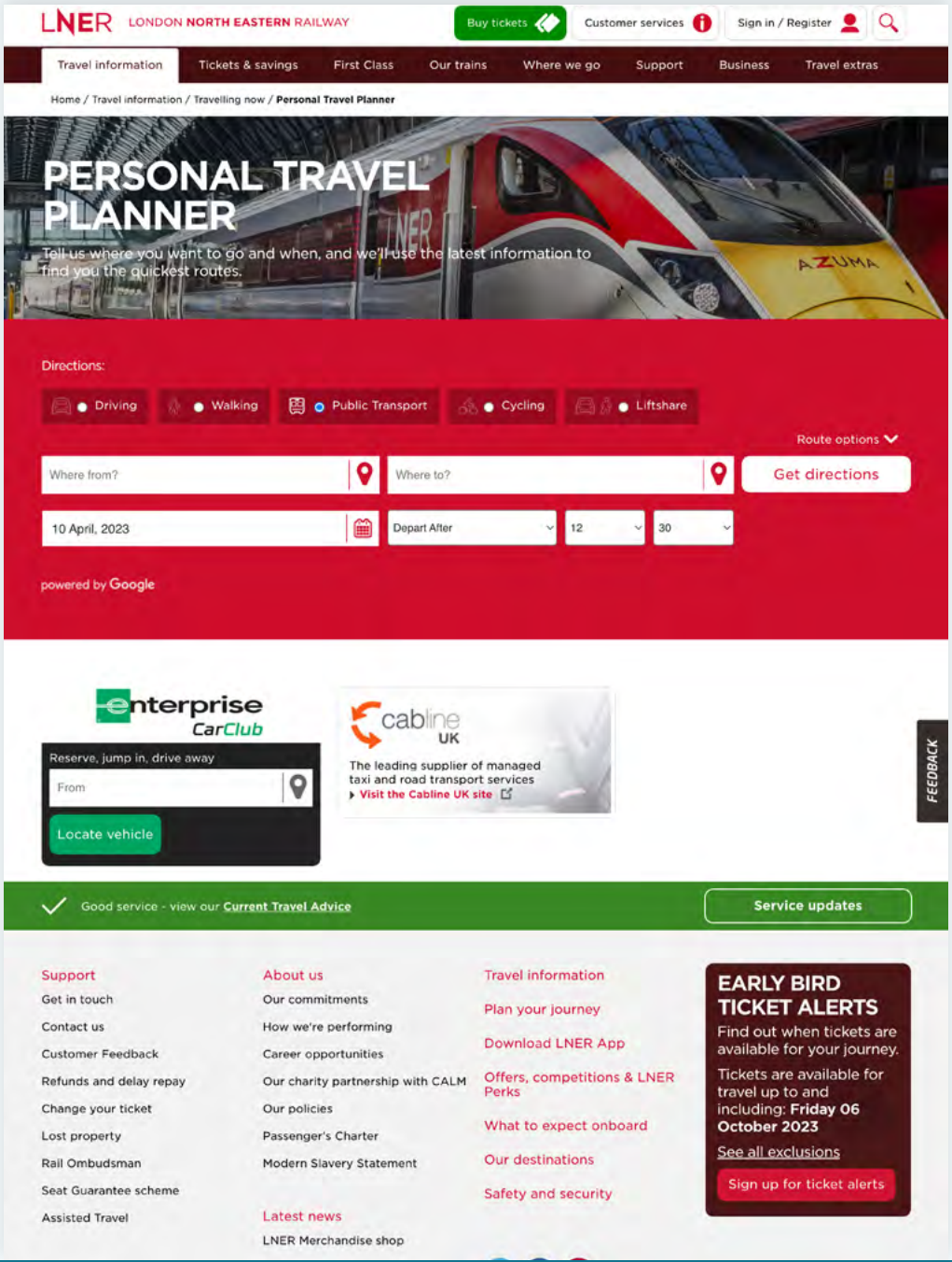
Journey planning & payment – simpler forms of integration

Basic integration of online journey planning

Sustainable transport should be featured on providers' journey planning web pages. LNER and Translink offer variations of this for Enterprise car club (see example screenshot to the right).[16] [17] Another basic option would be to offer location specific add-ons for shared transport in the same way PlusBus is offered when there is local provision.

