

# Scottish transport review

Issue 27  
Winter 2004  
ISSN 1462-8708

**SPECIAL THEME:**  
Integrated Transport – Implications for Competition, Ticketing, Information, and Services



**WHAT'S INSIDE:**  
Latest Research Findings  
Regional Transport Partnerships  
Road Charging in Edinburgh  
Integration priorities for the new ScotRail

# Scottish transport review

Issue 28  
Spring 2005  
ISSN 1462-8708

**SPECIAL THEME:**  
Transport Tourism and Events



# Scottish transport studies Group

An independent publication by **Scottish transport studies Group**

## Annual Report 2004/05 November 2005

# Scottish transport review

Issue 30  
2005  
ISSN 1462-8708

**SPECIAL THEME:**  
Best Practice and Innovation in Scottish Transport

**THEMES:**  
New National Transport Agency for Scotland  
High Speed Rail to Scotland



**WHAT'S INSIDE:**  
Transport policy and appraisal  
Transport and the built environment  
Managing behaviour change  
Public transport operations  
Migration and Commuting in Urban and Rural Scotland  
Latest News Statistics and Research Findings

Published by STSG

An independent publication by **Scottish transport studies Group**



**WHAT'S INSIDE:**  
Managing Travel Demand  
Travel In The Ayrshire Corridor  
Latest News Statistics and Research Findings

Published by STSG

An independent publication by **Scottish transport studies Group**

## **AIMS**

STSG was formed in 1984. Its aims are:

- To stimulate interest in, and develop awareness of, the transport function and its importance for the Scottish economy and society.
- To encourage contacts between operators, public bodies, users, academia and other organisations and individuals with interests in transport in a Scottish context.
- To issue publications and organise conferences and seminars related to transport policy and research

## **ACTIVITIES**

The AGM and conference is normally held each Autumn. Other conferences and seminars are arranged on appropriate issues. Occasional papers and the quarterly Scottish Transport Review are also published and an Annual Report and Research Review is issued to members. All publications are free to members.

## **WEBSITE**

A variety of publications and extended articles are available for download on the Scottish Transport Studies Group Website: [www.stsg.org](http://www.stsg.org). Also available is the full directory of Organisations and Individuals with interests in Transport related to Scotland.

## **CONTACT**

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## **MEMBERSHIP**

Membership rates are:

£10	Students
£30	Individuals
£60	Voluntary Organisations/Libraries
£200	Organisations with 6 to 200 employees and Councils with populations under 200,00
£500	Organisations with over 200 employees and Councils with populations over 200,00

**Scottish Transport Studies Group**

**ANNUAL REPORT and RESEARCH REVIEW**

**2004/2005**

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## **Secretary's Introduction 2004-05**

The last year has been an extremely active one for the transport community in Scotland. Not only have we seen the culmination of the lengthy legislative process leading to the new Transport (Scotland) Act, but also the important agreement to devolve the majority of railway powers to the Scottish Parliament. Add in a heightened general interest in transport issues stimulated by substantial increases in the oil price, and we have a very dynamic situation indeed.

One outcome of this has been an explosion in the level of conference and media activity surrounding transport in Scotland. Devolution has generated a whole new cohort of political lobbyists, conference organisers and consultants of various flavours. Whilst the development of this sort of wider political and policy sector is by no means unwelcome in general terms, it does nevertheless pose a number of important challenges for established groups such as the STSG.

This increase in activity around transport issues in 2005 has meant that the STSG has had to re-examine its role in the new environment. Although this process is by no means complete, one important theme has already emerged from our discussions. This is that the basic mission of the Group – to support, encourage and disseminate research on transport issues in Scotland – remains as valid as ever.

In a more crowded conference and publication marketplace, the STSG's contribution as a non-aligned, non-commercial facilitator of information exchange and transparent debate on transport will become even more important. Scottish Transport Review remains a vital, authoritative outlet for transport research findings, analysis and statistics. The Group's conferences and seminars, including the 2005 AGM and the very successful summer seminar on High Speed Rail continue to combine (very) modest pricing with the highest quality ideas and discussion. In my first year as Secretary, therefore, I am delighted to have had the opportunity to play a small role in continuing this important work.

