

## MAPS and MARKETING



First has produced a new Bus Map (Mapmate) of company routes in Greater Glasgow, extending out to Cumbernauld, Airdrie, Motherwell, East Kilbride, Kilmacollm and Loch Lomond. The cover looks good but the Map attempts to put in too much information to make it an effective marketing tool. It departs from the simplicity of the earlier Overground Map by showing all First routes and fare zones with lines thickened to show bus frequency.

Under deregulation, the Map will require frequent revision and, though some Underground and rail interchanges are shown, this is not a Map easing use of the total public transport network. At present, there are no bus park and ride sites but such sites do need to be established and included in future maps. Priced at £1, Mapmate will hardly prove a popular purchase. What is still missing, four years after the Integrated Transport White Papers, is a free and highly publicised map highlighting key routes and interchanges with multi-modal and simplified fare structures.

## VIRGIN TRAINS NETWORK MAP

As part of a commitment 'to transforming services over the next few years', the Virgin Trains Network Map and timetables have been redesigned to highlight routes using numbered codes and different colours. The improvements aim to provide clear and concise information that helps people to plan journeys more easily and effectively.

These changes are a big advance on previous efforts yet what needs more development is information on the quality and reliability of links with other services, including local trains, buses and taxis. Standards are needed for back-up provision should connections not be made while there is scope for most rail tickets to include local travel at either end of rail trips which are only part of total trips. This is not a criticism of the Virgin map, rather a suggestion for added information on the standards which customers can expect.



## Ensure you receive Scottish Transport Review regularly

One year's subscription to the quarterly Review costs £25 including postage (non UK residents £30). Alternatively, single copies can be purchased for £8. Best value is obtained by joining STSG. In addition to receiving the Review, members receive other STSG publications, such as the Annual Report and Research Review, and discounts at seminars and conferences. Individual annual membership of STSG costs £30. Prices for corporate membership vary from £60 to £500

accordingly to the type of organisation. These rates include multiple copies of the Review. For all subscription and membership enquiries contact Brian Weddell, STSG Organiser email [brian@stsg.org](mailto:brian@stsg.org), fax 0131 455 5141 or write to Brian at Redwood House, 66 Spylaw Road, Edinburgh EH10 5BR stating your name, address and organisation you represent (if any). Cheques should be payable to the Scottish Transport Studies Group.

# Scottish transport review

ISSUE 16  
WINTER 2001/2002  
ISSN 1462-8708

## SPECIAL THEMES: European Best Practice Edinburgh's New Transport Initiative

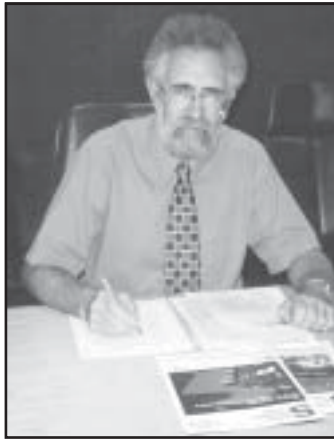


Scottish transport studies Group

**Other Features:**  
SRA Plan and Scotland  
CBI Views on Scottish Transport Delivery  
A New Route? Views of Local Bus Users  
Spending on Fares; Frequency of Evening Travel

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

The biggest event since the last Issue has been the new broom at the Scottish Executive bringing extensive Cabinet changes and the widening of Wendy Alexander's Enterprise and Lifelong Learning remit to include Transport. As First Minister, Jack McConnell has committed himself to a higher profile for social inclusion (especially for the young) and transport in addition to continued priorities for education and health. What this means for transport may (at long last) be clearer with the Strategic Statement or Report now expected by late March.



On one side, there are concerns that the emphasis on social inclusion may work against transport investment while, more optimistically, others have seen the linkage with enterprise as a means of adding impetus to transport projects of special importance for the economy - including the topic of Scotland's external links. There are clearly concerns both about the costs of securing advances in social inclusion (including the rural dimension) and the difficulty of financing a larger capital programme for transport. More information is needed for proper debate on potential options, rather than a repetition of wish lists.

While a hard-pressed Minister may find it easier to identify key issues and priorities, the question of ministerial load and the balance of responsibilities still arises. The recent ministerial changes broke the linkage of Transport and Planning under Sarah Boyack while introducing a separate Minister for Tourism. It is doubtful if these arrangements will stand the test of time. However, they may prove workable if departmental barriers continue to be broken down within the Executive as part of the drive for policy integration and the best use of available funds.

Tom Hart, Editor

Published by:  
STSG, Redwood House, 66 Spylaw Road,  
Edinburgh, EH10 5BR  
mail@stsg.org, www.stsg.org

With Sponsorship from  
**Scottish Airports**  
**First Railtrack**  
**Scottish Enterprise**  
**Highlands and Islands Enterprise**  
and support from  
**TRI Napier University**  
**The Robert Gordon University**  
**Heriot Watt University**

Front Cover courtesy of Waterfront Edinburgh

## Editorial Board

Tom Hart(Editor), Derek Halden(Deputy Editor), Carol Gilbert, Stephen Lockley, Prof. 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".

Printed on chlorine-free paper, by **PARAGON Design and Print**, 10 Lawn Street, Paisley PA1 1HB.

Contents	Page
<b>News Brief</b>	3
<b>News Digest</b>	4 to 8
Transport Policy	
Changes in Services	
Infrastructure	
Property and Land Uses	
<b>Features</b>	9 to 17
The SRA Plan and Scotland	
CBI Views on Transport Delivery	
European Best Practice, <i>Prof. David Begg</i>	
European Transport Policy to 2010	
<i>Dennis Freeman and Steve Taylor</i>	
Unbound Gravel Roads, <i>David Killer</i>	
A New Route? - Local Bus Services in Scotland	
Edinburgh New Transport Initiative, <i>Andrew Burns</i>	
<b>Research and Statistics</b>	18 to 20
<b>Business and Personnel</b>	21
<b>Publications</b>	22
<b>Recent and Coming Events</b>	23
<b>Maps and Marketing</b>	Outside Rear
<b>How to Get Your Copy of STR</b>	Cover

Contributions to the next issue of the review should be sent to the Editor at Redwood House (mail@stsg.org) by **15th April 2002**.

## Recent Events

**3 December** At the STSG Seminar on **Green Travel Plans**, Dr Tom Rye of Colin Buchanan and Partners and TRI Napier University reviewed current progress in securing shifts from single occupant car use for commuter purposes. This ranged from a claimed 50% cut in one US scheme to a much more modest 4.5% at one business park in England. Cuts of between 8% and 15% had been more normal. Results had been influenced by the largely voluntary nature of schemes, the lack of cash incentives to travel other than as a single occupant and the absence of disincentives for car travel. Schemes worked best where there were severe parking problems and land shortages for expanding businesses/hospitals/universities. Schemes had to be seen in the context of wider planning and transport policies seeking to encourage more sustainable transport and less congestion. **Heather McInroy** of BAA spoke on her involvement in Travel Plans to cut traffic and parking problems at Heathrow. Car use for access had peaked at 78% in 1992 and had been brought down to 71.5% by 1999 with particular success in doubling bus use to 11.7%. An employee discount had also been introduced on the Heathrow Rail Express. She agreed with the need to develop both non-car travel incentives and car use disincentives to reduce the massive, and growing, problems around Heathrow. The motivation of key managers was essential and there was a need to make the many businesses at Heathrow more aware of the advantages of Travel Plans for them and their employees and their visitors. **Keri Stewart** then elaborated on the progress being made by BAA around **Glasgow Airport** and also at Edinburgh and Aberdeen. The Glasgow aim was to cut single occupant car use from 76% to 66% by 2006. A parking surcharge was being considered as the traffic problem was still worsening. The discussion returned to the theme of integrating Travel Plans in wider delivery programmes, including greater use of planning agreements and conditions, reforms in fares and pricing and arrangements to give every new employee full information on travel options and on housing location and price.

**18 December** This ILT evening seminar was addressed by **Mike Betts**, Traffic Commissioner for the Scottish Area. The general impression was that achieving aims for increased bus use, shifts from cars and greater social inclusion may require increases in bus regulation in a dynamic framework maintaining competitive pressures but also requiring increases in public funding.