Paying for shared transport journeys with public transport smartcards

These could be used to pay for journeys on shared transport operators' apps. Journeys would still be charged separately, but this would make it more convenient for passengers to pay for their journeys and data would provide insights into integrated journeys taking place.



16 https://www.lner.co.uk/travel-information/travelling-now/personal-travel-planner/
17 https://www.translink.co.uk/usingourservicesandproducts/ourservices/enterprise

Built environment – simpler forms of integration

Improving signage linking different types of sustainable transport

This will help people taking 'multi-modal' journeys. It will also raise awareness of the shared transport options available to other passengers who do not currently but would like to use these modes, reflecting shared transport's growth potential in Scotland.[18] Simple measures include branded posters and QR codes at prominent locations in railway stations, such as information boards, advertising hoardings or lamp-posts, to direct passengers to nearby shared transport options.

Developing a common visual identity

This process will likely result in existing signage being adapted or appended to, rather than designing an entirely new brand. Railway branding, such as ScotRail's identity, would be a good starting point. The example to the right is from a station run by Great Western Railway.[19] Signage should be adapted and improved to fit the needs of different stations and relevant accessibility guidelines.

Advanced integration

Integrated payment for multi-modal journeys

Passengers using different modes of public or shared transport should be able to pay a combined fare, rather than paying for separate journeys. Combined fares should be cheaper to incentivise using different sustainable modes rather than the private car. As part of the 2019 Transport Act, the Scottish Government committed to establishing a National Smart Ticketing Advisory Board. While membership of this board was consulted on in 2021, it is unclear if it has met yet. The scope of this group should include the integration of shared and public transport.

Incorporating rail and shared transport into Mobility as a Service (MaaS)

MaaS brings together journey planning and payment into one single service, typically a smartphone app. Transport Scotland has set up a MaaS investment fund.[20] This has supported HITRANS' Go-Hi app, which is one of the most comprehensive MaaS apps in the UK.[21] Go-Hi and other MaaS efforts should receive further support to make planning and paying for integrated sustainable journeys as easy and convenient as possible.

Common branding and wayfinding guidelines for Scotland

These should be included within the scope of the "Framework for the delivery of mobility hubs" committed to in STPR2. This will support the development of good quality connections between different sustainable modes in the long term. Guidelines should provide scope for local personalisation and ownership of schemes.

18 https://www.como.org.uk/documents/understanding-users-and-non-users-of-shared-transport-in-scotland
19 Image credit: https://mobile.twitter.com/GWRLuke/status/1595016540440649730/photo/2
20 https://www.transport.gov.scot/our-approach/mobility-as-a-service/maas-investment-fund-mobility-as-a-service/
21 https://hitrans.org.uk/Documents/Item_9_-_MaaS_Project_Status_Update.pdf

Actions CoMoUK is taking to better integrate rail and shared transport

Building the evidence base

There is little regular research exploring how Scotland's rail users get to and from train stations. To this end, CoMoUK's proposed 2023-24 work plan with Transport Scotland includes a case study at a Scottish railway station. This will look at bike share and lift share to and from the station, working with ScotRail and shared transport operators. Interventions will be piloted to inform future integration of rail and shared transport. Subject to funding, there is scope to extend this research project beyond 2023-24.

Sharing knowledge and best practice

In December 2022 CoMoUK held a roundtable for key stakeholders in Scotland working on the integration of rail and shared transport. In 2023-24, CoMoUK aims to develop this into an informal network to share knowledge and best practice to support integration. Membership is open to public bodies and other stakeholders involved the delivery of sustainable transport in Scotland. This network would be well-placed to contribute to the development of Transport Scotland's framework for the delivery of mobility hubs, committed to in STPR2.

CoMoUK will also continue to use its role as a sustainable transport leader and active travel delivery partner of Transport Scotland to provide expertise and support to organisations and locations across Scotland.

Empowering community initiatives

Across Scotland, there is a well-established network of community, third sector and volunteer-led initiatives to develop sustainable transport solutions at a grassroots level. This includes projects located at or nearby train stations. CoMoUK has a longstanding micro-grants programme to support communities across Scotland to set up shared transport schemes.[22] As part of CoMoUK's proposed 2023-24 workplan with Transport Scotland, a specific micro-grant will be established to facilitate community led initiatives involving rail and shared transport.

