CAPITAL BUS INNOVATION

Contributed by D. Cook Lothian

Lothian Buses, Edinburgh's premier bus company are actively involved in promoting public transport use through a series of initiatives to attract customers. A **low fares policy** is pursued, with only 4 single fares (reduced from 6 in early 2000) ranging from 50p to £1.00. For greater flexibility, a one day ticket is available for £2.20 (£1.50 after 09.30 and all day weekends), and even greater savings can be made with season tickets available from **Lothian Buses** city centre **Travelshops** and a selection of ticket agents. Indeed, off-bus sales account for 45% of all ticket sales. These help to speed up boarding times and assist in keeping buses running on time.

As well as offering excellent value fares and season tickets to all members of the public, a special initiative has been set up in conjunction with the **Edinburgh Chamber of Commerce and Enterprise** to offer a special reduced price **Annual Ridacard Season Ticket**. This is available to employees of organisations who have become members of a scheme to encourage increased public transport use. Companies involved include the City of Edinburgh Council, East of Scotland Water and Napier University. These Ridacards offer unlimited travel on **Lothian Buses** services at a cost that works out at only 82p a day!

Lothian Buses

Lothian Buses also work closely with the **City of Edinburgh Council** who have instigated a number of bus priority measures including the **"Greenways"** bus lanes. These Greenways reduce journey times considerably whilst easing congestion. This in turn allows the bus company to operate high frequency services every 5 or 10 minutes on many services. A **system map** of these services was introduced earlier in 2000 and is widely available.

State of the art **low floor easy access buses** operate on these corridors, offering a modern, comfortable and clean feel to customers. There are now over 100 double and single deck low floor buses running with **Lothian Buses**, with subsequent batches of double deck vehicles modified in response to customer feedback and operational experience to offer an even better travelling environment.

How to get your copy of Scottish Transport Review

Single copies of the Scottish Transport Review can be obtained for £8 including postage. One year's subscription to the quarterly Review costs £25 including postage if UK or EU residents (£30 if resident elsewhere). Cheques should be payable to the Scottish Transport Studies Group and orders should be sent to Brian Weddell, STSG Organiser, Redwood House, 66 Spylaw Road, Edinburgh EH10 5BR. Discounts are also available for bulk orders - fax Brian Weddell at 0131-455 5141.

Individuals and corporate bodies obtain the best value by receiving the Scottish Transport Review as STSG members. **Individual Membership** of STSG costs £25 a year (£30 if resident beyond the EU) and includes a free copy of each issue of STR, the STSG Annual Report and Research Review, other STSG publications and conference discounts. Student membership (without voting powers) is available at £10 per year.

Corporate Membership is available at varied rates (indicated below) and includes multiple copies of the Scottish Transport Review and substantial discounts on corporate rates for conferences. STSG holds a minimum of two conferences per year and recent topics have included Transport and Health, Corridor Evaluations: the M8 Case Study, Transport and Tourism, Sea Transport and Scotland, Highlands and Islands Transport Authority and Sustainable Transport.

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Scottish transport review

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Special Theme:

HIGHLANDS & ISLANDS TRANSPORT AUTHORITY

Other Features:-

SCOTTISH ROAD TRAFFIC DATABASE

CAPITAL BUS INOVATION

INTEGRATED TRANSPORT INFORMATION

M74 REVISITED

Scottish transport studies Group

FREE TO STSG MEMBERS

Details of Subscriptions and Membership appear on Rear Cover

Tom Hart, Editor

Derek Halden, Deputy Editor

EDITORIAL

The main feature in this issue is the report of the conference on a possible **Highlands & Islands Transport Authority(HITA)**. This raised many issues in relation to the structure and financing of a HITA and also produced some comment on the extent to which Regional Transport Authorities might replace regional partnerships elsewhere in Scotland. In both cases, however, there was reference to the need for a stronger, strategic lead from the **Scottish Executive**. There are indications that the value of such a lead is gaining recognition at ministerial level with hints of a Delivery Plan for an integrated transport strategy for Scotland early in 2001. Such integrating activity is being forced by the imminence of ScotRail passenger franchise replacement and by completion of the (as yet unpublished) Scottish Airports and Air Services Review. Funding prospects have improved as a result of the **UK Spending Review** and **Ten Year Transport Plan** but the structure of spending will require close attention in the course of developing an enlarged three-year transport programme into Ten Year Scenarios for Scotland. The fuel emergency in September drew dramatic attention to fiscal issues, competitiveness and equity but it is unlikely that this will lead to general cuts in Road Fuel Taxes in Gordon Brown's **November Pre-budget Statement.**

Other articles outline what appears to be the present position on the M74 Extension and provide technical information on the **Scottish Road Traffic Database**. The usual update is given on travel aspects of the Scottish Household Survey(SHS) and there is summary data from the latest volume of Scottish Transport Statistics. The article from **Lothian Buses** gives further evidence of innovations which are now beginning to increase local bus use. Bus regulation, fares and workplace parking charges have been major topics as the **Transport(Scotland) Bill** passes through Committee. Some amendments to the Bill have already been accepted and the Bill is expected to be law by the time of the next issue of the Review.

The aims of the Scottish Transport Studies Group are "to stimulate interest in, and awareness of, the transport function and its importance for the Scottish economy; 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."

Contributions to the next issue should be sent to the Editor at Redwood House by **Friday, 12 January 2001** or by e-mail to mail@stsg.org

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TRANSPORT DEVELOPMENT AREAS (TDAS) *Contributed by Derek Halden*

The links between transport and land use are well recognised as is the frustration with achieving effective integration of the two. Part of the reason for this is that the mechanisms for the delivery of land use and transport changes are different and are heavily influenced by market uncertainties. If greater certainty and control can be built into the development process then there is potential for more integrated commercial land use and transport projects to be delivered in practice.

To identify how this might be achieved in the UK the **Royal Institute of Chartered Surveyors (RICS)** commissioned research by the **Symonds Group Ltd**. in association with gal.com and Weatherall Green and Smith to examine the feasibility of introducing Transport Development Zones. These would seek to work within the planning framework managing integrated development and transport solutions.

The research was published in July 2000 and since then has been discussed at a series of seminars around the country including in **Edinburgh** on 4 October. Its main conclusions are that the formal recognition and introduction into the existing land use and transport planning system of the TDA approach, together with the identification and promotion of TDAs within urban areas, would greatly assist the attainment of policy objectives for integrated land use and transport planning. The majority of institutional and regulatory means for operationalising the TDA approach to development already exist.

A TDA is an integrated land use/transport planning approach operating around urban public transport interchanges or nodal points well served by public transport, or with the potential to be well served by public transport, and where specific relationships are defined between development density and public transport service levels.

Accessibility measures provide the basic framework through which TDAs operate and the TDA approach can be tailored to local circumstances By facilitating the association of major trip generating land uses and development in close proximity to good quality public transport services, TDAs contribute to the achievement of transport policy objectives. As an economic concept, TDAs are also the focus for more institutionalised arrangements whereby public transport operators receive additional funding based on the transfer of part of the higher financial returns to development which are achievable in such areas.

A TDA represents:

Financially more attractive (or at least less uncertain) development opportunities.
The prospect for additional investment in Public Transport Enhancements.

The research does not provide practical guidance on the development of TDAs in practice. However guidance on techniques for measuring accessibility were published this month by the Scottish Executive (www.scotland.gov.uk/publications). Other elements are being developed through project work such as the consortium looking at the re-opening of the **Edinburgh South Suburban Railway**.

Copies of the report can be obtained from the RICS 12 Great George Street, Parliament Square, London, SW1P 3AD. E-mail info@rics.org.uk.

RURAL ACCESS AND EQUITY

In a report on **Rural Transport Policy**, the **Joseph Rowntree Foundation** has proposed the use of fuel duties to directly subsidise public transport and other essential services such as closure-threatened rural schools, shops and filling stations. Government means-tested help is suggested for road tax and insurance for people in rural areas. This help could include aid towards car purchase. The report draws on work by **Aberdeen University** and the author is **Prof. Mark Shucksmith** of Land Economy at that university (S&H27July) The **Scottish Executive** is investigating the feasibility of bulk-buying to allow cheaper fuel in rural areas. This could be a function of a HITA (see p7 to 10) (H21July)

ROAD SAFETY AND MAINTENANCE

School runs by poor drivers are clogging up roads at peak times, according to a report from the Institute of Advanced Motorists. Greater reliance on walking or cycling is advocated (H25Aug) Research published in the British journal, **Occupational and Environmental Medicine**, has concluded that too many late nights can be as dangerous as having too much to drink. Inadequate sleep was found to have adverse effects on driving in a recent survey in New Zealand (H19Sept). Researchers at the **University of Nottingham** have developed high-tech X-ray specs allowing utility companies to locate the exact position of pipes and cables before starting road excavations (H12Oct)

SCOTTISH POLICY THINK-TANK

Stirling and Strathclyde Universities have secured £841,000 of public funding from SHEFC to form an independent economic think-tank to advise the Scottish Executive on major issues including transport and education policy. It is hoped to link with eight other Scottish universities and raise a further £230,000. These universities are Glasgow, Aberdeen, St Andrews, Heriot-Watt, Dundee, Glasgow Caledonian and Paisley. The project is being led by Prof David Bell of Stirling and Prof Brian Ashcroft, Policy Director of the Fraser of Allander Institute at Strathclyde(H19Oct)

COMING EVENTS

13 November	**Health and Sustainable Transport - Making the Links**, King's Fund Conference Centre, London - contact Landor Conferences at 020 7582 0128 30 November Managing Traffic in Town Centres, One Birdcage Walk, London - contact Landor Conferences at 020 7582 0128 (speakers include Duncan Fraser, Head of Special Projects, City Development Dept, Edinburgh City Council)
11 December	**Scottish Rail Strategies in a British Context**, STSG seminar with speakers from Scottish Executive and Strategic Rail Authority, Scottish Enterprise HQ, 120 Bothwell St, Glasgow (Fee £50 or £30 for STSG members), details from Brian Weddell, STSG organiser 0790 973 5224 or Fax 0131 455 5141
12 December,	**Transport Law and Management**, FTA Seminar, Norton House Hotel, Edinburgh - details from 01892 552269
	RICS Seminars (all of 1 hour from 13.00 hrs - furthers details from 0131-225 7078 or events-scotland@rics.org.uk)
13 December	**Disability Discrimination Act 1995 - Property Implications**, Glasgow Royal Concert
17 January, 2001	**Edinburgh Park**, University of Edinburgh, Chambers St
28 February, 2001	**Urban Regeneration**- the **Lessons for Scotland**. Univ. of Edinburgh,Chambers St

National Travel Survey : 1997/99 Update - available from DETR 020 7944 3079 or at www.transtat.detr.gov.uk

Rail Passengers Council (RPC): Annual Report 1999/2000 - available from RPC at 14-18 Gresham St, London EC2V 7NL - also RPC Consultation Document on **Rail Passenger Franchise Replacement**

Scottish Transport Statistics, No 19, Scottish Executive, HMSO £10 (see p 18)
The Impact of Greenways in Edinburgh, Research Report by Colin Buchanan and Partners, Scottish Executive
Accessibility - Review of Measuring Techniques and their Application, Research Report by Derek Halden Consultancy, Scottish Executive
Stage 1 Report on Transport (Scotland) Bill, Transport and Environment Committee, Scottish Parliament, SP Paper 171 £21.70
Scotland's People : Results from 1999 Scottish Household Survey, (Vol 1: Annual Report) - available from HMSO , £20, or at www.scotland.gov.uk/shs

6th Annual Report on Before and After Monitoring of Road Schemes, Scottish Office: Development Department, National Roads Directorate, January 1999, prepared by SIAS - contact 0131 225 7900 - includes comment on safety impact of new roads

Making a Difference for Scotland : Spending Plans for 2001/02 and 2003/04, Scottish Executive
Modernising the Complaints System : Consultation on Public Sector Ombudsmen in Scotland, Scottish Executive - suggests a merger of LA and Scottish Executive complaints systems
Draft NPPG1 The Planning System (revised 2000), Scottish Executive
Draft NPPG6 Renewable Energy, Scottish Executive
Planning for Natural Heritage, PAN(Planning Advice Note)60, Scottish Executive: Planning Services

Annual Report and Research Review, 1999/2000, £10, STSG (Free to Members - Includes STR Index for 1999/2000)

Towards a National Planning Framework for Scotland, RTPI(Scotland) Consultation Paper

Encouraging Sustainable Travel, free from Mima Garland, Highways Agency, Rm 5/51, St Christopher House, LONDON SE11 0TE (includes guidance on accessibility strategies)

Many Roads to Cross, Pedestrians Assoc, 33-33 Broadway, LONDON SW8 1SJ, £5 - claims that one-third of local councils are failing to act to improve conditions for walking

Delivering Sustainable Transport in Scotland 2000-05 - available from Sustrans, 3 Coates Pl, EDINBURGH EH3 7AA

Making Sustainability Count: Consultation Document, Foresight, Environmental Appraisal Task Force - available from DTI Foresight Directorate V580 1 Victoria St, LONDON SW1H 0ET

What do Local Authority Politicians think about Transport Policy? (see p20) reports results on an LA survey in Spring 2000, A Forster, Centre for Transport Policy, RGU, £5
How much of a problem is Rural Transport in Scotland, John Gray, Policy Paper 1, Centre for Transport Policy, RGU, £20

Modelling the effects of transport policy levers on fuel efficiency and national fuel consumption. Howard Kirby and others, TRI Napier University, Transportation Research Part D 2000 p 265-82, Pergamon
The Influence of transport on industrial location choice, S Leitham, R McQuaid, J D Nelson, TRI Napier university, Transportation Research Part A 2000 p515-35, Pergamon

City of Edinburgh :Draft Local Transport Strategy, 2001-04, City of Edinburgh Council
East Dunbartonshire: Draft Local Transport Strategy, East Dunbartonshire Council
Draft Local Transport Strategy for Aberdeen, Aberdeen City Council
Draft Local Transport Strategy, Dundee City Council

Vision 2000 The ICE in Scotland, Institution of Civil Engineers - available from 105 West George St, GLASGOW G2 1QL
Transport Development Areas, achieving higher density development around public transport modes (see p inside rear cover), RICS Policy Paper - contact 020 7222 7000
Policy Manifesto for Scotland, FTA

Combined Transport for Time Sensitive Food Distribution, Ronald Smith, Chandos, Oxford, £59.95 -order from 01865 882727 (Ronald Smith lives in north-east Scotland and has wide practical experience of food distribution

Scottish Transport 2010, SAPT Position Paper 8/2000, This paper outlines corridor solutions to Scottish transport problems; - available from SAPT at 5 St Vincent Pl, GLASGOW G1 2HT £2 - also SAPT Position Paper 9/2000 I**ncreasing the Momentum** (Suggested amendments to Transport (Scotland) Bill £1 and Position Paper 10/2000 **Fares, Fuel & Fairness** £2 - this paper considers equity and efficiency issues relating to fares and road fuel costs

The Glasgow Horse Tramways, S J T Robertson, Scottish Tramway and Transport Society, PO Box 78, GLASGOW, £8.95

• News Brief •

WORKPLACE PARKING CHARGES

As the **Transport (Scotland) Bill** continues to be debated, powers for local authorities to introduce **workplace parking charges** are one of the most controversial issues. The administration of business rates is evidence of the strong feelings within the business community about giving local Councils powers to charge local businesses. However the debate on workplace charging also demonstrates a much more fundamental question about the mechanisms open to the government to build a wider commitment from businesses to integrated transport.

A more integrated approach to transport need not involve charges if business choose to buy into public transport, walking and cycling with an enthusiasm and commitment we have not yet seen. However, in the absence of charges the incentives for this are not yet clear. Behaviour change would need to take place in advance of the associated infrastructure and service changes.

However the Executive has identified that **business travel plans** provide alternative tools for managing this change. If businesses actively promote these, there would be no need for workplace charges, so businesses with effective plans could be exempted from any future charges. The difficulty lies in defining if a business travel plan is effective. Business travel plans could not only manage staff and customer travel, but help to finance associated infrastructure and service changes. However, supporters of workplace parking charges argue that the most travel efficient businesses are likely to pay the least workplace charges.