**13 February** The Royal Society of Edinburgh hosted a **Foresight Seminar** in Glasgow on *Transport Technologies and Logistics*. Speakers included Mike Sporton, Co-Ordinator of the UK Foresight Vehicle Programme, and Prof. Alan McKinnon of Heriot-Watt University - for information, contact 0131 240 5000

**18 February** *A Home Zones for Scotland Conference* was organised by the Home Zones for Scotland Network at Stirling Royal Infirmary - for information, contact 01786 430120 or www.homezonesforscotland.org.uk

**20 February** RGU Centre for Transport Policy held a conference in London on *Powering Future Vehicles - A Contribution to the Government's Consultation* - for information, contact Claire Fitzpatrick on 01224 263138

## Coming Events

**Monday 25 February** STSG Chatham House Seminar, 12.30 to 15.15. City Chambers, Edinburgh, *Rail Structures and Rail Delivery in Scotland*, speakers Dr Iain Docherty, Glasgow University and Duncan Osler, MacRoberts Solicitors, Price £40 (£20 for STSG members) contact Brian Weddell 0790 973 5224 Fax 0131 455 5141

**Wednesday 27 February** *The Future of Scotland's Rail System*, conference in Balmoral Hotel, Edinburgh, organised by the Waterfront Conference Company - speakers include Lewis Macdonald, Deputy Transport Minister and Dr Malcolm Reed, Director-General SPTE. Fees £210 to £528 - contact Frances Cumberland 020 7787 1210

**Saturday 23 March** Half-day Conference on *Developing Transport Interchanges* in association with SAPT AGM, Stirling Council- Details from John McCormick 0141 639 3697

**Monday 8 April** 17.30 for 18.00 hrs ILT meeting on *The Great Debate - Through Ticketing: Reality or Myth?*, City Chambers, Edinburgh (booking required -phone 01536 740100)

**Friday 12 April** Conference on *Scottish Ferry Services, New Challenges and Opportunities in a Changing Business Environment*, Capital Conferences, Edinburgh. Fees £65 to £95 - contact 0131 226 7971

**Tuesday 16 April** STSG Chatham House Seminar, 12.30 to 15.00 at TRI Napier University, 66 Spylaw Rd, Edinburgh on Results of Scoping Study for Scotecon on *Transport and the Scottish Economy* - details from Brian Weddell 0790 973 5224 Fax 0131 455 5141

**Monday 22 April** *Transport and the Economy - Is transport good for your wealth?*. TRANSform Scotland Conference, Crowne Plaza Hotel, Edinburgh - speakers include Lewis Macdonald, Deputy Transport Minister and Prof Phil Goodwin - details from TRANSform Scotland at 0131 467 7714 Fax 0131 554 8656 e-mail campaigns@transformscotland.org.uk

## LATE NEWS LATE NEWS LATE NEWS LATE NEWS LATE NEWS

**Caledonian MacBrayne** is planning to decentralise management from Gourock as part of a response to new EU rules for competitive tendering (H28Jan). Following the disruption and danger of a high incidence of **blown-over trucks** in the severe late January storm, the police, RAC and AA have called for stronger action to ensure that high-sided vehicles do not operate when severe weather is predicted (H30Jan). Ministers Jack McConnell and Wendy Alexander attended Eaglesham to announce that tenders are being invited from three firms for the combined **M77 Extension/Glasgow Southern Orbital Road PFI project** with capital costs estimated at £120m. Construction should start early in 2003(H2Feb). **Jayress Consultants** are also well advanced on their related report on options ensuring that extension of the M77 to Kilmarnock will not give rise to an increase in longer-distance car-commuting. Out of bids from Scott Wilson, Oscar Faber and Babbie, **Glasgow City Council** has selected **Scott Wilson** to carry out a £22,600 scoping study to develop a brief for the main **Clyde Corridor Transport Study** (LTT31Jan). Executive has announced £10m grant towards £15m cost of **7 mile rail link to opencast coal site** east of Cumnock in Ayrshire.

## Recent Publications

## NATIONAL &amp; EU POLICY

*The Strategic Plan, SRA*, January [www.sra.ac.psiweb.com/sralpublications/default.htm](http://www.sra.ac.psiweb.com/sralpublications/default.htm)

*Rail Passenger Partnership Bidding Guidance* [www.sra.gov.uk/sralpublications](http://www.sra.gov.uk/sralpublications)

*Safety at Street Works and Road Works – A Code of Practice*, 2<sup>nd</sup> edition, published jointly by DTLR and devolved governments  
*Public Transport Ticketing Schemes Block Exemption: Draft and Draft Guidance on Competition Test and the Transport Act 2000 and Transport(Scotland) Act 2001*, Office of Fair Trading  
*A Driver's Guide to the New Working Time Directives*, FTA  
*Getting Back on Track*, Tony Grayling, Institute of Public Policy Research, available from Central Books on 0845 458 9911. This surveys options for future rail structures and comes out in favour of a not-for-profit track company in association with a merger in the SRA of ORR and rail safety aspects of HSE.

## SCOTTISH POLICY

*Guidance on Part 2(Bus Services) of the Transport(Scotland) Act 2001*, prepared for Scottish Executive by Steer Davies Gleave and David Scotney [www.scotland.gov.uk/library3/transport/gobs-00.asp](http://www.scotland.gov.uk/library3/transport/gobs-00.asp)  
*The Scottish Transport Delivery Plan – What Business Wants*, CBI Scotland, January

## CONSULTATION

*Getting involved in Planning: Consultation Paper*, Scottish Executive, November, 2001

*NPPG2revised – Economic Development: Consultation Draft*, Scottish Executive, January

*Edinburgh and Lothians Structure Plan Consultation, 2000-2015*, 0131 469 3613

*Reducing Disruption from Utilities' Road Works – A Consultation Paper*, Scottish Executive

*Report on Consultation on the draft Forth Estuary Transportation Authority Order*, Scottish Executive

*Powering Future Vehicles, DTLR, DTI, DEFRA*, Treasury Consultation Paper

*Modernising the Taxation of the Haulage Industry*, Treasury Consultation Paper [www.hm-treasury.gov.uk/mediastore/other.files/haulage.pdf](http://www.hm-treasury.gov.uk/mediastore/other.files/haulage.pdf)

## RESEARCH &amp; INFORMATION

*Urban Activity in 20 mph Zones in NW England*, Babbie, £35, 0161 962 1214

*Road Accidents' Scotland 2000*, Scottish Executive

*Going Places*, Audit Commission Report on social transport

*Access All Areas? – An Assessment of Social Inclusion Measures in Scottish Local Transport Strategies*, £6, Stephen Sinclair, Edinburgh College of Art

*A New Route? – Views on Local Bus Services in Scotland*, SCC, January

*Annual Report 2000-01*, RPC Scotland and Cal-Mac Users' Consultative Committee

*Annual Review 2000-01*, Paths for All Partnership, Inglewood House, Tullibody Rd, ALLOA FK10 2HU

01259 218888, e-mail [info@pathsforall.org.uk](mailto:info@pathsforall.org.uk)

*Audit of Scotland's Wildlife and Habitat*, SNH, November

*Planning Bulletin*, Issue 20, December, 2001, Scottish Executive  
*Planning Services: Development Plan Progress*, December 2001, Scottish Executive  
*South Ayrshire Transport Initiative*, South Ayrshire Council, November  
*Glasgow Airport – Surface Access Strategy, 2001-06*, BAA Glasgow

## OTHER

*The Transport Framework for Wales* [www.wales.gov.uk/subtransport/content/framework/framework\\_1101-e.pdf](http://www.wales.gov.uk/subtransport/content/framework/framework_1101-e.pdf)

*Public Transport – Its Planning, Management and Operation*, by Peter White, 4<sup>th</sup> ed, £19.99, Europa

*What's E doing for your business? – how e-commerce is transforming transport and distribution*, Freight, December, p 17-19

## RAILWAY HOLIDAY in SCOTLAND,

Michael Pearson, 2001,  
248 pp, Wayzgoose, £9.99



Appearing for the Christmas market, this paperback is an account of eleven journeys by the author covering most of Scotland's rail network. There is a mix of history, route descriptions and encounters with visitors and local characters. The cover is a moonlit colour photo of Tomatin viaduct carrying the Inverness sleeper train but, apart from that, there are no other photographs – only 12 line drawings in 1930s style introducing each chapter and 4 maps (one a Scottish rail map showing the routes travelled and the others showing more detail in central Scotland). There is much here for the nostalgist but it is a pity that keeping the price down has meant dropping the photographs for which Michael Pearson has become well-known. The book can be ordered from Wayzgoose at 01283 713674.

**New e-mail site for TRANSPORT STATISTICS**  
 TRI and TSUG Scotland (Transport Statistics Users' Group) have formed an e-mail group to exchange views. The e-mail address is [trtsug@jiscmail.ac.uk](mailto:trtsug@jiscmail.ac.uk). Queries to Debbie McEwan at [d.mcewan@napier.ac.uk](mailto:d.mcewan@napier.ac.uk)

## News Brief

## Plans, Projects, Strategies and Visions?



Wendy Alexander  
 Minister for Enterprise, Transport and Lifelong Learning  
*Herald* 30 Nov. '01

This Issue reports on Plans, Projects and Strategies at pages 5, 9 and 10 but in a fast-changing situation with Wendy Alexander now making her influence felt in her extended remit including transport. Sarah Boyack's 15/20 Year Transport Delivery Plan looked like

being replaced by a much shorter-term, project-based Delivery Report. However, we are now promised a Delivery Report by late March which will retain a Ten Year Vision and, indeed, include a 15 year Rail Passenger Franchise in Scotland. Simultaneously, the SRA has published a holding Ten Year Strategic Plan with the promise of substantial revision next year. Does this situation represent real progress or continued fudging of key issues?

