

IRON ROAD TO THE ISLES : A REVIEW



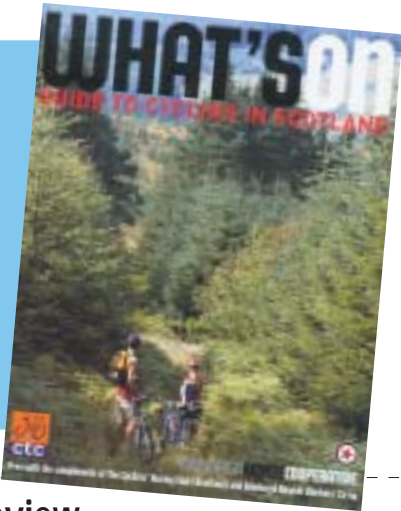
This attractive 52 page booklet has been published to celebrate the centenary of the opening of the Fort William - Mallaig railway. Sponsorship from the Highland Rail Partnership, ScotRail, SPT, HIE, EWS, Railtrack Scotland, ALCAN and Freightliner Scotland has allowed the price to be kept to a very reasonable £4.99. Author Michael Pearson has already produced similar books on the *Settle and Carlisle Railway* and on Birmingham as *Canal City*. There are excellent colour photographs putting the railway in a scenic and imaginative context. These are supplemented by a page by page guide to the line with supporting maps and comment. The whole of the West Highland Line is covered, not just the Fort William-Mallaig stretch. This means that there is information on Glasgow to Fort William plus the Oban branch from Crianlarich. There is also a Gazetteer giving details of accommodation and activity around each station. The guide should appeal as much to the general public as to rail enthusiasts. There are opportunities for similar guides elsewhere in Scotland and the author would welcome suggestions. One possibility might be a guide to coincide with the reopening of the Forth & Clyde and Union Canals?

ISBN 0- 907864-87-2 Published by WayZgoose 2001 - distribution by Cordee of Leicester 0116 254 3579, other inquiries to Karen Tanguy, WayZgoose 01238 821472 e-mail Wayzgoose@jmpearson.co.uk - also available on ScotRail West Highland services, at tourist information centres and high street bookshops.

New Publications on Cycling

New publications include:
**The Annual Report for 1999 - 2000
on the Scottish Cycling Development Project**
and
What's On : Guide to Cycling in Scotland.

*The former is available from Meadowbank Velodrome, London Road, Edinburgh EH7 6AD
and the latter from CTC Scotland or the Edinburgh Bicycle Co-operative.*



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.

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Scottish transport review

ISSUE 13
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SPECIAL THEME: Air Travel and Scotland 2000 - 2030

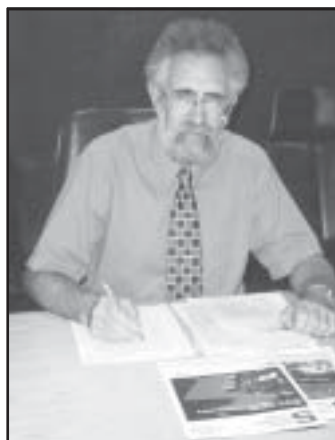


Scottish
transport
studies Group

Other Features:
Transport and Social Inclusion
Central Scotland Transport Corridor Studies
Prospects for Rail Freight
Journeys by Adults
TRI-Annual Report

Free to all STSG Members
Details of Subscriptions and Membership appear on Rear Cover

The highlight in this issue is **UK Aviation Policy Consultation**. This will clearly have important implications for Scotland even though a more specific Scottish consultation is promised later this year.



The imminence of the UK General Election has stifled government views on probable changes relating to airports around London yet there is widespread concern that a 20 to 30 year time frame for transport strategies should have lower priority than feasible and effective programmes for the next 5 to 10 years. There are increasing signs that the Scottish Executive is recognising this issue in developing proposals for a **Transport Delivery Plan** by this autumn.

Tom Hart (Editor)

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Heriot Watt University

Cover Photo courtesy Scottish Airports

Editorial Board

Tom Hart(Editor), Derek Halden(Deputy Editor), Carol Gilbert, Stephen Lockley, Ron McQuaid, Roy Pedersen, and Brian Weddell

The Scottish Transport Studies Group (STSG)

STSG was formed in 1984 and now has corporate and individual members from transport operators, industry, national government, local government, universities, and consultants.

The aims of STSG 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".



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Contributions to the next issue of the Review should be sent to the Editor at Redwood House (mail@stsg.org) by **13 July 2001**

Recent Events

27 March and 10 April STSG Seminars on *Air Travel Policies* and on *Rail Freight* - see p11 - 12 - and p14.

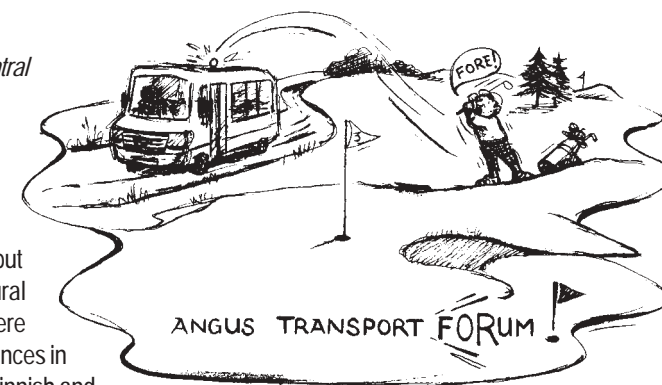
18 April Conference on *Home Zones for Glasgow* organised by the Glasgow Healthy City Partnership.

This conference indicated varied views on whether priority should go to 10 mph Home Zones covering fairly limited areas but including total transformation of street character or wider priorities for road traffic reduction and more extensive use of 20 mph limits. The Scottish Executive reported on pilot local council 'home zone' projects in Thurso, Aberdeen (Tillydrone) and Edinburgh (Caledonian Crescent, Gorgie) while John Morris provided examples from Bristol. The importance of local groundswell in favour of Home Zones was emphasised. Major issues arising related to car parking and attitudes to increased numbers of children and teenagers using local streets for play and other purposes. In many respects, it may be easier to provide Home Zones in new developments or in areas undergoing regeneration for other reasons. Section 74 of the **Transport(Scotland) Act** included Home Zone provision, requiring consultation procedures but also making it easier than in England for Local Councils to introduce 10 mph limits. The Scottish Executive also hoped to see a substantial widening of 20 mph limits as part of action to achieve new targets for cuts in road deaths and injuries with particular reference to children.

25 April MVA/Scottish Executive Consultation in Glasgow on *Scenarios for Central Scotland Transport Corridor Study* - see p10

28 April Conference on *Accessible Rural Transport Solutions* organised by the Angus Transport Forum in the Carnoustie Golf Course Hotel. The main emphasis of this conference was on active partnerships for introducing **Demand Responsive Transport (DRT)** as a means of securing better use of existing but

poorly co-ordinated resources and raising the quality of service offered in rural areas with no public transport or very low levels of provision. Presentations were made by Dr John Nelson of Newcastle University and by Mobisoft on advances in the use of software to provide flexible DRT. Illustrations were provided from Finnish and English projects. Reference was also made to innovative funding available from the EU and through the Scottish Executive's Community Transport Fund in addition to better use of Health Board, ambulance, Local Council and operator resources. There was a very encouraging attendance even though the Conference was held on a Saturday. A collection of appropriate vehicles was on display. For further information, contact Brian Masson of the Angus Transport Forum, 15A Glengate, Kirriemuir DD8 4HD. Phone/fax 01575 573805.



Coming Events

16 May *Delivering a Rail Freight Strategy for Scotland*, 7th Annual Scottish Rail Freight Conference sponsored by Freightliner and Scottish Enterprise, City Hall, Perth. Costs £79.31 to £196.81 inc. VAT. Inquiries to Rail Freight Group, 6 Buckingham Gate, LONDON SW1E 6JP

19 May *Rail and Light Rail: Opportunities for Greater Glasgow*, Saturday morning Conference organised by SAPT in Kelvingrove Museum and Art Gallery, Glasgow. Speakers include Councillor Alastair Watson, Chair, WESTRANS, Trevor Griffin, AEA Technology Head of Light Rail and Tom Hart, SAPT. Costs £20 to £40 - contact SAPT at 5 St Vincent Pl, GLASGOW G1 2HT 0141 639 3697

13 June STSG Seminar on *Central Scotland Transport Corridor Studies* in Glasgow. Speakers include Denvil Coombe, MVA, Malcolm Reed, Director General, SPTE and Barry Cross, City of Edinburgh Council - details available from Brian Weddell, STSG Organiser, Redwood House, 66 Spylaw Rd, EDINBURGH EH10 5BR e-mail brian@stsg.org Fax 0131 455 5141

13 June *Rail Freight 2001 - creating a reliable network for more freight*, organised by Waterfront for Rail Freight Group in Marriot Hotel, London. Costs £423 to £539.33 inc. VAT - details from Anna Gisby or Georgina Hammond 020 7787 1210

3 July *Speed Management: Practical advice on achieving lower speed levels on local roads*, Scottish Executive, Victoria Quay, Edinburgh £170.38 inc. VAT, contact Landor Conference 020 7582 0128 Fax 020 7587 5308

16-22 September *Velo-city 2001* international conference, organised jointly in Edinburgh and Glasgow.

This is the first time that this biennial event, launched by the European Cyclists Federation in 1980, will be held in Scotland. An extensive conference programme of papers, workshops and events has been prepared

- for information, contact Conference Secretariat, c/o Meeting Makers, Jordanhill Campus, 76 Southbrae Drive, GLASGOW G13 1PP 0141 434 1500 Fax 0141 434 1519 e-mail velo_city@meetingmakers.co.uk

4-7 June 2002 *9th European Real Estate Society Conference* in Glasgow in conjunction with Universities of Glasgow and Aberdeen - a general call for papers has been issued though themes will include the changing role of property in the new urban economy. Transport influences will be relevant - for information, contact Kenneth Gibb, Dept. of Urban Studies, Glasgow University, 25 Bute Gardens, GLASGOW G12 8RS 0141 330 6891 Fax 0141 330 4983 e-mail k.gibb@socsci.gla.ac.uk

Recent Publications

NATIONAL POLICY

Modern Ports - Government's Review of Ports Policy, DETR, HMSO *A Strategic Agenda* (2 vols), SRA March contact 020 7654 6000 www.sra.gov.uk - outlines aspirations and framework for change prior to Rail Strategic Plan to be published Autun 2001
To-morrow's Transport, Report from the Independent Transport Commission 020 7352 3885
Running to Stand Still?, review by Prof Phil Goodwin of Ten Year Transport Plan, CRPE, £20
Roads to Ruin : the environmental impact of Labour's new roads programme, Transport 2000, CPRE, FoE, February, £10 from Transport 2000, The Impact Centre, 12-18 Hoxton St, LONDON N1 6NG (deals only with England) - see also *The Railways - where do we go from here?* Transport 2000 £5
Common sense for Transport, Conservative Research Dept, 020 7984 8230 - opposes proposals for congestion charges and parking levies, proposes reduction in bus lanes (unless well used) but urges greater use of pre-paid tickets and enforcement of existing laws
The Impact on Trade and Industry of Motor Fuel Taxation www.parliament.the-stationery-office.co.uk (finds no conclusive evidence of adverse impacts though notes a problem in some rural areas)
Review of Rail Freight Charging Policy: Provisional Conclusions ORR www.rail-reg.gov.uk
Destination Passenger : Towards a Door-to-door Railway, Platform, Transport 2000 Trust
Rail Passengers Council : Annual Report 1999/2000

SCOTTISH

Fuel Prices in Remoter Rural Areas, Fourth Report of Enterprise and Lifelong -learning Committee, Scottish Parliament (calls for VED exemptions for Scottish islands and other measures for rural transport)
Household Transport. some Scottish Household Survey Results, Scottish Executive Statistical Bulletin, Transport Series Rrn/2001/1 January £2
Bus and Coach Statistics: 1999-2000, Scottish Executive Statistical Bulletin, Transport Series, Trn/2001/2 March £2
Role of Transport in Social Inclusion in Urban Scotland, Scottish Executive CRU £5, HMSO (see p9 and 10)
Annual Report for 1999/2000 : RPC Scotland and CAL-MAC Users' Consultative Committee
Industry Partners : Working together for Scotland's Railways- brochure produced by RPC Scotland
Climate Change Scotland February Bulletin, Scottish Executive Environment Group
Reversing the unsustainable? - an analysis of (Scottish) Local Transport Strategies, Colin Howden & David Spaven, TRANSformScotland 0131 467 7714 - a case study of five strategies plus comment on Scottish Executive policy for road-building and traffic reduction
The Thaw Report. Findings from Study of Transport, Housing and Well-being in the West of Scotland - free from Tilly Wright, Urban Studies, University of Glasgow 0141 330 5048
Interim Regional Transport Strategy, SESTRAN, February
Renfrewshire Local Transport Strategy
Aberdeenshire Local Transport Strategy
Strategic Priorities for Scotland's Passenger Railway SPT response to Scottish Rail Consultation
ScotRail Interlink 2010 - response to Scottish Rail Consultation, SAPT Position Paper 2/2001, £3; *Air Travel and Scotland 2000-2030* - response to UK Aviation Consultation, SAPT Position Paper 3/2001 £2 available from 5 St Vincent Pl, GLASGOW G1 2HT

CONSULTATION

Developing a Regional Transportation Strategy : A Consultation , Dept. for Regional Development, Northern Ireland www.drndni.gov.uk/rts
Proposals to improve the air pollution public information bulletin : Consultation Paper, DETR, Scottish Executive, Welsh Assembly and DoE, Northern Ireland
Freedom of Information, Scottish Executive Consultation on Draft Legislation - comments to Sarah Corcoran by 25 May 2001 - copies available from Sarah at 0131 244 4615

RESEARCH and INFORMATION

Lex Transfleet Report on (UK) Freight Transport 2001, Lex/FTA contact 0845 650 2225
Rail Freight Handbook 2001, Rail Freight Group, 0207 630 8613
Freightliner Yearbook and Directory 2001, Mediafine
Focus on Ports, reviews port trends over past 35 years, HMSO
The Channel Tunnel Rail Link, NAO, HMSO £11.50 - concludes that new high-speed rail link from Channel Tunnel to London gives poor value in relation to high capital cost
Older People - their travel needs and requirements , free from DETR 0870 1226 236
UK Rail and Light Rail Investment Profiles MSI and *The Future of Rail and Light Rail Investment in UK*, MSI - combined price £695 - phone 01244 681186 or e-mail enquiries@msi-marketingresearch.co.uk

OTHER

*Car Clubs - a realistic alternative to private car ownership?*LTT feature 8 February
Traffic growth slows but is historic link to economic growth really weakening? LTT feature 22Mar
Tackling Excessive Speeds LTT feature 19 Apr
Why does policy change? - lessons from British Transport Policy, 1945-99, Routledge £64.99 (see LTT 8 Mar - notes major differences of approach to road and rail policy with some tendencies towards recent convergence; transport ministers are found to have a larger than expected influence)
Rail Freight in Moray - deals with rail freight in Moray since 1970s , £5.49 inc. post, orders to author R I Smith, Rhus, Banff Rd, KEITH AB55 5ET
Iron Road to the Isles (see outside rear cover)

Transport Costs are Real Costs

The confirmation that the rising costs of the new Scottish Parliament development do not include access costs demonstrates a major gap in joined up thinking. A whole range of non transport services are needed for the effective functioning of the Parliament such as electricity, water, gas etc. Access costs are equally essential and should be an integral part of a successful development, shown in the full cost.