What is certain, is that time is running out for the Government to persuade people and businesses of the merits of integrated transport. It is neither economically feasible, socially desirable, or environmentally acceptable to reconstruct Scotland's cities around mass car ownership and use. It is also unacceptable that our cities should grind to a halt with the adverse consequences for business. Long may the debate on workplace charging continue if it helps to raise awareness of the real travel choices facing business.

CONCESSIONARY FARES AND SOCIAL EXCLUSION

Moves towards a more standardised and, in some places, generous provision of concessionary fares is very positive. For many socially excluded people travel choices are being increased as public transport becomes more affordable. However current national initiatives do not cover some of the most needy socially excluded groups. In many parts of Scotland the availability of a car is an essential passport into work. But those without a job often cannot afford a car so are increasingly excluded.

Schemes for subsidising bus fares for individuals are already possible under existing legislation and being implemented on a small scale. However, by strengthening the T**ransport (Scotland) Bill** wider opportunities can developed. In particular, links to the proposed **statutory partnership working** between bus companies, Councils, and local economic development agencies need to be strengthened so that the development of new services and subsidised travel to work for eligible people can become mainstream good practice throughout Scotland. If there are doubts about whether this can be achieved under the current Bill proposals then these should be resolved quickly.

INTEGRATED TRANSPORT INFORMATION 2000 HOPEFULLY!

Whether national public transport information will be available by **31 December 2000** or shortly thereafter the role of good information in attracting new public transport users is without question. The phone lines are now live in England and Wales and requests for public transport information doubled during the fuel crisis (see page 6). From 2001 people should be able to plan public transport travel more easily and people will rightly ask why such information was not available decades ago before we let public transport decline.

M74 REVISITED

After a brief resurrection of plans for an M74 Extension with 10 lanes at its western end and a direct connection to the Kingston Bridge, there are now signs of greater support for an intermediate position which recognises a significant role for road investment on this corridor as part of multi-modal strategies and with serious attention to preparatory work in the next three years (see p6)

LATE NEWS ■ LATE NEWS ■ LATE NEWS ■ LATE NEWS

VOTE OF CONFIDENCE IN BOYACK

The new First Minister Henry McLeish has backed Sarah Boyack in his first cabinet reshuffle. Many had felt that her brief covering transport and the environment was too big, and the announcement that she can concentrate on delivering integrated transport has been widely welcomed.

It is now hoped that Sarah Boyack will be able to devote much more time to transport accelerating progress implementing the White Paper "Travel Choices for Scotland". Over the last two years since the White Paper was published a large amount of background work has been undertaken. The time is now right, with the passage of the Bill expected to be complete early next year, to roll out the vision and tackle remaining obstacles to integrated working.

Sarah Boyack has had time to get a good grasp of the issues so is well placed to achieve the required progress. There are many people across the transport industry wishing her every success.

PANICS AND PROTESTS ON RAIL SAFETY

The abrupt nature of the threatened **three day closure of the West Coast Main Line** in Scotland for safety checks produced widespread criticisms of **Railtrack** by users and train operators. As events developed, Railtrack decided that a one-day closure gave enough information to justify resumed operation with continued speed restrictions at certain points. This action undoubtedly increased public perceptions of railways being unsafe despite a record which puts rail well ahead of car use and, indeed, of walking and cycling. Track maintenance, signalling and train protection are now major issues with delays arising from safety considerations likely to continue for some time. These issues are also having an effect on political views of the organisational structure for railways (S&H25&26Oct)

COMPETITION AND MONOPOLY

Government pro-competition policies have aided the 6% to 13% fall in new **car prices** since last year but it is likely that consumer action on its own also contributed to price cuts. Used car prices have fallen to a greater extent but **vehicle insurance costs** have been rising in real terms (S31Aug, H3Oct) The Adam Smith Institute has called for more **competition between airports** or internal competition within BAA as part of the government's review of airports and air services policy (S28Aug). The **Rail Regulator** has pledged to cure the ills of a rail network affected by the speed with which Railtrack was privatised in conjunction with a fragmentation of operating companies and safety responsibilities (H23&25Aug)

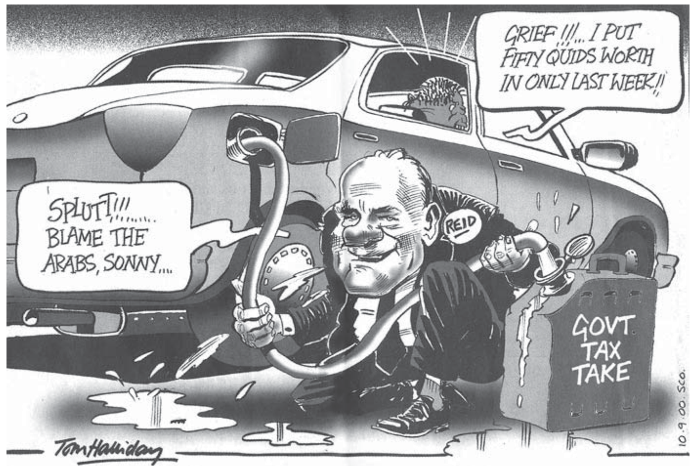
RAIL SAFETY AND ORGANISATION

Coming after the high-profile Southall and Ladbroke Grove accidents, the **Hatfield ECML high-speed derailment** has led to influential calls for a fundamental rethink of rail organisation. Unlike the earlier accidents, Hatfield was caused by a broken rail and **failures of track maintenance** admitted by Railtrack. Though offering his resignation, Railtrack Chief Executive **Gerald Corbett** has been asked to stay on because of his own commitment to improving safety. He has attributed present problems to the nature of rail privatisation, regulatory pressure for punctuality and Treasury desires for reduced rail support and premium payments from major routes. **Temporary speed restrictions** (including the Glasgow-Carstairs-Gretna and Glasgow-Falkirk-Edinburgh routes in Scotland) have been imposed at several locations pending a full review of track quality (H18,19,20&21Oct) (see Late News p3)

Herald 8 Sept, 00

Herald 12 Sept, 00

THE FUEL TAX DEBATE



Herald 11 Sept, 00

Days after newspapers and politicians were criticising French protest against fuel costs, Britain experienced unparalleled restriction of deliveries from refineries leading to panic buying and the **closure of over 80% of filling stations**. Road hauliers farmers were the leaders of the campaign but it attracted wide popular support, catching the government off-guard in dealing with a national emergency. The campaign ended when risks to health and to food supplies became more apparent but with an understanding that government review fuel prices within 60 days. Most public transport operators were able to keep services running and there was a distinct rise in usage, notably for longer distance and commuting trips. Other trips were postponed or merged with significant reductions in road traffic (see extensive press comment between 5&30Sept).

Government will have to face up to this issue in the **November Budget Statement**. It has insisted on the supremacy of democratic rule but will have to take account of strong public views in the run up to a General Election expected in 2001. There have been confused messages about whether high road taxation is justified by the need to fund other government priorities without raising income tax or by environmental and economic arguments related to a sustainability and efficient resource use (Iain McWhirter in H2&23Aug). Despite simple surveys showing that around 75% of the population want cuts in fuel duty (H30Sept), there has also been recognition of the potential disadvantages of across-the-board cuts in fuel duty (see also **Joseph Rowntree** research at inside rea cover) **SNP** has attacked government for using **LPG** schemes in the Highlands as a 'fig leaf' to conceal their reluctance to cut fuel prices in rural areas(H22&23Aug)

The **SNP** and **Conservative** parties have responded to the fuel crisis by offering **general cuts in duty of 2p to 3p per litre** (H6Oct&22Sept) but some campaigners have been seeking much larger reductions. A cut of **21.5p** per litre would be needed to reduce prices to European levels and **51p** to US levels (H20Oct) **FTA** is seeking a **15p** per litre cut in diesel duty, costing no more than the £1.5bn loss of revenue from a cut of **3p** in all road fuel duties yet providing more direct relief to lorry operators (FT4Oct). Farmers and rural areas have also made pleas for special treatment rather than a general cut in duties. **Scottish Liberal Democrats** have called for a cap in real terms on fuel prices for five years with targeted assistance for Scotland's remoter areas (H6Oct) Government decisions are now awaited. A speculative outcome (see Alf Young in H22Sept&6Oct) is that **government will leave present duties unchanged** (hoping for some relief via a drop in the unusually high price of crude oil) but introduce **substantial concessions** for **hauliers and some rural residents** via cuts in Licence Rates and Fuel Duty Rebates with discretionary schemes for larger and socially inclusive assistance for the access needs of those on lower incomes(H20Sept). Unless a general **carbon energy tax** and more extensive **direct pricing of roads** are in place, cuts in fuel duty run contrary to government policy for increasing fuel efficiency and shifting the incidence of taxation towards consumption of non-renewable resources with increased spending on public transport (H27Sept). Stephen Boyle, head of business economics at the **Royal Bank of Scotland**, pointed out that modern, expanding economies rely on 'value-added' rather than cheap oil (H11Sept) **CBI Scotland** has clashed with **RHA** over the latter's support for a return to fuel blockades if prices do not fall (H7Oct) while the **RAC** is seeking concessions for rural car users (H9Oct) Fuel duty accounts for 3.7% of spending by the poorest 10% of the population but only 1.4% for the richest 10% (S30Aug).

Herald 2 Aug, 00

Following the sudden death of **Donald Dewer Henry McLeish** has been elected First Minister

David Hart (0131 244 7277)is heading a new **Transport Division 4** at the Scottish Executive dealing with ferry and harbour issues and sponsorship roles in relation to EU policy on state aids. These responsibilities are transferred from **Transport Division 3** though the latter retains an overview role in all freight issues.

John Swinney has taken over from **Alec Salmond** as SNP leader and has appointed **Bruce Crawford** as transport spokesman in the Scottish Parliament. Former transport spokesman **Kenny MacAskill** moves to take responsibility for Enterprise and Lifelong Learning. Spokesmen will no longer be convenors of Scottish Parliament committees. **Mike Lunan** has taken over from **Helen Millar** as Chair of the RPC(Scotland)

Iain Robertson has resigned as Chief Executive of HIE to become director for corporate development in the Edinburgh-based **Morrison Group** only weeks before the latter group merged with **Anglican Waters**.

Ron Culley, head of the Govan Initiative, is to replace **Bob Christie** as Chief Executive of Scottish Enterprise Glasgow.

Rodney Mortimer, Glasgow City Council Integrated Transport Manager has been seconded to COSLA to promote local government interests in the Transport (Scotland) Bill. **Bob Christie** has been given special responsibilities for transport COSLA. A new Parliamentary Unit has been set up by COSLA to foster links between COSLA, councils and the Scottish Parliament (contact Dawn Burrows 0131 474 9232).

At the STSG AGM in Inverness, **Alastair Sutherland** and **Ian McMahon** retired from the Committee and were replaced by **Dr Ron McQuaid**, Economics Dept. at Napier University, and **Carol Gilbert**, Environment Manager, Scottish Airports. **Ian McMahon** has left his position at Planning and International Marketing Manager at **Scottish Airports** to take on a new role at the Chicago office of Locate in Scotland.

The **Institution of Civil Engineers** has opened its first permanent Scottish office at c/o Scottish Engineering, 105 West George St, GLASGOW G2 1QL (contact Wylie Cunningham, Scottish Executive Secretary, 0141 221 3181 Fax 0141 202 1202 Mobile 0589 380328)

Valerie Davidson is the new **SPT** Head of Finance. **David Roberts** has left **EWS Railways** in Scotland and his public affairs responsibilities have been taken over by **Graham Meiklejohn**, moving from **Railtrack** Scotland. The post of Commercial Manager with Railtrack Scotland has been occupied by **Cal Carmichael**. The new Managing Director of Travel Dundee is **Jim Lee**.

Freightliner Scotland has moved to new premises at Dalziel Workspace, Mason St, MOTHERWELL ML1 1YE - phone contacts are **Ken Duffy**, Director Scotland, and **Kay Walls**, Business Manager 01698 260698 **Prof Sam Thomson** and other staff 01698 260398 Fax 01698 253092

Mike Marwick and **Alastair Gunn** have resigned as Directors of the New Edinburgh Tram Co. They consider that the company needed to take a more positive approach to public private partnerships.

Exel and **Ocean Group** merged on 26 July to form the world's largest contract logistics organisation

Peter Mengel, Chief Executive of EWS Railways joins the **FTA National Executive Board** for 2000/01. Scottish haulage operator John G Russell is Vice Chairman of the Board.

Stagecoach is experiencing a further fall in share values with discouraging results from **Coach USA**, falling bus passengers in Scotland and uncertainty on rail franchise replacements. There were also fuel and labour market pressures on costs. UK bus operations director **Barry Hinkley** has been replaced by a promotion of commercial director, **Brian Cox**. **Graham Eccles** takes over responsibility for rail franchises from Brian Cox. Job losses at Dumfries are likely on the transfer of control of several bus services to Carlisle-based management (H1Aug,4,9&27Sept,S7&9Sept)

FirstGroup is competing strongly for new rail franchises bit is now keen to sell its 51% share in **Bristol Airport** (acquired in 1997), possibly to the TBI Group. First Group **Overground** bus services in Glasgow gained one of the STSG Annual Awards for Excellence (see p13) (S30June&H8Sept)

National Express, the **ScotRail** franchise holder, is also seeking to expand its interests in rail franchises - possibly adding **Thameslink** to its extended **Midland Main Line** franchise *(Editors note: one future possibility could be restored through rail services from Glasgow to Leeds via Carlisle)* Like FirstGroup, National Express is also seeking to dispose of airports presently owned at the **East Midlands** and **Bournemouth**. Sales at about £200m would release funding for rail and bus operations. National Express has stated that it wishes to acquire one or other of the smaller transport operators, Arriva and Go Ahead (H5&6Sept)

British Regional Airlines has reported half-year profits of £1mil (comparing with £908,000 in 1999). The company operates 190 daily flights under franchise from **BA**. Little more than a flying club ten years ago, **Highland Airways** now employs 30 at Inverness and Aberdeen. It has become involved in the charter business for small aircraft and has gained newspaper delivery contracts to the islands. A move into scheduled services is being considered (H2Oct)**Babcock International** is pulling out of its loss-making joint subsidiary, **Railcare**. Railcare, which employs 200 at **Springburn** in Glasgow, is to be sold to Adtranz for £5.7m. This gives **Adtranz** its first rail maintenance facility in Scotland (H3Oct) Canadian-based **Bombardier** is to acquire the DaimlerChrysler rolling stock subsidiary **Adtranz** subject to regulatory approval. Adtranz has been hit by heavy losses and non-standardised designs.

Bus-builders **Henlys** and **Mayflower** (including the Alexanders plant at Falkirk) are to merge as bus demand slows and global competition rises. The new company will be named **Transbus International** (S&H2Aug)

Clydeport has announced a 9% rise in pre-tax profits. **Hunterston** has been hit by severe problems in reliable onward movement of imported coal by rail but this issue is being resolved. Property redevelopment at Glasgow and elsewhere has high potential (H&S31Aug) **Forth Ports** has appointed **Chis Collins**, head of the building materials group Hanson, as chairman after dumping in May of the former chairman **Bill Thomson**. City speculation on a take-over continues (H29July &11,12Sept) FTA is seeking a requirement for all UK ports to publish Annual Reports and future plans for freight services. **ABPorts** report a 16% jump in half-year profits to £61.4m, driven by rising bulk and unit load traffic at its UK ports. Troon and Ayr are handling more timber under the Timberlink project while Troon has also gained Seacat services from Stranraer.