The Scottish Executive stake in integrated transport is crucial to its delivery. In order to ensure that it can work efficiently with the many

other private and public interests (including the SRA) concerned with transport and related issues within, and to and from, Scotland, the Executive needs to set out in a transparent way what it is trying to achieve. In the same way that it requires others to publish their plans, it is important that the Executive should publish its plans - and funding programmes - as part of an integrating framework going beyond two or three years.

This is now the third issue of STR where it had been hoped to feature the National Transport Delivery Plan but doubt remains about whether forthcoming statements will meet the requirements for combining accelerated delivery of urgent projects with a convincing, and fundable, longer-term strategy. In some ways, agreement on a 15 Year Rail Franchise may look attractive in the run-up to the Scottish elections next year yet the SRA view is clearly that a better deal from longer-term franchises can be gained if they are delayed until the rail situation and road charging policies (including trunk roads) are clarified. Since 15 Year Franchises will include five-yearly reviews, it may be possible to resolve these conflicts yet the nature of such reviews could affect the investor confidence on which Wendy Alexander and the SRA are both reliant.

There is also the special Scottish factor that private investment in transport may be more heavily dependent on underpinning from recurrent payments financed from road user charging (see pages 15/16 on Edinburgh's Transport Initiative and page 20 on CSTCS progress) or from the block grant to the Scottish Executive. This block grant has many competing demands on it. The delivery of integrated, effective and inclusive transport seems set to become dependent on faster progress towards road-user charging with the proceeds earmarked for transport-related purposes.

## Delivering Quality Transport

The report by the UK Commission for Integrated Transport (p11-13) highlights how far the UK is falling behind our competitors in Europe in delivering quality transport systems. This new interest in international benchmarking of standards is welcome. But why does the government want to highlight these comparisons now when the challenge is how to deliver better systems? Perhaps it is recognised that integrated transport cannot be delivered without a commitment from all stakeholders, including businesses, individuals, communities, the public transport operators, local government, and public agencies. The published comparisons betray a frustration within government that the benefits of integrated transport have not yet been embraced by all relevant groups. But is the current general lack of public enthusiasm towards integrated transport based on a lack

of appreciation of the problems or simply a lack of belief that government can deliver on its aims?

Nothing breeds success like success, and sadly far too much transport delivery has been stifled by failure. As shown in the SCC Report on local buses (p 17), past failures may have led to lower expectations from bus users than those found on the continent. This report draws attention to the need to change perceptions and raise expectations. It suggests ways in which local buses could become more attractive to those presently almost 100% reliant on cars while also improving social inclusion and standards of accessibility for those without cars. In this process of change, utilising research and political drive, spending can be targeted where it can succeed rather than simply on firefighting operations or prestige projects.

## STSG ANNUAL AWARDS for EXCELLENCE 2002

Information on these Awards is included in an enclosed leaflet. Please consider applying for this Award and draw it to the attention of others. As well as corporate entries, attention is drawn to the opportunity for entries by individuals having innovative proposals or having completed a piece of work deserving a wider audience.

## Transport Policy Update

### FISCAL POLICY

The November pre-Budget statement introduced extra tax relief for businesses investing in environmentally friendly technologies plus new tax incentives to encourage the fuels and vehicles of the future. **Friends of the Earth** continue to seek stronger action to deliver a low-carbon, low-waste economy. New taxes are proposed for non-British companies using British roads and there is to be consultation on a wider review of the basis for lorry charging. **FTA** has given this a cautious welcome but has expressed reservations that final proposals may increase total UK lorry taxation (already higher than in France, Belgium and the Netherlands) rather than introduce a variable mileage-based charge (H28Nov; LTT 29Nov; Freight, Jan)

### TRANSPORT COMPARISONS

**CfIT** has published a comprehensive report on *Best Practice in European Transport* (see p11 to 13). This highlights a lagging UK performance in overall transport investment. Road congestion levels and public transport fares are also higher than on the Continent and overall service quality poorer. Only in the area of cutting road injuries is UK performance better (LTT29Nov; SoS25Nov; H&S26Nov, 17&18Dec)

### AIR TRAVEL

Amid complaints from residents around Heathrow, government has approved **Terminal 5 at Heathrow** and has not ruled out additional runways in South-East England. Opening is planned for 2007 (H21Nov) The *Freedom to Fly coalition* (of business, trade union and tourism interests) has called for higher airport investment (with private funding dominant) and expects air travel to double between 2000 and 2020. It had already tripled between 1980 and 2000. A Scottish consultation on air travel is due in spring 2002 as part of a UK review. A White Paper on Air Travel is expected in late 2002 (FT15Jan).

Rail Delivery Delay!



New Beaulieu Rail Hall open after 6 months delay  
Rail 28 Nov. '01

### RAIL POLICY

DTLR Minister **Stephen Byers** has come under massive criticism for a deteriorating rail performance, exacerbated by much longer delays than expected in removing the Operating Division of Railtrack from administration. This has slowed the delivery of improved track maintenance and priorities for signalling and track improvement. The private sector is likely to remain much more cautious about contributions to rail investment (putting extra premiums on risk) until a stable framework for rail is established. Several observers think that this will take well into 2003 (H12Nov, S30Nov; H 17Dec, 11, 12 10, 14&16Jan)

This situation has also coloured responses to the **SRA Strategic Plan**, finally published in January (see p9). This largely repeats previous rail aspirations in the **UK Ten Year Transport Plan** of 2000 but expects delay of many projects until after 2010. Significant private investment is still expected but it is not evident how this can be delivered. Station and rolling stock improvements are seen as more deliverable in the short-term. On track and signalling priorities, the emphasis is on easing acute problems in south-east England but, even here, there are issues of achieving short-term delivery. The SRA Plan does refer to skill shortages and means of easing these, including a new Rail Training Academy (S9&11Jan; H&S14Jan; H15&16Jan; LTT3&17Jan)

A return to nationally owned track, putting rail on the same basis as trunk roads, has been mentioned in a growing debate on future rail structures. Full nationalisation (including operations) has also been suggested (EN10Jan) as has the opposite course of stronger rail devolution to Scotland and the creation of democratic regional bodies in England with transport responsibilities including rail (G28Nov&8Jan) Rail freight users and operators are, however, concerned that devolved structures could hamper necessary improvements in UK and international rail freight. Long-distance passenger development could also be adversely affected

Prime Minister Tony Blair and Stephen Byers have both said that government will be judged on actual improvements in transport delivery over the next four years. Tony Blair has also strengthened Cabinet Office personnel working on longer-term transport issues (see p9) while the Treasury is also reviewing the case for transport spending allocations in the current comprehensive spending review.

### TRANSPORT FRAMEWORK for WALES

The National Assembly for Wales has published this framework ahead of the again delayed Scottish Transport Delivery Plan. The Welsh framework contains little detail but lists four indicators for measuring performance. These are:-

- the extent of travel time variability
- shifts in modal split for work and school travel
- cuts in road casualties
- access to bus and essential services

There is a target to raise non-car modes to work and school from 20% to 25% of trips by 2010. Progress is expected on workplace parking charging though road user charging is ruled out. An all-Wales rail franchise (also including some other services) is being adopted by the SRA while investigations are being made into the creation of an all-Wales PTE (LTT 29 Nov)

[www.wales.gov.uk/subitransport/content/framework/framework\\_1101-e.pdf](http://www.wales.gov.uk/subitransport/content/framework/framework_1101-e.pdf)

### EU POLICY

FTA has welcomed EU proposals to harmonise transport taxes, improve road safety and cut congestion but is concerned about efforts to push traffic to rail where quality was still very deficient. Plans include road charging which could be used to increase investment in high-profile cross border rail links. No extra road investment is suggested though shipping is expected to expand (Freight, Oct.&Jan) The proposals are contained in the White Paper, *European Transport Policy to 2010: time to decide*, 12/09/2001 COM(2001) 370. DTLR has also invited views on the white paper proposals (see also p14).

Consultations on the new **Working Time Directive for lorry drivers** have allowed a maximum of 10 hours night working in any 24 hours (rather than the proposed 8 hours) while member states have been given flexibility to define night working. After a two year delay, self-employed drivers are to be brought within the scope of the legislation. Overall, the proposals will still result in extra upward pressure on lorry operating costs, especially on longer routes (Freight, Jan). For more information contact Bob Armstrong (FTA Scotland and Northern Ireland) 01786 457501 e-mail [barmstrong@fta.co.uk](mailto:barmstrong@fta.co.uk) EU approval has been given for grant aid for port changes required by the planned ferry between **Rosyth** and **Zeebrugge**.