The Government should be leading by example in a major development such as this demonstrating integrated transport principles in action. If the Parliament does not pay the full transport costs of their building then the public will be forced to through pollution and congestion or through local taxes.

Central Scotland Rail Study

The appearance of the Central Scotland Rail Study in the Executive's research programme is a significant development, reflecting the role of the Scottish Executive at a strategic level in planning transport. The project will assess current and likely future pressures on the rail network in order to assist in prioritising potential investment projects.

Achieving a technical study which informs the agendas of the Scottish Executive, the SRA and Railtrack will be a challenge since often rail studies are closely linked to the agenda of one organisation. With growing congestion on some parts of the network it is hoped that the study is genuinely seeking solutions rather than simply delaying action.

The results are awaited with interest.

Where Next for Regional Transport Authorities?

The decision by the Scottish Executive not to proceed with plans for a Highlands and Islands Transport Authority highlights yet again that transport planning does not lend itself to boundaries. A very wide range of boundaries have been suggested for transport planning in Scotland such as travel to work areas, regions and perhaps even a single national strategy for Scottish transport.

All these approaches have problems, since whatever boundaries are chosen there will be as many important transport services crossing these boundaries as contained within them. For the Highlands and Islands the Shetlands to Aberdeen links were clearly important cross boundary services.

What is clear is that no one authority can have executive powers over all aspects of transport

New Regulation for Buses

One of the most controversial elements of the new Transport (Scotland) Act was how tight regulation should be on bus operations. Some argued that Councils needed extensive controls whilst other argued that private bus companies needed a flexible framework within which to grow their markets.

The solution in the Transport Act allows for a step by step approach to regulation. If the required improvements can be delivered by bus companies working in partnership with Councils then there will be no case for more rigorous regulation. The Act allows for the introduction of Quality Contracts where partnership approaches fail.

Other regulations will require bus operators to run new or varied services for a minimum of 90 days and local bus operators to notify local councils of changes 14 days before submitting details to the Traffic Commissioner. The registration period for new services is to be increased from 42 to 56 days plus 30 days notice for variations or cancellations.

The first step is to develop the framework for statutory quality partnerships. Draft regulations on "Specifying Existing Facilities under Quality

Partnership Schemes" have now been published. The purpose of the regulations is to clarify the base beyond which improvements would be part of a quality partnership. It is hoped that this structured approach to improving bus services will work since the travelling public are unlikely to wait for quality contracts before becoming more car dependent.

The Scotsman, 3rd April



*New Age of the Train :
A Scottish Glimpse of Virgin's Maiden Voyager*

Ring Fenced Road Safety Funding

Speaking to the RoSPA conference in Glasgow, Sarah Boyack the Scottish Transport Minister launched a £11.85m initiative to cut child road deaths and injuries in Scotland. The national target is to cut child road deaths and injuries by 50% by 2010.

The extra money will help local councils to create safer street environments for children with more more crossing facilities, 20 mph zones, better footpaths and cycleways and more traffic calming.

Since local government re-organisation, funding for these much needed safety measures has fallen sharply. This new initiative by the Scottish Executive therefore should help to increase the political priority for road safety at all levels of government.

Transport Policy Up-date

THE BUDGET

Following the pre-budget trailer in November, Chancellor Gordon Brown reduced ultra low sulphur petrol by 2p a litre and added a temporary 2p cut in unleaded petrol to take account of delays in the national availability of low sulphur petrol. Lower rates of VED are extended to cars under 1.5 litres and ultra low sulphur diesel was reduced by 3p a litre. The **Climate Change Levy** now applies to commerce (excluding transport) but with arrangements for lower levies on high-energy users with commitments to energy-saving. Lorry VED rebates are finding their way back to the pockets of operators though continuing competition is reducing the actual benefits to haulage companies. **Experian** has found a fall in haulage industry average return on capital from 7.64% to 7.34%. Debt gearing has also risen. John Russell of JG Russell Transport stated that the haulage industry deserved greater, but more selective, priority in government thinking. His preference was for a **10p per litre cut for essential lorry users** rather than a general 3p cut (S&H 8Mar; S22Feb&H17Mar, Feb and March issues of Freight)

Rail freight operators and environmental groups have been critical of the budget and the new regulations allowing general use of 44 tonne lorries tilting the balance away from rail, contrary to government aims for an 80% rise in rail freight in 10 years. However, some corrective action has been taken in the proposal of ORR to cut rail freight track access charges by 50% while waterborne movement is being assisted by the extension of Freight Facility Grants to water. The SRA has also claimed that the quality of rail freight service delivery can be promoted by increased rail competition (see p14).

AIR TRAVEL & TAX

Air passenger duty was removed from all flights within the Highlands & Islands from 1 April. A reduced rate of duty was also introduced for low-fare carriers on UK and overseas routes. Duty on flights into the Highlands & Islands has been cut to £5 a trip. In a response to the UK Aviation Policy Consultation, SAPT agreed that concessions for the Highlands & Islands are desirable along with a UK 'cap' on maximum fares per mile but has argued that present forecasts for UK air traffic growth are excessive and unsustainable. It has called for an overall rise in air travel taxation, quicker action on the provision of rail links to Glasgow and Edinburgh airports, a shift over the next 15 years of domestic travel from air to high-speed rail and full integration of surface transport with air fares - encouraging public transport access to and from airports (H10Apr, LTT19Apr) For other comment of air travel policy, see p11 to13.

TRANSPORT, ENERGY & A SUSTAINABLE ECONOMY

The rejection by President Bush of Kyoto targets for greenhouse gas emissions has provoked sharp conflicts with European policy in general and with Prime Minister Tony Blair's restated commitment to green policies. The Bushites have argued that the scale of human influence on global climate has been trivial compared to other factors in historical climatic change and have claimed adverse impacts on the US economy if a tougher approach is taken to energy conservation.

Most scientific and economic opinion, however, suggests that there has been much clearer evidence of human decisions contributing to global warming in the past 30 years and in the future unless policies change. Economic development is also seen as depending more on a knowledge economy and less intensive use of scarce resources. There are signs in much of the world that energy use and movement is growing more slowly than GNP growth despite tax and other distortions which favour increased and energy-intensive movement. This is a particular issue in transport, affecting not only car use but air travel and other examples of low load factors and poor fuel efficiency. The question of a rise in air travel taxation continues to move slowly up the political agenda while there is also interest in the restructure of car costs and surface public transport fares to reflect marginal costs and increase incentives to move towards greater reliance on public transport, especially in urban areas and other suitable corridors (S 22Jan,20Feb,30Mar&3Apr;;H6,29,30Mar,9&19Apr)

A related debate is appearing on **future energy options** and the development of both energy conservation and alternative fuels. In both the UK and Scotland, this has led to some advocacy of a re-expansion of the **nuclear** industry (at least to replace declining North Sea oil and gas supplies and nuclear plants - including Hunterston - due for closure in the next 15 years) but with contrary views that a sustainable energy policy requires a sharper focus on fuel efficiency and renewable energy sources - including **wind, wave, tidal and water power**. Such developments can themselves clash with local environmental concerns yet alternative energy can be a significant source of job creation and expertise in both domestic and export markets (H22Nov,22Feb, 5,7,14&16Mar, 9&19Apr). Denmark has embarked on a major programme of wind power expansion.

EU POLICIES

EU has reached agreement on draft directives on **Working Time for lorry drivers**. These are likely to come into force in late 2004 and are estimated by FTA to impose substantial extra costs on British hauliers. Maximum night work will be 10 hours (8 hours in the original proposal) but maximum weekly work is limited to an average of 48 hours over 4 months with a maximum in any one week of 60 hours, FTA was unsuccessful in efforts to achieve greater flexibility in this provision (Freight, Feb) Pressure on Britain is also being increased to lower the **permitted level of alcohol** for vehicle drivers (including cars) from 0.8 mg/ml to 0.5 mg/ml though the EU does not have power to force this change (H19Jan)

RAIL POLICIES

The aftermath of the Hatfield accident has had major repercussions on rail policy and financing. Following earlier disquiet at Railtrack's performance, Sir Alastair Morton, SRA Chairman, has described Railtrack as having a 'nervous breakdown' posing a major threat to the government strategy for 50% to 80% growth in rail traffic over the next 10 years. In a torrent of speculation and discussion in the national press, other publications and railway journals, much has been written on possible ways forward for rail within integrated transport policies. The present situation has been widely condemned and there is almost certainly a majority of popular opinion favouring rail **re-nationalisation**. Reality is more complicated. Full or partial re-nationalisation would inevitably lead to further delays, uncertainty and funding commitments eating into rail investment and other priorities for government spending. Nationalisation could perpetuate a centralised bureaucracy, replacing a private (though regulated) track monopoly with a public monopoly. Merging present passenger rail franchises in a nationalised track company would create further difficulties. On the other hand, there is no longer confidence that Railtrack is in a position to progress (and finance) track enhancements while, as SPT has pointed out in its response to the Scottish Rail Consultation, there is only a qualified hope that - in the absence of other policy changes - longer-term passenger franchises will themselves lead to substantial rises in private investment. The returns to many franchise holders have been low. Confidence is weakening in a context of fares regulation, slow action on road charging, increases in road investment, relatively high rail track access charges and large additional costs arising from the rail safety measures outlined in the **Cullen-Uff Report**. Though having some merits, the possible integration of passenger franchises (especially in the case of the close geographical link between the ScotRail zone and the Railtrack Scotland zone) and/or the creation of not-for-profit Railtrack Trusts or Companies would not overcome the problems of attracting investment on the scale required to implement the **Ten Year Rail Strategy**.

In these circumstances, Sir Alastair Morton's ability to secure Railtrack's agreement to a reshaping (sweetened by extra public funding) looks promising. This agreement will allow Railtrack to concentrate on maintenance while opening up major projects as **'Special Purpose Vehicles'** based on partnership funding but including the spur of competition at the bidding stage for concessions to design, build, finance, construct and maintain. However, post-Hatfield this still implies a substantial rise in public funding. From the Scottish viewpoint, this approach has shortcomings in that the focus is on mega projects rather than the smaller and intermediate projects which could benefit the Scottish rail network. Very close collaboration between the SRA and the Scottish Executive will be essential to increase the momentum of such schemes and to adjust them to particular Scottish priorities outlined in the directions which the Executive can now give to the SRA. Co-operation from Railtrack, as track owner and the source of essential asset information, will also be vital. Actual schemes to alleviate the most serious track bottlenecks are likely to gain support and financing as part of the newly announced **Central Scotland Rail Capacity Study** (see p19) (*Key sources: SRA Strategic Agenda; SPT Rail Consultation Response; Rail magazine; Modern Railways, March; H15Jan, 14Feb,14Mar,3&10Apr; LTT22Mar*)

Business

TRL Ltd has relocated its Scottish branch from Heriot-Watt Science Park to the Redwood House base of TRI Napier University. Links with TRI will be developed though the bodies will remain separate. Following the comment in ISSUE 12 (p23), **CBI Scotland** has stressed that it retains a significant interest in transport. Priority is being given to Central Scotland motorway completion, rail freight and the Scottish level of aviation consultation. It is expected FTA and local Chambers of Commerce will have the lead involvement in road charging scheme consultation.

BA returned to a £65m surplus in the three months to December. It has acquired British Regional Airlines, its largest franchise operator, for £78m. This will strengthen BA's presence outside London and particularly at Manchester. There are Highland fears that the merger may lead to cuts in peripheral services. **Ryanair** is reporting further expansion in passengers and profits. Pre-tax profits rose 39% in the nine months to December. British Midland has rebranded itself as **bmi** and is stepping up its campaign for access to Heathrow. Though there is an increased focus on long-haul routes, bmi has stated that it remains committed to regional services though some traffic has been lost to Ryanair

Stagecoach (with a 49% share in Virgin Rail) and the **Virgin** group have reported further pressure on profits with rising air fuel costs, post-Hatfield rail troubles and delays in a replacement franchise for **GNER** (for which Virgin is on the short leet with GNER). However, Stagecoach has gained approval for an extension of its South-west Trains franchise and is looking at urban rail opportunities in the USA and New Zealand. **National Express** has sold East Midlands and Bournemouth airports to Manchester Airport for an above-expected price of £241m. Pre-tax profits rose 11%, considerably less than growth in turnover. Hatfield has affected rail franchise returns and, like Virgin Rail, efforts are being made to raise profitability and gain increased compensation from Railtrack.

ABPorts report a 10% rise in profits and 11% in turnover. There was major growth in timber handling at Ayr and Troon. **Clydeport** profits have risen 14.8% and turnover 12.8%. Problems in the onward rail carriage of coal from Hunterston have been resolved. Property prospects are good and acquisitions are also being considered. **Forth Ports** profits are up 25% with turnover up 5.6%. Property was the main factor in increased profits in a company which now includes Tilbury and which may bid for seven ports in Australia. Shares in two of the UK's biggest logistics firms, **Excel** and **Hays**, have hit heavy weather with fears of downturn in the US and world economy.

AEA Technology is close to selling its interests in nuclear engineering (including work at Dounreay) and developing its business in rail safety and environmental technology. Mayflower, owner of bus builder **Walter Alexander**, is experiencing falling sales and profits. Alexander Russell, the Lanarkshire based quarry group, is to merge with UK company RMC.

Personnel

In ministerial changes following the resignation of Sam Galbraith,Transport Minister **Sarah Boyack** regained Planning but, amid much criticism, most environment functions - including water and sewage - went to Rural Development Minister Ross Finnie, already preoccupied with the food and mouth epidemic and other major issues affecting agriculture, fisheries and rural development. Sarah Boyack gained **Lewis Macdonald** as the new Deputy Minister for Transport and Planning.

Peter Lederer of Gleneagles Hotel is to chair STB (renamed visitScotland) but the appointment of Rod Lynch, from an airline background, as new Chief Executive proved abortive.

Sir Kenneth Alexander has died after a long illness and many years of service to the Scottish economy and social justice. He had a special connection with STSG in that he was the instigator in 1983 of the proposal that a group like STSG was required to raise the quality of debate and level of information on transport issues affecting Scotland.

Andrew Forster has left the Centre for Transport Policy at RGU to become editor of Local Transport Today (LTT) while **George Hazel** becomes a visiting professor rather than a fulltime staff member. He has set up his own transport and planning consultancy, McLean Hazel Ltd, 7 Glenlockhart Valley, EDINBURGH EH14 1DE 0131 455 7618 e-mail georgehazel@mcleanhazel.com www.mcleanhazel.com. Hazel is also to be an adviser to DETR on access and mobility. **Dinos Kyrou** is to be a part-time research fellow at RGU, specialising in air travel. Iain Docherty has moved within Urban Studies at Glasgow University to become a Research Fellow with Prof. Stuart Gulliver, working on city development.

Ill-health has forced Forth Ports chief executive Alastair Fleming to stand down. He has been replaced by **Charles Hammond**, manager at Tilbury. **Bob Montgomery**, FirstGroup Director Scotland and General Manager, First Glasgow, has moved to a business development post within the organisation. **Mark Savelly** is the new General Manager at First Glasgow.

Alison Shanks has been appointed Sales Manager for GNER in Scotland. Bob Boyd has resigned as Head of Investment with Railtrack Scotland while Railtrack as a whole is reported to be having difficulty finding a replacement for the retiring Chairman, Sir Philip Beck.

Maureen Child, Finance Convener with Edinburgh City Council has been appointed to the UK Sustainable Development Commission. David Hunter, Accessible Transport Manager with Edinburgh City Council has moved to a new post as Senior Policy Officer at Corporate Services. **Ric Bravery** has moved from Inverclyde Council to be Transport Planning Officer with East Dunbartonshire Council. SPT has advertised for a Head of Transport Planning and Integration.