Glasgow based **Babtie** has acquired the English-based **Ross Silcock** transport consultancy

Talks on a **BA/KLM** merger have collapsed. **BAA** is planning an e-commerce alliance to roll out a global online buying exchange. All three BAA Scottish airports are included in this 'smartbuy club' for airport suppliers and contractors (H27Sept) **E-freight Logistics** has chosen a fellow Glasgow firm, Inform **Software Systems**, to develop software enabling freight companies to improve the efficiency of their operations (H9Oct)

Edinburgh-based **John Menzies** is continuing a large expansion into airport services and has acquired **Ogden Aviation Services** in the USA (H26July) while Glasgow-based **Macfarlane Group** is achieving expansion through bespoke packaging for electronics groups such as **Compaq**. A Dundee depot opened earlier this year (H24Aug)

Lothian Buses have moved from Shrub Place to Annadale Street Edinburgh EH7 4AZ (Phone remaining 0131 554 4494 and Fax 554 3942)

E-COMMERCE AND TRANSPORT

was the subject of a special feature in LTT31Aug. Research for the Scottish Executive by **Prof. John Dawson of Edinburgh University** on **Future Patterns of Retailing in Scotland** has concluded that the internet will handle 8% of all retail sales and 10% of food sales by 2010. The report also expects an increased retailing role for rail and bus stations as consumers seek less 'hassle'. Attention is drawn to the need to protect shopping centres in traditional suburban towns. Retail sales are expected to rise from £19bn in 2000 to £26bn by 2010 with 50% of sales handled by 10 dominant firms by 2015. Traditional and smaller town shops will come under increased pressure from large city centre developments. For copies of the report, apply to Scottish Executive Retail Unit, 2J, Victoria Quay or view at www.scotland.gov.uk/cru. Global communications businesses are seeking government support to ensure that Scotland is fully wired up for **faster multichoice broadband and mobile internet communication**. EU and other government support for such communications networks is seen as following on from traditional support for physical infrastructure (H7Sept) **Hugh Walker**, Market Research Manager of the Telecoms Networks Division of **Agilent** at South Queensferry argues that the pace of communications development will swamp existing technology and involve huge energy costs unless today's ring networks are replaced with 'flat topology' mesh networks (H4Sept)

MULTI-MODAL STUDIES

MVA has completed the initial scoping study of the **M8** and **M80** corridors for the Scottish Executive. Consultants are due to be appointed for the second stage of the **central Scotland multi-modal studies** before the end of the year. These studies will now include the **M74** as well as the M8 and M80 corridors with a final report due by June 2002. Some interim action may be identified prior to this date. A Steering Committee for the studies has been established. The Scottish Executive will also be involved in a second multi-modal study covering the **Edinburgh-Newcastle corridor**. Consultants are due to be appointed by January 2001.**Deloitte&Touche** is about to complete a study for the **Scottish Executive** on issues and options relating to a Highlands and Islands Transport Authority (see p 7 to 10) The Executive has also commissioned a further survey of travellers using present **ferry services from the mainland to Cowal** to asasist with future decisions.

TRL Report on **Institutional and Organisational Attitudes to Cycling** has concluded that local authority and employer attitudes towards cycling are becoming more positive. Research by **Oscar Faber** published by the Scottish Executive will help local authorities to review their **parking standards**, prepare **Transport Assessments** and implement **Green Transport Plans**. Parking standards are expected to take due account of public transport and economic standards. Two levels of Green Transport plans are recommended - one at an outline stage and one when an end user has been identified. Copies of the relevant Research Reports can be obtained from HMSO, price £15. A free copy of the research findings is available from the Scottish Executive, Planning Services Division, Area 2H, Victoria Quay (0131 244 7538) or at www.scotland.gov.uk. Further research reports from TRI on **Green Commuting Plans** and on **Transport and Social Inclusion** are expected to be published shortly by the Scottish Executive.

(for other research see inside cover)

WHAT DO LOCAL AUTHORITY POLITICIANS THINK ABOUT TRANSPORT POLICY?

Under the authorship of Dr Andrew Forster, the Centre for Transport Policy at RGU has published the results of a British survey conducted in Spring 2000. The survey was based on a questionnaire sent to politicians with transport responsibilities in 170 authorities across Britain (excluding London). There was a 75% response rate. The Report costs £5 can can be obtained from RGU at 01224 263110.

Highest priorities were found to be revenue support for **public transport fares and services** (53%), Road Maintenance (46%) and **Traffic Calming** (41%) Lowest was given to to priority to **Park & Ride** (41%) and **Enlarged Road Capacity** (52%)

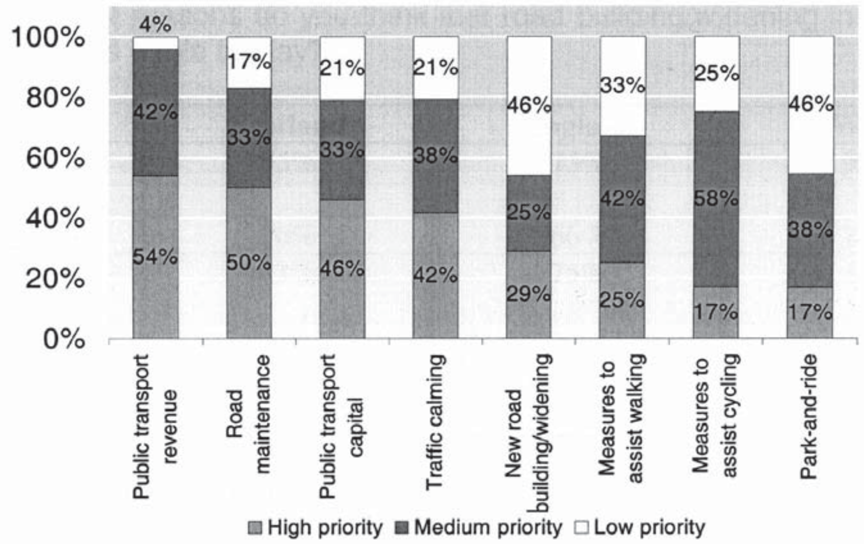
Despite the low stated priority for more road capacity, 85% believed that some new road construction in their area was needed in the next five years with Wales and Scotland recording very high levels of views that this was important for economic development. 72% were opposed to road pricing though only 51% opposed workplace parking charges

On the proposal for a **single capital pot** for almost all local authority spending (already applying in Scotland) 42% of English authorities felt that this would lead to transport losing out with only 8% expecting it to be a gainer. Expectations for the next five years were:-

	Britain			Scotland		
	Higher	About the same	Lower	Higher	Same	Lower
Car traffic	77%	19%	4%	67%	25%	8%
Congestion	57%	30%	13%	33%	46%	21%
Cycling	60%	39%	1%	63%	33%	4%
Walking	44%	55%	1%	42%	54%	
Bus use	65%	29%	6%	63%	33%	4%
Rail use	60%	38%	2%	54%	25%	*

** remaining councils said question on rail use was inapplicable*

In addition to the greater Scottish interest in using roads for economic development, Scottish councils attached less importance to walking and cycling than in England. Of the 24 Scottish councils responding, 10 regarded improved public transport as the most important single improvement compared to 9 votes for traffic calming and 7 for new roads. The graph illustrates transport spending priorities in replies rrom Scottish councils.



Scottish results are affected by the small number of councils compared to England but the greater interest in new roads reflects council concerns about peripherality and area needs for economic development. The finding that expectations of traffic growth and increased congestion are lower than in England may reflect a combination of perceptions of lower economic growth and greater city interest in containing traffic with a social inclusion, as well as modal shift, focus in public transport policies.

Throughout Britain, there is conflict between council views on the importance of transport issues and the comparatively small levels of funding for transport programmes, including roads and traffic calming, in council budgets (see also LTT31Aug)

SCOTTISH POLICIES

TRANSPORT(Scotland)BILL Clause by clause scrutiny of this Bill is now in progress. In its report on the Bill, the **Transport and Environment Committee** expressed general support (SP Paper 171) but agreed with the **COSLA** view that a longer timescale should have been set for Stage 1 and that the powers for the Executive to intervene to require **Joint Transport Strategies** should be more clearly defined. However, the Committee also saw a need for the Executive to take **a more strategic approach** to national and local priorities. Other recommendations were:-

- extension of **Bus Quality Partnerships** to include maximum fares and minimum service frequencies
- easier procedures for introducing **Quality Contracts**
- powers for **joint ticketing** should extend to rail, air and ferry services
- **information formats** should meet the needs of **people with disability**
- further consideration of the **extension of Bus Fuel Duty Rebate** (or variant aids) to wider categories including school buses and community buses
- support for **Road User Charging Schemes** (Murray Tosh dissenting) and their extension to **trunk roads** if required to cut congestion
- Ministers ensure that **additionality** is demonstrated in practice for hypothecated revenue
- need for more evidence that **Workplace Parking Levies** can be effective in tackling congestion
- **concession fares** should be extended to more effectively target problems of **social exclusion**
- an enabling provision for **Home Zones** should be included in the Bill, including speeds below 20mph
- **Local Transport Strategies** should include targets for **reduction in congestion** and for **increases in walking and cycling.**

COSLA and **SAPT** remain keen for the Bill to include more specific requirements for reducing changes in bus timetables and synchronising changes with timetables for other modes. **Sarah Boyack**, Minister for Transport and the Environment, has announced that arrangements will be made for **free off-peak local travel for pensioners and the disabled** throughout Scotland with local councils allowed some discretion on the definition of 'local'. However, **Capability Scotland** is seeking exemption for the disabled from road user charges and workplace parking levies (H13Sept) The Executive is still taking a strong line in favour of **Workplace Parking Charges** but may grant exemptions if employers can prove that they operate **'green commuter plans'** (SH1Oct)

WATERWAY AND RAIL DEVOLUTION

Responsibility for the **Scottish canal network** is about to transfer from **DETR** to the **Scottish Executive** along with related Treasury funding of £6.5m a year. A **British Waterways Scotland Advisory Group** has been formed with **Campbell Christie**, former STUC General Secretary, as Chairman (H6Sept) Similarly, responsibility for the **ScotRail passenger franchise** and guidelines to the **SRA on services within Scotland** passes to the Executive next April.

TRANSPORT FINANCE

The **Scottish Spending Review**, following on from the Chancellor's Comprehensive Review, has included substantial rises in transport spending as well as spending in other areas (H21Sept).

Provisions include trunk road building and maintenance, free off-peak concession travel by bus and freight facility grants. Provision for rail rises with the assumption of responsibility for the ScotRail passenger franchise (presently, only costs for this franchise in the SPT area appear in Executive funding programmes). In addition, **local councils** have increased allocations for capital and revenue purposes. Some of this funding will be direct aid from government - e.g. Public Transport Fund Grants - but local councils will take their own decisions on most allocations to transport or other functions (exclusive of revenue streams earmarked for transport purposes).

Further detail was given in **Sarah Boyack's** Press Release on 28 September. Extra funding includes £75m for a new **Integrated Transport Fund** for partnerships on innovative and strategic projects, £70m for local road repairs and £68m for motorways and trunk roads over the next 3 years. £150m will also be available for the Public Transport Fund over this period, up from £58m in the 2 years to March 2001. Priority will be given to fund allocations cutting congestion, especially in cities. **Local authorities will be expected to spend an extra £70m on road maintenance to 2004** and, at the very least, must maintain this year's level of current and capital spend on roads (including lighting and bridge maintenance). COSLA is being consulted on the details of these arrangements. Pledges are given that the Scottish Executive will implement decisions following on from present **multi-modal studies** and **Kincardine Bridge** studies.

Spending on well-targeted smaller improvements in transport networks is to rise and there is further priority for rural transport. **Freight Facility Grants** are increased to £36m with a rise in lorry miles to be transferred to rail and water from 15 million a year to 18 million. The new Integrated Transport Fund will be used to support well-prepared local and regional transport strategies, levering in private funding. The Press Release concludes with the ambitious aim of making Scotland's public transport the best in Europe within ten years.

EXISTING AND PROPOSED PUBLIC SPENDING IN REAL TERMS (£MILLIONS)

	2000-01	2001-02	2002-03	2003-04
M-ways and Trunk Roads	£650	£692	£699	£708
Other transport programmes	74	92	108	151
Caledonian MacBrayne	24	23	23	26
HIAL	24	26	30	29
TOTAL	772	834	861	933

Source: Making a Difference for Scotland: Scottish Executive Spending Plans, p20

Sarah Boyack will be drawing together **roads and public transport plans** in a Scottish Executive delivery plan to be published early in 2001. This will include a 10 and 20 year view of transport and will incorporate issues related to **ScotRail franchise replacement** and a **Scottish Airports and Air Services Strategy** within the UK strategy currently being prepared. Consultations are expected shortly on aspirations for a ScotRail replacement franchise. The Minister is looking for higher train frequencies, extra passenger and freight capacity, airport links and related works to improve track and station capacity. Several network extensions are likely (SH1Oct) Announcements are imminent on the next round of Public Transport Fund Grants.

Further Scottish Executive grants, SRA grants, Railtrack funding, developer contributions and local council sources will finance an increased package of investment and selective revenue support as part of evolving local, regional and national transport strategies. Public-private partnerships (PPPs) remain an important part of government thinking though the STUC is keen to reverse this process (H25Sept)

Comment: *Future transport spending plans still require greater clarity - and advance consultation - on the range and nature of transport spending. Differences between capital and revenue spending are obscured by conventions of public sector financing while the ongoing payments required as part of PPPs are often obscure. Two of the major difficulties are ,firstly, the estimation of future funding from road pricing and developer contributions and, secondly, the conflict between general local council funding and the need for transparent funding within the local transport sector. This will be a statutory requirement for road user charging and workplace parking levies but this does not cover other sources of local funding for transport. Hence the present interest in the topic of 'additionally'. There is an underlying, implicit assumption that funding pressures within the Scottish Executive will be more severe than in England with no guarantee that transport will lie near the top of priorities. The other implicit assumption is that this situation may be eased by a more rapid shift to road pricing yet prospects for this are receding. Aberdeen City has rejected the early use of road pricing while Edinburgh, though supporting city centre cordon pricing, will be hard pressed to have schemes in place before 2004 (H7Oct). Glasgow is researching Workplace Parking Charges but wishes to see a regional parking strategy and agrees that income streams will be much more limited than from road user charging. Some extra income may come from decriminalised parking and speeding fines (H7&9Oct) but the shortage of other options is turning more attention to developer contributions (LTT14Sept) - yet these are easier to get in booming areas than in areas in need of development. (See also inside cover)*

EU POLICIES

EU has confirmed that it will allow continued subsidy for **'mainland to mainland'** ferries as well as island routes (H9Sept). It has also agreed to variation of the **'assisted area'** map to reinstate **Kelso** in the Borders and **Badenoch&Strathspey** and **Forres&Nairn** in the north (H26July) **European Court of Justice** has ruled that **VAT** must apply to bridge tolls levied by private operators (the **Skye Bridge** being the only Scottish example) but the UK government is to take action to ensure that present tolls do not rise (S&H13Sept)

NORTHERN IRELAND POLICIES

The Interim Report of the **NI Rail Taskforce** is available at www.railwaystaskforceni.gov.uk. It considers policy options to mothball the entire network (except the Dublin route), consolidate it or expand it (LTT 28Sept). Decisions will be incorporated in the **Ten Year NI Transport Strategy** due next year. Extra spending on track maintenance, renewal and vehicles is seen as essential if closure is rejected as an option. Though accounting standards differ from Britain and levels of benefit from particular services vary, public funding support for NI Railways is only **5.3p** per passenger mile compared to **22.1p** for ScotRail and **35.8p** for **Cardiff Railways** (Rail, 6Sept)

The M74 Revisited

An Editorial Contribution by Tom Hart

The **M74** was the subject of major STR articles in 1998. In ISSUE 2, **Vernon Murphy**, the then Chair of the Complete to Compete Group, gave the case for completion and in ISSUE 3, **David Spaven**, **Chair of TRANS*form*** Scotland, gave the opposing view. Vernon's case was that there was no alternative to a medium-term strategy for completing the M74 as a vital project to maintain and enhance jobs in the West of Scotland, also cutting congestion and reducing traffic on existing roads. David argued for the existence of realistic and cost-effective alternatives and claimed that completion of the M74 would generate a large and unsustainable increase in total traffic with adverse impacts on local communities and in a global context.

Subsequently, the M74 has continued to have a huge symbolic role in the debate about the West of Scotland economy. This contrasts with the scathing views in the Final Report of SACTRA on **Transport and the Economy** (1999) on over-estimation of the jobs impact of major transport projects. This Report argued that the economies of congested cities can gain from measures to lessen traffic; it also recognised, however, that both local congestion and urban dereliction can be found in some cities with employment and incomes below the national average. In such cases, transport schemes could assist in promoting reliable movement and urban regeneration. This year, the **Glasgow and Clyde Valley Structure Plan** placed Glasgow firmly in such a category of cities and attached priority to development along a west to east corridor of growth incorporating the M8, the M74, major improvements in public transport and an end to population decline in the Glasgow conurbation.