**Iain Docherty**  
**STSG Secretary**

November 2005

## Chair's Report 2004-05

### Introduction

The Chair of STSG until November 2004 was **Tom Hart**. He chaired the Group for many years and I am sure all members recognise his immense contribution including many activities which would not normally be undertaken by the Chair of a voluntary organisation. As his successor my input is limited to the more traditional role of co-ordination. The activities of the Group now depend to a greater extent on the pro-activity of the wider membership. This Report combines contributions from Tom Hart, and from myself as Chair from November 2004. It comments on developments until Autumn this year though the financial report is for the period to 31 March, 2005.

### STSG Activities

The main emphasis during the year was the continuing contract with Holyrood Communications to arrange production and distribution of the quarterly **Scottish Transport Review** as a complement to Holyrood's own Transport Quarterly. The content of STR and full editorial control remains with STSG with **Derek Halden** taking over from Tom Hart as Editor from Issue 27, Winter 2004. Comments on contributions and offers of articles are always welcome and greater emphasis has been placed on the information and research base of STR, with the Holyrood Quarterly concentrating more heavily on matters of more general interest and the political arena. Derek Halden retired from the STSG Committee on becoming Editor but a new agreement was reached with **DHC** to provide core administrative services for STSG. Derek continues to report to committee meetings in his capacity as STR Editor while Tom Hart prepares material for the News Digest and Statistical sections of STR. Tom also continued to Chair the Judging Panel for the **Annual Scottish Transport Awards**, organised by the Centre for Transport Policy at Robert Gordon University and supported by the Scottish Executive and STSG. The 2004 Awards went to Fife Council, Edinburgh, Dundee and Aberdeen City Councils, Dumfries & Galloway Council, Aberdeenshire Council, GNER, First Aberdeen, Stagecoach, Arriva Scotland West and to Sandra Whitelaw and Dr Malcolm Reed as young professional of the year and for lifetime contribution respectively

**Dr Iain Docherty** replaced Derek Halden as STSG Secretary while **Tim Steiner** took over from Roy Pedersen as Treasurer. Seminar and conference activity was scaled down as part of a review of costs and priorities. STR, and the related website, was endorsed as the prime activity of STSG. We were pleased to receive a doubling of **Scottish Executive** financial support for STR but this did no more than compensate for the loss of support from the now defunct Strategic Rail Authority. Other activities remain very dependent on the scale of sponsorship and on the success of STSG in being seen as a means through which the various organisations with interests in transport affecting Scotland can express views and share information. A major conference on **Transport Integration, Ticketing and Information** was held in association with the 2004 AGM in Dundee while the 2005 AGM and conference at the Falkirk Wheel in November 2005 focuses on opportunities and issues arising from the new **Statutory Regional Transport Partnerships (RTPs)**, the **National Transport Agency** and the **Strategic Scottish Transport and Project Review** due for completion in 2006/07.

The Seminar programme included two events at Glasgow University dealing with **Prospects for Scottish Aviation** and with **the case for maglev or high-speed rail operation** on the Anglo-Scottish corridor and within Scotland. In the context of climate change/energy issues and the high recent growth in British domestic air travel, these seminars raised related topics and assisted information provision and debate. These events are being followed up through the involvement of the STSG Secretary in a Glasgow Conference on **Prospects for North-South High Speed Rail** being organised by the Railway Forum and the Scottish Association for

Public Transport in Glasgow on 9 December. STSG policy is to move towards free or low-cost seminars or conferences on emerging topics where an improved information and research base can assist links between transport-related policy objectives, delivery programmes and monitoring.