## Business

**Canada 3000**, operating flights from Glasgow, ceased all operations in November and, in the September quarter, **BA** profits fell from £200m in 2000 to £5m **Sabena** filed for bankruptcy in November and withdrew Scottish flights. However, low-cost carriers are showing rapid expansion. **easyJet** raised £93m in new funds in November while **Go** has reported a 51% rise in profits. **Ryanair** half-year profits rose 39% to £54m. New aircraft are to be acquired but some squeeze on profits is expected as lower fares are used to increase market share. **Air Charter Corporation**, based at Prestwick and Scotland's only private jet brokerage, also reports improving private business since September (H22Jan)

**ABP** reports increased ports turnover of 6% and expects full year pre-tax profits around £125m. The **Railtrack** parent group increased profits from £175m to between £250 and £300m in the last half-year period, adding ammunition for the view that the operating division should not have been put in administration. **National Express** has denied reports that it wishes to withdraw from the ScotRail and Central Trains franchises. It hopes to 'reprofile' the franchises in a worsening financial climate (S1Dec)

**Stagecoach** expects interim profits to fall 18%, mainly due to adverse US results and the wider impacts of 11 September. UK bus trips were up 1.2% but half-year bus profits are down from £37.9m to £35.7. Rail trips (all in England) fell 1.9% with profits down from £24.3 to £20.8m. There was pressure from rising labour costs but part-owned Virgin Rail saw a move from loss to profitability (H7Dec). **FirstGroup** has adopted **First** as the company name. Sunderland-based **Arriva** has completed a deal to run two regional franchises in Jutland

Following the disposal of Edinburgh Woollen Mills, **Grampian Holdings** has been renamed **the Malcolm Group**, reflecting its main interest in construction, haulage and logistics.

**CPT Scotland** has moved to 29 Drumsheugh Gardens, EDINBURGH EH3 7RN. Contact remains Marjory Rodger on 0131 272 2150 Mobile 07974 107021 Fax 0131 272 2152 e-mail [marjory@mrodger.freeserve.co.uk](mailto:marjory@mrodger.freeserve.co.uk)

**Edinburgh Chamber of Commerce** has moved from the Conference Centre to 27 Melville St, EDINBURGH EH3 7JF Tel 0131 477 7000 Bill Furness continues at Chief Executive

**AA** is to sell cars via the internet as part of a 'one stop shop' for motorists

**ILT** plans to replace 31 UK branches and 13 special interest groups with 12 regions and 4 'faculties'. The latter will cover technology, resources (including environment and infrastructure), movement and the total supply chain. The proposals will be put to members at the AGM in April

**Strathclyde University** expects to close down its **environmental planning course** by 2005, leaving planning courses available only at Dundee and Heriot-Watt in Edinburgh. This comes at a time of increased planning activity in the west of Scotland though there may be scope for a merger with the more widely based Urban Studies department at Glasgow University.

Dunfermline-based **Osprey Forecourts**, a new company in the service station market, has bought its 16<sup>th</sup> station (on the M90 at Crossgates) in less than ten months. The aim is 40 Scottish stations.

Problems in the aircraft industry have created fears over the future of **Rolls-Royce** in Scotland (H30Nov) and Prestwick is losing 219 jobs as **BAe** cuts 1700 jobs across the UK. **Hunslet-Barclay** at Kilmarnock has gained a £4.4m order to overhaul ScotRail electric trains. Independent travel agent **Barrhead Travel** is shrugging off travel trade woes by investing £250,000 in a new customer service centre creating 75 jobs and expanding internet involvement

## Personnel

**Jack McConnell** became the new Scottish First Minister in November and made sweeping Cabinet changes. **Wendy Alexander** remained at Enterprise and Lifelong Learning but had transport added to her portfolio. **Lewis McDonald**, formerly deputy under Sarah Boyack, moved to Enterprise with primary responsibility for transport. Planning matters, formerly joined with transport under Sarah Boyack, moved to **Iain Gray** as the new Minister for Social Justice with **Margaret Curran** as Deputy. **Andy Kerr**, formerly Convener of the Transport and Environment Committee, became Minister for Finance and Public Services with responsibility for improved delivery. **Mike Watson** heads a new Ministry covering Tourism, Sport and Culture. Former advisers to Henry McLeish have been replaced. **Mike Donnelly** of Paisley University becomes Chief of Staff. His speciality is public sector management.

**Kenneth Hogg** has replaced Bill McQueen as Head of Transport Division 2 in the Scottish Executive Development Department (dealing with Freight Facility Grants, civil aviation, public transport fund and bus policy) 0131 244 0862

**Bristow Muldoon** has taken over from Andy Kerr as Convener of the Transport and Environment Committee. Former Finance Minister **Angus McKay** has also joined this committee.

SNP leader John Swinney has given **Andrew Wilson** an expanded brief on the economy, enterprise and lifelong learning with **Kenny MacAskill** shifting to be spokesman on tourism, transport and telecommunications. **David Mundell** has replaced Murray Tosh as Conservative spokesman on transport. **Murray Tosh** has been elected Deputy Presiding-Officer of the Scottish Parliament.

Following the appointment of **Richard Bowker** as SRA Chair, **Mike Grant** has been dismissed as Chief Executive. Richard will combine these roles. **Tony Osbaldiston**, Deputy Chief Executive of First has left the company. Engineer **John Armitt** is the new Railtrack Chief Executive and the administrators have also brought in another well-known professional railwayman, **Jim Cornell**, as a non-executive director. **Ian McAllister** of Ford is to chair the team setting up a possible 'new Railtrack' limited by guarantee.

**Steve Williamson** has been promoted to the **MVA** board as Director: Corporate Marketing. **John Baggaley** becomes Regional Director for Scotland and Northern Ireland. **Douglas Leeming**, Railtrack Project Manager for the Stirling-Kincardine reopening, has moved from Railtrack to MVA.

**Alan Craig**, Executive Director of Babcie and past-president of IHT, was awarded the OBE in the New Year Honours.

Former ScotRail Finance Director, **Alex Lynch**, is now Acting Finance Director with **Caledonian MacBrayne**. Ken Chan has joined the **RPC Scotland** secretariat.

**Philip Shimmin** has retired as Roads and Transport Director for **Highland Council**. A new post of Director of Roads, Community and Protective Services has been advertised. Following reorganisation, **Alan Bryan** and **Tony Arroll** have retired as Heads of Transport and of Roads in **Fife Council**.

**Sir Colin Buchanan**, well-known for his 1963 report on *Traffic in Towns* and his 1972 report on traffic problems in Edinburgh, has died.

**Taxation, Pricing and Travel Trends** In a report to DTLR and the Inland Revenue, the Open University, WS Atkins and TRI Napier University have explored options for tax changes encouraging modal shift. These include tax exemptions for employer arranged buses, tax exempt travel vouchers, parking taxes and a wider Income Tax concession for public transport fares (though this could have the undesirable effect of encouraging longer trips) (LTT11Nov) [www.dtlr.gov.uk/itwp/modalshift/01.htm](http://www.dtlr.gov.uk/itwp/modalshift/01.htm) DTLR is to commission further study of the inclusion of **variable travel times** in transport models. **Leisure Complexes** Research by Dr Phil Hubbard of Loughborough University has concluded that the expansion of fringe and out-of-town leisure complexes can be a threat to town centres. There are now 170 multiplex centres in GB with 36 due for completion by December 2002.

The **Centre for Research into Socially Inclusive Services (CRSIS)** and **TRI Napier University** has published research on the treatment of social inclusion in Scottish Local Transport Strategies. It concludes that local authorities need more guidance in this area (contact Stephen Sinclair at Edinburgh College of Art or Frauke Sinclair at TRI) (see also LTT17Jan and [www.crsis.eca.ac.uk](http://www.crsis.eca.ac.uk)). A new report from the **Scottish Council Foundation** has criticised the slow progress being made by the Scottish Executive in tackling poverty and social exclusion. An open, integrated and strategic approach to priorities was lacking (H15Nov) The **Audit Commission** in a report '*Going Places*' has concluded that poor results are being obtained from present approaches to 'social transport' for school children, hospital patients, the elderly and disabled. Results were sub-standard with many variations in the quality and level of services received. It recommends that central government review the framework within which councils, health bodies and other organisations work in order to focus on the needs of users and patients (LTT17Jan). This Report endorses views expressed at the Carnoustie Conference on Rural Transport (STR 14). The **Angus Transport Forum** is now about to start a major local pilot project, combining local resources with EU funding. A review of good practice on School Transport has been undertaken by **Derek Halden Consultancy** for the Scottish School Travel Advisory Group. The group are due to report to the Minister in March with recommendations on how to improve school transport provision in Scotland. **Transport Issues and the Scottish Economy** Prof. R McQuaid and Malcolm Greig of the Employment Research Institute at Napier University are preparing, and consulting, on a Scoping Report for Scotecon on Key Issues for Transport and the Scottish Economy. Completion is expected in March. **Oscar Faber** is reporting on Shotts rail line improvements to SPT and other corridor councils. **ARUP** is to report to Edinburgh City Council on options for a light rail network.

The **Scottish Executive** has placed on the web the reports by **WS Atkins** and **Steer Davies Gleave** on candidates for PTF and ITF support and on a review of Local Transport Strategies and, Road Traffic Reduction Plans in relation to collaboration and strategic priorities. A further report by **TRL** and **TRI Napier University** on the Review of Road Traffic Forecasts is expected to be finalised shortly. **MVA**, **ERM** and **David Simmonds** have been commissioned by the Executive, the SRA, Fife and Clackmannan Councils and Scottish Enterprise Forth Valley to prepare a report on **rail reopening between Stirling, Alloa and Longannet** (linking with the existing line to Dunfermline) The Executive expects the latest study (by Sinclair, Knight and Merz) of **rail links to Scottish Airports** to be completed by August and has invited tenders for a priority study of the transport impacts of the new **Edinburgh Royal Infirmary** to be completed by the summer. **WS Atkins** has been appointed by the Executive to maintain and develop the Scottish Road Traffic Database for the next five years.