The debate now seems to be changing from total confrontation between opposing viewpoints to acceptance of the case for a package of measures combining immediate strategies for amelioration with considerable medium-term investment in the west to east corridor including road improvements on the line of the proposed M74 Extension. As Minister for Transport and the Environment, Sarah Boyack has rejected revived local government proposals for completion of the M74 in its original form but has accepted the principle of road improvement along this corridor within multi-modal programmes and excluding a direct connection to the Kingston Bridge from the east. She has also announced that the M8 and M80 multi-modal studies are being extended to include the M74, reporting in 2002 but with a separate priority for preparatory work on planning and other statutory procedures. Particular emphasis has been placed on the avoidance of road proposals which generate short trips on major roads, inhibiting the free flow of longer-distance movement. The preference is to reduce shorter trips by car while building new roads of a scale and design which will be effective within management strategies reducing traffic levels on residential and shopping streets with traffic well above their environmental capacity.

The symbolic M74 is changing into a more practical approach to essential priorities. All parties agree that no major road plans for the corridor can be completed in less than seven years. There has finally been an acceptance that the city economy (and objectives for local environments and social inclusion) need to be promoted by smaller-scale measures of traffic management and public transport improvement over the next five years. The concepts of both a 'super M74' (10 lanes wide at its western end) and 'no major road building' have both gone leaving a converging debate on integrated programmes for transport investment, traffic reduction and urban regeneration. There is still dispute on degrees of modal shift and future levels of city road traffic (including through traffic) but the debate has narrowed to a ***'strategic M74'*** (ranging from a 4 to 6 lane motorway with fewer junctions) to an ***'East Clydeside Access Road'***(dual carriageway with some grade-separated junctions) as part of plans to aid regeneration and reduce traffic on existing streets by providing an improved distributor network in south-eastern Glasgow and adjacent South Lanarkshire. A strategic M74 might handle 60,000 to 90,000 vehicles per day compared to 25,000 to 40,000 for an East Clydeside Access Road. These differing traffic levels have important implications for the details of design and alignment. Multi-modal studies, the observed results of interim packages, levels of Scottish Executive funding and Glasgow's attitude to road pricing will influence the final medium-term strategy.

End of the Motorway? This structure is now unlikely to be incorporated in revised plane for the M74 Corridor. Evening Times 28 Sept.

Integrated Transport Information [The PTI 2000 project]

*Contributed by **Marjory Rodger,** CPT (Scotland)*

The Golden Number **0870 608 2 608** is now live in England and Wales. Each regional partnership had a local launch as it came on line. By running for the first few months without prominent publicity, each call centre has been able to thoroughly test its system and overcome any teething problems which might have arisen. Patterns of usage are similar across the country and reflect steady growth with the very noticeable fluctuation during the week of the fuel crisis when all centres handled double their normal volume of calls. Examples of current statistics around England show that:

the South East is working on a 1.7 million call volume for 1/7th of the GB population if factored annually, West Midlands is receiving in excess of 1.3 million calls, the North East (Tyneside/Teeside), population 2.4 million, call levels equate to an annual 0.6 million calls. A high profile launch for England and Wales is expected to take place in November, after which a sharp rise in call volumes is anticipated right across the system.

In Scotland, the project will be delivered with the aid of a **Scottish Executive** grant for set up costs; and managed by a **Joint Venture Company**, **Traveline Scotland Ltd**. The necessary legal steps are currently nearing completion. **Traveline Scotland** will be run by a board of directors drawn from both the public and private sectors. Full consultation between all parties has been seen as essential throughout, and has added to the length of the company formation process.The putative joint venture company is currently in discussion with the preferred supplier for the national system. Two contracts will be awarded:- one for the journey planner and database; and the other for the call centre and the operation of it. Being the last call centre to join the **GB network**, Scotland has been able to benefit from the learning curves which have taken place south of the Border. Throughout this year, both local authorities and operators have been developing and enhancing their respective databases, and so, despite the extremely tight time scale, there is every hope that the **31 December 2000** launch date will be met.

Current Statistics

Air Passengers (thousands) *Source: Scottish Airports, Glasgow Prestwick International and HIAL*

July-September 2000 (with %change on 1999)

	ABERDEEN		EDINBURGH		GLASGOW	
Domestic	446	(-1.5%)	1105	(3.3%)	961	(2%)
Internat. scheduled	89	(-7.6%)	330	(8.2%)	378	(18.7%)
Internat. charter	49	(15.2%)	184	(6.2%)	871	(-3.6%)
Helicopter	111	(15.2%)				
TOTAL	**695**	**(1.0%)**	**1618**	**(4.6%)**	**2210**	**(1.3%)**
	PRESTWICK		**INVERNESS**		**OTHER H&I**	
TOTAL	**280**	**(30%)**	**107.5**	**(6.6%)**	**119.3**	**(-21%)**

__Comment:__ Aberdeen has shown the first growth for some time, helped by oil industry revival feeding through into helicopter and longer-haul charter movement. Edinburgh continued to show the highest growth of BAA Scottish airports though growth in domestic and international traffic has slowed, reflecting one year on from the period of high expansion in 1999. Glasgow's flat domestic position may reflect some recession in the west of Scotland economy. International scheduled growth would have been higher but for problems with aircraft capacity. International charter fell for the first time since 1996, reflecting a trend across the UK. Competition from Edinburgh and Prestwick may also have affected Glasgow's performance. Stronger growth has resumed at Inverness but figures for other HIAL airports have been affected by the dramatic drop in Sumburgh traffic and lesser levels of decline at Campbeltown, Tiree and Wick.

SCOTTISH ROAD FLOWS AUGUST 2000 (with % change on 1999)

(thousand vehicles per day Monday to Friday daily averages)

	Bus	Cars	LGVs	HGVs	TOTAL	% change on 1999
Central Scotland						
A720 Dreghorn			data unrepresentative			
M8 Claylands	.22	48.6	5.4	5.8	60.0	-0.3%
M8 Harthill	.44	44.1	5.7	7.1	57.7	11.6%
M8 Hillington			data unrepresentative			
M80 Bankhead	.20	27.6	3.2	7.2	38.2	4.2%
M876 Bonnybridge	.13	25.8	3.4	5.5	34.8	
M73 Gartcosh	.12	26.7	2.9	6.7	36.4	
M90 Kelty	.20	22.3	2.6	3.0	28.1	-7.7%
M9 Linlithgow	.09	23.7	2.4	2.6	28.8	4.0%
M74 Uddingston	.53	57.5	6.8	9.5	74.3	-3.4%
A77 Kilmarnock	.10	19.5	2.0	2.0	23.6	-3.0%
A737 Lochside			data unrepresentative			
North-east Scotland						
A90 Forfar	04	13.6	1.0	2.0	16.6	-8.3%
A90 Bridge of Don	.18	16.6	1.6	1.7	20.1	-0.5%
A96 Forres	.08	7.4	1.0	1.1	9.6	-11.8%
Rural Trunk(North)						
A9 Tomatin	.12	7.0	.8	1.2	9.1	-9.0%
A9 Black Isle	.16	21.6	2.6	1.9	26.3	
A9 Berriedale			data unrepresentative			
A82 Crianlarich	.08	3.2	.6	.6	4.5	-13%
A830 Lochailort	.01	1.1	.2	.1	1.4	-22%
A87 Kyle			data unrepresentative			
Rural Trunk(South)						
M74(ATC6VC2)	.24	21.8	.7	10.5	33.2	
A1 Grantshouse	.04	4.9	.9	1.7	7.5	-3.8%
A68 Pathhead	.09	8.4	.9	.8	10.2	
A7 Langholm	.03	2.8	.4	.5	3.7	-5%
A75 Eastriggs	.08	6.7	1.0	2.3	10.1	
A75 Carsluith	.04	3.4	.6	1.1	5.1	
A77 Glenapp	.08	2.0	.3	.6	3.0	-18.9%

Source: Scottish Executive Automatic Road Counts and M6DBFO

__Comment:__ This data confirms the continuation in 2000 of stable or falling traffic on major roads since 1995 recorded in Scottish Transport Statistics, Vol 19 (see p18) Some motorways in central Scotland are experiencing growth due to rises in relatively local movement but decline elsewhere has steepened, reflecting changes in tourism, the rise in fuel prices and falls in rural incomes. The A77 at Glenapp has been affected by the shift of light vehicle Irish traffic to the direct sea route to Troon. Information on the rural M74 (part of the M6DBFO) has been resumed, indicating a continuation of low traffic levels (but high levels of HGV use) compared to central Scotland motorways. Preliminary information for September shows a temporary fall in traffic across Scotland,

SCOTTISH ECONOMY The **Fraser of Allander Institute** has cast doubt on official UK data showing that annual economic growth in Scotland was only 0.49% in the late 1990s. This contrasts with **Scottish Executive** calculations, based on direct Scottish information, of 2.66% growth. The Institute regards the Scottish Executive estimates as more accurate (H5Oct). Current Scottish economic growth is slowing but **Oxford Economic** Forecasting suggests that while SE England will grow by 3.6% this year, Scottish growth will still be around 2.9% (H22Aug) The oil price rise has contributed to inflation but the North Sea is the world's fourth largest gas producer and in the top ten for oil production. Higher oil prices have encouraged more investment in the North Sea with production falling more slowly than previouslyexpected (H13&23Sept)

TOURISM While world tourism is growing by 4% a year, overseas visitors to Scotland fell by 11% in 1999 with evidence of further falls in 2000. This has been partly compensated by some rise in home tourism but there have been severe impacts on areas away from Edinburgh and Glasgow. Fuel prices have attracted much of the blame yet the dominant factors appears to be the high value of the £ and structural shifts in tourism only partly within Scotland's ability to influence by raising quality and marketing. The net outflow of tourism spending was rising (H29Sept & 4Oct)

GLOBAL WARMING A US study has shown increased meltdown of the Greenland ice sheet with sea levels now nine inches higher than a century ago. Summer tourists have discovered sea water at the North Pole for the first time in recorded history (H22July&21Aug)

ROAD ACCIDENTS Fatal accidents in Scotland are at their lowest level in recent history despite the large rise in road traffic. 399 people were killed on Scottish roads in 1999, 75 fewer than in 1998. The number of injuries also fell from 22,299 to 20,841 (S1Sept)

BUS AND RAIL USAGE Rail passenger miles rose 7.4% in the April-June Quarter and are now 35% above levels in 1995 (Bulletin of Rail Statistics Qtr1 00/01 - free from DETR 020 7944 4448) The trend in Scotland appears similar though no published data is available. Stagecoach has reported some falling off in local bus trips, especially in northern England and Scotland (H9Sept) but Edinburgh City Council reports a 1.5% rise in city bus trips. The increase on some greenways has reached 7% (H2Sept &S5Sept) The Glasgow area also continues to show bus growth.

ROAD FREIGHT Road vehicle movements between UK and other European countries have doubled from 461,000 in 1995 to 932,000 in 1999/2000 but the share of UK hauliers has fallen from 51% to 36% (Freight, Sept)

ROAD TRAFFIC IN SCOTLAND 1989-99 (million vehicle kilometres)

	1989	1994	1996	1997	1998	1999	%change 98/99
Major Roads	21,403	23,942	24,487	24,676	25,597	25,131	-1.8%
Other Roads					17,178	17,905	4.2%
TOTAL					42,775	43,037	.06%

Source : Scottish Transport Statistics, Vol. 19 p82

Note *The basis of collecting major road data was changed between 1995 and 1996. Due to evidence of localised traffic growth, more extensive surveys of local road use were introduced from 1998. These have indicated higher growth on unclassified minor roads with speed limits up to 40 mph i.e. in urban areas.Further surveys will give a clearer pattern of trends on both major and other roads in future years.*

SCOTTISH TRANSPORT STATISTICS *Vol. 19 of this annual publication has been released by the Scottish Executive (Price £10 from HMSO) Summary data for the past ten years includes:-*

	1989	1994	1999	
Road Vehicles licensed	1.73	1.90	2.13	million
Local bus trips	613	513	413(1998)	million
Road freight lifted	155	156	156	million tonnes
Coastal shipping lifted	33	32	46(1998)	million tonnes
Rail freight lifted	9.4	5.4	7.1(1997	million tonnes
Road fatal accidents	496	319	285	(a)
Rail passenger trips	51.8	50.3	60.1(1998)	million
Air Passengers	9.2	11.9	16.0	million
Ferries : Passengers	6.2	6.6	5.3	million (b)
Vehicles	1.4	1.6	1.1	million (b)

(a) Road deaths are higher since accidents can involve more than one death
(b) Selected ferries only - results also affected by opening of Skye Bridge in 1995

NATIONAL TRAVEL SURVEY

Changes in Miles Travelled 1976-99

	1976	1999	% change
Walking	255	191	-25%
Bicycle	51	40	-22%
Motor cycle	47	29	-38%
Car driver	1,849	3,350	83%
Car passenger	1,350	1,984	49%
Local bus	372	197	-47%
Train	289	332	15%
Taxi/minicab	13	56	333%
TOTAL	4,740	6,666	41%

Note: Totals exclude travel outside the UK (where there has been a large rise in air travel) and walking and cycling away from public roads and pavements.Data since 1995 shows lower rates of car mile growth and accelerated rail passenger growth.There has also been growth in cycling and motor cycling along with a slowing of bus decline.

ROAD TOLL BRIDGE TRAFFIC

(million vehicles)

	1989	1998	1999	%change 98/99
Forth	15.8	20.8	21.9	4.7%
Tay	6.3	7.8	7.9	1.8%
Erskine	6.4	8.0	8.2	3.2%
Skye		.656	.665	1.4%

Source: Scottish Transport Statistics, Vol. 19, p84-85

SCOTTISH FERRIES

(Source : Caledonian MacBrayne and Western Ferries)

Caledonian MacBrayne

	July-Sept 2000	% change on 1999
Passengers (thousands)	1961	-1.6%
Cars (thousands	335	0.6%
Commercial vehicles	22,762	1.3%
Coaches	5,568	3.3%

Western Ferries
(McInroys Point - Hunters Quay)

	July-Sept 2000	% change on 1999
Passengers (thousands)	246	4.7%
Cars (thousands)	126	2.4%
Commercial vehicles	2,232	-8.7%
Coaches	773	-3.7%

PROCEEDINGS OF STSG CONFERENCE IN INVERNESS, 28 SEPTEMBER 2000,

CONFERENCE WAS SUPPORTED BY HIE WITH ADDITIONAL SUPPORT FROM HIAL

Tom Hart, **STSG Chair**, welcomed delegates at a time when **Regional Transport Authorities (RTAs)** were very much on the political agenda with the Highlands and Islands as a potential front-runner. Without pre-empting discussion, he drew attention to some key topics. Would initial enthusiasm weaken once the details of **RTA** functions, financing, boundaries and constitution came under examination? How would **RTAs** relate both to public bodies above and below them and to private operators and other businesses? In particular, how would fiscal, fares and pricing issues be tackled - including fuel prices? Were the **Highlands** and **Islands** uniquely placed for a distinctive **RTA** or was the concept as applicable elsewhere in Scotland? Consultations on such topics were under way as part of the joint report which **Deloitte & Touche** was preparing for the **Scottish Executive**, **HIE** and local councils. It was therefore appropriate that **Douglas Wynn** of **Deloitte Touche** was the first speaker.

OPTIONS for a HIGHLANDS & ISLANDS RTA

(HITA), Douglas Wynn, Deloitte Touche

Douglas started by saying that the logistical problems of arranging intensive consultations had brought home to him the intensity of transport problems and costs in the **Highlands and Islands**. The study would be submitted to the commissioning bodies by the end of the November and a political view would then be taken on possible action. Retaining present arrangements remained an option; an **RTA** would only emerge if there were real benefits from change, not another layer of bureaucracy. Many issues were being examined in an approach which included a detailed questionnaire. These issues included:-

- implications of subsidiarity in devolving powers to HITA and the extent to which transport powers would remain with local authorities.Some powers would clearly remain at Scottish Executive, UK and EU levels
- supervision of bodies such as Caledonian MacBrayne and HIAL together with location of their headquarters
- integration across transport modes and with other policy areas e.g. social inclusion, area development, land uses
- possible HITA economies of scale e.g. through fusion of local and trunk roads
- evaluating how well existing partnerships were working and comparisons with HITA
- consultation with key stakeholders
- constitutional models - Could the National Parks model be relevant; any lessons from foreign experience (most foreign RTAs had been found to be urban rather than rural)
- implementation costs and timetable.