PTIU (Public Transport Information Unit - funded by PTEs, local authorities and trade unions) is to close in May while the **British Road Federation** seems likely to be absorbed in the CBI.

SCOTTISH EXECUTIVE : TRANSPORT PERSONNEL UPDATE

TRANSPORT: DIVISION 1
Head R (Bob) Tait 0131 244 7269

Branch 1 (Transport Policy) This Section has John Dowie (0131 244 0840) as head and covers:-

- Overall Transport Policy in Scotland (including interaction with other policies eg. sustainable development, environmental, planning, rural)
- Transport (Scotland) Act - Implementation
- Regional Transport Partnerships
- Forth TRIP policy
- Local Transport Strategies
- Rural Transport Policy, including Petrol/Diesel prices
- Green Transport Plans
- Secretariat to the Scottish Executive Transport Policy Board
- Scottish Travel Awareness Campaign

Branch 2 (Trunk Roads, Road User Charging, Bridge Tolls)
Head : Peter Thompson (0131 244 7924)

- Trunk roads policy
- Urban congestion charging policy
- Legislation on Charging
- Transport Group Financial Management, Financial Systems Team, Budgets and monitoring
- Toll Bridges (Erskine, Skye Bridge, Tolls Policy including VAT)

Branch 3 (Network Planning)

Head : Alan Clarke (from 21st May)

- Transport Research
- Forth TRIP Traffic and Economics
- Central Scotland Multi-Modal Corridor Studies
- Transport Appraisal
- Traffic and Transport Models Multi Modal Analysis
- Network Planning Review and Development - Route Profiles
- Liaison on Structure Plans and Local Plans and Liaison on Local Authority Schemes

TRANSPORT: DIVISION 2
Head W R J (Bill) McQueen 0131 244 0862

Branch 1 Head : David Eaglesham (0131 244 0868)

- Freight Policy
- Freight Facilities Grants
- Track Access Grants
- Inland Waterways

Branch 2 Head : Ken Crawford (0131 244 0867)

- Civil Aviation
- Sponsorship of Highlands & Islands Airports Ltd
- Financial Assistance to Highlands & Islands Air Services
- Scottish Airports and Air Services Studies and Related Issues
- European Transport Matters Oversight
- Scottish Transport Group Residual Interests, including Pensions

Branch 3 Head : Damian Sharp (0131 244 7098)

- Public Transport Fund
- Rural Transport Fund
- Rural Community Transport Initiative
- Rural Petrol Stations Grant Scheme
- LPG in Rural Areas
- General Policy on Community Transport
- Local Authority Roads and Transport
- Remaining Transport Challenge Fund Projects (including CERT and Larkhall-Milngavie rail link)
- Establishment of advisory committee on transport needs of people with disabilities
- Blue/Orange Badge Scheme
- Section 13 of the Industrial Development Act 1982: grants for industrial access
- Civil Emergency Liaison Officer for Transport

- Branch 4** Head : Willie Cowan (0131 244 1502)
- Bus Policy
 - Implementation of bus provisions in Transport (Scotland) Act 2001
 - Bus Fuel Duty Rebate
 - Public Transport Policy on Taxis
 - Concessionary Fares

TRANSPORT: DIVISION 3
Head J A (Adam) Rennie 0131 244 0147

Branch 1 Head : Jonathan Moore (0131 244 0865)

- Railways and rail policy, RUCC(S)
- Rail aspects of SPT
- Co-ordination of devolution for transport matters

Branch 2 Head : Alan Brown (0131 244 0836)

- Road safety policy and initiatives
- Scottish Road Safety Campaign
- Speed limit policy and pedestrian crossings
- Traffic Calming

Liaison is maintained with the Scottish Road Safety Campaign, Director, Miss Fiona Murray (0131 472 9202) at Heriot-Watt Research Park, Riccarton, EDINBURGH, EH14 4AP

Branch 3 Head : David Binnie (0131 244 0866) from 4 June

- Non trunk roads traffic issues (except road safety)
- Application of New Roads and Streetworks Act
- Traffic signposting and signs authorisation
- Vehicle emissions and air quality
- Roads (Scotland) Act and EU directive on environmental assessment
- Scottish National Travel Timetable

Branch 4 Head : Sally Thomas

- Cycling policy, walking policy, school travel in Scotland (including Safer Routes to School)
- Home Zones

TRANSPORT: DIVISION 4
Head D M (David) Hart 0131 244 7277

Branch 1 Head : Alan McPherson (0131 244 7969)

- Caledonian MacBrayne Sponsorship
- Transport Piers and Harbours Grants in Highlands and Islands
- Ferry and Shipping Services Policy
- Sponsorship role in relation to state aids policy
- Contract management and payments relating to Northern Isles Ferry Services and Tariff Rebate Subsidy Scheme

Branch 2 Head : Fiona Harrison (0131 244 0843)

- Consultation paper on Lifeline Ferry Services
- Tendering Caledonian MacBrayne:Ferry Routes
- Maritime State Aids
- Tendering Northern Isles Ferry Services

Branch 3 Head : Andrew Maclaren (0131 244 0825)

- Ports and Harbours Policy and Legislation
- Harbour Act 1964: Harbour Revision Orders, Byelaws etc; other Marine Works legislation
- Trust Port Appointments
- Coast Protection Act 1949 Licences for works and moorings
- Liaison with DETR, Maritime and Coastguard Agency (MCA) and Northern Lighthouse Board (NLB) on reserved shipping and maritime policy issues

SPENDING CONSTRAINTS

Further evidence has emerged of constraints on Scottish spending relative to England due to the Barnett formula while the English regions and Deputy Prime Minister John Prescott have again raised the issue of a more rapid narrowing of the gap between public spending north and south of the border. Gordon Brown has argued instead for redistribution within English regions. The £200m plus cost of the Scottish Parliament is also constricting other public spending in Scotland given the inability of the Scottish Parliament to borrow funds. This is partly offset by public/private partnerships in transport and other sectors. Scotland leads the UK in such developments but they create large future commitments of revenue from public funds to support projects with up front capital from the private sector (H28Feb&6Apr, S12Feb&3Apr). Writing in the Herald on 16 March, Alf Young noted ‘Holyrood’s instinct to trade in blank cheques’ and ignore the real issue of funding priorities. There is severe doubt that all major transport projects will be able to proceed unless other sources of funding can be found. The Executive has found a way of easing the specially sharp rises in water rates in the northern zone by merging the three Scottish Water Boards; this is an explicit recognition of cross-subsidy between users and may suggest controversial plans to expand similar measures in transport - e.g. in changing bus operating conditions and specifying a replacement ScotRail franchise - to reduce the direct pressure on public funds for social provision. Yet this conflicts with present approaches to transport and it is unlikely that cross-subsidy (increasing costs on operators and on certain users) is compatible with desired increases in Scottish rail investment.

SCOTTISH PARLIAMENT

In addition to the work on local finance (see comment on Transport Spending in column to right), the **Transport and Environment Committee** has invited evidence for its current inquiry into the management and maintenance of trunk roads - inquiries to Alastair Macfie on 0131 348 5240 or committee page on www.scottish.parliament.uk. A report on fuel prices for the **Enterprise and Lifelong Learning Committee** has urged action of offset high rural transport fuel prices (S10Apr)

Update on Scottish Policies

HIGHLANDS, ISLANDS & RURAL TRANSPORT

The Deloitte Touche Report on a **Highlands and Islands Transport Authority(HITA)** has now been published (see STR ISSUE 11). The Report concludes that there is no immediate case for HITA and that Shetland (looking to Aberdeen) had made a convincing case for exclusion from such a body. Sarah Boyack has accepted this conclusion, reflecting the evidence and local opinion. Existing action by the Executive is making an extra £60 m available for Highlands and Islands transport over the next three years. Incremental integration will be encouraged and councils other than Shetland are being invited to submit further views by summer 2002 with a view to possible legislation in the Scottish Parliament. Discussions are to take place on an enlarged leadership role for councils and consultation with respect to **Caledonian MacBrayne** ferry franchising. In particular, there is to be discussion with **Highland and Argyll and Bute Councils** on unified tendering for the maintenance of trunk and local roads on the expiry of the recently awarded contracts for trunk roads in 2006-08 (see p7) Recent Executive grants have included £6m for rural transport in the Highlands and Islands, £2m for southern Scotland and £1m for rural Community Transport projects. £1.2m has also been awarded towards the cost of installing LPG facilities, lowering transport fuel costs.

PUBLIC TRANSPORT FUND GRANTS

A further £7m of awards has been announced. £4m goes to **West Lothian Council** for high quality bus links between Livingston and Edinburgh, £2.7m to **South Ayrshire Council** for a package of improvements and £0.5m to **Aberdeenshire Council** for development work on an enhanced Stonehaven-Aberdeen-Inverurie rail service

SCOTTISH RAIL SERVICES

The full cost of **ScotRail franchising** became a responsibility of the Scottish Executive from April. Some 220 responses have been received on the Scottish Rail Consultation and there are expectations of significant competition for the replacement ScotRail franchise. FirstGroup and Virgin may be interested in addition to National Express, the present holder (Business AM 12Feb) The nature of bids will be affected by further specifications and directions to the SRA and replacement of the franchise may take longer than at first expected. Interim arrangements are being investigated to ensure urgent action on additions to the rolling stock fleet. Responding to the consultation, **North Lanarkshire Council** has called for a stronger rail vision from the Executive with both objectives and targets. The consultation document had given no clear views on such important issues as developing high-speed rail links to Scotland and developing opportunities for light rail in urban and local movement (H19Mar) SNP as stated that an independent Scottish government would take a public share in Railtrack. The **SNP 10 Year Transport Strategy** includes large increases in both road and rail spending with direct public funding of capital projects. Road priorities include the M74, a completed M8, an Aberdeen Bypass and an upgraded A9. Rail priorities are electrification to Aberdeen and links to Glasgow and Edinburgh airports (S&H13Mar)

TRANSPORT SPENDING

Scottish Executive spending plans for the next three years are shown below:

SCOTTISH EXECUTIVE TRANSPORT SPENDING		
2000-01	£877.5m	(inc.£491.6 m of capital charges)
2001-02	£954.5m	(inc. £528.4 m of capital charges)
2002-03	£1,008.4m	(inc. £544.4 m of capital charges)

Spending has a strong focus on improved maintenance, minor schemes, and the nationwide scheme for free off-peak travel on local buses for pensioners and the disabled. Net spending on public transport shows a smaller increase than road spending though, within roads, spending on major projects is restricted so that most of these have unspecified completion dates beyond April 2004 (see p 7). Eighteen months after announcement of the principle of PFI for the M77 Extension and linked Glasgow Southern Orbital Road, agreement on an actual scheme is not now expected until late 2001.

These figures include direct grants to local authorities but other public spending on transport is funded from central support for local councils and other sources of local income. In contrast to increased spending on trunk road maintenance, most councils have opted for strict controls over road maintenance. The Executive has been using direct grants to ensure increases in local council spending on roads and transport but COSLA has been pressing for more freedom for councils to determine their own priorities, including capital spending. Negotiations are taking place between COSLA, the Executive and CIPFA on how to increase council freedom to shift between capital and revenue priorities while also reaching agreed standards for transport. The **Local Government Finance Committee** of Parliament is taking evidence on this matter and has expressed concern that fuller merger of capital and revenue spending could lead to cuts in capital spending. The report of the working group on the reform of local government finance is expected in the summer (LTT5Apr) COSLA itself is facing a major review of its functions following the loss, and threatened loss, of several local authority members (H24Feb)

Transport Services

AIR Services

easyJet has reached interim agreement on a significant rise in landing charges at its **Luton** airport hub. Expansion will now focus on other airports, including Scotland. In the summer, new routes are to be added from **Amsterdam** to **Glasgow** and from both **Edinburgh** and **Glasgow** to **Belfast** in competition with **Go** cheap flights. Direct services from Scotland to **Liverpool**, **Barcelona** and **Nice** are also in the pipeline. easyJet has gained a high rating in a passenger satisfaction survey for Holiday Which (H3Mar.&S7Apr). **British European** expects most of its growth in the next year to come from Scottish routes to **London City** and **Birmingham** plus weekend charter flights. In preference to expansion at Dublin, **Ryanair** has selected **Brussels (Charleroi)** as a hub airport and has introduced new services from **Prestwick** to **Brussels** (H1&5Mar) Ryanair is to introduce charter flights from Prestwick to the **Algarve** (H11Apr) Brian Souter plans to use his **Scot Airways** to undercut and improve on existing **BA** services from **Stornoway** to London via Edinburgh. Similar flights from **Inverness** may follow. However, BA doubts if the small Western Isles market can accommodate competition (S&72Feb) (see photo p10).

FERRIES & SHIPPING

The **Scotland Office** is considering measures to restore a **Campbeltown-Northern Ireland** service for a minimum five year period (H7Feb) **Ballycastle** remains the preferred terminal but a separate study by the Maritime Research Group at Napier University is examining options for high-speed services from **Ardrossan to Arran, Kintyre and Northern Ireland**. Clydeport considers that such services could compensate for P&O Irish services moving from Ardrossan to **Troon**. Clydeport has dropped plans for fast ferry development from Port Glasgow and is concentrating on Ardrossan (ASHerald30Mar). **Taygran Shipping** has started a new service from **Stornoway** for HGVs. This has attracted substantial traffic from the Cal/Mac Stornoway-Ullapool route and Taygram intends to use EC competition rules to secure a possible takeover of the **Ullapool** route (S5Apr) The pressure of these rules has been used by **Cal/Mac** to justify the controversial withdrawal of cruises through the **Kyles of Bute**. The cruises by the privately owned **Waverley** paddle steamer have also been withdrawn following repositioning of the market buoys at the Kyles. Options for restoring cruises are being investigated (H8&9Mar, 18Apr).

Superfast Ferries have demonstrated the type of ship they hope to introduce between Rosyth and the Continent in 2002.

BUS Services

Scottish Citylink reports increases use of Edinburgh-Glasgow coaches following Glasgow-Edinburgh rail disruptions. **FirstGroup** has extended *Overground* marketing to key urban routes in **Aberdeen**, following earlier initiatives in Glasgow and Edinburgh. **Lothian Buses** introduced further service changes in March. These include earlier and later buses to Edinburgh Airport, improved night buses and a 10 minute frequency on the key route from Balerno to Wallyford. In January a new off-peak daytime hourly service was introduced to serve Whinpark Medical Centre. Elsewhere, contraction of less used bus services continues with particular complaints over **Stagecoach Bluebird** withdrawals in the north-east. **Aberdeenshire Council** has stepped in with emergency subsidies.

Four Scottish councils - Glasgow, South Lanarkshire, Aberdeen and West Lothian - have expressed interest in **US style school buses** as a means of improving safety and cutting 'school runs' by car. These buses could have a special impact on trips made below the distances where free school bus or taxi travel is available (H19Feb;S28Mar). A potential downside is a diversion of attention from the health and traffic benefits of increasing the numbers of students walking or cycling to school.

RAIL Services

After 18 month delays, the first of the new **Juniper electric trains** for SPT finally started to enter service in April. The **Ayrshire coast** and **Inverclyde** lines should be fully converted to the new trains by the summer with **north Clyde** introduction coming later. Trains displaced will provide much-needed improvement for **North Berwick** travellers using 40 year old trains. Anglo-Scottish sleeper services were fully restored by March though the Ayrshire lines had some of the worst effects of continuing delays arising from the post-Hatfield rail replacement programme. **Anglo-Scottish services** will not be back to normal until the summer though some 90% of the delays arising from Hatfield were removed by early May. Sleepers built at a cost of £109m for north of London Channel Tunnel services have now been sold to Canada for £56m (H27Feb) **Sunday services** on the West Calder line from Edinburgh are to start in May.