The transitional arrangements for 2004-05 made it impossible to avoid a significant loss during the year to March, 2005. This was financed from our reserves which are still healthy as can be seen by examination of the accounts. Your Committee will determine the extent to which the current level of reserves should be safeguarded or utilised to facilitate expanded activities in the light of views received.

### **The Wider Transport Scene : Scotland**

Within Scotland, the wider scene was dominated by lengthy debate on the merits and details of the **Transport (Scotland) Act 2005**, by long delays in the rail and tram bills passing through the Scottish Parliament and by proposals in the Planning White Paper **Modernising the Planning System** and in the **Transport and Works Bill** for a simplification of planning and transport procedures in relation to local planning and to major projects with national support. Other features were the rejection by voters of **Edinburgh's congestion charging** proposals and the unexpected strength of the Inspectors' Report recommending against construction of the **urban M74**, the rejection of this report by Ministers and the pending legal appeal to the Court of Session.

Scottish Planning Policy (SPP) 17, **Planning for Transport**, August 2005, re-stressed the importance of ensuring that transport and planning policies were integrated at an early stage to encourage shifts away from car and lorry use towards public transport, walking, cycling and rail/shipping use (though allowing for some expansion of air travel).

**Road completions** included A8 reconstruction between Baillieston and Newhouse, A1 dualling to Dunbar, the Kincardine East Relief Road, the M77 Extension to Ayrshire (and related spur to East Kilbride) and the Three Towns A78 Bypass. The **West Edinburgh Guided Busway** (the longest in the UK) was implemented but progress on bus priorities, through ticketing and public transport information was more limited despite advances in Dundee and Edinburgh. Controversial extensions of parking controls were applied, notably in Glasgow and Edinburgh. **Skye Bridge tolls** were abolished and this was followed by consultation on a review of the Erskine, Forth and Tay bridge tolls. After frustrating legal delays **Forth bridge tolls** rose slightly but a shift to higher and time-differentiated charges is part of FETA's short-term priorities to prevent delays worsening and finance urgent structural works. **Lorry weights** emerged as a major factor accelerating structural deterioration on the Forth Road Bridge. Strong campaigning for (but also against) a second road bridge at Queensferry emerged while approval was given for a second Kincardine crossing.

**The transfer of most rail powers to the Scottish Executive** (though with some remaining with the Office of Rail Regulation) was completed. In particular, this will aid improved delivery of rail elements in corridor plans, and included funding provision for new platforms and enhancement at Waverley and Haymarket Stations. A new station opened at Gartcosh, frequency was doubled to quarter-hourly between Hamilton and Anderson, and Maryhill trains were extended to Anniesland with a new station at Kelvindale. These latter elements are a prelude to the opening of the Hamilton-Larkhall branch with three new stations on 12 December, when Milngavie too will receive a quarter-hourly frequency. Work has just begun on the Stirling-Alloa-Kincardine reopening following the award of additional funding by the Executive. **First ScotRail** completed an encouraging first year, helped by extra trains, which saw passenger numbers up 7%. Train delays within ScotRail reduced by 20%, but Network Rail made less progress in cutting delays due to signalling and track issues. **GNER** won a new franchise and completed their Mallard refurbishment programme, while **Virgin** added Dunbar to the Cross Country network and prepared for December's introduction of tilt through to Glasgow. **Railfreight** secured funding for expansion of W. H. Malcolm's terminal at Elderslie and for gauge enhancement to Elgin via Aberdeen.

**Bus services** benefited by additional Scottish Executive grants to facilitate route development and by the extension of the free concessionary travel scheme with substantial social benefits. **Air Services** were helped by Route Development Funding from the Executive and new initiatives by airlines and airport operators. The replacement of the **Northlink ferry franchise** and the impact of EU rules on **CalMac franchising** remained live issues.