The status quo was being compared with a **minimum HITA model** and a **most function model** in terms of integration, efficiency and economy, access for all, overall cost and accountability. Douglas stressed that the study would welcome further views on all of these issues and there was a need to recognise substantial differences within the **Highlands & Islands** e.g. **Shetland** was unique in having a special relationship with **Aberdeen** while, further south, **SPT** had a strong interest in developments within the **Helensburgh-Cowal** area. Consideration was being given to the basis of investment assessment since **NAM (New Appraisal Methodology)** was not yet fully inter-modal. **EU** procurement rules also impinged on decision-taking and financial arrangements affecting shipping services and investments. Funding was a major issue since the hope would be that **HITA** could improve on results within existing funding while assisting the case for extra funding. The latter might include private funding e.g. **PFI** deals for new ships.

THE CASE FOR HITA : THE HIE VIEW

Roy Pedersen, HIE

Roy explained than **HIE** favoured **HITA** since it could encourage a more holistic view of transport in an area with special problems of peripherality. It could establish a longer-term strategy for competitiveness and social well-being. Closer integration of new ferries, routes and terminal changes would be possible and more acceptable structures for fares and charges (including air travel) could be introduced. At present, there were substantial differences between routes without apparent justification e.g. charges on the ferry route from **Scrabster** were unusually high. **HITA** could also help towards achieving national objectives for area development, tourism, heritage and the environment. **HIE** would prefer **HITA** to have a strategic role, concentrating on principal links to and from the Highlands as well as links within the area - especially those to the islands. Under a minimalist approach, already mentioned by **Douglas Wynn**, an **RTA** might embrace the development and funding of trunk roads, **Cal/Mac** and **Northern Isles ferries**, related ferry terminals and possibly other harbours, main airports and protection/support for certain air links. In a maximalist approach, there was scope for local authorities to transfer to the **RTA** funding for local roads and ferries, taxis, parking and bus services if this was desired. **HIE** felt that an intermediate approach was likely to be the outcome of discussions. This could give **HITA** statutory responsibility for lifeline services plus other new powers to undertake local authority functions by agreement, to secure ownership of protected slots at **London** airports and to develop key aspects of transport training. The latter was an important issue because many sailors were nearing retirement with no suitable replacements.

HITA would be a contractor rather than an operator - developing and monitoring more integrated transport and a longer-term vision with a small core staff. An asset owning and leasing body might own equipment such as vessels, ferry terminals, airports and other vehicles - e.g. aircraft, rail rolling stock - for lease to operators. One possibility might be a not-for-profit company separate from the **HITA** and free from **PSBR** constraints. **HIE** considered that rail passenger franchise powers were best left with the **Scottish Executive** and **SRA** but with powers to **HITA** and local authorities to finance additional improvements in partnerships.
Lastly, **Roy** said than **HITA** had to be seen as an integrating, initiative-taking and innovative body. The **Highlands and Islands** would suffer if services remained exactly as they were; there was a need to embrace change and use it to the area's advantage - including fast ferries and new approaches to air services, integration and marketing.

A VIEW FROM LOCAL GOVERNMENT

Phil Shimmin, Director of Roads & Transport, Highland Council

Phil stressed that his views were personal since **Highland Council** had not yet taken a view on **HITA**. He said that his own views were still confused. It was puzzling that **HITA** was being discussed at the very time when current decisions were going to fix many aspects of transport for some years ahead. In particular, he mentioned the **north-western trunk road management contracts,** the imminent decisions on **ferry franchising** and the replacement **ScotRail** franchise. Funding was also a huge issue. Local council funding for structural road maintenance had halved while councils were concentrating on demand-led services. Transport had suffered from this while he feared if contracts for trunk road maintenance went to an outsider, it would be even more difficult for councils to have the supplementary labour available to divert to meet winter snow-clearing, road treatments and other emergencies. In this respect, he agreed with the case for **merging trunk and local road responsibilities** within the **Highlands**.

HITA could also offer advantages, depending on funding arrangements, in **ringfencing funds for transport** - especially road maintenance. It could also facilitate a comprehensive review of **ferry services** and terminals.He agreed with the view that principal rail responsibilities should stay with the **Scottish Executive** and **SRA** but argued that it was very important for **HITA** to have full powers for transport and timetable co-ordination.
An effective **HITA** required appropriate, ringfenced financing associated with powers to secure co-ordination. The maximalist approach required further thought - would it deliver more and cost-effective investment with joined-up thinking or would bureaucracy increase?

LIFELINE FERRY SERVICES AND HITA

Alfred Baird, Head of Maritime Research Unit, TRI Napier University

Alfred outlined the position of lifeline ferry services in the context of **EU** requirements for the tendering of subsidised routes. Using illustrated diagrams, he expressed concern that patronage of **Cal/Mac** and **Northern Isles** ferry services had stayed flat despite significant increases in subsidy payments - including recent subsidies towards the capital costs of new vessels. There had also been an absolute fall in revenue from **Northern Isles** services. Drawing on the **Japanese** ferry experience, he feared that route by route ferry tenders would destroy economies of scale and create network marketing difficulties. He agreed with the **Scottish Executive** preference for grouping of ferry routes but argued that proposals for a vessel-owning company (leasing vessels to operators) could inhibit innovations on routes and services. Innovation was vital to grow the market. A more dynamic approach to ferry **PSOs (public service obligations)** was needed and this was not likely to fit with five-year periods for re-tendering. Invitations to bid had to encourage bidders to take account of the full advantages (including a greater overall boost to island economies) of new vessels and new service patterns (for further detail on **Lifeline Ferries**, see **A Baird** article in **STR Issue 10**).

DISCUSSION The issue of ferry services to mainland areas was raised. Alfred responded that it seemed certain that subsidy could be offered to services to 'virtual' islands i.e. long peninsulas. In reply to a councillor claiming that Caithness was a 'virtual island' due to the poor quality of the **A9** at the **Ord of Caithness**, **Phil Shimmin** regretted the omission of this scheme as a trunk road priority. The **Scottish Executive** had given top **Highland** priority to completion of **A830** improvement to **Mallaig**; the solution lay in extra funding and increased powers for local bodies or a **HITA** to determine suitable overall priorities.

A rail representative referred to action on rail freight improvements to **Caithness** but drew attention to the wider issue of rail services going to and from destinations and origins well beyond the **Highlands**. There was a need for a national rail strategy within which Highland rail services could improve. This led to further discussion of whether rail issues (apart from minor top-up payments) should be excluded from **HITA** or tackled in ways giving **HITA** a greater role in relation to rail services principally within the Highlands and a partnership role in relation to cross-boundary services and the award of **Freight Facility Grants** (now extended to encourage movement by water). It was pointed out that such grants needed to be evaluated on a basis which included allowances for reductions in road wear and tear and the benefits for communities and visitors of fewer heavy lorries. This was of special importance for rising movements of maturing timber. Another **Highland** councillor tended to favour the maximalist approach but raised the issue that ferry service changes could have adverse impacts on some local communities e.g. **Uig in Skye** if the **Benbecula** service moved to a new terminal at **Dunvegan**.

Regarding contracts, **Phil Shimmin** said that the terms of contracts had to be right but an obsession with audit had worked against desirable areas of flexibility. Pressed on this issue, **Douglas Wynn** said that a **HITA** could sharpen the nature of agreements with more emphasis on long-term aims and benefits. Sub-areas had to look to long-term gains even if some adverse short-term effects arose for some communities.**HITA** could encourage a more strategic approach.

Alison Magee confirmed her interests in timber issues as a **Sutherland** councillor but, in her role as transport spokesperson for **COSLA**, also stressed that **HITA**, and other possible **RTAs**, should not be seen as a **Scottish Executive** exercise in buck-passing. Partnerships with, and initiatives from, the Executive would remain vital as would a funding package allowing **HITA** leeway to prepare, and secure, strategic improvements in the range and co-ordination of services.

HITA : A BUSINESS VIEW

Ewen Gabriel, Highlands & Islands Area Manager, SCDI

Ewen traced the major involvement of **SCDI** and its area office in transport consultations over the past decade. In the situation now arising, SCDI supported the **HITA** concept. **SCDI** saw **HITA** as a s tatutory body taking a lead from local authorities and the private sector and with a strong focus on corridor improvements, including those from east to west within the Highlands and Islands as well as north-south.

HITA should recognise diversity within its area with the **Scottish Executive** having a role in resolving disputes. Funding should be a mix of direct funding from the **Executive**, earmarked funding and partnership sources.**HITA** should be consulted formally on land use planning, environmental and health issues.There should be an obligation to ensure value for money in relation to stated objectives and making use of monitoring procedures. Partnership financing would be important. Powers should cover all modes of transport with obligations relating to service quality and accountability.**SCDI** preferred a 'most function' maximalist approach with powers for **HITA** involvement in such issues as overseeing PSO support for ferry and air services, management of trunk roads and control of transport infrastructure grants. **HITA** could also make the case for further changes in UK legislation e.g. exemption of inward flights from **Air Passenger Duty** or the earmarking of such duties for use in fulfilling **HITA** objectives. Longer periods for ferry franchises were required and there was a need to end the prolonged delay in announcing a decision on the **Northern Isles franchise**. Competition policy was another important issue and **HITA** might wish to encourage competing services from **Orkney** to **Invergordon** in addition to the present crossing to **Scrabster**.

HITA would be well placed to develop work on appropriate future aircraft, airport facilities and air fare structures for the **Highlands and Islands**, possibly developing a **PSO** basis for air services in conjunction with the **BA/Loganair** alliance and possible alternative groupings.

Regarding the structure of **HITA**, **Ewen Gabriel** envisaged a majority drawn from local authorities but with significant involvement from the private sector.

POSSIBLE IMPLICATIONS OF HITA FOR REST OF SCOTLAND

David Jarman, Head of Planning and Transportation, West Lothian Council

Speaking personally **David Jarman** opened by saying that the origins of **RTA** thinking in Scotland lay with **David Begg** as a councillor and academic in Lothian and Edinburgh and in subsequent **Scottish Office** consultations. **Begg** had promoted regional transport thinking for south-east Scotland, drawing on **SPT** experience in the west but adding the dimension of an authority dealing with all transport issues and related land use/pricing strategies. A key issue had been the possible value-added in moving from regional transport partnerships to an **RTA**.

After teething problems, **SESTRAN (South-east Scotland Regional Passenger Transport Partnership)** was now making greater progress and involving wider consultation on the regional use of the proceeds of road pricing in Edinburgh. This could avoid the need for an **RTA** in east Scotland. However, the main problem with **SESTRAN** was unsuitable boundaries. It ignored the developing links, notably from **West Lothian**, with the west of Scotland. The recently formed **WESTRAN (West of Scotland Transport Partnership)** faced similar problems in developing a regional transport strategy. The **Scottish Executive** had not yet filled the strategic gap in transport/land use planning for the **Central Belt**. It could still act to tackle this problem but an alternative could be an RTA for the Central Belt, possibly including

A note by the Scottish Executive based on Scottish Household Survey

1. Background

This note describes some results from interviews conducted in 14,714 households across Scotland in 1999.It describes results which have been weighted to take account of differences in the probability of households being included in the sample. As with all such surveys, factors such as sampling variability and non-response bias may affect the results. SHS questions on transport were listed in Issue 5 of "Scottish Transport Review" (page 19) and some results have appeared in Issues 6, 7, 8, 9 and 10. The information about reduced fares, and about bicycles available to the household, was obtained from questions which were answered on behalf of the whole household by either the highest income householder or his/her spouse/partner. The information about walking and cycling, and about road accidents, was obtained from questions which were answered by one randomly-chosen adult in each household, and the results were weighted to represent the adult population.

2. Adults who pay reduced bus or train fares

The SHS interviewer refers to the fact that some adults are entitled to pay reduced bus or train fares because of their old age or personal circumstances, and asks who (if anyone) in the household pays reduced bus or train fares. Overall, 23% of adults were said to pay reduced fares: 19% of men and 27% of women. The percentage varies with age: it is between about 2.5% and 5.5% for those aged up to 54, is 9% of 55-59 year olds, then increases to 49% of people aged 60-64 and over 80% for those aged 65 and over.

About 78% of adults who were described as being permanently retired from work were said to pay reduced fares, as were 38% of those who were described as permanently sick or disabled, 16% of adults "looking after home/ family" and 13% of those in further or higher education who come within the scope of the SHS (the survey is of private households and so does not cover many students, such as those in halls of residence).

Concessionary fare schemes are operated by all Scottish local authorities, and are applied to several eligible groups defined by the 1985 Transport Act, the principal eligible group being people of retirement age. The schemes vary throughout Scotland (and in their application to bus, rail and ferry travel) - for example, Fife offers free travel, Edinburgh a 40p flat fare, and Highland half fare on buses - and so do "take up" rates. Of those who were said to pay reduced fares, most (21% of adults) were said to have a concessionary fare pass or a reduced fare pass. As would be expected, the percentages with these passes were highest for adults who were described as "permanently retired from work" or "permanently sick or disabled". In contrast, only 1.3% of adults were said to have a Railcard, and the percentage with one was highest for those in further or higher education who were covered by the SHS (6%).

3. Households which have bicycles which can be used by adults

Over half of all "family" households (those containing children and two or more adults under pensionable age - 60 for women and 65 for men) had bicycles which adults could use, compared with only 5% of single pensioner households and 17% of other households containing people of pensionable age.

The **SHS** uses the **Scottish MOSAIC neighbourhood classification system** to identify types of area which have similar characteristics. In terms of this classification, the percentage of households with bicycles which can be used by adults is highest in "country dweller" areas (just under 50%) and in "high income" areas (45%), and lowest in neighbourhoods which are described as inhabited by "renting singles" (15%) and "families in council flats" (17%).

Bicycle ownership varied with the social class of the highest income householder: 56% of "professional" households had a bicycle that could be used by adults, compared with 25% of "unskilled" households. Only 15% of households without a car had a bicycle which adults could use, compared with 56% of households with two cars and about two-thirds of households with three or more cars.

4. Seasonal variation in walking and cycling

The **SHS** asks on how many of the previous seven days did the respondent make a trip of more than a quarter of a mile by foot or by bicycle. The questions distinguish between walking and cycling as a means of transport (i.e. to go somewhere - e.g. to the shops or to work) and walking and cycling for pleasure or to keep fit (including jogging and walking a dog). The note in issue 7 described how the answers varied with sex, age, and annual net household income. This note looks at seasonal variation.

Over the year as a whole, 52% of adults said that they had made a trip of more than a quarter of a mile by foot to go somewhere in the seven days before the interview. There was a slight dip in this percentage in the third quarter (July to September), but the difference between the quarters is not statistically. 40% of adults said they had walked more than a quarter of a mile for pleasure or to keep fit on one or more of the previous seven days. The percentage varied between 43% in the second quarter (April to June) and 35% in the fourth quarter (October to December). In this case, the easonal variation was statistically significant (at the "0.1%" level). Over the year, only 3% of adults had cycled more than a quarter of a mile to go somewhere (varying between 2.4% in the first quarter and 3.7% in the third quarter), and only 4% had cycled just for pleasure or to keep fit (varying between 2.6% in the first quarter and 5.1% in the third quarter): in both cases, the seasonal variation was statistically significant (at the "2%" and "0.1%" levels, respectively)

5. Adults who were injured in road accidents

The **SHS** asks whether the respondent had been injured in a road accident in the past year: overall, 1.5% said that they had. This is more than three times the percentage that is obtained using the official road accident statistics, which are supplied by the Police: the difference may arise for a number of reasons (e.g. some people may have considered their injuries to be too slight to be worth reporting to the Police, and some people may have counted injuries that occurred more than a year ago). The percentage fell from 3.2% of 16-20 year olds to 0.8% of those aged 71 and over. There was little difference between the sexes, and not much variation with social class (the different classes' percentages were between 1.3% and 2.1%). The self-employed had a percentage (3.2%) that appears higher than the average, but this could be due to sampling variability (it is based on answers from only 697 self-employed people). 5.2

Respondents who had been injured were asked how they had been travelling at the time. Most (0.8% of adults) had been drivers, 0.4% of adults had been passengers, and 0.2% of adults had been pedestrians or cyclists.