Edinburgh Car Club

Action by Edinburgh City Council has allowed the threatened City Car Club to continue on a reduced scale.

QUALITY OF SERVICE Issues

There has been a marked rise in complaints about **fares and fare structures**. Complaints include flight surcharges for holidaying Scots, high 'add-ons' for internal flights to Scotland if using transatlantic flights to England and high levels of air fares on some UK domestic routes (see p13) and on remoter Scottish routes. Business travel has been shifting to cheaper flights but these are concentrated on selected routes with limited ticket availability. Rail user groups have attacked the high level of 'walk-on' fares and Virgin has been severely criticised for combining poor quality with 10.8% rises in fares. Subsequently, Virgin was able to offer fare cuts after reaching agreement with Railtrack on compensation for track disruptions. Users have also sought simplified, multi-modal structures for local fares. Official data indicates that local fares have risen faster than motoring costs.

In Edinburgh, taxi owners have attacked Edinburgh Council's imposition of 'black cab' rules for Edinburgh Airport. This has meant a rise in total black cabs in Edinburgh, producing other complaints from existing Edinburgh cab licence holders (H17Feb & S1Mar) Train operators have warned that it could take 15 years and cost taxpayers £3billion to upgrade the rail system to meet **Cullen-Uff inquiry standards**. Rail safety standards are already high (though with an agreed need for extra measures on high-speed routes) and there is concern that further safety measures could prejudice overall safety by increasing fares and diverting funding from measures to raise rolling stock, track and station capacity (S&H30Mar). The high-speed rail accident at **Selby**, caused by a road vehicle landing on the track as freight and passenger trains approached, led to 13 deaths but would not have been prevented by new rail safety measures. Train design had helped lower fatalities though the accident may lead to extended barriers to cut the risk of motor vehicles ending up on rail track.

Scottish police forces are intensifying measures to **cut speeds** and meet accident reduction targets. However, the Conservative party considers that maximum speeds could be raised to **80mph** on motorways. **Aberdeenshire Council** has approved lower speeds and other measures in the Westhill area to provide 'safer-routes-to-school' while Sarah Boyack has announced an extra £11.85m, earmarked through the Public Transport Fund, to encourage **walking, cycling and safer streets**. There will be extensions of **20 mph** limits with easier procedures for **10mph** limits in 'Home Zone' areas. **Road deaths** in Strathclyde in 2000 were lower than at any time since 1975. Deaths were down to 107 compared to 344 in 1975 (H8Mar)

RESEARCH FOR SCOTTISH EXECUTIVE

System Three and the **Centre for Drug Misuse** at Glasgow University have found that 1 in 10 Scottish motorists under 40 have driven after using illegal drugs. Scottish police have been urged to take more action on driver drug testing (S21Feb) Sarah Boyack has provided £1.25m for transport studies in **Aberdeen** area. This includes £500,000 to extend the Central Scotland Transport Model to the north-east. Research by TRI and Leeds University on **Travel Choices** has been published by the Scottish Executive. It shows the advantages of improved hubs and facilities for public transport users and potential users. Most people prefer direct trips but, since this is not practicable in many cases, excellent interchange is required. At present, average interchange delays were found to be 4.5 minutes for bus travellers, 8 minutes for train users and 8.6 minutes for car commuters. However, these delays could be cut to 1 minute with guaranteed connections. Improved service frequency and reliability, better bus information (including real time) and improved shelters are also recommended (Press Release 22Mar; www.scotland.gov.uk/cru). Delays continue in the publication of the draft **STAG** (Scottish Transport Appraisal Guidance) but a consultation seminar is expected in early summer. **Colin Buchanan and Partners** are advising the Executive on issues relating to the effectiveness of Planning Agreements and the designation of key sites in Development planning. Research will investigate the perceived current lack of data in relation to credible modal share targets on transport assessments for new developments. Work is also being done on draft guidance for Quality Bus Partnerships and arrangements for bus information and ticketing (Contact: Tom Rye 0131 226 4693)

Priorities identified in the **research programme for 2001-02** include:-

- transport in relation to integration, safety sustainability and social justice
- effects of Maximum Parking Standards on Inwards Investment
- effects of Policy on Road Investment
- Central Scotland Rail Capacity Study
- opportunities for Rail and Waterborne Freight
- impact of Leisure and Retailing Trends on Transport
- attitudes to cycling
- attitudes of children to sustainable transport
- young people's transport requirements
- monitoring accessibility measures and techniques
- monitoring National Concession Fares
- analyses of Scottish Household Survey

Other topics are covered in the Environment section of the research programme - for fuller information, see Scottish Executive website. Expressions of interest in particular topics were invited by 30 April

POLLUTION & SAFETY

A study by **St Andrews University** claims that deaths from traffic related pollution in Edinburgh between 1992-97, at 53 per 100,000, were more than twice Glasgow levels of 22 per 100,000. The explanation is thought to be the high concentration of slow-moving traffic on Edinburgh's crowded streets (EN22Jan Contact: Prof Felix Fitzroy). According to research by David White and Robert Raeside at **Napier University**, children from poorer backgrounds are six times more likely to be injured in a road accident than those in more affluent areas. Targeting of groups at risk was needed to reduce accident rates and ensure social justice. Similar views emerged from a stucy by Yorkhill Clildren's Hospital in Glasgow 15 months ago (H12Mar) - for other search at TRI Napier University, see p17 to 18.

SCOTTISH ECONOMY Along with the UK, growth rates are now expected to be lower than previous forecasts with intensified problems in rural tourism, agriculture and the lower value end of electronics. However, prospects in higher-value-added sectors remain encouraging despite the expected loss of 3000 Motorola jobs at Bathgate. Easter tourism in several areas was above 2000 levels though some areas, notably Dumfries and Galloway, suffered substantially from the impact of foot and mouth disease (H1&5Mar, 18,19&25Apr)

BUS & RAIL USAGE Official data (*Scottish Bus Statistics*, March 2001) indicates a 4% rise in local bus trips to 431m in 1999/00 after many years of decline. **Scottish Citylink** has claimed that 22% of their peak-period Edinburgh-Glasgow travellers had switched from rail to coach (S23 Jan) but **ScotRail** and other rail companies say that revival from the post-Hatfield depression of rail traffic has been faster than expected, helped by special fare offers. Internal rail passenger levels have recovered to pre-Hatfield levels and are again on a growth trend. Anglo-Scottish recovery has been weaker with protracted delays and evidence of continuing shifts to air. However, new trains, improved frequencies and better reliability may see growth above 2000 levels by 2002.

BRITISH & SCOTTISH ROAD TRAFFIC Road vehicle miles in Britain grew by only 0.3% in 2000. Allowing for the effects of floods and the autumn fuel crisis, growth would have been 0.7% - still substantially below previous norms for road traffic growth (*Traffic in GB*, free from DETR) Scotland appears to have zero overall growth though sampling problems may have affected results - for more detail see STSG website.

SCOTTISH FERRY TRAFFIC Jan-Mar 2001

(% change on 2000 in brackets)
Source: Caledonian MacBrayne & Western Ferries

	Caledonian MacBrayne		Western Ferries	
Passengers (thous)	640	(3.2%)	207	(29%)
Cars (thous)	148	(2.8%)	95	(6%)
Commercial veh.	19,466	(-3.0%)	1,892	(-12.5%)
Coaches	1,108	(-2.5%)	278	(-35%)

AIR PASSENGERS (thousands) January-March 2001

(% change on 2000 in brackets)
Source: Scottish Airports, Glasgow Prestwick International and HIAL

	ABERDEEN		EDINBURGH		GLASGOW	
Domestic	384	(6.4%)	962	(9.1%)	856	(3.8%)
International scheduled	72	(-6.5%)	243	(14.1%)	224	(12.6%)
International charter	5	(-37.5%)	40	(25.0%)	244	(-4.7%)
Helicopter	100	(22.0%)				
TOTAL	561	(6.3%)	1245	(10.5%)	1324	(3.4%)
	PRESTWICK		INVERNESS		OTHER H&I	
TOTAL	224	(57%)	71.4	(-2.7%)	92.0	(.2%)

Comment: Anglo-Scottish rail difficulties continued to boost domestic air travel, notably from Prestwick which also gained from the new direct service to Brussels (Charleroi). The reasons for resumed decline at Inverness are unclear given that the temporary loss of sleeper trains should have provided a boost to air travel. The marginal improvement at other H&I HIAL airports reflects that the major shift of traffic away from Sumburgh had already occurred by January 2000 and no longer contributes to traffic decline. Aberdeen gained from revival in the oil industry.

Infrastructure, Operations and Management

Behaviour of compacted unsaturated backfill material (Napier University Studentship). G.R. Melville.
The organisation, economics and introduction of advanced automation to UK construction engineering (EPSRC Studentship). M.D. Taylor.
Risk analysis applied to design and management in ground engineering (Napier University Studentship). G. Cameron.
Accounting for biodegradation in an engineering analysis of landfill settlement (Hanson Waste Management, through the Environmental Services Association Research Trust). Prof. I.C. Pyrah and Dr. J.R. McDougall.
Volume change behaviour of unsaturated swelling clays (Napier University). Dr. J. McDougall and Prof. I.C. Pyrah.
Monitoring vibrotamper compaction by non-destructive testing (ICE R&D Enabling Fund). M. Zagyan.

Transport Modelling

Probit-based methods in traffic assignment and discrete choice modelling (Napier University Studentship). A. Rosa.
Stochastic user equilibrium assignment with elastic demand (EPSRC). Dr. K-S. Kim and Prof. M.J. Maher.
Efficient algorithms for the solution of the congested matrix estimation (EPSRC). Dr. X. Zhang *et al.*
Obtaining a global optimum for the TRANSYT performance index (Napier University Studentship). T. Frame.
Development of efficient algorithms to determine minimal revenue toll sets (EPSRC Studentship). K. Stewart.
Analysing helicopter video film of congested road traffic (EPSRC). A. Ndumu and P.S. Addison.

Social Aspects of Transport

Interchange and travel choice (Scottish Executive). Dr. J.P. Hine *et al.*
The role of transport in social exclusion in urban Scotland (Scottish Executive). Dr. J.P. Hine *et al.*
PEDFLOW: a tool to aid the design of pedestrian networks and facilities in urban areas (EPSRC Sustainable Cities Programme). Prof. J. Kerridge and Dr. J.P. Hine.
Begging questions: the effects of street people on quantitative and qualitative levels of service (Napier University Studentship). M. Carreno.
Auditory Location Finder (ALF) with emergency call facility for blind, elderly and visually impaired people (EPSRC). Prof. H.R. Kirby *et al.*
An electronic guide dog - how new technology helps the mobility impaired (EPSRC). Dr. J.P. Hine *et al.*
Analysis and profile of long-term unemployment in Edinburgh (Edinburgh City Council). Dr. R. McQuaid *et al.*
New Edinburgh Royal Infirmary employment working group (City of Edinburgh Council, Consort, Edinburgh NHS, Edinburgh University). Dr. R. McQuaid and C. Lindsay.
Evaluation of hypothecation of speeding fine revenue pilot scheme (Strathclyde Police, Glasgow City Council and Glasgow District Court). Dr. S. Stradling and M. Campbell.
PORTAL: Examining training and education needs in the transport field throughout Europe (EC DGVI). B. Hutton with PTRC.

Safety and Environment

Throwing light on timetables: can light-emitting polymers help? (EPSRC LINK IST Programme). Prof. H.R. Kirby *et al.*
Vehicle emissions released within the city of Edinburgh and its impact on air quality (City of Edinburgh Council). A. Booth.
Scottish Fuel Cell Consortium (SFCC). Prof. Sinclair Gair.

Statistical review of child and early adolescence accidents (DETR). Dr. R. Raeside *et al.*
Scottish driver survey (Napier University). D. White *et al.*
Modelling the effect of technological change on new car fuel consumption (DETR). Prof. H.R. Kirby *et al.*
Vehicle Environmental Rating Schemes: the role of labels and guides (SMMT and DETR). Prof. H.R. Kirby *et al.*

Economics, Planning and Policy Interface

Road-use pricing levels: technically optimal or politically feasible? (DETR Studentship/Scottish Executive and City of Edinburgh Council). S. Farrell.
PRoGRESS - pricing road use for greater responsibility, efficiency and sustainability in cities (EC). Prof. C. Bielefeldt *et al.*
The role of logistical structure in the potential for the development of rail freight services in Great Britain (Personal research). A. Woodburn.
The implementation of walking and cycling policies in British local authorities (Napier University Studentship). P. Gaffron
Tools for assessing consumer, business and developer responses to sustainable development initiatives (EPSRC). Prof. A. Smyth *et al.*
Integrated transport: proposals for Highlands and Islands Enterprise Regional Transport Authority (Scottish Executive). Prof. A. Smyth with Deloitte and Touche.
Westlink project, Belfast (Friends of the Earth and the West Belfast Partnership Board). Prof. A. Smyth with Queens University Belfast.
The potential for a modal shift from the motor car to non-motorised modes of transport (University Studentship). T. Ryley.
Urban form, social patterns and economic impact arising from the development of public transport in London, 1840-1940 (Napier University Studentship). N. McAlpine.
Green Commuter Plans: do they work? (Scottish Executive). Dr. T. Rye and Dr. D. McGuigan.
The organisation of regional public transport in Central Scotland (Napier University Studentship). C. Moore.
Environmental management systems and Green Transport Plans (Napier University Studentship). I. Buchan.
Transport and the personal taxation system (DETR). Dr. T. Rye with Open University and W.S. Atkins.
Second year evaluation of Government Departments' Travel Plans (DETR). Dr. T. Rye with Open University and W.S. Atkins.
Informing the traveller (CEST, Scotland). Dr. T. Rye *et al.*
Sustainable suburban transport - opportunity or oxymoron? (Go-Ahead Group Studentship). M. Gibson.
Zeeland-Scotland Project (EC PACT Programme). A.J. Baird *et al.*
Strategic study North Sea Region (INTERREG IIC Programme, EC). A.J. Baird and E. Martin, with NEA Transport, the Netherlands.
Orkney container transshipment terminal study (Orkney Islands Council, Highlands & Islands Enterprise and Halifax Port Authority). A.J. Baird *et al.*
UK Marine Motorways Study (EPSRC LINK FIT Programme). A.J. Baird and E. Martin.
Modelling decision making processes in UK container transport (EPSRC LINK Foresight Programme). B. Hutton with Imperial College *et al.*
Transport policy and sustainable rural development (Scottish Executive). Dr. J. Farrington and Dr. T. Richardson.
Environmental transport policy and sustainable rural development (EC Concerted Action). Dr. J. Farrington *et al.* (Associate Member of TRI, based at the University of Aberdeen)

PORTS

Port operators are gaining confidence in traffic growth with related increases in investment (H24Jan)
Plans to make **Scapa Flow** an international container gateway for Europe are gaining

momentum (H30Mar - see also STR ISSUE 11 p 9)
Sarah Boyack has awarded £12m towards a new pier at **Scrabster** for Orkney.