In terms of usage, annual **road vehicle kilometres** in Scotland rose 2% (compared with the Scottish Executive aspiration for stabilisation) with highest growth being in light van movement. **Bus trips** rose around 1% though with higher growth in most cities masking areas of decline and a continuing problem in integrating taxi, bus, school and Health Board travel to give better social access at reasonable cost to taxpayers. **Rail passenger kilometres** in Scotland rose some 8% while **air trip growth** ranged from near zero at most H&I airports to 10% at Inverness, 15% at Prestwick, 9% at Aberdeen, 7% at Edinburgh and 4% at Glasgow. Reversing recent trends at Scottish airports, overseas trips saw greater growth than UK domestic air travel. **Long-haul rail freight and shipping** saw some increase but ferry usage within Scotland stayed fairly flat apart from some rise in commercial vehicle traffic. **Anglo-Scottish rail passenger trips** to and from midland/southern England showed little change due to competing air travel, track delays and initial technical problems with the new Pendolino WCML trains.

Preparatory work continued on the Central Borders and Airdrie-Bathgate-Edinburgh rail projects and on completion of the M8 and upgrading of the A80/M80 corridor. There may be slippage in expected completion. However, studies showed that an improved Glasgow Central-Shotts-Edinburgh service could be operating by 2007. In addition to preparation for Scottish-wide free bus travel for the elderly and handicapped, the Scottish Executive is considering new concession fare structures for children and young adults. Thought is also being given to improvements at Edinburgh Waverley/Haymarket stations, details of airport expansion (including rail links to Glasgow and Edinburgh airports) and the Glasgow Crossrail proposal.

Potential wider sources for transport financing and demand management received attention together with renewed interest in major road schemes such as an additional Road Bridge at Queensferry, provision of a second Forth crossing at Kincardine as referred to above, possible conversion of most of the M8 and southern M90 to 3 lane capacity and greater transport investment in the north-east and Highlands. However, it is unlikely that – even with cost-savings from improved delivery management – public funds will meet all aspirations for both recurrent and capital spending. Determining priorities will require robust evidence related to policy objectives for the economy, the environment, social inclusion, safety and integration. The **Strategic Transport Review** offers major opportunities in this area.

### **The Wider Transport Scene : Influences from beyond Scotland**

At the UK and global level, 2004-05 saw changes likely to have considerable impacts on Scotland. On **freight**, there is a need to consider responses to the UK government decision to delay distance related lorry charging (and potential fuel duty rebates) until nationwide road charging can be applied. Government also sought preliminary views on the costs and benefits of increasing lorry weights from 44 to 60 tonnes and lengths from 19 to 25 metres. In England, Transport Secretary Alistair Darling has been examining financial incentives to encourage local or city-region authorities to adopt **congestion charging** while hoping to have a pilot for **nationwide road pricing** applying in one conurbation by 2009. In his capacity as Scotland Secretary, this may open up prospects for working with the Scottish Executive to advance priority for a congestion charging framework for the Scottish Central Belt before rather than after 2010.

The reality of a sharp rise in **oil prices** due to rising world demand and dwindling supply has also drawn attention in the past year to growing **convergence between economic and climate change agendas**, accelerating shifts from oil and natural gas energy sources while intensifying work on energy conservation,

'carbon sinks', renewable energy, other technical/lifestyle changes and a future role for nuclear power. As the main source of increase in fossil fuel use, transport cannot escape an increasing impact from these wider issues. Clear thinking about the nature and timing of the impact has become urgent.

## Prospects and Thanks

Transport has rarely been more topical in the public eye. The Scottish Executive has been especially active in introducing organisational change relating to transport and a greater degree of commitment regarding new initiatives and investment. The developing **National Transport Agency** and **RTPs** recognise a need for more coherency in administrative arrangements as well as making best use of expertise and creating centres of excellence for delivery.

This is becoming more important in view of the increased complexity in dealing with transportation matters and the greater participation of the general public in decision making processes. The wider involvement is not unfortunately coupled with a general awareness on matters such as comparative risk relating to health and safety, relative environmental impact and cost benefit analysis in the wider sense. Even within the profession traditional factors used to justify initiatives, such as savings in travel time, are increasingly being questioned in the manner they are presently applied.