Huntly Green Travel Hub

22 https://www.como.org.uk/micro-grants

Chapter conclusion

This chapter has explored actions that should be taken in the near and long term to better integrate rail and shared transport in Scotland. A comprehensive rail and shared transport network would provide a strong alternative to the private car. Work to develop this must come in tandem with other measures to promote sustainable transport, such as improved infrastructure, as well as initiatives to discourage driving.

Report conclusion

Scotland is rightly aiming to decarbonise its transport system in pursuit of net zero carbon emissions by 2045. Decarbonising transport will need to be done across sectors, geographies and populations. The Scottish Government's plan to boost active travel and reduce the number of car kilometres travelled by 20% by 2030 presents an opportunity to reimagine how sustainable transport is provided in Scotland. These policy aims also represent a challenge: that of turning trailblazing ambition into the change needed on the ground.

Rail and shared transport in Scotland should be highly integrated at all stages of a journey: from trip planning to payment to the built environment. Integrating these stages can help to future-proof Scotland's transport network, unlocking progress on active travel, wellbeing and decarbonisation aims. Scotland can achieve this by recognising shared transport as a key ally of rail, reimagining railway stations as mobility hubs and fostering a supportive environment for sustainable transport.

CoMoUK is proud to be an active travel delivery partner of Transport Scotland and will continue to work in 2023-24 and beyond towards better transport integration. We will also build on our position as a leading voice on shared transport to advocate for and work with partners towards an environment that supports sustainable transport of all modes. We have produced this report to both highlight the potential benefits of and call stakeholders to action on better integration of rail and shared transport in Scotland. We look forward to working with partners across sectors to further develop these opportunities.

ScotRail train on Glenfinnan Viaduct

Appendices

Appendix A – table showing nextbike rentals and returns, 10 most popular docking stations, 2018-2022

Docking station	Rail/subway station (if located within 200m of one)	Average annual rentals	Average annual returns
Broomielaw*		12,916	13,262
St Enoch Square*	St Enoch (subway)	12,820	13,124
Glasgow Green		11,148	11,294
Partick Interchange	Partick (rail and subway)	9,022	9,952
George Square*	Glasgow Queen Street (rail)	8,818	9,199
Queens Park Railway Station*	Queens Park (rail)	7,849	7,669
Bellgrove Railway Station, North*	Bellgrove (rail)	7,810	7,750
Central Station	Glasgow Central (rail)	7,656	8,164
Kelvinhaugh Street / Argyle Street		7,622	7,493
Argyle Street Railway Station	Argyle Street (rail)	7,257	7,727

* Denotes e-bike dock

Appendix B – list of railway and subway stations with bike share docking station(s) within a 200 metre radius

Rail station	Type of station	No. of bike share docking stations*	Local authority	Operator
Stow		1**	Borders	Stow Community Trust
Alloa	Railway	2	Clackmannanshire	Forth Bike
Musselburgh	Railway	1	East Lothian	GoEBike
Charing Cross	Railway	2	Glasgow	nextbike
Glasgow Queen Street	Railway	2	Glasgow	nextbike
Glasgow Central	Railway	2	Glasgow	nextbike
Corkerhill	Railway	1	Glasgow	nextbike
Govan	Railway	1	Glasgow	nextbike
Partick	Railway & subway	1	Glasgow	nextbike
Kelvinhall	Subway	1	Glasgow	nextbike
Cessnock	Subway	1	Glasgow	nextbike
Kelvinbridge	Subway	1	Glasgow	nextbike
Anderston	Railway	1	Glasgow	nextbike
Pollokshields East	Railway	1	Glasgow	nextbike
St George's Cross	Subway	1	Glasgow	nextbike
Queens Park	Railway	1	Glasgow	nextbike
Mount Florida	Railway	1	Glasgow	nextbike
Cathcart	Railway	1	Glasgow	nextbike
Bridge Street	Subway	1	Glasgow	nextbike

* Docking stations listed may fall within the 200m radius of more than one station, e.g. Glasgow Queen Street station and Buchanan Street subway station