WALKING, CYCLING & CANALS

It has been confirmed that rising costs for the Scottish Parliament do not include the costs of access improvements. There is a desire to create a **pedestrian zone at the foot of the Royal Mile** with related road traffic diversions and new works impinging on Holyrood Park (EN24Jan &5Feb)
The **new cycleway** parallel to the A9 over Drummochter has more than doubled cycle usage

since 1999 to around 150 cycles a with higher levels on certain sections of this part of the National Cycle Network. The **Forth & Clyde Canal** is due to reopen for leisure use at the end of May though completion of the Falkirk Wheel and the renovation and extension of the Union Canal will not be completed until December.

AIR

Controversial plans for a £400m **air traffic control centre** at Prestwick have finally been approved (H15Feb) and government has selected a consortium of airlines to run NATS (the air traffic control service). The consortium (Airline Greoup)

will pay government £800m to take a 46% share in NATS (S28Mar)
Sarah Boyack has opened the £12m last phase of the £100m BAA plan for **Edinburgh Airport** development. **Dundee City Council** is planning £2.6m of improvements at the city airport.

RAIL

The post-Hatfield emphasis on effective maintenance, skill shortages and structural problems have caused delays in firming up rail enhancements but aspirations remain high. In the unlikely event of total implementation, these aspirations could add 650 miles to the Scottish rail network over the next 20 years as well as enlarging capacity at critical, existing bottlenecks. The **SRA Strategic Agenda** has listed some 20 projects related to Scotland but funding remains uncertain. **SPT** and others have been seeking greater priority for the relief of track bottlenecks and there is strong interest in the East of Scotland in a 'fastrack' approach to extra capacity through **Edinburgh Waverley**. Rail access to **Glasgow and Edinburgh Airports** is also receiving frequent mention but progress on actual schemes has slowed. **Howwood** station, in the SPT area, has opening some four months later than scheduled while the **Stirling-Alloa-Dunfermline** reopening has been hit by escalating costs. Completion of **Edinburgh Crossrail** is also experiencing a delay while a report by MVA to SPT has been critical of **Crossrail links in Glasgow** as presently proposed. A new north-south tunnel is considered to give poor value while there are major problems in achieving acceptable timetable and usage patterns for the cheaper option of a reopened St Enoch Bridge and new curve to the Glasgow Queen St Low Level line. The **Milngavie-Hamilton-Larkhall** project remains unapproved and priorities for commuter services between **Inverurie** and **Stonehaven** through **Aberdeen** have weakened (EN13Mar; H20,23&27Feb,1,5&21Mar)

The award of a replacement **GNER franchise** has again been delayed but the SRA has announced a study of the longer-term scope for a **200 mph rail route from London serving central and northern England but also offering 3 hour trip times to central Scotland**. The SRA and

the Scottish Executive are also co-operating in a **Central Scotland Rail Study** to firm up immediate and longer-term programmes. The potential for shared running and Light Rail is being examined with particular reference to the integration of substantial property developments (as on the Edinburgh and Glasgow estuary and river frontages) and separation of more localised services from lines needed for the expansion of longer-distance passenger traffic and freight. The Scottish Executive has also proposed that the **GCV Structure Plan** be amended to safeguard reopening of the rail route to **Kilmacolm**, influencing housing company **Bellway** to withdraw a planning appeal against the refusal of planning permission for a site at the former Bridge of Weir station. RDS(Scotland) has suggested extension of the proposed Kirkintilloch rail reopening to **Lennoxtown**. A partnership including the SRA, Railtrack and Highland Council is to fund the reopening of **Beaully** station later this year at a 'low budget' cost of £200,000. The platform at **North Berwick** have been extended to take six-coach trains and this means of raising capacity is also being examined on the **Ayrshire Coast** and **East Kilbride** routes. The proposed **Edinburgh Park** station may now open in 2002, improving rail access to the West Edinburgh Development Zone (EN16&19Jan; H10&13Apr)

Sarah Boyack has awarded a £3m grant towards a ferry,rail,bus,taxi interchange in **Gourock**, replacing present unsatisfactory facilities. She has also opened the new rail freight terminal at **Grangemouth** in February and another at **Leith** in March. The former is the first major involvement of haulier W H Malcolm in rail freight while the latter allows Blue Circle cement from Dunbar to be taken by rail for shipment from Leith, cutting lorry movements on the A1 and local pollution in Edinburgh (EN13Mar)

ROADS

On value for money grounds, Sarah Boyack has awarded Scottish trunk road maintenance contracts for the next five years to two private consortia. **Amey/Fairhurst** gained the £176m contract for the south and **BEAR** (Babtie/Ennstone Thistle/Ringway) the £182m contract for the north. These decisions attracted strong adverse comments from local councils (with workers facing job losses) and politicians (H2,3,8 & 22 Feb; S2,3,9&10Feb)
Road spending, included maintenance, has gained in the annual review of spending (see p 5) but extra spending over the next three years is concentrated on lesser improvements on trunk roads (H28Mar). These include safety margins, climbing lanes and grade-separated junctions on the **A1, A90, A96, A68 and A77**. Of the five major road schemes announced in the Strategic Roads Review of November 1999, only the **A830 Arisaig-Kinsadel** improvement will be completed before April 2004. Completion of the **M77 Extension**, the **A78 Ardrossan/Saltcoats/Stevenson Bypass**, the **A96 Fochabers Bypass** and **A1 dualling from Haddington to Dunbar** is scheduled for a later date. This medium-term programme has also been extended to include an **eastern relief road for Kincardine**, a **refurbished Kincardine Bridge A876** (and a new bridge to the west), an **A75 Dunragit bypass** and **completion of the M74 Extension**. Public inquiries are pending for both the A1 dualling to Dunbar and the A78 ASS Bypass though there is the possibility that objections to the former may be resolved (S1&15Mar). On a reference back from Sarah Boyack, **Glasgow City Council** has renewed planning permission for the M74 Extension as previously proposed but details of the final scheme and statutory procedures for this route are not now expected to start until completion of the Central Scotland Transport Corridor Studies in spring 2002. Meantime, safety margins and related junction improvements feature in immediate programmes for the **A8** between Baillieston and Newhouse. Similar action is being considered on the **A80** from Stepps to Haggs.

Major repairs to the **Kingston Bridge** in Glasgow have been completed at a cost of £31m allowing full restoration of former route options (with one exception for safety reasons) (H24Feb). Temporary closure for safety reasons of the privately-owned **Grandholm Bridge** over the River Don in north Aberdeen has increased local congestion, fuelling the momentum of north-east campaigns for early decisions on road improvements and complementary public transport schemes. Funding remains a major issue while local residents are objecting to a **proposed bus lane in Jesmond Drive** on the grounds of risk to children attending the four schools on the Drive (P7J,S3Feb)
Usage of the **Ferry Toll bus park & ride** north of the Forth Road Bridge is rising but is expected to rise further on full completion of bus priorities between Edinburgh and the Forth Bridge via Barnton. The **Forth Road Bridge Joint Board** is considering options for bus lanes with alternative space for cyclists and pedestrians provided by cantilevers out from the bridge.

Midlothian Council has delayed provision of a new dual carriageway parallel to the existing **A701** north from Penicuik. Priority is being given to improving the existing road and developing rail links for the area (S1Feb)
Edinburgh City Council is set to double spending on road and pavement maintenance. **Highland Council** has awarded a £3.5m contract to the Construction Centre Group to complete Phases 3 & 4 of the **Inverness Southern Distributor Road**. Local communities are divided on a £15m **Shetlands Islands Council** proposal for a bridge link to **Bressay** (population 400) to the east of Lerwick (S6Jan)

PLANNING

The Scottish Executive has issued a revised Planning Advice Note (PAN 40) on **Development Control**. It is based on practical experience of planning audits and other evidence. The **Third Annual Report on Planning Audit** was published simultaneously - or copies phone 0131 244 7543 or www.scotland.gov.uk/planning. A Consultation Paper has also been issued on **handling planning applications within safeguarded areas around airports, technical sites and military explosives areas** - comments to Andrew Taylor, Scottish Executive by **7 June 2001** e-mail aerodrome.safeguarding.consultation@scotland.gsi.gov.uk

Notice of minor modifications to the **Glasgow and Clyde Valley Joint Structure Plan** have been issued by the Scottish Executive. It is felt that an examination in public of this Plan is not required but this has been disputed by housebuilding interests questioning assessments of demand and wishing to see a wider dispersal of housing, including more greenfield sites. Consultation is proceeding on a **Local Plan for South-east Edinburgh**, including greenfield incursions. Glasgow City Council is consulting on the next stage of a radical 20 year plan to promote jobs and reverse population decline in the city. Major action on schools and housing is proposed to ensure a quality environment and end losses to owner-occupied housing outwith the city. In addition to brownfield development, the release of 10 greenfield sites is proposed. Eight deprived areas are targeted for regeneration in addition to the city centre and Clyde corridor (H5Feb&20Apr)

Jamie Grant, partner in MacRoberts and a specialist in environmental and planning law, has drawn attention to major planning issues under the Human Rights Act (see STR ISSUE 12, p9) yet also recognises the frustration of developers at planning delays. A key House of Lords decision is imminent (H19Mar)

RURAL DEVELOPMENT

The further weakening of tourism and agriculture brought on by the foot-and-mouth outbreak has dented short-term rural prospects yet many areas have deeper structural problems in maintaining local jobs. There are some indications of over-supply in the golf market and achieving 'quality' has become a major issue in tourism. Plans by *Business AM* for a call-centre in **Stornoway** have been scrapped due to 'outrageous' air fares. Development will now be at **Ayr** (S9Feb). Prospects of much reduced air services to **Unst**, following an MoD rundown, are affecting local prospects (S13Jan). Yet more positive features are also apparent. According to North Ayrshire Council, **Arran** has gained substantially in jobs and population while the former Claridge Mill in **Selkirk** has been selected by Manpower, the private employment agency, for a 200 job call centre (H15Feb). Overall, population in the **Highlands and Islands** has been stable or growing, contrasting with falls elsewhere in Scotland (apart from Greater Aberdeen & Forth Valley/Lothians) (H24Apr)

Property and Land Uses



End of Kingston Bridge Cones

INNER CITIES & TOWN CENTRES

Edinburgh and **Glasgow** continue to dominate rental growth in Scotland with a combination of city centre preferences and significant commercial development elsewhere in their urban areas and fringes (H22Feb). It is notable that the **Clyde Waterfront** zone is a development wedge extending from the city centre along the Clyde. Outline approval has been gained for Clydeport plans for part of this area though claims have been made that the city needs a stronger strategy to promote quality and integrated transport. Costs for a 'local' Clyde bridge at Finnieston/Pacific Quay have risen while there is concern about the precise function and location of this bridge (H15,16&22Mar,10&13Apr)

Growth in the **Glasgow hotel market** has been the highest in any UK region with a bias towards the centre. The 3164 hotel rooms of 1994 were expected to be 9490 by 2002 though hotel growth is now slowing, (H 15Feb) **Cisco Systems**, the global internet company, is to set up a European headquarters in the former Daily Record building on the **Broomielaw** (H10Mar) while the City Council is planning a £60m mixed residential/commercial development in the eastern city centre at **Candleriggs** (H9Mar) In **Edinburgh**, detailed planning continues on the major **Calton Gate** development to the immediate south-east of **Waverley** station. It is intended to link this with Railtrack's redevelopment plans for Waverley (H25Jan) Work has started on the £90m western expansion of **East Kilbride** town centre. Completion will be in 2003 (H12Apr) However, the last town centre cinema in **Inverness** has closed, failing to compete with the new multiplex on the city fringe (H25Jan)

TRANSPORT/LAND USE INTEGRATION

Given competition between councils and pressures from developers, the evidence above illustrates the difficulties of achieving, in practice, efficient and sustainable development patterns. Realities often conflict with the theory found in the new generation of Structure Plans. Greenfield building and access roads again figure on the agenda while developers can provide added funding, relieving pressures on public funding. On the other hand, a failure to put developments in the context of transport/land use integration could increase road congestion. Hence, the

OTHER URBAN ZONE DEVELOPMENTS

The **M74 Extension** is predicted to have a major impact on property values, increasing development in derelict zones and opening up opportunities to the west of Glasgow (H1Feb) Refurbishment and expansion plans for commercial premises are already evident at **Hillington** and adjacent **Babcock Park** (H29Mar)

Smaller business parks are also seeing strong growth (H8Mar) though there is concern at a lack of industrial land around **Inverness** (H7Feb). Development pressures, and related traffic problems, have increased in west Edinburgh with results due soon on the Public Inquiry into **Edinburgh Park** expansion.

The **Royal Bank of Scotland** has expressed strong interest in a new global headquarters on the site of the former Gogarburn Hospital, possibly shared with the earlier proposal to use the site as a new campus for Queen Margaret College (H10Mar,6&13Apr). Further west, Grampian Foods has lodged an application for a 19.4 hectare business park at **Newbridge** (H11Jan) PPL has confirmed plans for a £42m bio-manufacturing park at **Gowkley Moss**, Penicuik (H26Jan) while Gallagher Estates is planning a 2000 home village on the former Leyland Truck Plant at **Bathgate**. Motorola's enforced contraction may make the adjacent site available while doubt has again arisen over the ability of Motorola to develop the unused Hyundai factory east of **Dunfermline**.

Following Glasgow, **Dundee City Council** is considering a £90m urban village on greenfield land to the northeast of the city. This could lure top-band council tax payers being lost beyond the boundary. This development is contrary to previous policy, favouring regeneration and development to the west, but could fit with plans of **Angus Council** to up-grade the A92 Dundee-Arbroath road (H16Jan) **Perth and Kinross Council** is considering a similar 'village' development close to Perth.

interest in the outcome of Transport Corridor Studies(see p10) and closer connections between Structure Plans, Local Plans and Local Transport Strategies. There are also links with parking strategies with growing emphasis by the Scottish Executive on restriction in the number of parking spaces in new developments where conditions for walking, cycling and using public transport can improved. Executive research has indicated that maximum spaces allocated for new developments in Aberdeen could be cut by two-thirds (PJ24Jan)

TRI ANNUAL REPORT 2000

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Overview This year marked the completion of the transitional process that began with the award of a SHEFC Research Development Grant in 1997. All new senior staff appointments are in place, with consequential strengthening of TRI's research capabilities in economics, psychology and sociology, complementing existing strengths in civil and environmental engineering. The subject interest groups have been brought together into 'clusters' to facilitate cross-group interactions: *Infrastructure, Operations and Management* led by Prof. IAN PYRAH; *Transport Modelling* by Prof. MIKE MAHER; *Social Aspects of Transport* by Prof. MARGARET GRIECO; *Safety and Environment* by Dr. STEVE STRADLING; and *Economics, Planning and Policy Interface* by Prof. AUSTIN SMYTH. Within these, niche areas such as Maritime Transport (led by ALF BAIRD) continue to thrive, and new ones such as *Transport and Society* to grow. The latter has seen the development of research on social exclusion and the development of a web-site (www.geocities.com/transport_and_society) whose aim is improving the supply of transport information to ordinary citizens and community groups. Amongst the research activities, the **road pricing** theme is becoming increasingly apparent, reflected by the new project (PROGRESS) funded by the European Commission, an EPSRC grant involving a comparative study of locational responses to transport supply policies in Belfast and Edinburgh, and a commission by the City of Edinburgh Council to review modelling capabilities. Projects concerned with **climate change issues** are also increasing, with studies for DETR on modelling the technological factors affecting new car fuel consumption and CO₂ emissions, for the Government's *Cleaner Vehicles Task Force* on the role of labels and guides in informing people on the fuel efficiency and emission characteristics of new cars, and the award of a new contract to undertake a scoping study (jointly with the University of Edinburgh and with Queens University, Belfast) on the implications of climate change for Northern Ireland. The **safety** area has also seen a significant growth in activity, particularly on driver behaviour issues.