## Progress Report: Central Scotland Transport Corridor Studies

*Steve Williamson, Project Director, MVA*

During the latter part of 2001 CSTCS completed a series of analyses for each of the A8, A80 and M74 corridors. We now have definitions of the transport problems in the corridors that both exist now, and are expected to be present in the future, together with an analysis of the underlying causes of those problems. We have also documented our view of the constraints and opportunities that exist in each corridor, covering institutional and policy issues, statutory designations, development areas, and road and rail capacity. Finally, our recent work has defined a series of intervention options that address the problems and causes, taking into account the constraints and opportunities.

These analyses and the list of potential intervention options have been discussed with the CSTCS Consultative Forum and agreed with the Steering Group. We have now embarked on the design, testing and appraisal of the options. At this point it is worth noting that CSTCS will be piloting the use of the draft Scottish Transport Appraisal Guidance (STAG). These procedures define the appraisal process. Initially we will undertake a STAG Part 1 Appraisal Summary Table (AST) for all of the intervention options and sift these to identify which to take forward to the 2005, 2010 and 2020 Plan development stages. We will be developing Corridor Plans for 2010 first using the Part 2 AST process, followed by a 2005 Plan that will cover the phasing of the 2010 Plan. Finally, a 2020 Plan will be defined assuming that the 2010 Plan is implemented, again using the Part 2 AST process.

The Corridor Plans will be developed in the following broad order:

- ways to reduce the demand for travel in total and by car in particular;
- ways to improve public transport; and
- ways to increase road capacity.

If we propose to increase road capacity, we also propose to look at:

- the way in which the new (or part of the old) road space should be allocated i.e. the vehicle types which should have priority; and
- ways of managing traffic demand so that the benefits of the extra capacity are 'locked in' and not eroded by induced traffic.

The most promising demand management options to be considered are the control of certain forms of development in the vicinity of trunk road junctions, urban congestion charging in Glasgow (only if feasible), car pooling and park-and-use-shared taxi sites at trunk road interchanges (with other park and ride services), and ramp metering with high occupancy vehicle lanes. Public transport rail interventions include: increasing train size, frequencies, and station car parks; improving signalling, access to stations, use of central Glasgow stations and operation of mixed slow and fast trains; and new services and routes (Bathgate - Airdrie). Bus interventions include busways and high occupancy lanes, priorities, Quality Partnerships, improved local services and express services. Both bus and rail park and ride facilities will be at locations that will not encourage continued use of the problem sections of the trunk roads.

Road capacity interventions include traffic management measures, variable message signing, junction upgrades and rationalisation, provision of hard shoulders and climbing lanes, new local roads and new sections of trunk road.

The next steps will be to consult on the results of the appraisals and confirm the Corridor Plans. Finally, there is a harmonisation of the three Plans and an analysis of the overall economic activity and location impacts (EALI Report).

**Babbie** has produced a report on urban activity in **20 mph zones** in NW England (0161 962 1214) Japanese research has shown that 80% of **deaths of front seat passengers using seatbelts** could be prevented if passengers or items behind them were also secure (H4Jan) **Scottish Borders Council** have appointed Scott Wilson, Anderson Strathearn, John Kennedy, Halcrow, ERM, Price Waterhouse Cooper and Atlantic Public Relations as consultants for obtaining parliamentary powers for the Borders railway. **Cardiff** is planning guided driverless taxis in a £45m scheme for the Cardiff Bay area. These would offer frequent, low-capacity services (G16Jan) **Ford** has asked **Edinburgh City Council** to conduct trials of **Th!nk** electric city cars (EN23Nov) while a battery operated car with an on-board hydrogen powered battery charger is being developed by **Strathclyde University** and **Glasgow City Council** (S3Dec)

## TRANSPORT DELIVERY

A national **Delivery Plan** or **Delivery Report** from the Executive had been rescheduled for March but reports suggest that its publication may be abandoned in favour of a more project orientated approach. If a document is published it is expected to include some performance standards and a report on delivery within the objectives of the 1998 Scottish Transport White paper and subsequent documents. As Transport Minister, Wendy Alexander has had discussions with Stephen Byers and the SRA on Scottish aspects of the SRA Plan. These revealed some willingness to accelerate proposals for rail connections to **Scottish airports** within, rather than after, ten years subject to resources (H15&16Jan; S30Nov). Plans include capacity enhancement at **Waverley** station and elsewhere in the **Central Belt**. Platform extensions on the East Kilbride and Ayrshire coast lines will increase effective capacity. Extra resources from the Executive, other public bodies and the private sector may also allow other rail projects to be advanced. (see p9)

Transport has been picked as a Scottish priority in reviews of public spending by Gordon Brown and First Minister Jack McConnell. (H10Jan) The latter has stressed projects capable of quick delivery against objectives with particular references to young people and social inclusion.

## ScotRail FRANCHISE

Interim extension remains the most likely possibility though Virgin/Stagecoach and First have expressed interest in longer-term franchises including rail track and signalling maintenance. EWS and National Express are opposing the concept as 'a seductive idea with many drawbacks' National Express is reported to have offered a lump sum in return for the SRA covering ScotRail losses (estimated at £25-£35m) until the present franchise ends in March 2004.

## ROADS

A Report to the Auditor-general by Robert Black has concluded that the award of **trunk road maintenance contracts** in 2001 was carried out 'fairly and properly' with apparent savings to the taxpayer (H22Nov)

Scottish Executive is consulting on *Reducing Disruption from Utilities' Road Works*. It has suggested the possibility of lane rentals and other charges by local authorities for excessive time to complete roadworks – for copy, contact Iain Gardiner, Transport Division 3-3, 2-E, Victoria Quay, EDINBURGH EH6 6QQ 0131 244 0838

Education, health and free care for the elderly remain major priorities so leeway for transport spending remains tight unless there are wider and faster advances in the application of earmarked road user pricing. A **CBI Scotland** statement on the Delivery Plan (see p10) has been more sympathetic to road user pricing (including some trunk roads) than in the past but continues to see the main priority for extra funding being investment in road infrastructure. However, the document lists rail freight priorities including Stirling-Longannet reopening, gauge enhancement and a commitment to completion of West Coast and East Coast Main Line upgrades. Speaking in Scotland, CBI Director, Digby Jones, has called for action to sort out transport infrastructure in the Central Belt (H19Dec) The Executive's Integrated Transport Fund is to be used to secure 4 new sets for SPT services and to assist Edinburgh in a light rail network feasibility study. Disputes continue on whether PPPs in transport, and in other sectors, will offer 'best value'. Tension between west of Scotland councils and the Scottish Executive has been revealed in comments that the west is falling behind on public transport delivery programmes. SPT in reply has pointed to funding shortfalls from constituent authorities while the latter are seeking greater funding from the Executive (LTT 29 Nov).

## FORTH TRANSPORT AUTHORITY

The Executive has published a report on the consultation on the Forth Estuary Transportation Authority and has published a revised Order setting up the new body on 1 April. The title has been changed to the **Forth Estuary Transport Authority (FETA)** and it has been made clear that the first priority will be maintenance and management of the existing road bridge. In addition, the Authority may develop schemes to reduce traffic congestion on the bridge and encourage the use of public transport. Suggestions from **SAPT** and **ILT** than an early increase, and variation, in road tolls should be considered have been rejected in favour of a toll freeze until 2006.

## FERRY SERVICES

EU has agreed that the Caledonian MacBrayne ferry network may be put out to tender as a whole subject to some details still to be settled concerning the tendering process. Draft service specifications are to be published early in 2002.

## BUS SERVICES

The Scottish Executive scheme to implement **free local bus travel for pensioners and the disabled** after 9.30 am is estimated to involve full year funding of £45 million but various councils, including Edinburgh and the SPT area, have claimed that costs are being underestimated (H3Dec) In addition to support for concession fares and assistance from Bus Fuel Duty Rebate, anticipated local authority spending on **subsidised bus services** in 2001-02 is £31.3m (this total excludes school travel contracts). The highest support is in Glasgow (£4.2m) North Lanarkshire (£2.2m) and Dumfries & Galloway (£1.9m) and the lowest Edinburgh (with net income from bus operation of £484 thous.), Aberdeen City (£41 thous.) and Orkney (£199 thous. – but with high support for ferries) (ScotParl answer S1W-17982)

Consultation is proceeding on proposals for a **50% cut in coach fares for elderly and disabled passengers** in return for extending the Bus Fuel Duty rebate to long-distance scheduled coach services. Costs are estimated at £2m a year, excluding impacts on rail franchises. EU clearance will be required (ScotExec Press Release 6 Nov)

Respondents to the consultation on the **Bus Users' Complaints Tribunal (BUCT)** included SCC and SAPT. **SCC** sought simpler procedures for complaint and an early review of the range of defined complaints. **SAPT** claimed that BUCT would exclude most issues of real concern to users and perpetuated a uni-modal basis for complaints. A regional and multi-modal approach was necessary, including powers to require local councils to improve services falling below set standards for accessibility. For other SCC comments on the views of bus users, see p17.