In this context it is not perhaps surprising that decisions reached by central and local government are frequently based on overcoming readily appreciated difficulties or meeting popular demand. The result can be developments which are not clearly identifiable as part of a coherent strategy and/or which can actually have a negative impact on longer term interests or wider social aspirations.

Some might say that this is an inevitable consequence in a political arena subject to increasing democratic involvement and public criticism. Others argue that action based on populist demands, in a situation where total spending is limited, may not be in the best interests of the economy and society at large either in, or beyond, the present decade.

Recognition by the **Scottish Executive** and other decision making bodies of the need for a more holistic approach is welcomed. To assist in this, STSG and the transportation planning profession more generally needs to identify and use information which takes into account changing attitudes and wider aspirations. Methods of financing need to be considered on this basis in the context of overall impact on the public purse and on the distribution of costs and benefits.

Detailed attention will be required to ensure maximum benefit from the National Transport Agency and statutory RTPs. Close working relationships and distinct lines of responsibility are required to utilise the full potential of available expertise. Regular monitoring will be necessary to ensure the Scottish Executive, NTA, RTPs and local authorities inter-relate in an efficient and cost-effective fashion. A clear relationship is required between stated transport objectives for the economy, environmental, social inclusion, safety and integration, related policies and delivery.

There are indications that the Chancellor's Spending Review is likely to result in reduced expenditure in 2007. This suggests that some projects should be reviewed now but there is a danger that important decisions may be delayed until after the Scottish Parliament elections in 2007. For a proper assessment there should be consultation backed by research if Scotland is to have cost-effective, deliverable transport policies. These aspects can be addressed in the Scottish Strategic Transport Review with results anticipated in Summer 2006. In particular there is a need for meaningful responsive consultation with strategic priority decisions based on the best available information research and debate. STSG has a continuing role in helping to facilitate this process.

As referred to above, pro-active involvement from STSG members will be required if we are to have the depth and breadth of activity in our conferences and seminars to fulfil our potential. This will be addressed by the committee with a view to facilitating more presentations and networking. Any proposals or suggestions from the wider membership would be welcomed. I would like to thank Iain Docherty and Tim Steiner for taking up the roles of Secretary and Treasurer respectively. Their hard work and enthusiasm was replicated by Derek Halden in his demanding role related to the Transport Review and dealing with general administration. Thanks also continue to be relevant for Tom Hart in respect of his regular input to the Transport Review and other continuing work. The Group could not undertake its activities without the income derived from sponsors and special thanks are due to them and other financial supporters of the Transport Review and our Conferences and seminars. We will continue to rely on them as well as income derived from membership as we develop our activities. As mentioned earlier, I hope more members will feel able to make positive contributions of their skills and experience.

**Steve Lockley,  
STSG Chair**

*October 2005.*

## Scottish Transport Studies Group Accounts

Statement of Financial Activities and Income and Expenditure Account for the Year Ended 31<sup>st</sup> March 2005

Charity No. SC ED243/87

### **Charity Information for the Year Ended 31<sup>st</sup> March 2005**

#### **Committee**

Stephen Lockley (Committee member throughout year and Chair from November 2004)

Iain Docherty (Joined committee as Secretary in November 2004)

Tim Steiner (Joined committee as Treasurer in November 2004)

Tom Hart (Chair until November 2004 and remains committee member)

Roy Pedersen (Treasurer until November 2004 and remains committee member)

Derek Halden (Secretary and committee member until November 2004)

Tom Matthew (Committee member until September 2004)

Dr Alfred Baird

Gordon Dewar

Paul Hughes

Sam Milliken

Prof Ron McQuaid

Gavin Scott

John Yellowlees

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## **Committee Report for the Year Ended 31<sup>st</sup> March 2005**

The committee present their report together with the accounts of the year ended 31<sup>st</sup> March 2005.