Staff changes Prof. MARGARET GRIECO took up her appointment as Professor of Transport and Society on 1st January 2000. Prof. JON KERRIDGE (Professor of Transport Telematics) was appointed Head of the School of Computing, Dr. RON McQUAID was appointed Acting Director of the University's Employment Research Institute, and Dr. JULIAN HINE was promoted to a Senior Lectureship in the School of the Built Environment. Those joining TRI this year included research staff MHAIRI CAMPBELL, ALBERTO NDUMU, FIONA MITCHELL and FRAUKE SINCLAIR, and research student KATHRYN STEWART. BARRY HUTTON was appointed to a Visiting Professorship by the University of Newcastle upon Tyne. Staff leaving included ALLAN WOODBURN who took up a post at Colin Buchanan & Partners, and researchers Dr. EMMA FORSTER, Dr. KANG-SOO KIM and Dr. XIAOYAN ZHANG, who obtained posts at MVA, the Korean Transportation Institute and TRL Limited (Crowthorne) respectively. Survey Manager JO MACDONALD also left to take up freelance work. JAKKI MCKELLAR of the Maritime Transport Group is now working at MDS Transmodal.

TRI Associate Membership New Associate Members joining during the year were: Dr. NEIL FERGUSON (Strathclyde University), Prof. PETER ASPINALL (Heriot Watt University), Prof. GLEN BRAMLEY and JOHN RUSSELL (Edinburgh College of Art), Dr. GEOFFREY RIDDINGTON and Dr. JONATHAN COWIE (Glasgow Caledonian University) and, as an Honorary Member, TOM HART (Honorary Fellow, Glasgow University). Dr. JOHN FARRINGTON (Aberdeen University) was appointed to the TRI Main Board to represent the interests of Associate Members.



Staff engagements Prof. MIKE MAHER continued on the editorial advisory board for *Transportation Research B*, and has become an Associate Editor for the new journal *Networks and Spatial Theory*. He completed his term of office as Chairman of the Universities Transport Studies Group in January 2001. Prof. MARGARET GRIECO is series editor of the *Voices in Development Management* and the *Transport and Society* book series, both published by Ashgate. Dr. RON McQUAID joined the editorial board of the *International Journal of Public-Private Partnerships* and continued to serve on the editorial board of *Scottish Transport Review*. He was elected Chair of Regional Studies Association (Scottish Branch), and is Treasurer of the Regional Science Association International (British and Irish Section). ALF BAIRD was appointed to the editorial board of the *International Journal of Maritime Economics*, Erasmus University Rotterdam, and as Guest Editor for their special edition on *Port Privatisation*. He continues to serve as a member of the Scientific Committee of the *International Association of Cities and Ports*, and as Member of Council of the *International Association of Maritime Economists*. Profs. KERRIDGE, KIRBY, MAHER and PYRAH all served as EPSRC College members. Prof. HOWARD KIRBY gave his Professorial Lecture in May on *Cars, carbon and culture change*, and Prof. AUSTIN SMYTH gave his in November on *Contact and separation: key concepts for transport planning*.

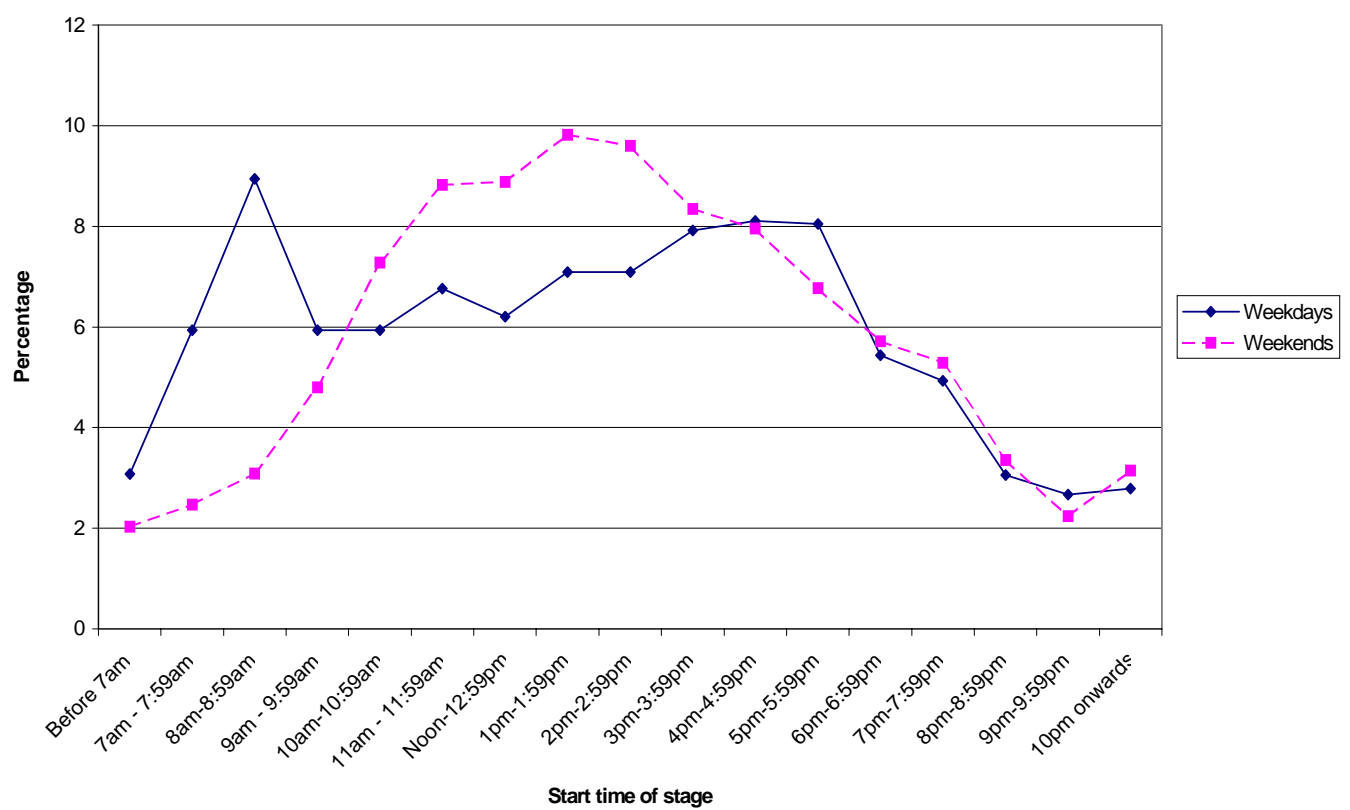
Advisory appointments Prof. AUSTIN SMYTH provided advice to devolved Government bodies in the areas of multimodal studies, appraisal frameworks and rail policy, and has been invited to participate in the Scottish Executive's *Expert Panel on Multi Modal Transportation Studies* and the Northern Ireland Executive's *Rail Task Force Expert Panel* on the future of rail services in the Province. Dr. TOM RYE served as a member of the Scottish Executive's Advisory Panel on the *Contribution of Trunk Roads to Sustainable Transport*. ALF BAIRD was appointed Specialist Advisor to the Regional Development Committee of the Northern Ireland Assembly for its inquiry into the Port of Belfast, and as Independent Quality Reviewer by The World Bank for its proposed *Ports and Maritime Modernization Programme in Nigeria*. He was appointed Advisor to Scottish Enterprise and Member of the Technical Committee undertaking the evaluation of prospective ferry operators for a new Scotland-European Continent shipping service. For the Ladbroke Grove Rail Inquiry, Dr. JONATHAN COWIE (Glasgow Caledonian) undertook work on behalf of the Solicitors' Group representing the victims and the bereaved.

Conference organisation TRI members active on various committees of the US Transportation Research Board are Prof. MARCUS WIGAN as Chair of the Sub-Committee on *Urban Metadata*, Dr. TOM RYE as Member of the Transportation Demand Management Committee and Dr. JOHN FARRINGTON (Aberdeen University) as Member of the Economic & Social Committee. ALF BAIRD was appointed to the International Scientific Committee for the EC supported *International Conference on High Performance Marine Vehicles*, and to the Programme Committee for the *Maritime and Freight Seminar, European Transport Conference*.

Events TRI organised a workshop in March on *Road-use pricing* on behalf of DETR; in April on *Transport Statistics for a Devolved Scotland* on behalf of the UK Transport Statistics Users Group; and in June on *Identifying the research priorities* in relation to the LINK *Future of Integrated Transport* research programme, on behalf of DETR/EPSC.

Awards Prof. TARIO MUNEE, Professor of Energy Engineering, was awarded the degree of Doctor of Science by Robert Gordon University. Those awarded the degree of PhD during the year were A. DEVENNY, E. FORSTER, A. NDUMU, I. READING, A. WOODBURN. M. ZAGYAPAN was awarded an MPhil.

Chart 2: Percentage of all stages travelled by start time of stage and day of week, SHS 1999



before 9am, whereas only 10% started before 9am on a Saturday and only 6% on a Sunday. On the weekends more stages start between 10am and 4pm (51% on Saturday and 54% on Sunday) compared with only 41% on weekdays. The distribution of journeys after 4pm is similar for every day of the week, with around 21% of stages starting between 4pm and 6:59pm, 11% between 7pm and 9:59pm, and only 3% from 10pm onwards.

5. Distances between origin and destination of journey stages

The arithmetic mean might give a misleading impression due to the effect on the average distance of a small number of extremely large distances. Therefore, the median has been given (along with the mean for reference) to provide an overall picture of the distance between the origin and destination of stages. The median is the middle value: half the distances will be no greater than the median, and half will be no less than the median. The overall average (mean) distance between the origin and destination of a stage is 11km, whereas the median distance is only 4km.

The distance between the origin and destination was under 5km for 88% of all stages travelled by foot, compared with only 44% of the stages as the driver or 46% as the passenger of a car. The distance between the origin and destination was over 10km for 52% of rail journeys, compared with 17% for the bus. For stages which were walked, the median distance is only 1km. The distribution of the distance travelled by car is skewed as the mean distance travelled in a car was around 12km but the median was only 6km.

The distance travelled is strongly correlated with the annual net income of the household. The more the household earns, the further the person travels, on average. In cases where the household earns less than £10,000 the median distance is only 3km (mean distance, 9km) but

where the income is greater than £30,000 the median distance is 7km (mean distance, 14km).

The median distance between the origin and destination was only 3km for journeys made by people who live in the four cities and the other urban areas, but was 10km for residents of remote rural areas. The median distance was 9km for inhabitants of accessible rural areas, 7km for those in small accessible towns and 2km for those in small remote towns.

The distance travelled also varies with the purpose of the journey. Journeys to and from work have a median stage distance of 5km whereas journeys in the course of work have a median stage distance of 8km. Shopping and trips to and from education have a median stage distance of 3km, and holiday or day trips have a median stage distance of 8km.

People in employment tended to travel further than those who are not. Journeys by people in full-time employment have a median stage distance of 5km (mean, 12km) but people who are permanently retired from work have a median stage distance of 3km (mean, 10km). Journeys by people who are unable to work due to short term ill-health have a median stage of only 3km (mean, 7km).

6. Background and Further Information

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 each of issues 6 to 12, with issue 8 including some analysis of travel to work patterns and issue 12 looking at distances between home and work.

TRANSPORT DISADVANTAGE AND SOCIAL INCLUSION
A FORGOTTEN TRANSPORT PROBLEM?

Julian Hine – TRI Napier University

Forgotten problem?

Social exclusion reflects the existence of barriers which make it difficult or impossible for people to participate fully in society (Social Exclusion Unit, 1998). The literature indicates a paucity of data on the link between transport and social exclusion, and that as a consequence the nature of this relationship has not been fully appreciated. A number of studies looking at the linkages between transport and social exclusion have recently been undertaken (Hine and Mitchell, 2001; DETR, 2000). These studies have identified, not surprisingly, strong links between transport disadvantage, low income groups and poverty. The work in Scotland was undertaken to provide a better understanding of the role that transport plays in social exclusion in urban Scotland and to identify appropriate strategies to improve accessibility to key destinations and to improve the quality of life for groups currently experiencing social exclusion. This work comes at a time when the transport policy agenda has been concerned with modal shift, the transfer of trips from private car to public transport, and the environmental impact and consequences of continuing high levels of car dependence. Historically UK transport policy has worked to the disadvantage of those groups on the margins of car ownership who are more reliant on public transport and walking and who do not have the choice of whether or not to commute to work by car.

The process of social exclusion and the relationship with transport is little understood by local authorities, and it is these authorities who regularly intervene in the local transport market to subsidise public transport services that are socially necessary. Exclusion is about non-participation across a range of life shaping activities by individuals including employment, education and leisure. From a transport viewpoint access and mobility are key to all these activities. It is access to transport or in many cases the lack of it that shapes lives and confines certain groups in certain locations to particular labour markets and opportunities. Increasingly due to historical patterns of investment in the transport system and land use planning decisions these activities may now be further away for reasons associated with economies of scale, located at points not well served by public transport, too far to walk to and only readily accessible by private car.

Scatters and Clusters

Other issues arise for the policy maker when deciding how to deal with socially excluded groups in terms of delivering transport and other goods and services. This is the small matter of 'scatters' and 'clusters' (Grieco, Turner, Hine, 2000). Socially excluded groups are not only found clustered in particular areas they can also be found in scatters as a consequence of life circumstance. For example older people living in affluent areas, an example found in many urban and suburban areas, provides an example of a scatter. This represents a fundamentally different problem for policy makers than a cluster. It has been argued that the scatter of socially excluded individuals and households can be better served through new information technologies. In the recent Scottish Executive study of transport and social inclusion (see below), 40% of households in transport deprived areas were found to have a PC. The next step of access to information technology via this route may not be far away in lower income areas. It is access to information via this means or the telephone that may mitigate against poor and infrequent transport services and even allow community transport or other transport providers to provide services like taxis that are a book-able resource. The problem here may be that for commercial operators such services are not viable, and, for local authorities may involve a substantial reshaping of spending patterns on local authority transport. A common problem within local authorities are the difficulties of negotiating shared transport schemes between different departments, such as for example education and social services.

For clusters of the socially excluded it may be relatively easier to provide services and they may offer a better fit with existing bus routes and schedules. That is not say that clusters are not without their problems. In circumstances where subsidised services are offered at particular times of the day to help people access job opportunities in other areas the services may be well used initially but then operators can experience a decline in patronage as these passengers become more established in the work force and begin to be able to share transport with colleagues or even over a period of time purchase a car. The problem of the 'transient cluster' in transport terms needs to be recognised and more thought is required to deal with this problem as it can affect the viability of a whole route in the long run. Service withdrawal and the alignment of services on profitable corridors is not unheard of and there are plenty of examples.

The issue of 'scatters' and 'clusters' presents a major challenge. Belying these conceptual differences is a clear requirement for policy to provide a range of solutions at the individual level and at the area or cluster level for particular geographical locations. In practice and policy terms we are still far from producing clear strategies at local and national levels that are meaningful and workable.

A new policy?