The Executive has issued guidance on **quality bus partnerships and contracts** and **on arrangements to improve ticketing and information** under the Transport(Scotland) Act. **SPT** is also consulting on a template for quality bus services (LTT17Jan) while the **Office of Fair Trading** has issued guidance on **Public Transport Ticketing Schemes : Block Exemption from Competition Act** and on the **Competition Test under the Transport Act 2000 & Transport(Scotland) Act 2001**. These touch on tensions between the requirements for competition and transport integration and raise wider issues with respect to the future regulation of bus operations

## Statistics

**SCOTTISH ECONOMY** Scottish Executive data has confirmed that **economic growth** fell to 0.3% in 2001 compared to 2.5% for the UK (H8Nov). **Population** has fallen from the 1974 peak of 5.24m to 5.11m and may fall to 4.93m by 2025 with the best growth prospects around Edinburgh (H31Oct;16Nov) The **Fraser of Allander Institute** has reduced Scottish economic growth forecasts for 2002 to 1.2%. Scottish growth has only been 65% of the UK average since 1995. Some recovery is expected in the current state of electronics but Scotland still suffers from relative peripherality and weaknesses in the business birth-rate, innovation and management performance (H13Dec). Optimistic forecasts have been made in the Economic Monitor of **Glasgow City Council** and **Scottish Enterprise Glasgow** that Glasgow will grow faster than both the UK and Scottish economies over the next four years. 3.1% annual growth is forecast with high activity in the construction sector (H10&21Jan) A study by **Grant Thornton** has found Glasgow the worst performer for new business starts between 1994 and 2000 (H10Dec) With inward investment slowing, **Scottish Enterprise** is placing more emphasis on innovation and business starts. Government data, disputed by the SNP, has shown a substantial **Scottish fiscal deficit** of £4billion (H17&18Dec). **PPP projects** may have to be restricted due to cumulative annual burdens on public sector budgets. Draft SNP proposals support extra income from **Workplace and Retail Parking levies**.

**PORT USAGE** P&O reports a slowing in port volume growth to 9% in the quarter following 11 September (H18Jan) Bulk traffic at Scottish ports has been buoyant though progress on container and trailer traffic has been more difficult. **Aberdeen** cargo rose by 500,000 tonnes to 3.2 m tonnes in the first 9 months of 2001. Studies of **marine motorways** to expand coastal and European shipping are being made. Coal handled by **Clydeport** at Hunterston rose from 2.5 m tonnes in 2000 to 4.5m in 2001 while feeder services from Greenock to Merseyside and Southampton have been growing. **Forth Port** also achieved growth in the east of Scotland, including Dundee and container expansion from Grangemouth plus the imminent new ferry from Rosyth. Timber traffic continues to rise in both the east and west. (H23Jan)

**BUSES & CYCLING** A 6% rise in bus trips in the **Glasgow** area in the second half of 2001 has been reported by **First**. This has been aided by **quality corridors** and new **All Day Travel Tickets**. There has also been bus growth around **Edinburgh** while rural transport innovations are beginning to advance social inclusion and having some impact on car trips. Figures from Edinburgh City Council show a 50% rise in **commuting by cycle** since 1991 (EN23Nov).

### SCOTTISH FERRY TRAFFIC October-December 2001

(with % change on 2000)

Sources: Caledonian MacBrayne & Western Ferries

	Caledonian MacBrayne		Western Ferries	
Passengers (Thous)	788	2%	282	15%
Cars	186	8%	122	15%
Commercial vehicles	22,771	3.6%	2,203	-4.5%
Coaches	1,742	7.5%	544	30%

*Comment:* Cal/Mac commercial traffic has been helped by withdrawal of the competing Stornoway Service. Western Ferries continues the pattern of high growth in passengers and cars while both companies saw more coach traffic. The pre-Christmas strike on some Clyde routes had a marginal downward impact on traffic.

### SCOTTISH HOUSEHOLD SURVEY RESULTS Cont'd

\* For travel by train: 17% said they felt "very safe", 35% felt "fairly safe", 29% did not know, 11% felt "not particularly safe" and 8% felt "unsafe".

There were varied views by age group and sex. 22% of women felt, or would feel, "not particularly safe" or "not safe at all" when travelling by bus compared to 11% of men. When travelling by train or foot similar proportions were found: 25% of women and 10-12% of men felt unsafe. 13% of 16-24 year olds felt "not particularly safe" or "not safe at all" when travelling by bus compared to 28% over 75. Similar variation by age was found for travel by train (15% of 16-24 year olds compared to 26% over 75 and by foot (18% of 16-24 year olds compared to 33% over 75).

### CHANGES IN SHS QUESTIONS FOR 2002

Existing questions have been revised to band estimates of total vehicle miles driven per year. Deletions include vehicle registration numbers, mileage paid by employer or business and the amount spent in previous month on vehicle fuel.

From 2002, SHS has reinstated questions on the availability of bicycles and added new questions on:-

- details of place of work (inc. home)
- attitudes to quality of public transport
- GP visits at home and in surgery
- views on local traffic and speeds
- access to internet
- fear of crime

## Changes in Services

### RAIL

**Channel Tunnel rail freight** services from Scotland were suspended in December due to security costs in the Tunnel. EWS has reported substantial weekly losses. Through freight has now resumed but doubts remain about prospects for Scottish services (H3&11Jan). The unique Scottish 45 mph restriction on empty hopper wagons has been raised to 55 mph on most Scottish lines (60 mph is allowed in England) (Rail, 12 Dec) Due to poor reliability, **Consignia** is planning shifts of mail from rail to road and air (H21Dec). The Scottish Executive may not meet targets for moving road freight to rail and water. Pressure for speedier decisions on Freight Facility Grants has been rising. **EWS** has opened a new express parcels depot at Aberdeen Guild St and, after ten years, oil trains have returned to Lairg on the Far North line. Oil is also being delivered from Grangemouth to Fort William and a service to Aberdeen airport should start in 2003 (Rail, 26Dec) Major improvements in **Virgin CrossCountry** services from Scotland are due on 30 September 2002. Mark Lazarowicz MP has expressed concern that larger improvements for Scotland were not gained in the two-year extension of the **GNER** franchise. However, through services from north of Edinburgh are to be extended by one coach and other trains are to be refurbished (S14Nov & H17Jan) Meeting higher costs for rail safety has led to economies and higher fares on the **Glasgow Underground**. However, plans to close West St station in the evenings and increase the standard 90p fare have been avoided.

### FERRIES & SHIPPING

Healthy advance bookings are reported for the new **Rosyth-Zeebrugge** ferry due to start in May (EN4Jan). P&O Stena is fighting back with cuts in prices on ferries from England (H21Nov) **Forth Ports** is challenging road and rail with a new shipping service from **Grangemouth to Tilbury**, initially running twice weekly (H17Jan) Due to Channel Tunnel rail freight problems, **Clydeport** is planning direct whisky export services from the **Clyde to le Havre** (H29Nov)

Stena has cut back on conventional ferry services from **Stranraer** to Northern Ireland and is exploring relocation to a new site seven miles north of Stranraer (S20Nov). Hopes are rising for a reinstated **Campbeltown-Ballycastle** service provided that Scottish Executive funding is available (H23Nov)

Andrew Banks plans to restore his summer only **Pentland Ferries** link from **Gills Bay to St Margarets Hope** this summer but has been frustrated by the lack of finance from public sources. He is using the former Caledonian MacBrayne **lona**. 46,000 passengers and 16,000 cars had been carried in 2001, attracted by low fares and the 1 hour travel time. Scottish Executive is providing £12.6 m for two new ferries, a 30 vehicle ferry for the **Mallaig-Skye** service and a larger ferry for the **North Uist-Harris** link, allowing the present vessel to be used on the new link from **Eriskay to Barra**. These ferries will be available for summer 2003.

### AIR

Scottish Secretary Helen Liddell expects low cost airlines to expand flights from Scotland to European destinations over the coming year (H4Dec) yet charter companies are cutting flights from **Aberdeen and Edinburgh** due to the tourism downturn (H26Nov). A new study by Price Waterhouse-Coopers has stated that up to 1400 Highlands jobs could be lost if **Inverness-Gatwick** flights were withdrawn (H14Dec) **Scot Airways** is to suspend flights from Aberdeen to London City (S5Jan) and has also stopped the Inverness-London City service introduced last September (S4Jan). The company is pulling out of services from Glasgow to London City but will increase services from Edinburgh (S11Jan) **easyJet** is buying more aircraft and plans new services from **Glasgow and Edinburgh to Southern Spain, Barcelona, Nice and Geneva** - possibly also to **Paris Orly** (S8Jan) **BMI British Midland** will enter the low cost market in March with a **bmibaby** subsidiary. However, this will focus on cheap flights from East Midlands airport (S11Jan) British European has taken over the former Sabena flights between **Brussels and Edinburgh**.