### **Form and Purpose of the Charity**

Scottish Transport Studies Group (STSG) was founded by a constitution last amended in September 1989. It was recognised by the Inland Revenue as a Scottish Charity on 6<sup>th</sup> May 1987 (Ref No. ED243/87) and is thus exempt from most forms of taxation.

### **Principal Activity and Committee Objectives**

The aim of the charity is to stimulate interest in and develop awareness of the transport function and its importance for Scotland and its economy. It encourages contacts between operators, public bodies, users and others interested in transport. It improves information provision and promotes research, issues publications and organises seminars to these ends.

### **Administrative Structure**

Membership is open to public bodies, transport operators, other organisations and to individuals. A committee is elected at the Annual General Meeting to have executive power, and half the committee are re-elected each year. Details of the committee members are shown page 10.

### **Review of Activities**

During the year the charity produced four issues of the Scottish Transport Review, and organised one conference and a seminar on transport tissues in Scotland.

### **Reserves Policy**

It is the policy of the committee to keep approximately six months expenditure as a reserve against decreases in membership and sponsorship, meaning that activities could continue for a period of time.

### **Statement on Risk**

The committee is reviewing the major risks to which the charity is exposed to and are establishing procedures to mitigate those, which are identifiable as a result of this review.

## Statement of Committee Members' Responsibilities

Charity law requires committee members to prepare accounts that give a true and fair view of the state of affairs of the charity, and its incoming resources and application of resources including its surplus and deficit for that period. In doing so, the committee members are required to:

- Select suitable accounting policies and apply them consistently
- Make judgements and estimates that are reasonable and prudent
- Prepare the accounts on the going concern basis unless it is inappropriate to presume the charity will continue its activities

The committee members are responsible for keeping accounting records, which disclose at any time the charity's financial position and enable them to ensure that the accounts comply with charity law. The committee also have general responsibility for taking such steps as are reasonably open to it, to safe guard the charity's assets and to prevent and detect fraud and other irregularities.

On behalf of the committee,

**Tim Steiner**  
Treasurer

*16 November 2005*

Statement of Financial Activities and Income and Expenditure Account for the Year Ended 31<sup>st</sup> March 2005

Incoming Resources	2004	2005
Membership Fees	14,632	10,745
Scottish Transport Review	-	-
- Sales	208	-
- Sponsorship	4,250	4,500
Conferences	-	-
- Income	12,238	4,952
- Sponsorship	5,313	-
Scottish Forum for Transport and the Environment – Agency Fee	1,469	-
Other Income	-	-
Bank Interest	521	619
<b>Total Incoming Resources</b>	<b>38,631</b>	<b>20,816</b>
<b>Resources Expended</b>		
Cost of activities in furtherance of the charity's objectives		
Scottish Transport Review	-	-
- Editor's Fees	4,965	2,605
- Printing and Postage	5,920	9,231
Conference Expenses	12,638	4,311
Organiser's Fees	11,856	7,447
Committee Expenses – Travel and subsistence	923	1,201
Grants	1,500	-
	37,802	24,795
Management and administration		
Stationery and other expenses	1,101	738
Fees of the independent examiner	350	250
<b>Total Resources Expended</b>	<b>39,253</b>	<b>25,782</b>
Surplus (Deficit) on ordinary activities being net Incoming (outgoing) resources for year	(622)	(4,966)
Funds at 1 <sup>st</sup> April 2004		19,090
Funds at 31 <sup>st</sup> March 2005 – unrestricted funds		14,124

The notes on page 15 form part of these accounts.

## Balance Sheet as at 31<sup>st</sup> March 2005

	2004	2005
Current Assets		
Bank and Cash	20,740	22,907
Creditors – Accounts due within one year		
Accrued Charges and Receipts in Advance	<u>1,650</u>	<u>8,783</u>
Net Current Assets	<u>19,090</u>	<u>14,124</u>
Represented by:		
Funds – Unrestricted funds	<u>19,090</u>	<u>14,124</u>

### Independent Examiners Report to the Committee of the Scottish Transport Studies Group

I have examined the accounts on pages 13 to 15, which have been prepared on the basis of the accounting policy, set out on page 12.