Further Information

The following SHS publications are available from The Stationery Office Bookshop:

the quarterly "Scottish Household Survey Bulletin" (£5 - ISSN 1467 7393) "Scotland's People: Results from the 1999 Scottish Household Survey", Volume 1: Annual Report (£20 - ISBN 1-84268-026-9) "Scotlandís People: Results from the 1999 Scottish Household Survey", Volume 2: Technical Report (£15 - ISBN 1-84268-066-8)

"Scotland's People" and the quarterly "Bulletin" provide figures on a range of the topics covered by the survey, including some analyses of transport-related data, and brief background notes on the survey and the Scottish MOSAIC classification. The "Technical Report" provides a detailed description of (e.g.) the method of selecting the sample, the questionnaire, fieldwork and response rates, etc.

Some SHS results have been published in "Scottish Transport Statistics 2000" [1]. More detailed transport-related results will appear in due course in new Scottish Executive Transport Statistics bulletins.

An anonymised copy of the SHS data for 1999 is available from the ESRC Data Archive.

Further information about the SHS can be found on the SHS website, at http://www.scotland.gov.uk/shs Enquiries should be made to Louise Finlayson, SHS Project Manager: tel: 0131 244 7557 FAX: 0131 244 7573 email: shs@scotland.gsi.gov.uk

References

1. "Scottish Transport Statistics" is an annual statistical volume, available from The Stationery Office Bookshop (£10 - ISBN 1-84268-407-8). The latest edition was published at the end of August 2000.

PLANNING LAW

Planning inquiries are being affected by fears of legal challenge under the European Convention of Human Rights. The problems lies in the appointment of part-time Reporters by the Scottish Executive and in the lack of third party rights of appeal. However, there are fears that changed procedures could mean further delays (S28&31Jul, 5Aug, H25Aug)

STRUCTURE PLANS

An article by David Gill of CALA Homes and Vice President of the Scottish House Builders Association has revealed strong conflict with **GCV Structure Plan** proposals restricting housing land allocations and giving a strong preference for brownfield sites. The Convener of the Structure Plan Joint Committee has rejected the view that these proposals mean acceptance of regional decline. The Plan aim is to secure long-term jobs growth and urban regeneration (H4&11Oct) Preliminary notice has been given on the start of work on a replacement **Structure Plan for Edinburgh and the Lothians (S17Aug) The Draft Structure Plan for the Falkirk Area** envisages sensitive development and landscaping on the M9/M876 corridor around Falkirk. Falkirk Football Club's new stadium will be located in the Westfield area of the corridor. 'Greenspot' development sites have been located with good access to public transport (H7Sept) Constulation is taking place on the new **FIfe Structure Plan**. RICS publication on **Transport Development Areas** (see also inside rear cover and LTT 14Sept) has urged greater use of planning procedures to encourage higher density development around public transport hubs. These could offer significant opportunities for developer contributions and this has been made a key feature of private proposals to finance reopening of the Edinburgh South Suburban line through developments around stations. The poor economic performance and population loss of **Glasgow** and **Dundee**, relative to **Edinburgh** and **Aberdeen**, continues to cause controversy on the extent to which development in booming areas may be 'exportable' to less successful zones (H23&24Aug;S7Aug)

CITY CENTRES

Glasgow's city centre shopping performance remains well ahead of **Edinburgh**. An aid package of £800,000 from Glasgow City Council is being used to help transform the vacant Post Office building in **George Squar**e into a luxury hotel (H31Aug) but, in Edinburgh, a six star hotel plan for Leith has been shelved and the **Royal Bank of Scotland** has unexpectedly pulled out of plans to create a global headquarters as part of a joint scheme to redevelop the St James area in the city centre (3Aug;6&7Oct) A vacant site east of **Albion St** in Glasgow's central area is to become a £60m haven for hi-tech business with the potential for 3000 jobs over five years (H2&3Oct) The **Science Centre** and **IMAX cinema** at Glasgow's Pacific Quay are now almost complete and there is increasing

Albion Street City Centre site in Glasgow (H 2 Oct 00)

confidence that the **BBC** will also move to this site by 2004 in addition to development along the north waterfront (H23Aug, 12Oct) However, the lack of a clear planning and transport strategy for this extending Waterfront zone has been criticised (H25Aug&27Sept). **Scottish Powe**r may close its offices in Edinburgh and Fife, concentrating on Glasgow and Lanarkshire (H7Oct)

DEVELOPMENTS BEYOND CITY CORES

Ikea is set for expansion at the **Braehead** Clyde Waterfront site (H1Aug) while **Capital Shopping Centres** is promoting further development on derelict land between Braehead and Renfrew. A balance between business, leisure and housing is being sought (H29Sept) **Greater Glasgow Health Board** is maintaining its preference for expanding Glasgow's Southern General as the principal South Side hospital despite local pressures to consider more accessible sites close to the present Victoria Infirmary or in the Cowglen/Pollok area (H20Sept) **Renfrewshire Council** has rejected a housing development at **Bridge of Weir** to safeguard possible reopening of the railway to Bridge of Weir and Kilmacolm (H6Sept) Pressure for business development around airports remains high; Inchinnan Gate business park has been completed on brownfield land adjacent to **Glasgow Airport** (H5Oct) AMEC, the Royal Bank and Scottish Enterprise Lanarkshire are developing speculative distribution warehousing, the Colossus, adjacent to **Eurocentral** while the fourth and final phase of **South Gyle** office building is now under way (H27July) **Motorola** is creating a £20m research facility at Livingston (H5Sept) while **Babcock** has produced plans for industry, offices, a marina and housing on its site at **Rosyth** (also expected to be the new ferry terminal for Europe) (H30Sept) **One 2 One** is creating 800 call centre jobs at Dundee Technology Park (H4Sept)

RURAL DEVELOPMENTS

e-commerce is achieving greater impact on the Western Isles economy through attracting blue-chip companies (H2Oct) Scotland's independent grocery chains are seeking gains from 'e-mail order' expansion by using their outlets as points for Internet customers to pick up goods (H22Aug) A further poor tourist season has led to fewer jobs on the **Dunvegan** estate in Skye (H16Sept) though **Oban** is seeking extra jobs by encouraging a move of the Cal/Mac HQ to the town from Gourock (H12Sept) Ways of helping economic and social activity on remoter islands by introducing, and improving **air services** are being studied by HIE (see p10)

BN Islander Aircraft at Colonsay on exploratory Charter flight, Photo R. Pedersen

Tesco is to build a new supermarket in **Alloa**, possibly cutting trips to shop outside the area and creating 350 jobs (though the net job impact will be lower) (H24July) Plans to expand tourist and general parking in **Inveraray** have clashed with desires to retain a local avenue of trees (H3Oct) Agro-businesses, especially in remoter areas, have been driven to the brink by fuel costs.The NFU estimates that transport costs to remoter farms now come to £10,842 a year compared to £3126 for similar farm units in the central belt) (H1Aug) **Lafarge Redland** are challenging the lengthy delays in seeking a decision on the Lingerbay super-quarry on Harris but quarry interests in rural Lanarkshire have claimed that, with flat demand, approval of this quarry could lead to quarry closures on mainland Scotland (H6&11Sept)

the **Scottish Borders** (already in **SESTRAN**) and **Dumfries** and **Galloway**.Alternatively, **HITA** could be treated as a special case with overlapping and regional issues in the rest of Scotland covered by **Scottish Executive** initiatives - including **ScotRail** franchise replacement - and partnership development. **David Jarman** felt that the **SPT** approach (a body dealing only with public transport) was out-moded and out of step with integrated thinking on transport and related issues. **SPT** had done much good work in the past but the need now was to look towards alternative arrangements - possibly with a changed role for **SPT** as a rail passenger managing agent for the **Scottish Executive**. Even with improved funding for transport, there would be conflicts over the use of resources and on how to ensure the ringfencing and appropriate use of income arising from congestion charging and the more difficult topic of workplace parking levies. **HITA** could be a precedent for building up good practice and his personal view was that better results could be obtained if it controlled the entire corridors linking the **Central Belt** with the north. The **A9** corridor was in need of radical reappraisal - including faster and more frequent rail services (associated with fewer stations but good feeders); improved local buses and community transport, road safety measures, crawler lanes and rest-stops directly on the **A9**.

DISCUSSION **Douglas Ferguson**, **SPT**, drew attention to the need to get a **HITA** boundary right in the **Argyll and Bute** area. Parts of this area had strong links with the **SPT** area. He agreed with **David Jarman** that a strategy for the **Central Belt** was needed yet the majority of flows, despite growth on the **M8** and through rail corridors, were internal to the west. Hence the need for a separate West of Scotland Regional Transport Strategy. **Alison Magee**, **Highland Council**, queried the case for closing rail halts and referred to recent intense controversy on the loss of local stops (notably **Kingussie**) on some **Inverness-Central Belt express services**. 'Low' usage figures were actually quite high in relation to the population of local communities and there was a need for both express and stopping services - if necessary including further extension of double tracking or longer loops on the route to **Inverness.** This would also help the expansion of rail freight. **Donald McCuish** reminded the audience of the **1965 Highland Transport Report** and urged that the time had come for an **RTA** with much more than an advisory role and fully alive to new opportunity

CHAIR'S SUMMING-UP

Tom Hart thanked all the speakers and participants. Reviewing the day, he felt that eight themes had emerged:-

- proof of 'value added' and wide regional support before a **HITA** was created
- the need for a lead and active partnership from the Scottish Executive in a **HITA** with funding based on existing resources plus a suitable added element (given that transport funding for Scotland as a whole was being increased)
- the need for transitional arrangements or phasing since a **HITA** would be faced with major contracts and franchises already in place
- the importance of a substantial role for **HITA** in relation to external links, especially air. This may involve reconsideration of a minor rail role for **HITA**
- creation of better value and a greater boost for local economies and social well-being in the organisation of services internal to the Highlands and Islands (including a need for powers to ensure co-ordinated services and timetables)
- some tension between the desire for well-specified contracts/franchises and the desire for innovation and flexibility
- a surprising lack of reference (apart from**Ewen Gabriel**) to road fuel tax and fare issues even though it was more evident that such issues (and other issues to do with quality of service) were becoming at least as important as infrastructure and vehicle investment
- the relative lack of comment on the constitution of **HITA**

He suspected that more views would be announced as the present consultation exercise neared its end. **The Scottish Executive** would have to move towards decisions on a **HITA** during 2001. A shadow **HITA** might operate within a short timescale but a formal **HITA** would require space in the **Scottish Executive legislative programme**.

ORKNEY'S POTENTIAL AS A CONTAINER PORT : THE GLOBAL CONTEXT

Paper presented by Alfred J Baird, Head of Maritime Transport Research Group, Napier University Business School, as part of STSG AGM in Inverness, 28 September Earlier versions of this paper were presented to the 21st World Ports Conference in Malaysia in May 1999 and to the International Association of Maritime Economists in Halifax, Canada in September 1999.

Alfred introduced his paper by saying that it was part of a research project for **HIE**, **Orkney Islands Counci**l and **Halifax Port Authority**. This was investigating the potential of **Scapa Flow** as an **International Container Port** and was nearing completion. The expansion of container shipping was one of the leading characteristics of late 20th century trade and shipping. This trend showed no sign of abating and containers were beginning to make inroads into some types of bulk trade as well as general cargo. Economics had been driving an increase in the size of container ships. By the end of the 1980s, many new container ships had a width greater than could be accommodated on the **Panama Canal** and the biggest container ships could now take **6000/7000 containers**. This meant that they had outgrown many ports or required their adaptation through expensive dredging. Port congestion was increasing and, for environmental reasons, the **US** Clinton administration had imposed a dredging tax. Containers handled were doubling every ten years and there was now a possibility of the largest ships rising to a 15,000 container capacity. This was raising major issues for route patterns and port facilities. The earlier pattern had been one of intermediate sized ships making a series of calls at either end of their trunk sections. This was time-consuming and costly, involving rehandling of containers. The alternative emerging was the **mega-hub** associated with larger vessels for trunk crossings with feeder routes to and from the hub.

Mega-hubs could be well away from traditional ports, taking advantage of deep water, local labour and a lack of congestion. Several had already emerged in the **Mediterranean**, the **Middle East** and the **Caribbean** but, as yet, there were none in **northern Europe** or **north-western America**. Existing container ports in these areas were aiming to keep their position through further investment (as at **Antwerp**), extended dredging and development of their own feeder routes. Nevertheless, a questionnaire survey had shown that consigning companies were interested **i**n mega-hubs for the **north Atlantic**. Mega-hubs could be designed from the start with faster crane capability and they could reduce the total costs of containerised distribution through high-efficiency trunk hauls linked to high-utilisation direct feeders. The extra capacity offered by larger trunk vessels was also encouraging lower rates to increase use of this capacity with increased profitability. One result was that direct transatlantic services to existing major ports could lose market share but with a growth in feeder services not requiring ships of a size requiring large increases in dredging costs. Fast feeder vessels capable of **25 knots** and handling **1000 containers** were now available. **Orkney**, with **Halifax** as a partner, could fit into these global trends. **Scapa Flow** has extensive deep and sheltered water and offered an **Atlantic route** 200 miles shorter than other ports. It offered an optimum range of feeder routes to the **Benelux**, **Germany**, **Scandinavia** and the **Baltic**. Taking account of **English Channel** congestion and trends in ship size, it also offered prospects for container handling on global routes - not just the north **Atlantic**. Further studies of market prospects and development costs were being conducted, leading to a finalised research report for consideration by the project sponsors.

DISCUSSION Questions were asked about the cost savings of feeder routes compared to present direct services. Alfred explained that present ‘direct’ services could involve four or five calls at either end of trunk legs, involving time delays, higher shipping costs and logistical problems in rearranging containers. The hub approach could reduce these difficulties. Asked whether there were any potential rivals for **Scapa Flow** as a **mega-hub**, attention was drawn to research on the **Shannon estuary** in **Ireland** - but this offered longer feeder routes to northern **Europe**. Reference was also made to the monopoly dangers of mega-shipping alliances but Alfred argued that present alliances were well below the market share which could trigger **EU** monopoly investigations. The global market was competitive.

A copy of the paper, which includes extensive Tables and data, can be obtained from Alfred Baird at 0131 455 3459 Fax 0131 455 3484 e-mail a.baird@napier.ac.uk

UK AVIATION POLICY: IMPACTS ON THE HIGHLANDS AND ISLANDS

A comment from Laurie Price, Director, The Aviation and Travel Consultancy

Most of this comment is about **UK Aviation Policy** but implications for the Highlands and Islands are also considered. The **UK** still suffers from a policy vacuum in air travel policy. A **White Paper on Airports and Air Services**, taking a 30 year view, is promised for 2001 but government had been slow to recognise the value of the air industry for the **British** economy and had dithered in making provision to cope with what was likely to be 3-fold growth over the next 20 years. Demand at major hubs was exceeding supply and there was a need to plan at least one new runway in the south-east in addition to a decision to build **Terminal 5** at **Heathrow**. There would be some relative diversion to regional airports but, without determined action in the **London** area, the **UK** would lose her dominating position in air travel to the benefit of other European hubs. 20% of world international air passengers moved via the **UK** yet the government’s **Transport 2010 Plan** had almost ignored aviation. The modernisation of **Air Traffic Control** was also well behind schedule and, in my view, is not being helped by efforts to inject private finance into the area of air safety.

Consultations on the forthcoming **White Paper** have the merit of recognising a greater role for regional airports but this was not a substitute for expansion at **London**. **PSBR** constraints were holding back essential investments yet low cost airlines and competition were expanding traffic. **Heathrow** usage had exceeded notional capacity for a number of years yet remedial action had been delayed, in sharp contrast to the huge expansion of **Paris Charles de Gaulle Airport**. **Gatwick’s** runway was already at capacity while **Stansted** was handling **10 million** passengers a year compared to an **8 million** notional capacity for the present design. Expansion to **15 million** capacity was urgent. Decision-taking in **France** took around two years compared to 7 years or more in the **UK**. A stronger lead from government was vital, rather than leaving investment mainly in the hands of private investors.