### QUALITY of SERVICE

A **Caledonian MacBrayne** strike just before Christmas caused major problems in Arran, Bute and Cowal (H19,22&26Dec) while an overtime ban on **ScotRail** in January has led to a 25% cut in services to maintain reliability (H26Dec5&11Jan). In general, disputes around rail pay and working agreements have been increasing. Some improvements have been achieved in the reliability and availability of the new Juniper electric trains while trains have been leased from England to improve reliability on the North Berwick service. Most ScotRail fares have been frozen for 2002 though Edinburgh-Glasgow singles are to rise by £1 to cut fare evasion (H22Dec). Anne Begg MP launched a public transport campaign for **disabled people** at Inverurie on 30 November while the Social Justice Committee has inspected access arrangements at Lockerbie. All buildings must be totally user-friendly for the disabled by January 2004. If not, any member of the public will be able to take occupiers to court (H8Nov)

**SNP** and others have called for more and **cheaper flights to and from the Highlands and Islands**. (H30Oct,23&26Nov) but a report from the **Office of Fair Trading** has found that higher prices on charter flights from Scotland can be justified by higher costs. Examples included Costa Dorada return flights from Glasgow of £140 compared to £75 from Gatwick yet a scheduled Glasgow-Stornoway return is £286 (H20Dec)

Complaints continue about inadequate space between seats on buses and aircraft as well as defects in bus information provision. On the other hand, an **SCC** survey has found 75% to 80% of **regular bus users** satisfied with services (see p17).

### BUS

In Edinburgh, **First** introduced competing services with **Lothian** on another major route (Restalrig-Fairmilehead) but has pulled out of other routes. It has been forced to withdraw from the Heriot-Watt campus since it could not give an undertaking to provide evening and week-end services (H9&11Jan). Lothian has reduced the frequency of express buses from the **Port Seton** area (EN20Nov). Inverness-based **Rapsons** have gained contracts around £20m to provide most school bus services throughout the Highlands for the next five years. School and other bus contracts are being integrated (H10Jan) **Buchan Dial-A-Community Bus** has gained an Investors in People Award (contact Mrs Norma Thomson 01771 613666) but the **Mintlaw park and ride bus scheme** has run into difficulties since the site is on land beside the primary school used as playing fields. (PJ26Oct) Disgruntled bus commuters between **Armadale and Edinburgh** have launched their own not-for-profit commuter bus, cutting travel times by an hour and costing £15 a week (S13Nov) Aided by the Public Transport Fund, **South Ayrshire Council** has launched a new strategy for park and ride plus bus and rail improvements.

An **SRA** survey shows 73% of **rail passengers** as satisfied. ScotRail performance has fallen to 85% from the previous high level but the only other mainland services with a higher rating are Chiltern (89%), Gatwick Express (88%) and Midland Mainline (88%) (Rail,26Dec)

Despite concern at criminal elements in the **private hire trade**, Glasgow City Council is likely to cut the number of enforcement officers covering private hire firms (H3Dec) CCTV is to be installed to stop motorists breaking the night ban on driving in Edinburgh's **Cowgate** (EN12Jan). Coach firms have complained about the coach ban on a section of the **Royal Mile** but Edinburgh City Council has replied that bans on through coaches are now normal in historic cities (EN20Nov) **RAC** has called for a road rage test for new drivers (H28Dec) **Speed cameras** have increased fines for speeding by 45% since 1995 (EN27Nov) Edinburgh City Council is to cut **taxi registration fees** by one-third after a long campaign by drivers. This may help ease an acute shortage of taxi drivers (EN29Nov&3Dec) **Drink driving cases** rose by 50% in the east of Scotland over the Christmas period but fell in the west (S3Jan) The government has stepped up measures to reduce **car licence evasion** (H12Nov)

Villagers in **Pencaitland** have complained of a bus route change to an unsuitable road through it shortens journey times (EN26Dec). Protests by the **Rural Rebels** slowed traffic over the Forth Road Bridge and in Edinburgh in mid-December (H11&15Dec). Anglers and landowners in the **Trossachs** are seeking by-laws to control problems from water skiers, speedboats and jet skiers (H26Dec)

## ESTIMATED SPENDING ON FARES and EVENING TRAVEL: FREQUENCY AND PERCEPTIONS OF SAFETY SOME SCOTTISH HOUSEHOLD SURVEY RESULTS - A note by the Scottish Executive Development Department

### 1 Introduction

This is the eleventh in a series of notes on results from SHS. Information about the amount spent on fares in the seven days before the interview was obtained by asking, "what was the total cost of fares for these forms of transport [Bus, Train, Taxi, Ferry and Aeroplane] in the past seven days, excluding any fares that were, or will be, paid for by a business or employer?" The results reported here are from interviews conducted in 1999 and 2000. Since use of an arithmetic mean can be misleading, the median has been used to represent the "typical" fares for a group. The median is the middle value: half the people in the group will have spent no greater than the median, and half will have spent no less than the median. Information about how often, if ever, adults walk in the neighbourhood, or travel by bus or by train, in the evening and how safe they feel from crime when doing these things was obtained from questions which were added to the survey in January 2001. The results reported are from interviews in January to April 2001.

### 2 Estimated fares spent on public transport

62% of people interviewed had not spent anything on fares in the seven days prior to the interview, or did not know how much they had spent. For the 38% that gave an amount spent, the average (mean) amount spent on public transport fares is £8.74; the median is £5. There is little difference between men and women in the amount they spent on public transport. Figure 1 shows the median amount spent for men is £6 while the median for women is £5. The Graph shows that the amount spent on public transport varies with age. The 16-24 group spent a median of £8 compared to £7 for 25-34 year olds and 35-44 year olds, £6 for 45-59 year olds and £3 for 60-74 year olds and 75+.

The amount spent on public transport also seems to be related to economic status. Those in higher/further education spent a median of £9. This compares to a median of £8 for those in full-time employment and £3 for those permanently retired from work. There was little difference between types of area. Those living in urban areas and small remote towns spent a median £5 while those living in small accessible towns and rural areas spent a median £6. The amount spent on fares varies by occupation. Those in professional occupations spent a median £10 in contrast to a median £5 for those in unskilled occupations.

Overall, the amount spent on public transport tends to rise with annual net household income: those with a net household income of up to £10,000 spent a median £4 on public transport in the last seven days; those from households with incomes over £40,000 spent a median £10. However, there was not much

variation with household income in the median expenditure by people - mainly retired - who were entitled to pay reduced bus or train fares. Spending varies with the number of motor vehicles available to the household. Those in households with 2 or more motor vehicles spent a median £8; those in households with one motor vehicle or no motor vehicle spent a median £5 on public transport (the higher spend for multi-car households possibly influenced by higher total income and higher use of rail and air services).

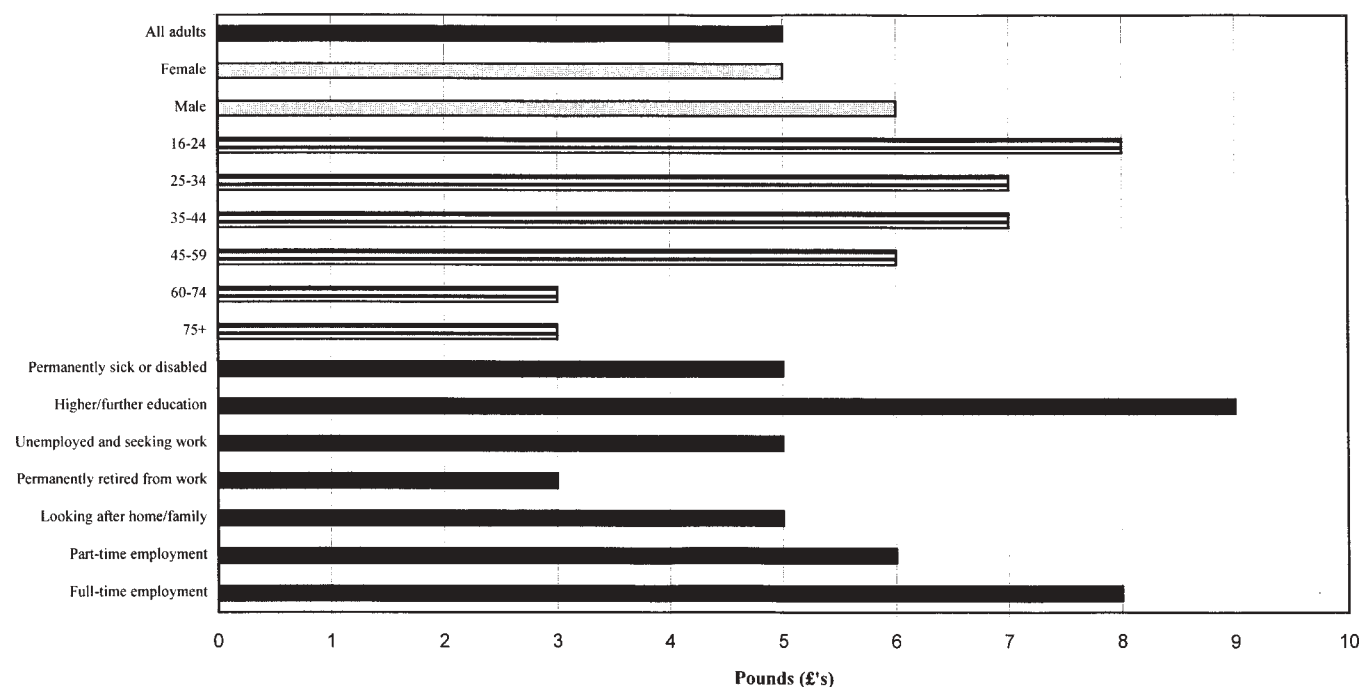
The upper quartile for the amount spent on fares is £10 (this is the upper 25% value: 25% of adults spent more than or equal to the upper quartile). Therefore, the average amount spent (£8.74 in the last seven days) is closer to the upper quartile than the median. The lower quartile for the amount spent on fares is only £3 (the 25% value: 25% of adults spent less than or equal to the lower quartile). The upper and lower deciles which provide "boundaries" for the lowest and highest 10%, are £1 (the lower decile) and £20 (the upper decile). In some cases, bigger differences can be seen when looking at quartiles rather than medians. An example of this is between types of area: the upper quartile was £10 for adults in urban areas and £15 for those in remote rural areas, whereas there was little difference between the respective medians (£5 and £6).