To the best of my knowledge and believe, and in accordance with the information and explanations given to me, the accounts have been properly prepared from the charity's records for the year ended 31<sup>st</sup> March 2005, are in agreement herewith, and comply with the terms of the Charity Accounts Regulation (Scotland) 1992 and of the charity's constitution.

A W Scotland C.A.  
Edinburgh  
2005

## Notes to the Accounts

### 1. Principal Accounting Policies

These accounts have been prepared in accordance with applicable accounting standards in the United Kingdom, the Charities Accounts (Scotland) Regulations 1992, the historical cost convention and under the guidelines laid down in the Statement of Recommended Practice – Accounting and Reporting by Charities – 2000 version.

Grants, bank interest and other income are recognised in the Statement of Financial Activities as they are received. Expenditure including VAT, which is unrecoverable, is accounted for on accruals basis.

All activities are dealt with in unrestricted funds.

### 2. Committee expenses and related party transactions

Members of the Committee received travel and subsistence expenses for committee meeting and conferences as disclosed in the statement of financial activities.

In addition T Hart received £2,550 (2004 £3,721) in fees for contributions to and editing the Scottish Transport Review and other work done for the charity, and Derek Halden Consultancy, an organisation controlled by Derek Halden, received expenses of £10,710 (2004 £5,930) for stationary, postage, and other expenses related to conference organising, and providing general administration and supervisory services to the charity.

#### Notes to accompany Accounts

For the group's finances, 2004/05 was a year of transition. Our relationship with Holyrood, for them to print and distribute the STR, began and there have been corresponding savings in administrative time, and hence cost, that had previously been undertaken by DHC. There was an overlap period, however, which led to increased costs especially during the first half of the year. I am satisfied, however, that the new arrangements are in the best interests of the group and are sustainable.

Additionally, we have amended the accounting year start date to accord with the send out of membership renewals in mid March. Previously, the accounting year had commenced in April. There was thus a one-off reduction in apparent income. Although this affects the accounts as presented, it does not affect the cash-flow of the group. Indeed, we are currently seeking ways to increase the STSG's investment in work and research that can contribute to meeting the group's objectives.

## Membership 2004/2005

There were 146 members of STSG of which 82 were individuals and 64 were corporate members.

## Research Review

Research commenced and completed in 2004/2005 is listed below. Fuller details of these research projects are available in Scottish Transport Review.

### **Cycling and Walking**

- Survey of Cycling in Scotland Lead researchers: TNS Due to be completed: October 2005
- Watching Walkers - Lead researchers: Professor John Kerridge (TRi Napier University) Partner researchers: Irisys Due to be completed: October 2006

### **Land-use Planning**

- Transport Assessment of Developments in East Edinburgh Lead researchers: CBP
- Use of CEC Land-use Transport Interaction Model Lead researchers: MVA

### **Maritime**

- Updating NorVision: Study 2 Transport & Accessibility Lead researchers: resource Analysis (BE) Partner researchers: Sinclair Knight Merz Due to be completed: November 2005
- Charging and Financing of EU Seaports Lead researchers: Institute of Logistics Bremen Partner researchers: Maritime Research Group Tri Napier University Due to be completed: November 2005
- Highlands and Islands Short Sea Shipping Scenarios Study Lead researchers: PRB Associates Due to be completed: December 2005
- Northern Maritime Corridor Project Lead researchers: HIE Partner researchers: TRi Maritime Research Group
- Forth and Clyde Ferry Studies Lead researchers: Professor Alfred Baird (Napier University)
- Western Isles Ferry Fares Mechanism Report Lead researchers: Napier
- University's Edinburgh Employment Research Institute and Transport Research Institute Maritime Research group Partner researchers: Pedersen Consulting