The fear is that current policy as enshrined in the new Transport Acts for England, Wales and Scotland will be more effective in dealing with the modal shift question rather than poverty reduction and creating transport opportunities for socially excluded groups. It is clear that the legislation provides transport authorities with policy tools that can assist in the creation of effective public transport systems and encourage modal shift but they may also inadvertently promote a realignment of public transport services on corridors away from the area or to the edge of areas where socially excluded groups reside. New public transport markets exist amongst the wealthier car commuter households who favour more frequent services that are quicker and more direct, operators in planning routes must also strike a balance between the needs of these groups and their existing business amongst their regular users large proportions of whom have lower levels of access to the private car. To protect their business public transport operators will reshape their networks to meet the needs of changing local economies. The skills and qualifications demanded by these new local economies are such that excluded groups may be increasingly residualised unless transport services or arrangements can be found that can allow them to access areas where these new opportunities exist. Increasingly bus based public transport services are likely to be concentrated on quality partnership routes that guarantee a larger market share and afford the operator as a consequence the opportunity to run services at a greater frequency for longer periods during the day. The concern must be circumstances where communities and particular user groups are located considerable distances from these main corridors that are being made increasingly important through partnerships between the local transport authority and public transport operators. The introduction of quality contracts as a way to counter the adverse impacts of service withdrawal from areas is potentially useful but local authorities (with approval from the Executive) must agree the basis and nature of the intervention (continued on p10).

This study has now been published by the Scottish Executive CRU under the title *Transport and Social Inclusion in Urban Scotland*, HMSO £5.00 ISSN 0950 2254

The Central Scotland Transport Corridor Study, headed by MVA, has now reached the stage of consultation on background scenarios as a preliminary to further consultation on corridor packages relating to the A80/M80, A8/M8 and the M74 extension through South Lanarkshire and south Glasgow. In the M74 case, the principle of major road improvement has been accepted by the Scottish Executive though decisions on details of a corridor package will be affected by the current studies. The 'Scenario' stage cover matters largely external to the study which are likely to affect the level, location and modal share of movement. This includes possible levels of economic growth, land use changes and other factors affecting policies and attitudes. The intended outcome is not more than three Scenarios which will be used as a base for investigating the added impact of particular sets of interventions on 'Plans' for the related corridors. The narrowing of scenarios should be completed by June followed by consultation on alternatives packages for corridor Plans in the autumn and by final recommendations by April/May 2002. These recommendations will deal separately with the next five years, 6 to 10 year programmes and longer-term options.

One difficulty has been the question of separating 'Scenarios' from 'Plans' given that the policy content of Scenarios can influence the nature of 'Plans'. While there are some 'policy neutral' aspects of Scenarios, strong views have been expressed that the broad land use scenario must be that already agreed in the Glasgow and Clyde Valley Structure Plan rather than a looser and more dispersed pattern of development. There are doubts as to how far the principles of the Structure Plan will be applied in practice with a polarisation of views between a reversion to greater dispersal OR an even more pronounced emphasis on the regeneration of Glasgow as the powerhouse of the region. It has also been argued that assumptions on availability of funding, demand management and policy objectives are essential parts of Scenarios as well as Plans. The probability is that Scenarios selected for further evaluation at the Plan stage will include variants with and without congestion charging (and related investment assumptions) and other measures of peak demand management. Scenarios will include assumptions on fares and other aspects of motor vehicle costs.

TRANSPORT DISADVANTAGE AND SOCIAL INCLUSION

Continued from Page 9

Another feature of the current situation is little or no co-ordination and collaboration between community transport operators and local authority services. This is clearly an area where collaborations need to develop. We also do not know how congestion charging schemes are likely to impact on these groups on the margins of car ownership so there are many issues for transport authorities to consider in the design of any pricing strategies. In short, transport disadvantage and social exclusion are important areas that need to be considered in the development of local transport strategies. There is now a better understanding of the role that transport plays in social inclusion but at a time when policy is mainly concerned with modal shift there is growing need for transport authorities and policy makers to consider the transport disadvantaged.

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Roy Suckling, MD Scot Airways, Brian Souter, Scot Airways Investor and Alasdair Morrison, Minister for Enterprise and Tourism at launch of new Edinburgh to London City Service. Scotsman 31st January.

Other concerns relate to the extent to which Corridor Studies can facilitate immediate priorities and tie in with the Scottish Executive's promised Transport Delivery Plan this autumn. Delays in the publication of STAG (Scottish Transport Appraisal Guidance) may affect the studies with further delay arising from the withdrawal of Railtrack Scotland from any significant work on rail enhancement projects. However, there are indications that these concerns are being met. Separate work is being undertaken by the Executive, SPT, SRA and local councils on priorities capable of rapid implementation and the Central Scotland Study will be far enough advanced by the Autumn to provide inputs useful for the Five Year Delivery Plan. The consultants are aware of the draft STAG contents and envisage no serious problems. The concern at the gap in rail corridor evaluations, costings and design work is being addressed partly within the Study itself and partly through the Central Scotland Rail Capacity Study being commissioned by the Scottish Executive in conjunction with the SRA and other partners. Lastly, there have been assurances that the Transport Corridor Study will not be confined to movement in the immediate corridor areas but will take account of present and projected flows, notably from east Scotland but also from Ayrshire, Aberdeen and the north. (See also STSG 13 June seminar in Coming Events).

A note by the Scottish Executive Development Department

1. Introduction

This is the eighth in a series of short notes on transport-related results from the Scottish Household Survey (SHS). It describes some results from interviews conducted in households across Scotland in 1999. One randomly-chosen adult was interviewed in each household, and asked about any journeys made on the previous day. The results were weighted to represent the adult population by adjusting for differences in the probability of being included in the sample, and for the uneven spread of interviews by the day of the week.

The figures in this note relate to journey stages, which are not necessarily complete journeys. For example; a journey by bus to the train station and then by train to the intended destination would be counted as 1 journey with 2 stages. 90 per cent of all journeys recorded in the travel diary were single stage journeys, so the stage data will be the same as the journey data in these cases. The distances quoted in this note relate to straight-line ("as the crow flies") distances between the origin and the destination. This means that the results may not reflect the true distance travelled as a typical journey is unlikely to be in a straight line.

2. Journey stages by age, sex and mode of transport

The relative number of journey stages per person by age, sex and mode of transport was estimated from the SHS results. On average women made 7% fewer journeys than men. People aged 70 and over made 40% fewer journeys per person than the average adult, and people aged between 60 and 69 made 15% less. The most frequent travellers were 30-39 year olds, who made 19% more journeys per person than the average adult.

An estimated 66% of journey stages were made by car (50% as the driver and 16% as a passenger), 19% by foot and 9% by bus. Women tend to walk and use the bus more frequently than men: 21% of all stages travelled by women were by foot and 11% by bus, compared with 17% and 7% by men. Women were also far more likely to be a

passenger in a car, with 21% of their stages travelled this way compared to only 10% for men. Men use the car far more than any other mode: 59% of all journeys per man were made as the driver of a car but only 41% of stages travelled by women were made using this mode of transport.

Chart 1 shows the percentage of journey stages made by mode of transport for each age group and sex. Women aged 70 and over travelled as the driver of a car in the smallest proportion of cases (only 15% of their journey stages), whereas men aged 70 and over drove a car in 50% of all their journey stages. A number of factors, including failing health and the fact that a minority of women in that generation hold a driving license, contribute to the low proportion of journeys made by women as the driver of a car. This chart also shows clearly that in each age group, men drive on a higher percentage of their journeys than women. Women tend to be more "environmentally friendly" than men as, in each age group, they walk, use the bus or are a car passenger on a higher percentage of their journey stages.

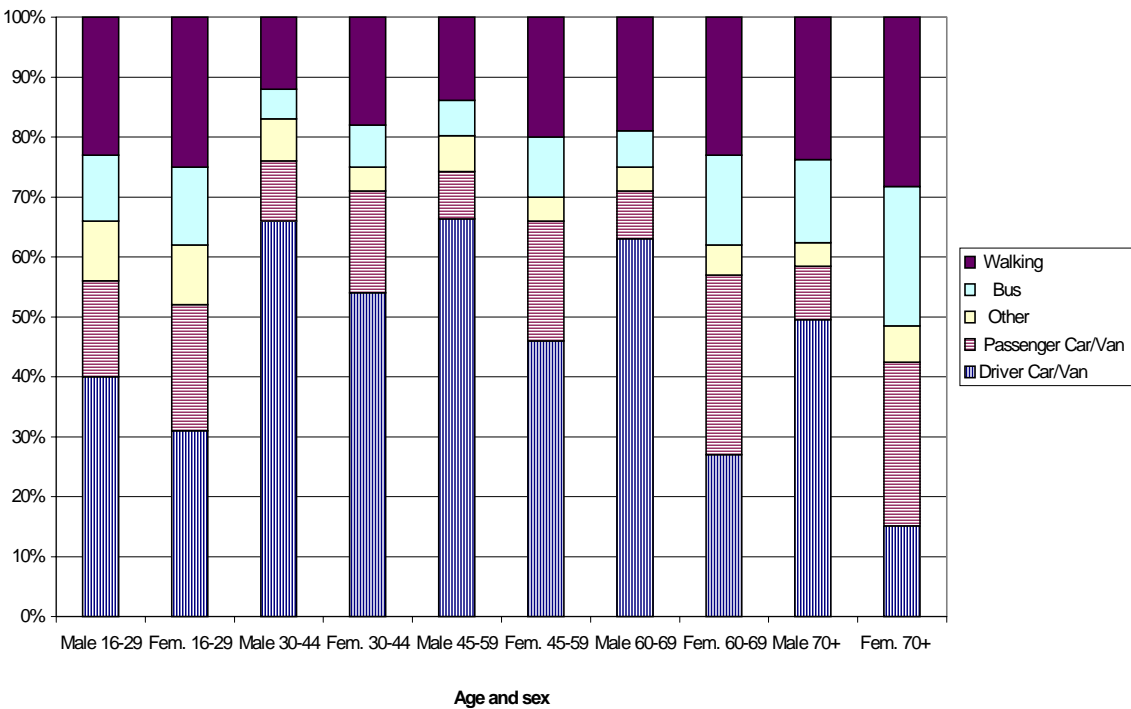
3. Journey stages by mode and purpose

A total of 69% of all journeys to or from work were made by car (57% as a driver, 12% as a passenger). This compares with only 40% of all stages for those travelling to or from education. 81% of all stages travelled in the course of work and 60% of all shopping trips were made by car. 25% of all journeys to or from education were made by bus, against only 12% of stages to and from work. Walking was used as the method of transport for 28% of all stages to and from education and 21% of stages to visit friends or relatives.

4. Journey stages by start time and day of week

The distribution of journey stages by the start time is broadly the same for each of the weekdays (Monday to Friday) but different for the weekends. Chart 2 shows the distribution of journey stages by start time and day of week (weekday or weekend). On weekdays, 18% of all stages started

Chart 1: Percentage of journey stages using specified modes of transport by age and sex, SHS 1999



PROSPECTS FOR RAIL FREIGHT : STSG Seminar at Scottish Enterprise Lanarkshire, 10 April 2001

John Chapman of the SRA introduced the topic. Government was committed to an 80% rise in rail freight over 10 years with the best prospects being in the non-bulk sector, notably access to ports and the Channel Tunnel and to both international and domestic elements in the retail supply chain. Growth would be helped by increased competition and open access policies for rail. Prospects for road freight were also poorer with road delays hitting costs and reliability. There was a growing shortage of lorry drivers and costs would again rise under the EU Working Time Directive from 2003/04. Yet rail problems of congestion had to be tackled to deliver rail growth with clearances increased to accommodate 9'6" containers on more routes and, possibly, a rise in permitted width to 2.6 metres. The specialised and expanding market for premium freight also offered potential.

The SRA Role Most SRA staff dealt with passenger issues but there was a determination to raise the rail freight profile and maximise opportunities for joint track/signalling improvements for passengers and freight. The aim was to cut barriers to expansion and mesh rail freight in total logistics programmes. There was a triple focus on infrastructure, service delivery and quality with a Final Strategy for rail freight growth published in May (ahead of the Passenger Strategy). Demand was being modelled to assess the scope for modal shift taking account of track access charges, road pricing, fiscal changes, the impact of 44 tonne lorries and changing market structures. There was a network approach to resolving passenger/freight conflicts with incremental schemes for improvement flowing into bigger projects. Extra clearances and port access were receiving priority though there was scope for dedicated freight routes and/or the use of high-speed passenger routes to allow extra capacity for freight on existing lines. Improved and well-located interchanges could integrate rail in retail distribution and encourage transfers from lorries to rail. Service delivery included better plans for alternative routes and coping with emergencies. Track maintenance practices were being re-examined to avoid prejudice to freight and useful concepts had come from the 2000 competition on new ideas for rail freight. Competition would help service delivery with special scope for raising the very low level of rail freight through the

Channel Tunnel. On funding, this could be used as a lubricant for rail freight. Unlike passengers, there were no franchises but more use could be made of Freight Facility Grants and Track Access Grants within EU state-aid rules. Aid would be given to traffic, not to companies. There was a £4 billion budget for rail freight compared to £58 billion for passengers in the next 10 years. However, some passenger spending could offer freight benefits. The SRA could also be involved in equity provision to ensure that projects with below average commercial returns could proceed.

DISCUSSION HIGHLIGHTS The ORR proposal for a 50% cut in rail freight track access charges was welcomed as helpful to meeting rail freight growth targets. It also compensated for pro-lorry measures in the Budget and in regulatory acceptance of 44 tonne lorries for general use. There was disagreement on how far 44 tonne lorries had affected rail freight. The FTA favours a policy of abolishing rail freight track access charges (with more on-track competition) but others felt that there could be ways of retaining an element of rail track charge while introducing fuel or other discounts for lorries only operating on short-hauls - including access to railheads. Regarding Scotland, the Scottish Executive is to commission a separate study of the potential for shifts from lorries to rail and water. Specific measures were needed to help the expansion of traffics such as paper and whisky in addition to general container and trailer growth. EWS had been very frustrated by perverse government attitudes to rail freight through the Chunnel. Penal immigration fines were working to remove rail freight from the long rail links through the tunnel where rail should be showing high growth.

Turning to the detail of achieving rail freight growth, there was discussion of how to change to more varied - but predictable - delivery times. There was too much emphasis on the 8 am delivery and too little on the problems for lorry operators in adjusting profitably to replace longer hauls with shorter deliveries to and from rail interchanges. It was also felt that there could be better tailoring of Freight Facility Grants to reflect the higher operating costs of more frequent and more lightly loaded freight trains.

Transport Delivery Plan for Scotland : A Note by The Scottish Executive

The Executive is committed to producing a "Delivery Plan" for Scotland that will set out transport policies and investment priorities for the next 10-15 years. The aim is to publish in Autumn 2001. The Delivery Plan arrives out of the Framework for Economic Development published in June 2000. The relevant passage from page 45 of the document is:-

"Looking ahead, the Executive will build on the multi-modal studies of the A8 and the A80, the ScotRail franchise replacement, the Scottish Airports and Air Services study and related studies elsewhere. The Executive will draw together the outputs from the various exercises and the conclusion of this autumn's Spending Review into an all-embracing Delivery Plan for Scotland's transport system."

The voluntary regional transport partnerships (HIITF, NESEDP, SESTRAN and WESTRANS), individual local authorities, SPT, transport operators and business groups will all be involved as the work develops. Effective joint working will be a key to the successful production of the Delivery Plan. The 33 local transport strategies now submitted should form a cornerstone of this work. With this in mind, the Executive will shortly appoint independent consultants to undertake two separate studies.

The first study will be in two parts. Firstly, a relatively straightforward assessment of the strategies, seeking to build on last year's review of the interim strategies. This work will look at the quality of the strategies and the level of improvement since submission of the interim versions. The consultants will also look specifically at the strategies from a regional perspective, to identify common issues, linkages and priorities. Secondly, this study also review the quality, effectiveness and realism of the Road Traffic Reduction Act reports prepared by each local authority. The consultants will use this analysis to compare local authority traffic

projections with the results of the traffic forecasting work undertaken for the Executive by MVA using the Central Scotland Traffic Model.