Runway capacity had been strained by the top priority which passengers gave to improved frequencies using relatively small aircraft. This was moving the issue of **slot allocation** and possible pricing up the agenda. Legally, slots were not owned but they were being traded and were an important issue in **US/UK/EU** discussions on revised international agreements. The outcome was likely to be more slots for large aircraft using busy corridors.

Turning to environmental issues, there had been major cuts in aircraft noise and in households affected since 1980 while air travel contributed under **2%** of polluting emissions. **CO2** emissions from aircraft had been **rising** but by considerably less than **traffic growth** due to improved **fuel efficiency**. Further gains could be expected though there were some unresolved issues related to high-level emissions. **EU** research was investigating this area.

On impacts for the **Highlands and Islands**, the present approach to hub slot allocation was such that the demands of busier routes could force flights from the **Highlands** out of **Gatwick** in addition to the enforced and damaging departure from **Heathrow**. There was a need for agreement on protected slots for key regional links to **London** hubs for transfers to and from international flights. While some scope existed for innovation in the use of runway capacity, the south-east and the **Highlands** would both gain from added terminal and runway capacity in and around **London**. In the shorter-term, it might be possible to make use of Northolt airport (adjacent to Heathrow) for business and connecting flights.

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PROPOSED AIR SERVICE TO COLONSAY

Roy N Pedersen, HIE. (See photo on p16|)

Colonsay is one of Scotland’s and the UK’s most inaccessible islands. The only scheduled access in winter is a thrice weekly ferry to/from Oban (Four times weekly in Summer). This compares unfavourably even with Foula, Fair Isle, Skerries, North Ronaldsay, etc., which have daily links with the outside world by combined sea and air services. It is not possible for Colonsay residents to visit the mainland without spending normally two nights away from home nor is it possible for the island to be visited, e.g. by officials without a similar absence from home. This is a serious impediment to development. The inability of school children to get home for the weekend raised special concerns. As a solution to all these problems, the idea of an air service to the island to supplement the ferry was suggested by Highlands and Islands Enterprise (HIE).

To advance the project, it was agreed that HIE, in co-operation with other bodies, commission consultants to explore the best means of providing an air service between Oban (Connel) and Colonsay and possibly other Argyll islands such as Coll and Tiree. Messrs Steer Davies Gleave were selected to carry out the study. The findings are that:

There is a demand for an air service to Colonsay It is technically and operationally feasible, using BN Islander aircraft, to provide a day return service in each direction on certain days subject to upgrading of Oban Airport and Colonsay airstrip It would bring significant economic and social benefits to Colonsay It could not be operated on a straight commercial basis but would require subsidy The most cost effective arrangement would be a comprehensive service based on Glasgow and Oban serving other Argyll islands such as Coll, Tiree and Mull The annual subsidy for such a service would probably be some £300k A subsidised air service would have to be put out for tender as a ‘public service obligation’ (PSO)

These findings were discussed informally with islanders on a recent visit and appear to have been well received. Much work still requires to be done to acquire land, ascertain what airport improvements works are required and to assemble the funding package. The proposed air service may well offer savings to other parts of the public purse, e.g. health service, education, official bodies, etc.

HIE’s partners are Loganair, Caledonian MacBrayne, Argyll & The Islands Enterprise, Argyll & Bute Council, Scottish Executive, the Iomairt aig an Oir (Initiative at the Edge) officer and the community of Colonsay.

AIR **TNT** is to build a **£3m** cargo terminal at **Edinburgh Airport** with a **£2m** contribution from **BAA**. The airport handles twice as much cargo as **Glasgow** and parcels traffic has been experiencing strong growth (H11Oct)

PORTS AND FERRY TERMINALS

Minister Sarah Boyack has approved **£5m** plans to expand facilities for **Irish traffic** at **Troon** (H22Aug) **Annat** harbour at **Fort William** is to be improved to accommodate larger vessels (see p14) and plans are being drawn up for deeper berths at **Stornoway** (H22Aug and S11July) Opinion is divided on plans to replace the **Iona** ferry with a **£7** to **£11m** causeway. According to a report from **Halcrow Fox** to the local enterprise company and **Argyll** and **Bute Council**, either this should be considered or an improved ferry service introduced (H23Sept)

RAIL **TDG** is investing **£2.5m** in warehousing at the rail-linked **Eurocentral Mossend** depot. A further **£2.6bn** of government funding has been allocated to ensure that the **£5.6bn WCML** upgrade is completed on time (H22Sept) **Highland Council** has guaranteed **£1m** to the **Cairngorm Chairlift Company** to assist completion of the **£14.7 Cairngorm** funicular railway by early 2001(H7&8Sept) The **£35m** restoration of **Glasgow Central station** has been completed and work has started on rebuilding **Largs** station and on a **£1.4m** upgrade of **Helensburgh station** (S7Aug & H25Aug) Consultation has started on a possible relocation of **Burntisland** station. **Railtrack** has also announced plans for improved traffic access and parking at **Waverley station**. Permit charges will continue to be made for taxis but taxis should be available at the ‘push of a button’ (EN12Aug) Other Railtrack plans include a £16m upgrade for the **Tay Rail Bridge** for which a contract has been awarded to Kilsyth-based **John Mowlem Plc** (H27July)

Anger has been expressed at the standstill state of **SPT** plans for vital rail improvements in the west of Scotland. The new service to **Larkhall** and improved frequency to **Milngavie** will not now to available until September 2002 while the **Scottish Executive** and **DETR** have started another study into **Glasgow Airport** rail links. The SPT plans to appoint consultants to assist in developing a brief for on north-south rail options in **Glasgow**, including a possible new tunnel or reuse of the **St Enoch Bridge (**H5Aug)

In east Scotland, **Railtrack** is holding discussions on links to **Edinburgh Airport** (S8Sept) and it is hoped to accelerate plans for provision of a station at **Edinburgh Park** (EN6Sept) The **Edinburgh Crossrail** link to new east **Edinburgh** stations at **Brunstane** and **Kinnaird Park** (the latter with 600 parking spaces) should open in October 2001 (EN11Aug, see also p14) Options exist to extend such services to the central **Border**s, **Penicuik** or around the **Edinburgh South Suburban** line but present capacity through central **Edinburgh** is insufficient to accom modate all of these options. Preference is likely for the central Borders with an intermediate stage involving the extension of services to **Gorebridge** in **Midlothian**. Contributions from property developers may allow the **Borders** line to be extended to **Charlesfield**, a new village just beyond **Newtown St Boswells** (H27July,EN11&22Aug, S26Sept)

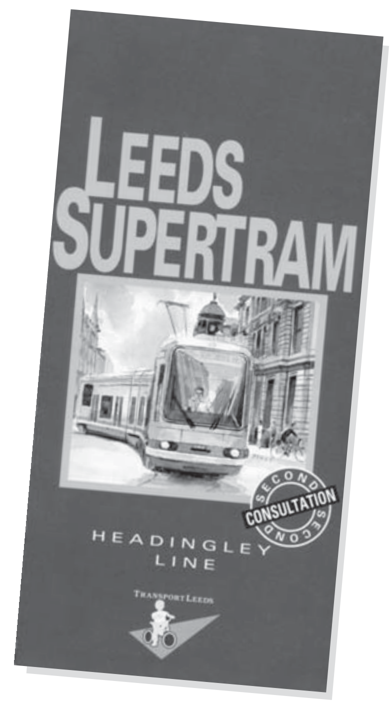
London Docklands Light Rail Services are now running to Lewisham south of the Thames

LIGHT RAIL AND METROS

The Irish government has announced an IR £4.3bn public-private partnership for improving **Dublin’s** public transport. This includes a metro system, involving 14 kms of tunnel and taking 10-15 years to complete. It will complement existing suburban railways and a light rail system on which work has started. While the Metro plan has been criticised for its high cost, Scottish cities and the Scottish Executive are showing greater interest in public transport investment (H1&2Aug) In its new Local Transport Strategy, Edinburgh City Council’s medium-term priority is a **£250m tram or light rail system** linking the new **Royal Infirmary** and **south-east wedge** with **Leith**, **Granton** and **Cramond**. Initial action may focus on a link from Granton Waterfront to the city centre with an option to convert the east-west CERT busway to light rail. Financing will depend on the application of road pricing in Edinburgh (EN 4Oct and H5Oct) In representations relating to the GCV Structure Plan and GSO corridor, **SAPT** has drawn attention to the potential for **light rail in Glasgow** (partly based on converting existing lines or former routes) and on Greater Glasgow corridors including **Clyde Waterfront** and extension of the present **Glasgow-East Kilbride** rail service to central Lanarkshire via Hamilton.

ROADS In mid-September, Glasgow City, South Lanarkshire and Renfrewshire Councils revived plans for a full-scale **M74 Extension**, including direct access to the Kingston Bridge, in a public private partnership costed at £307m (H&S11Sept) This has led to renewed comments both for and against completion of the M74 (See p6 and H21Aug, 12&20Sept,12Oct) By the end of September, the **Scottish Executive** had accepted the principle of a link from the present end of the M74 to the M8 but without a connection to the Kingston Bridge and subject to further multi-modal evaluation of the scale of the project. Some Scottish Executive funding is likely to be available but no specific amount has been indicated (ET28Sept, H29Sept &11Oct) **Renfrewshire Council** is re-applying for planning permission for the route. Completion is not expected before 2007 (H17Oct) The Public Inquiry into Phase 1 of the **Glasgow Southern Orbital (GSO)** road link from Malletsheugh to East Kilbride has started. A potential Phase 2 could include dualling of the **East Kilbride Northern Distributor Road.** Phase 1 is expected to be a joint PFI project with amended phasing for the **M77** extension south from Malletsheugh with completion by 2004. The present B764 across the Eaglesham Moor will be reduced to single carriageway with passing places.

Dumfries and Galloway Council is urging the Scottish Executive to re-examine the economic importance of the **A75** Gretna to Stranraer road. The present £30m 10-year action plan is seen as too little over too long a period (H25Sept) Delays have arisen due to an 11 week closure of 2 of the 4 lanes in the **Clyde Tunnel** for major repairs (H26Aug&14Sept, S31Aug)**Argyll and Bute Council** has made a special plea to the Scottish Executive for extra funding for maintenance on the A83 trunk road and other roads in the area (H22Aug). **North Ayrshire Council** has gained an extra £400000 from Finance Minister Jack McConnell for improved road maintenance on Arran (LTT31Aug) **COSLA** has claimed that there is a £1bn backlog on Scottish road repairs (LTT17Aug)



CANALS & WALKING The new tunnel under the Antonine Wall on the extension of the **Union Canal** to the “Falkirk Wheel” interchange with the Forth and Clyde Canal has been completed (S11Aug) Despite proximity to Bell’s Bridge, **Glasgow City Council** has approved a £1.5m footbridge across the Clyde giving a more direct link between the £70m Science Centre and the Moat House Hotel. It will allow use of SECC parking for access to the Centre (S9Aug)

EXTERNAL

AIR The **BA** low cost airline, **GO**, has introduced new daily services from **Glasgow** to **Stansted** (H3Aug) The new air services from **Prestwick** to **Paris** and **Frankfurt** have boosted inwards tourism from **France** and **Germany** with knock-on benefits for **Ayrshire** business (H4Sept) Rising fuel costs have led **BA**, **Virgin** and **KLM** to increase fares (H16Sept & 6Oct) **British European** has introduced services from **Aberdeen** to **London City**.

FREIGHT **EWS Railways** will introduce a new parcels service from **Daventry** to **Stranraer** in **April 2001**. Overall, freight traffic to and from Ireland is still shifting to longer sea routes rather than the short crossings from **Loch Ryan**. **MF** and **NIF** are improving ferry links from **Liverpool** and **Heysham** to **Dublin** and **Belfast**. Traffic in 1999 was **13.5%** above 1998 and 2000 traffic is **15%** above 1999 (Freight, August)

SHIPPING A direct ferry service from **Rosyth** to the **European** mainland could be running by 2002. **The Scottish Executive** has named Greek-based **Superfast Ferries** as the preferred operator. Either **Rotterdam** or **Zeebrugge** is likely to be the mainland terminal (H&S 8Sept) **Clydeport** has entered a joint venture with **Fort William**-based haulage company **Boyd Brothers** for the shipment of timber and fish meal from **Annat** near **Fort William** to **Rochester** in **Kent**. It is hoped to carry 200,000 tonnes a year, removing 2 million lorry miles a year from the roads. The scheme depends on a **Freight Facility Grant** to allow **Annat Pier** to handle larger vessels. The project is in competition with the **ABPorts Scottish Executive** approved scheme to move 300,000 tonnes of timber from the **West Highlands** to **Troon** every year, for use at the **Irvine** paper plant or for onwards rail haul to **England** (H26Aug)

RAIL **sSRA** has invited bids for **Trans-Pennine rail passenger services**. If **Arriva** wins, services would be extended to Scotland in addition to extra **WCML** and **ECML** franchised services. **Virgin** amended bid for the ECML franchise retains priority for **new sections of high speed route** and offers new, direct services from **Edinburgh** to **Birmingham** via **Nottingham**.

INTERNAL

FERRIES & SHIPPING **P&O** will cease to operate ferry services to the **Northern Isles** from **2002** following the award of the ferry contract to **Caledonian MacBrayne** in association with the **Royal Bank of Scotland**. New vessels will be provided. A new ship, **Hebrides**, has been launched at **Port Glasgow** for use on the **Caledonain MacBrayne** route from **Skye to Harris and North Uist** (H3Aug)

RAIL **Turbostar** services have been introduced by **ScotRail** on the **Glasgow-Aberdeen** route and on some services to Inverness from **Edinburgh/Glasgow**. Trip times have been shortened and bargain fares introduced for friends in groups of 2, 3 or 4. Some fare increases have been introduced between **Glasgow** and **Edinburgh**. The latter route has gained the award for the **Best Rail Route** in **Britain** (S8Sept, H11& 25Sept). **Croy, Polmont and Falkirk Camelon** stations gained more calls from the start of the winter timetable in September. **Croy** (for **Cumbernauld**) now has a half-hourly service to **Edinburgh**. The last Class 101 diesel multiple units (40 years old) have been withdrawn from **Scottish** services (H29July) The **Edinburgh Crossrail** service is expected to open in October 2001, 6 months ahead of schedule.**ScotRail** is planning extra capacity on the **Glasgow-Oban** route, normally confined to two coach trains

BUSES **FirstGroup** has introduced low-floor buses in **Falkirk** and **Stirling** (using buses from the withdrawn **Fife-Edinburgh** route). Low patronage on the **West Lothian**, **Fife** and **Edinburgh airport** bus service, introduced in 1999, has led to its withdrawal (S6Sept) but **SPT** has introduced a half-hourly linking bus service from **Milngavie** station to **Mugdock Country Park**. Proposals to use seven passenger jumbo-taxis for links from **Balloch** station to the £60 m Loch Lomond tourist development at **Drumkinnon Bay** have attracted protests from conventional taxi drivers (H3Aug) Intensified competition between **FirstGroup** and **Lothian Buses** in **Edinburgh** (see Issue 10, p9) has led to strong complaints from **Edinburgh City Council** and **Lothian Buses** (mainly owned by the city). **FirstGroup** has been attacked for withdrawing services needed in areas with few buses to provide excessive services on busy routes. **Neil Renilson**, **Lothian Buses MD**, has claimed that **Leith Walk** - with 40 buses an hour - had no need for the 8 extra buses now provided by **FirstGroup**. In reply, **FirstGroup** has pointed out that, though 2 buses per hour have been removed from Penicuik, 7 per hour remained. (EN26Aug) **Edinburgh City Council** has reaffirmed plans for the **CERT Western Busway** and announced further plans for a quality bus corridor from the new **Royal Infirmary** to **Leith (Ocean Terminal)** by 2004 with extensions into the south-east development wedge, to **Straiton** and possibly **Penicuik** (S7Aug, see also p 15). In documents for the **GSO Public Inquiry** (see p 15), **East Renfrewshire Council** is seeking **SPT** support in evaluating a quality bus corridor from central **Lanarkshire** via **East Kilbride** and **Newton Mearns** to **Paisley, Glasgow Airport** and **Renfrew/Braehead.** A partnership between **Stagecoach**, **Perth** and **Kinross Council** and the **Scottish Executive** has introduced transponders on **Stagecoach buses** in **Perth**, allowing buses to activate traffic light priorities. Local bus times will improve relative to car use, encouraging growth in the **3 million** trips per year made on local buses (H10Oct)