### **Public and Community Transport**

- Community Transport in the Highlands – Highlands and Island Enterprise – Research by TAS and DHC
- Review of Demand Responsive Transport – DHC/TAS Due to be completed: November 2005
- Assessing Improved Transport for the Disabled Lead researchers: TNS Global Research Partner researchers: TTR Consultancy G, Tom Rye TRi (Napier University) Due to be completed: January 2006
- Croy Park and Ride Lead researchers: Babtie
- Glasgow Light Transit Lead researchers: Halcrow Due to be completed: 2009
- Haymarket Hub Lead researchers: Edinburgh City Council
- Real Time Information Lead researchers: JMP Consulting
- Taxi Market Regulation Lead researchers: Tri Napier University
- Aberdeenshire Park and Ride Lead researchers: University of Aberdeen Partner researchers: DHC
- Integrated Ticketing in Scotland - Needs Analysis and Options Lead researchers: TNS Social Research Partner researchers: TRL, TRi
- Community Transport in Loch Lomond and the Trossaches National Park Lead researchers: DHC

### **Roads**

- Evaluation of People's Attitudes towards Edinburgh's proposed Road User Charging Scheme Lead researchers: MORI

- Casualty Rates: Narrowing the Range Lead researchers: Colin Buchannan and Partners
- Effectiveness of Road Policing Lead researchers: TRi Napier University (Robert Raeside, Phil Darby, Derek Barker) Due to be completed: 2005
- Effects of Speed Cameras on Safety and Efficiency Lead researchers: Tri Napier University
- Illicit Drugs and Driving Lead researchers: MORI Scotland Partner Researchers: Glasgow University and Steve Straddling (TRi Napier University) Due to be completed: November 2005
- Risk and Motorcyclists Lead researchers: TRL Due to be completed: 2005

#### **Travel and accessibility Plans**

- Travel Planning in Scotland Lead researchers: Halcrow
- Dumfries Parking Strategy Study Lead researchers: MVA Due to be completed: January 2006
- Accessibility - Scottish Household Survey Topic Report Lead researchers: TRi Napier University, DHC, MORI, University of Strathclyde, Robert Gordon University
- Transport Direct - Accessibility Information Lead researchers: Atkins
- Scottish Household Survey Topic Report on Accessibility Lead Researchers: TRi, S. Stradling, M. Carreno, N. Ferguson, T. Rye, D. Halden, P. Davidson, J. Anable, S. Hope, B. Alder, T. Ryley and M. Wigan.
- Evaluation of School Travel Co-ordinator Initiative Lead Researchers: DHC

#### **Road Safety**

- Good Practice in Developing an Inter-Agency Approach to Road Safety Lead researchers: Colin Buchannan and Partners
- Good Practice in Developing an Inter-Agency Approach to Road Safety Lead researchers: Colin Buchanan and Partners
- Motorcycle Accidents and Casualties in Scotland 1992-2002 Lead researchers: TRL
- Parental Attitudes to Road Safety Education Lead researchers: ODS
- Evaluation of the 2003/2004 Festive Drink Drive Campaign Lead researchers: MRUK

#### **Economic Development and Tourism**

- Review of Rural Petrol Station Grant Scheme Lead researchers: Steer Davies Gleave
- Transport and the Rural Economy Lead Researchers: DHC, Napier University Employment Research Institute
- Travel Behaviour of Tourists Lead researchers: Strathclyde University Partner researchers: DHC, Glasgow Caladonian University, Moffat Centre
- Edinburgh Visitor Survey Lead researchers: Lynn Jones Research
- EMIRES - Economic Growth and Sustainability Mobility
- Implications of E-working and other ICTs on Travel Demand Lead researchers: DHC

#### **Travel Behaviour**

- Scottish Household Survey Topic Report on Mode Choice Lead researchers: MVA
- Public Perceptions of Travel Awareness – Phase 3 Lead researchers: TNS, TRi, and Robert Gordon University
- Effectiveness of School Travel Co-ordinator Initiative Lead researchers: DHC
- Policy and Practice for School Transport Contracts Lead researchers: Scottish Consumer Council