** Community bike share scheme

Rail station	Type of station	No. of bike share docking stations*	Local authority	Operator
St Enoch	Subway	1	Glasgow	nextbike
Buchanan Street	Subway	1	Glasgow	nextbike
Argyle Street	Railway	1	Glasgow	nextbike
High Street	Railway	1	Glasgow	nextbike
Springburn	Railway	1	Glasgow	nextbike
Bridgeton	Railway	1	Glasgow	nextbike
Bellgrove	Railway	1	Glasgow	nextbike
Dalmarnock	Railway	1	Glasgow	nextbike
Duke Street	Railway	1	Glasgow	nextbike
Alexandra Parade	Railway	1	Glasgow	nextbike
Mount Vernon	Railway	1	Glasgow	nextbike
Inverness	Railway	1	Highland	Hi-Bike
Corpach	Railway	1	Highland	Hi-Bike
Fort William	Railway	1	Highland	Hi-Bike
Stirling	Railway	2	Stirling	nextbike & Forth Bike
Dunblane	Railway	1**	Stirling	Dunblane Development Trust

* Docking stations listed may fall within the 200m radius of more than one station, e.g. Glasgow Queen Street station and Buchanan Street subway station

** Community bike share scheme

Appendix C – list of railway, subway and tram stations with car club vehicle(s) within a 350 metre radius

Train station	Type of station	No. of car club vehicles*	Local authority	Operator
Aberdeen	Railway	4	Aberdeen	Co Wheels & Enterprise
Huntly	Railway	1	Aberdeenshire	Co Wheels
Dundee	Railway	2	Dundee	Co Wheels
Dunbar	Railway	1	East Lothian	Co Wheels
Haymarket	Railway & tram	14	Edinburgh	Co Wheels & Enterprise
Edinburgh Waverley	Railway	8	Edinburgh	Enterprise
West End	Tram	8	Edinburgh	Enterprise
St Andrew Square	Tram	4	Edinburgh	Enterprise
Princes Street	Tram	4	Edinburgh	Enterprise
Wester Hailes	Railway	1	Edinburgh	Enterprise
Falkirk Grahamston	Railway	2	Falkirk	Co Wheels
Larbert	Railway	1	Falkirk	Co Wheels
Glasgow Central	Railway	7	Glasgow	Co Wheels & Enterprise
Hillhead	Subway	5	Glasgow	Co Wheels & Enterprise
Charing Cross	Railway	4	Glasgow	Co Wheels & Enterprise
Queens Park	Railway	4	Glasgow	Co Wheels
St Enoch	Subway	4	Glasgow	Enterprise
Argyle Street	Railway	4	Glasgow	Co Wheels & Enterprise
Glasgow Queen Street	Railway	4	Glasgow	Co Wheels
High Street	Railway	4	Glasgow	Co Wheels & Enterprise
Hyndland	Railway	2	Glasgow	Co Wheels

* Vehicles listed may fall within the 350m radius of more than one station, e.g. Edinburgh Waverley station and St Andrew Square tram stop

Train station	Type of station	No. of car club vehicles*	Local authority	Operator
Kelvinhall	Subway	2	Glasgow	Co Wheels
Mount Florida	Railway	2	Glasgow	Co Wheels
Cowcaddens	Subway	2	Glasgow	Co Wheels
Buchanan Street	Subway	2	Glasgow	Co Wheels
Partick	Railway & subway	1	Glasgow	Co Wheels
Cessnock	Subway	1	Glasgow	Co Wheels
Pollokshaws East	Railway	1	Glasgow	Co Wheels
Exhibition Centre	Railway	1	Glasgow	Enterprise
Kelvinbridge	Subway	1	Glasgow	Co Wheels
Pollokshields West	Railway	1	Glasgow	Co Wheels
Pollokshields East	Railway	1	Glasgow	Co Wheels
St George's Cross	Subway	1	Glasgow	Co Wheels
West Street	Subway	1	Glasgow	Enterprise
Bellgrove	Railway	1	Glasgow	Co Wheels
Inverness	Railway	3	Highland	Enterprise
Aviemore	Railway	2	Highland	Enterprise
Fort William	Railway	2	Highland	Enterprise
Kyle of Lochalsh	Railway	1	Highland	Enterprise
Mallaig	Railway	1**	Highland	West Wheels
Carfin	Railway	1	North Lanarkshire	Enterprise
Stirling	Railway	1	Stirling	Enterprise
Clydebank	Railway	1	West Dunbartonshire	Co Wheels

** Community car share scheme

Published: April 2023

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