In **Aberdeenshire**, an intense local dispute has arisen in the **Banff/Macduff** area over council action to secure economies by increasing the distance beyond which free school travel is provided from 2 miles to 3 miles (H29Aug 5,6,26&29Sept) Such disputes are increasing there is no statutory definition of the distance beyond which free travel must be provided. **FirstGroup** has drawn attention to the value of American-style yellow school buses picking up children close to home as a means of improving safety and cutting congestion arising from school trips (mainly below 3 miles) not well catered for by present scheduled and contract buses (FirstGroup Press Release 31 August)

QUALITY of SERVICE **Oban** coastguard station has closed as part of a communications upgrade. Calls will now be handled from **Greenock** and **Stornoway**. The **Pentland** coastguard station in **Kirkwall** is due to close early next year (H30Sept) Unusually heavy rain and flooding has produced temporary rail closures on the **ECML** at **Grantshouse** and also between **Girvan** and **Stranraer** (H29Aug& 11,12 Sept). Though **ScotRail** is among the best performers, the **Annual Report** of the **Rail Passengers Council (RPC)** and **sSRA** monitoring reports show **deterioration in rail punctuality and increased overcrowding**. The **RPC** has made special pleas for simplified ticketing and a lowering of walk-on rail fares. **ScotRail** policy is to increase both on-train and tele-sales of tickets. Long delays in waiting for **Anglo-Scottish** tickets at **Glasgow Central station** are expected to be eased by the **Virgin** takeover of these sales in mid-October (H8Sept & 7Oct) Despite this problem, **Glasgow Central** has been selected as the **Best Station in Scotland** (S8Sept) A **Scottish Executive** pledge to have a national one-stop phone enquiry service covering all public transport by 31 December may not likely to be met due to prolonged disputes between operators and **SPT** - see also p (H5Sept) A survey of residents conducted for **Glasgow's Local Transport Strategy** found that **81%** felt that congestion and road conditions were getting worse. **50%** found the public transport system inefficient and **66%** called for better facilities for pedestrians and cyclists (H21Aug) Local councils have claimed that **CCTV** is in danger of losing effectiveness in cutting crime unless the **Scottish Executive** releases more cash for the maintenance of system (H6Oct)

***David Hamilton**, Scottish Executive: Development Department Road Network Management and Maintenance Division*

INTRODUCTION

The Scottish Roads Traffic Database (STRDb) is a system which collects, validates, stores and disseminates traffic count data for the trunk road network in Scotland and parts of the non-trunk network. Data types vary from 12 hour manual counts classified by vehicle type, through automatic volumetric (i.e. no class) counts, to full time automatic classified counts. There are over 800 sites in the system at present.SRTDb makes data available to users in a number of ways - by standard outputs on a regular basis for specific requirements (e.g. Before and After Studies), by periodic outputs for other s ystems (e.g. Annual Average Daily Flows and related factors to DETR), by access to the SRTDb Internet site from within the Scottish Executive, or by telephone/fax request.

AUTOMATIC SITE TYPES

ATCS

Automatic Traffic Classifier System - 108 sites on all classes of road (Trunk, Principal, B road and unclassified). Sites use induction loops and axle sensors to classify 11 types of vehicle, and data is collected daily, by telephone line, directly into the SRTDb computer in Victoria Quay. A degree of speed information is included. Sites are enumerated (manually checked) on a regular basis, and all data collected is subjected to automatic validation and patching routines. Specific sites are further classified as GB Core and Scottish Core, and data from these are collated and used to derive expansion and scaling factors, which in turn are used with manual count data to produce the Average Annual Daily Flow dataset. The technology in use on site is a 15 year old design and consideration is being given to replacing this with more up to date equipment with more functionality.

ATC

Automatic Traffic Counters - approximately 400 sites on the trunk road network, currently monitored by the maintenance operating companies and management agents, these sites are based solely on induction loops. Most sites are therefore volumetric (i.e. no classification data collection) although a few do make use of pairs of loops to collect data classified by vehicle length, and speed information. Some sites are **Permanent**- that is they are monitored 24 hours per day, 365 days per year - and others are **Rotational**, being monitored for a month or so each year. A variety of counter types is in use, with the more modern kit capable of running for around two months on battery power alone.

Currently ATC sites are operated as part of the Trunk Road maintenance contracts which are due to change in Spring 2001. The monitoring of ATC sites is included as an option within the new contracts and consideration is being given to letting separate contract(s) to deal solely with ATC.

JAC+C

Junior Automatic Counting and Classifying system - there are currently 120 of these sites, many being converted ATC sites. These sites differ from ATC in that every site has some form of telemetry - either BT land line, Paknet radio or GSM - and a power source (usually solar panels). The data from these sites is collected on a weekly basis directly to a PC in Victoria Quay, although each site is contacted on a daily basis to carry out diagnostic checks.

It is now the norm that when ATC sites have to be repaired or new ones installed (e.g. as part of a roads project) they are installed as JAC+C sites, thus ensuring a more reliable, controllable and cost effective source of traffic count data. It is hoped that a new term contract will be in 2001 to allow a substantial increase in the number of JAC+C sites, with an ultimate aim of all Permanent ATC sites being converted.

Like the ATC sites these are all loop-based, some volumetric and others with length-based classification.

All sites are checked (on site) on a bi-annual basis for any physical or electrical faults, and all data is subjected to daily, monthly and annual checks using a variety of graphical and 'by-inspection'methods.

NADICS

National Driver Information and Control System - 100 of these sites are currently used by Stride, mostly in and around the central belt. The data from these loop-based sites is collected by direct line from the National Network Control Centre (NN.) in Glasgow and the summary (hourly) data loaded into Stride on a weekly basis. The data is classified by three vehicle lengths - short, medium and long (5.2m, 5.2 to 10.5, 10.5), and includes speed information. This system is currently being enhanced such that data from all NADIRS sites will be loaded into Stride.

M6 DB

There are 40 volumetric sites (ACT type) and 8 classified sites (ACTS type) on this contract appling to southern M74 and each one is contacted daily by PC and the previous days data downloaded.

MANUAL COUNTS

Not all count sites are based on automatic equipment, as the production of AADF data based on DETR methodology currently still uses manual 12 hour classified counts data combined with the factors produced by the Core ATCS sites. Discussions are currently under way to develop methods which use more automatic data.

DEVELOPMENTS IN PROGRESS

KEY POINTS

These consist of a selection of automatic site locations across the trunk network. These locations are considered to be representative of the routes indicated. These points have traffic flows, clasiffied by vehicle type, available on a 7 Day Daily average and 5 day daily average. (see map on p12)

WEIGH IN MOTION TRIALS

There are currently also 2 WIM sites on trial - this type of equipment is one of the possible options for replacement of the existing kit in ATCS sites. It has the advantages of vehicle types being defined in software, can store vehicle-by-vehicle (vbv) data and the required software runs on a PC platform.

BICYCLE COUNTING

There are currently 12 bicycle counting (automatic) sites in SRTDb, most of which are on non-trunk roads. In co-operation with SUSTRANS more sites of this type are likely.

THE FUTURE

Future developments are likely to include more telemetry (JAC+C), replacement ATCS kit, more use of subsurface axle sensors, and more non-trunk data. SRTDb also holds so called 'Level 3' data which is reference to data held elsewhere. The first example of this is Roadside Interview Data (RSI). Other suggestions would be considered.

For the most part SRTDb is a Trunk Roads database, but only because trunk roads are controlled directly by the Scottish Executive. A number of Scottish councils currently send their own roads data to SRTDb by agreement. This arrangement is encouraged and feedback on the pros and cons are requested. Coupled with an Internet version of the existing SRTDb web site, this would give all potential users of such data ready access to it.

Contacts

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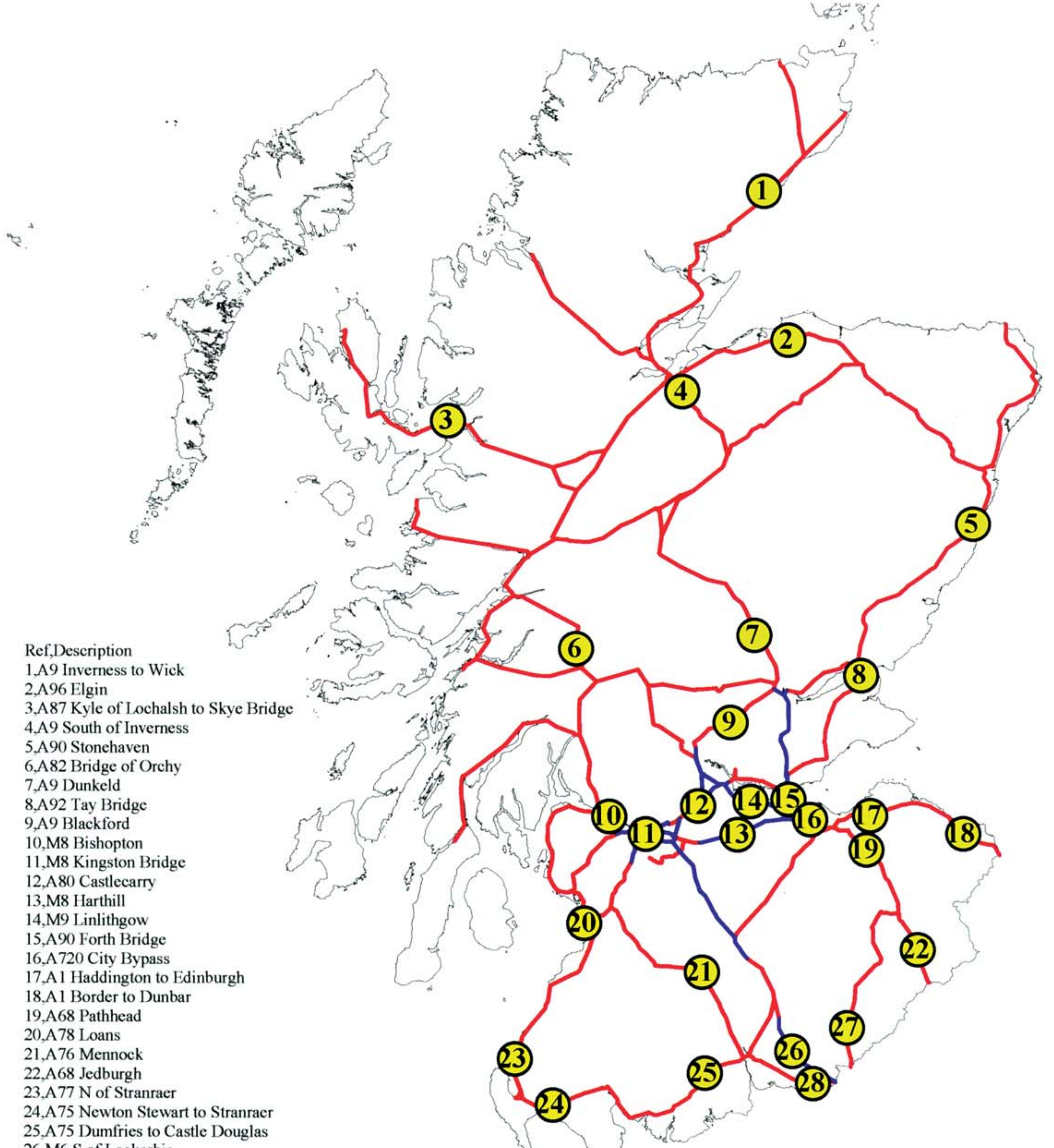
Scottish Executive
Key Points on Trunk Roads



Ref,Description
1,A9 Inverness to Wick
2,A96 Elgin
3,A87 Kyle of Lochalsh to Skye Bridge
4,A9 South of Inverness
5,A90 Stonehaven
6,A82 Bridge of Orchy
7,A9 Dunkeld
8,A92 Tay Bridge
9,A9 Blackford
10,M8 Bishopton
11,M8 Kingston Bridge
12,A80 Castlecarry
13,M8 Harthill
14,M9 Linlithgow
15,A90 Forth Bridge
16,A720 City Bypass
17,A1 Haddington to Edinburgh
18,A1 Border to Dunbar
19,A68 Pathhead
20,A78 Loans
21,A76 Mennock
22,A68 Jedburgh
23,A77 N of Stranraer
24,A75 Newton Stewart to Stranraer
25,A75 Dumfries to Castle Douglas
26,M6 S of Lockerbie
27,A7 Border to Langholm
28,A75 Gretna to Dumfries

Scottish transport Studies Group

ANNUAL AWARDS for EXCELLENCE

The first Annual Awards for Excellence were presented to the three winners at the STSG Annual General Meeting in Inverness on 28 September. The Judging Panel was formed of Bob Armstrong, Steve Lockley and SamMilliken from the STSG Committee

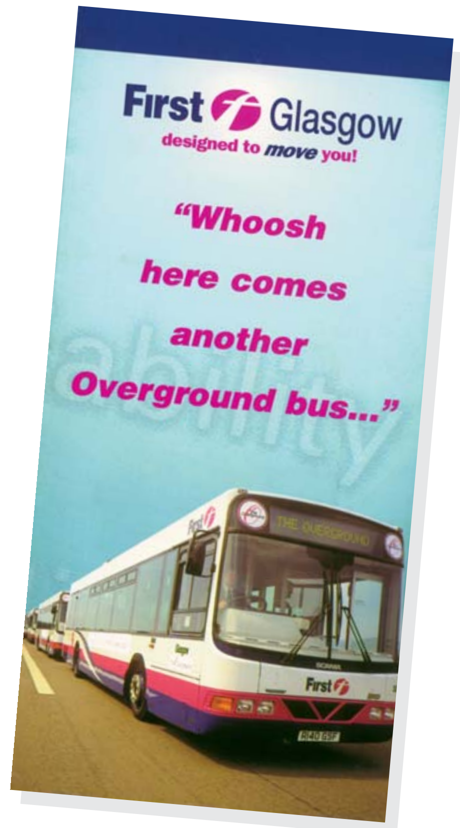
The judges decided on two **Awards in the Passenger Category**, going to First Glasgow and ScotRail.

The **First Glasgow** award was based on the **Overground** project, launched in the summer of 1999 to raise the profile, quality and marketing of core First Glasgow routes in greater Glasgow. The judges were impressed by the quality of service being provided by the project and by the extremely high standard of the marketing campaign. This had succeeded in achieving a 4% rise in passenger numbers. The concept of , frequent stable bus service using high quality modern equipment and supported by bus priorities, user-friendly system maps and reformed fare structures appealed to the judges. This example was also being followed elsewhere in Scotland

SCOTRAIL SLEEPER ADAPTED FOR DISABLED

Scotrail Sleeper for Disabled

George Mair (left) and Derek Mackintosh with the First Glasgow and ScotRail Awards



The **ScotRail award** was based on technical innovation in the physical alterations which had been made to 12 Mark III sleeper carriages in order to provide full facilities for disabled passengers. The innovative engineering solution to an important social priority impressed the judges. By coincidence, the work had also been carried out at the ScotRail Engineering Depot in Inverness.

F.I.R.E PROJECT

In the **Freight Category** only one award was made. This went to **Duncanrig Secondary School** in East Kilbride for student enterprise in developing extremely innovative fire and intruder recognition equipment - initially for use on lorries but capable of wider application. This new equipment enables the driver of the vehicle to be aware of the presence of a stowaway or warn the driver if a fire were to break out on the vehicle.The judges liked the highly novel and inventive approach which had attracted UK attention and commercial interest extending to other European countries. Named the F.I.R.E Project (Fire & Intruder Recognition Equipment), patents have been applied for. This work by the ‘Young Engineers at Duncanrig’ was one of several schemes developed recently in the Department of Technological Education under David Aitken. The project was inspired by news obtained over the Internet about the recent fire in the Channel Tunnel and the problem of stowaways. The students involved were **Claire Gray**, **Katie Nicholson** and **Deborah Aitken**. They are becoming used to fame, having already been invited to develop their proposals by the RHA and having made presentations to the RHA International Conference in Dunblane in May 2000 and subsequently to the RHA, Police, Customs and Excise, Immigration and vehicle security companies at the RHA Regional HQ in Peterborough.

Award photos by D. Halden