The second piece of work relates to the Executive's Public Transport Fund and Integrated Transport Fund. Consultants will sift all the local transport strategies, structure plans and other strategies for potential mid-long term PTF and ITF projects. This will be a starting point that will be followed by bilateral and regional meetings with the consultants. The outputs should help provide authorities with a steer on the types of bids that should be submitted to the PTF and will help the Executive decide how to allocate the ITF.

There is no intention to produce a simple list of potential projects, ranked from 1 to 2000! Such a list would be exhaustive and essentially meaningless given the 10-15 year timeframe.

The aim is to set out the strategic context within which the Executive and other stakeholders can work together to develop an effective and sustainable transport network. The Delivery Plan will seek to outline what the Executive considers to be the high, medium and lower-level development, funding and policy priorities. Within this, there will likely be consideration of the issues affecting individual transport modes, of regional issues and the opportunities for integration, and of the roles and responsibilities of the range of governmental, private sector and other bodies in the field.

The outcomes of the Delivery Plan should therefore be of real and mutual benefit to everyone involved in the management and planning of transport in Scotland - a framework for the increased resources that will flow into transport over the medium term.

AIR TRAVEL and SCOTLAND : 2000 - 2030

Report on STSG Seminar at Scottish Enterprise, Glasgow 27 March 2001

The UK Position

Mike Mann, DETR Air Transport Division, surveyed the current position on *air traffic forecasting*. The seventh set of forecasts since 1984 had been completed in 2000. Assuming unconstrained demand, it indicated a mid-range position of a doubling of air passenger trips between 1998 and 2020, averaging 4.25% a year though with rates of growth falling in the later part of the period. Previous DETR forecasts had been below actual growth but there had been an unusually long economic boom in the 1990s encouraging air travel. The rise of low-cost carriers had also provided an impetus to growth in the 1990s and this was expected to continue until around 2005. Most air travel growth had been in leisure rather than business travel but maturity in the former market was likely to lessen future growth. Prospects for the business market were harder to forecast with varied views on the impact of IT on this market. It was possible to extend the sensitivity tests presented. The model now being used was capable of adjustment to reflect further possible changes in policy, including demand constraints and fiscal/regulatory action.

DETR was also doing work on *air freight forecasting* where growth was higher, and likely to remain higher, than for passengers. Most present freight was carried in passenger aircraft but this pattern could change as specialist express freight developed further. In examining airport options, 30 year forecasts were used for passengers and freight. The results of analysis of the possible regional distribution of passenger and freight traffic would be included in the regional consultation papers to be published later in 2001. It was recognised that earlier CAA models had not provided a good fit with reality and comments would be welcomed on the new methods. The passenger allocation model took account of choice of airport being affected by factors such as the nature of surface access, routes on offer, degrees of congestion and the mix of fares and landing charges. Smaller aircraft were already being priced out of more congested airports. Regional studies were also examining the impacts of different options on the regions (including south-east England). The four main scenarios were:-

- facilitating growth
- capacity constraints in south-east
- continuation of current trends
- capacity constraints throughout the UK

Consultations on an appraisal framework had been completed in 2000 and this now permitted the evaluation of the impacts of policy changes and infrastructure changes. The framework was aligned with stated national objectives for integrated transport with further decisions included in the Air Transport White Paper due in 2002 following on from UK and regional consultations.

John Stewart, of the Heathrow Clear Skies campaign and acting Chairman of Transport 2000, provided an alternative perspective on the future of air travel. He welcomed the 30 year approach in that it brought home the unacceptability and unsustainability of high, unconstrained growth. High growth required the equivalent of four additional 'Heathrows', clearly off the political agenda. Government was on the verge of accepting that **constrained demand** was inevitable though views varied widely on the degree and location of constraint. He went on to illustrate how recent research studies had shown that shifts of domestic travel to rail, changes in fiscal policy and realistic landing fees could almost eliminate growth in UK related air travel over the next 20 years - but he agreed that this would involve a very tough

political package. However, stabilisation or slackened growth could produce valuable global and local environmental gains. It was essential that charges should reflect the full costs of air travel, internalising many costs borne by others. Such actions had to be part of wider programmes for the environment and sustainable development. Improved engine design and landing/take-off patterns had brought major noise reductions from individual aircraft movements yet, at congested Heathrow type airports within built-up areas, the sheer volume of aircraft movements was above tolerable levels. High daytime noise levels were continuous with added intensity of disturbance from night flights. He advocated the 'bubble concept' setting an environmental ceiling for an airport but giving freedom to operators on how best to stay within the 'bubble' specifications e.g. local air quality and parking problems could be helped by increasing the share of access by public transport. Measures were required to avoid environmental gains being eroded by growth in air traffic.

Lastly, John turned to the debate on the relationship between *air travel and national and regional economic growth*. Oxford Economic Forecasting had suggested that there was a strong and positive link but their research had omitted the external costs and concealed subsidies affecting the air sector. In its 1999 Report on *Transport and the Economy*, SACTRA had pointed to the lack of proven links from transport improvement to a strengthened national economy. Regions could be losers rather than winners with major transport investment not leading on to greater growth in disadvantaged regions. The Oxford report had not proved a positive link between air travel development and regional economic growth and had made no reference to SACTRA. More research was needed on actual links between transport and the economy.

DISCUSSION There was disagreement on the interpretation of SACTRA, especially in relation to both the central Scotland economy and the Highlands and Islands. While a number of actions were required to strengthen these economies, transport - and air travel in particular - had a special role in improving connectivity and raising perceptions of Scotland as an attractive location for global business. Airports provided direct and indirect jobs which might otherwise not have been created. Doubt was also cast on the extent to which Anglo-Scottish domestic air travel could shift to rail given the comparatively long distances to London and to other English and Welsh centres with less frequent, slower and dearer rail services from Scotland than those available to London. On the other hand, it was pointed out that the present structure of fares, with air often cheaper than rail, was not consistent with integrated transport. Lower rail fares and planned combinations of shorter trip times and higher frequency could alter the situation - markedly so if paralleled by higher fares, fuel taxation and landing charges affecting many domestic flights. However, the heavy cost of creating high-speed passenger rail routes (currently being examined by the SRA) had also to be taken into account in total equations. From a different angle, the point was made that night flights appeared cheap but present charges failed to reflect the disruption to the lives of thousands of residents around airports. Freight and distribution needs provided stronger justification for night flights than the low fare passenger sector. The UK Consultation Paper had been open-ended in raising issues consistent with the objectives of the Integrated Transport White Paper. The Consultation did not contain specific proposals but evaluation of various specific scenarios would be sure to attract attention after the General Election

The Scottish Context

Carol Gilbert of Scottish Airports charted the recent growth of air traffic and related employment in Scotland and explained action which had already been taken on the environmental agenda for airport access and management. Substantial cuts in noise levels had been achieved and, given Scotland's limited market size and static population, likely growth in traffic would still leave a substantial environmental plus aided by continuing programmes for improvement. Carol doubted whether Scotland would see the mid-range forecast for 2020. Scottish Airport's strategy was to concentrate on planning for a rolling 10 year period with a view to 15 year prospects rather than 20 or 30. Expected expansion could mostly be accommodated on existing airport land and existing runways in central Scotland had capacity in excess of assessments of requirements as far as 2030. As a private company, Scottish Airports had completed substantial investments and would continue with incremental improvements. There was no element of disguised subsidy. Indeed, the much lower levels of airport retailing, compared to Heathrow, made Scottish Airports more dependent on income from landing charges.

Current plans sought to spread the peak but also allow for some increase in peak activity through traffic control and taxiway adjustments. Existing terminals could also have their capacity improved though there might be a case for new terminal facilities for low-cost airlines. To involve wider interests, Airport Transport Forums had been set up and progress had also been made in developing Surface Access Strategies encompassing road, bus and rail. A well as funding from company sources, this could involve elements of public funding, other companies and Section 75 Planning Agreements. Extra funding might come from parking levies and from the £1 a head passenger levy which BAA was considering as part of mitigation strategies. Turning to service prospects, a relative shift from domestic to international traffic was expected to continue yet the option of an increased reliance on low-margin, low cost airlines could work against the provision of the greater number of direct flights (at higher fares) desired by business interests in Scotland. New routes not linking with international hubs were hard to justify yet there was scope for better links to existing European hubs also attractive as origins and destinations in their own right.

Ian Reid, Scottish Manager for BA, provided an airline operator perspective. He stressed BA's excellent record as a competitive world airline, linking into global networks. By revenue, BA remained the second largest world airline and it had brought significant benefits for the British economy. It was determined to retain these gains despite intensified competition within regulatory restrictions - notably in terms of access within the USA. The coming White Paper needed to address the two vital issues of:-

- resolving the *infrastructure bottleneck choking development at London*
- achieving more widespread *liberalisation of air travel*/bringing more efficient global networks.

BA handled 4 million passengers a year in and to and from Scotland with one-third connecting to other BA flights. Heathrow was BA's UK hub and recent changes in BA strategy had reversed efforts to develop a second hub at Gatwick. Gatwick would still deal with point-to-point flights but it was more important than ever to have additional capacity at Heathrow to benefit both British and Scottish connectivity. Paris, Amsterdam and Frankfurt, with large infrastructure works, had already overtaken Heathrow as international hubs and further erosion was likely unless decisions were taken on Heathrow expansion. This programme had to include Terminal 5, links into the regional/national rail network and cuts in air space delays.

DISCUSSION There was considerable debate on the argument that 'What was good for BA at Heathrow was good for Scotland'. It was felt that Scotland (and other regions) could gain from a further increase in the capacity and number of direct overseas links. With 20% of present Heathrow traffic diverted to other regions and other gains from better rail access and cuts in domestic flights, Heathrow could still function well as an international hub with benefits for local residents and cuts in the time and fuel wasted in circling for a landing slot. Against this, the business advantages of connectional gains at Heathrow were stressed. Smaller jets might also encourage some expansion of direct business flights from Scotland but overall economic gains could be reduced if this process was forced. The issue of possible conflict between BA's best interests and those of Scotland needed to be addressed. BA clearly had an interest in speaking up for Heathrow and also in serving Scotland via its own flights over Birmingham, Manchester and Gatwick as well as Heathrow. Discussion on the 'sum of sector' fare rules (which require substantial add-on fares if Scotland is reached via an international flight landing in England) also confirmed that, in bargaining for a review of this bilateral rule, the UK government was anxious to ensure that - failing a merger with an American airline - BA (and Virgin) secured liberalised access to routes within the US. Lord Macdonald was hoping to resolve this issue - meantime, transatlantic fares from Scotland via an English airport remained well above fares between the USA and England. On fares, the impression was that low cost fares were now on a rising trend but that there were separate arguments for action to reduce fares (often 3 to 4 times above the cost of low-fare flights on busy routes) and improve quality on air services to the Highlands and Islands.

The next topic was policy for airport slots and the use of funds arising from additional airline taxation. These important issues were raised but not answered in the UK consultation (see STR Issue 12 p 19). Ian Reid stated that BA still opposed the current Air Passenger Duty but thought it was here to stay. It was easy to collect and had a significant yield to the Treasury. A liberal market for slots could be acceptable with the use of funding (and actual recipients) being a matter for policy decisions. Policy decisions were also required on whether sales should apply to new slots (of which there were few at Heathrow) or be a general auction of slots at busy airports or at busy times. Reference was also made to the interest of peripheral regions, such as the Highlands and Islands, either in 'protected slots' or in the ability to bid for slots. In reply to a specific question, Ian Reid gave an assurance that an Inverness-Gatwick service would remain even though Gatwick was losing hub status in BA strategy. However, BA had no plans for direct Inverness-Heathrow flights.

SUMMING-UP Tom Hart, STSG Chair, noted that the seminar had raised more issues than answers. This was to be expected at a time of major review of air travel within changing government objectives for transport and for the regions. The specific Scottish consultation in the autumn would provide more opportunities for responses prior to publication of the Five to Ten Year Scottish Transport Strategy and the UK White Paper on the Future of Aviation due in 2002. The seminar did seem to have taken the view that air traffic growth was likely to be less than that of the unconstrained DETR mid-range forecasts with Scottish growth possibly lower than the UK average. However, such lower growth could incorporate considerable expansion of direct flights and of connectivity via continental hubs as well as Heathrow and Manchester. He was surprised that more reference had not been made to inwards tourism and to the role of fare structure changes, direct flights and marketing in improving tourist prospects for Scotland. This was an omission which could be remedied in future consultations and responses.

RYANAIR - driving the airline e-revolution
Kathryn Munro, Sales Manager, Scotland

Ryanair has provided extra information after the Winter 2000/01 STR issue on *Transport and e-commerce*. www.Ryanair.com was launched in January 2000 with 80% of bookings in Scotland now carried out on the Internet site. In one year, Scotland turned from one of the lowest to one of the highest levels of Internet bookings. Factors bringing this result have been, not only outdoor marketing and external branding, but also the guarantee that the lowest fares are only available when booking on the web. This has become a trusted mechanism giving price transparency with all customers seeing the low prices available. Overall, the Internet now accounts for 70% of Ryanair bookings, giving massive cost savings of £20 million a year. This saving from distribution costs and agent commissions has gone directly back into maintaining the lowest fares. Ryanair has lowered prices when most other airlines have used fuel price rises to raise fares. Ten Ryanair return flights to London (offered from £29 including tax) can now be bought for the price of one return by BA or bmi. From 26 April, Prestwick is offering five direct destinations - with Brussels (Charleroi) added to Dublin, London, Paris and Frankfurt. The commitment to growing direct low fare services from Glasgow Prestwick is as strong as ever and, with the Internet delivering sales, it is a winning recipe.



Source : The Herald 22nd February 2001

UK DOMESTIC AIR FARES : A COMMENT
Sam Milliken, Prestwick Airport Consultative Committee

I and my wife had to travel to Cardiff recently and inquired about air fares from Glasgow. The travel agent quoted a fare of £356.10 and said we could get to the United States for half the cost. This led me to inquire about other regular return fares in the UK from Glasgow with the following results:-

London Heathrow	£300.20	Manchester	£213.00
London Gatwick	£299.50	Aberdeen	£201.80
East Midlands	£310.90	Inverness	£178.90
Birmingham	£272.00	Orkney	£328.60
Leeds/Bradford	£255.60	Shetland	£410.60

At times, a few seats are available at lower cost while low-cost airlines also operate from Glasgow and Edinburgh to Luton and Stanstead. However, most domestic air fares are scandalous and do not encourage personal, business or tourist travel by air. This is an issue which needs to be raised forcefully in the current aviation policy review.



POLAR AIR CARGO

Founded in 1993, Polar has built up a global network of air freighter routes including substantial activity at Prestwick. The network serves all the world's major economic regions and aims at the highest levels of safety and efficiency - for more information, see www.polaraircargo.com

AIR TRAVEL and SCOTLAND

Responding to the DETR consultation, SAPT has argued that unconstrained forecasts of UK air traffic growth are unrealistic. It supports higher landing charges at congested airports but with funding and regulation used to introduce fare reforms including:-

- air fares integrated with surface public transport to increase airport access by public transport
- a lower ceiling for domestic air fares and special measures to lower air access costs and improve quality to remoter areas.

SAPT also argues for:-

- an easing of pressure on airports by developing high-speed rail links between the south, northern England and central Scotland
- rail access to Glasgow and Edinburgh Airports within 10 years
- an enlarged freight role for Prestwick Airport

(see SAPT Position Paper 3/2001 *Air Travel and Scotland 2000-2030*)