### 3 Walking, and travel by bus and train, in the evening

19% of adults said they walk in the evenings (say between 7-10pm) "most days" in the local neighbourhood. 24% said they did at least once a week, 10% less than once a month. 38% said they never walked in the local neighbourhood in the evening. 77% of adults said they never travelled by bus in the evenings, 10% travelled by bus less than once a month and only 2% said they travelled "most days" by bus in the evening. Similar proportions can be seen for evening travel by train in the evenings: 80% said they never travelled by train, 14% travelled by train less than once a month and less than 1% said they travelled "most days" in the evening. People were also asked how safe they felt, or would feel, travelling by foot, bus or train in the evenings. About one-fifth would not feel safe in each case:

- \* 31% said they felt, or would feel, "very safe" walking in the local neighbourhood in the evening, 44% felt "fairly safe", 6% did not know, 12% felt "not particularly safe", 7% "felt not safe at all".
- \* For travel by bus: 21% said they felt "very safe", 44% felt "fairly safe", 18% did not know, 11% felt "not particularly safe" and 6% felt not "safe at all".

Median amount spent by adults on public transport fares in the seven days prior to the interview:  
SHS results for 1999 and 2000 combined



## AIRPORTS

There are new fears that the planned air traffic control centre at **Prestwick** may be replaced by a combined Atlantic control centre at **Shannon** (S14Jan;H25Jan). The new British control centre at **Swanwick**, Southampton, opened in January. SNP continues to campaign for lower landing charges at Scottish airports but the Inverness airport manager has stated that easyJet was given substantial discounts to start its Inverness service to London Luton. Other aids are also given to operators (S28Nov;H18Jan)

## PORTS

The new passenger interchange building at **Ardrossan** opened on 12 November, mainly financed by Clydeport with a contribution from Scottish Enterprise Ayrshire.

## WALKING, CYCLING & CANALS

A new foot and cycle access is to be provided from **Craigmillar** to the new **Edinburgh Royal Infirmary**(EN29Nov). An upgraded path is to be provided as part of a £817,000 John Muir Trust project on **Shiehallion** (H10Jan) **Moray Council** is conducting a feasibility study of paths around **Elgin**(PJ24Oct) Work on restoring the **Union Canal** is nearing completion but there is dispute that some bridges have been built with clearances lower than the specified 9 feet (EN7Jan,S8Jan)

## Infrastructure

## RAIL

125 mph running on the **West Coast Main Line** will not now be available until May 2003 though there is ongoing work on track, bridge and signalling improvement. **Railtrack** has pulled out of major rail enhancement projects in Scotland - including the Larkhall line, Alloa-Kinross, the Gourrock interchange and the Aberdeen Crossrail scheme (H7Dec) For further detail on **SRA** plans, see p9. **Edinburgh** and **Glasgow** are competing for Scottish Executive funding towards an **airport rail link** since it is unlikely that the Executive will finance simultaneous schemes within the next ten years. Launching new Virgin trains in Edinburgh, Brian Souter complained about **track quality** and called for closer relationships between the providers of 'wheel and rail' (RAIL,28Nov)

The **Inverness-Kyle** railway (and adjacent road) was closed by a landslip in October at a notorious trouble spot. A substantial deviation may mean closure of the line west from Strathcarron until May 2002 (H31 Oct; Rail26Dec) Glasgow councillors have approved plans for a £7.5m improved interchange at **Partick**, including £3.5m from Scottish Executive and £2.8m from SPT. The £15m **Cairngorm funicular railway** opened on 23 December (H24Dec) Further pleas have been made for an extra passing loop on the **Aberdeen-Inverness** railway to allow frequency to be improved (H29Dec) The opening of **Beaully** halt was again delayed due to renewed HSE concerns about the short platform (see p4) even though HSE had approved the design (S30Nov, Rail,28Nov) Landslip and bridge fears plus shortage of

staff skills have led HSE and **Railtrack** to suggest that short-term rail closures in Scotland may become essential in a worst case scenario (H14&18Dec) **Kirknewton** station may be transformed into a major park and ride station, including calls by inter-city services, if talks between **West Lothian Council**, **Virgin** and **GNER** prove successful (EN3Dec)

The **North-East Scotland Rail Freight Development Group** is pressing for an increased rail loading gauge between Mossend and Aberdeen. The ultimate aim is clearance for 9'6" high loads on standard rail wagons, estimated to attract just under 1m extra tonnes a year from road (contact Dennis Freeman 01224 664809) **CBI Scotland** is also seeking increased clearances to Aberdeen and the upgrading of the Nith Valley and Mossend-Shotts-Edinburgh routes to carry additional freight. **TRANSform Scotland** has suggested combined passenger and freight improvements, including an electrified Shotts route, in a further submission to CSTCS. **RDS(Railfuture)** has attacked low aspirations for electrification in the Scottish triangle extending north to Aberdeen (H10Jan)

Progress is being made on arrangements for financing reopening of the Waverley rail route to **Tweedbank** or **Newton St Boswells**. What could be the first stage of this route will reopen to **Newcraighall** in south-east Edinburgh on 2 June. Parliamentary powers for the route will be sought shortly with costs estimated at £73m and completion by 2008.

## ROADS & BUSWAYS

For **CBI Scotland** proposals for road priorities, see p10. In a submission to the CSTCS, **TRANSform Scotland** sees scope for early completion of road upgrades between **Baillieston** and **Newhouse** and between **Mollinsburn** and **Haggs** along with some work on the urban M74 corridor provided that this is part of a 5 to 10 year package in which at least 50% of transport investment across Central Scotland is in public transport, walking and cycling schemes aiding social inclusion and modal shift from cars. **Boston** has started work on placing present elevated urban motorways underground (H1Dec)

The uncompleted **A907** upgrade between Stirling and Alloa is being used as a film location pending decisions on completing the project (H2Nov). Public exhibitions have been held of plans for the **M9 Spur** (replacing A8000 to the Forth Road Bridge). At the **A78 Bypass** Inquiry in Ardrossan, the Scottish Executive confirmed that, with much reduced growth in traffic, expected peak time savings from the road have been cut from 20 to 6 minutes. Assessed values from

time-saving fall from £169m to £35m. Separate evidence for the Executive showed that the bypass would have only a slight positive impact on the local economy. SAPT and **TRANSform Scotland** have argued that this new evidence justifies removal of the scheme from strategic priorities in favour of public transport improvements, local road safety measures and road improvements in the **Stevenston-Pennyburn** area and on the **A737**. The competition to build the new **Finnieston Bridge** in Glasgow has produced tenders around £8m compared to estimates of £5.5m. Tendering will now be re-run (H14Nov). The £6.6 m **Garrion Bridge Improvement** has been completed.

The **A90 Kirkmichael** interchange on the Perth-Dundee road has opened and **Angus Council** has invited tenders for the £40m upgrading of the **A92 Dundee-Arbroath** road to dual carriageway. **Bus priorities** on the A90 into Edinburgh have cut peak bus times by 50% and usage of the Ferrytoll park and rise has risen to 400 passengers per day (LTT17Jan). NESTRANS has petitioned the Scottish Parliament in support of the **Aberdeen Western Peripheral Road**. Following a landslip, re-routing

of the **A890** on the east side of Loch Carron is being considered while action is being sought to minimise blockages on the **A83** following four landslides at Rest and Be Thankful (H5Dec) **Argyll and Bute Council** has brought forward £28m proposals for new fixed links to **Bute** (at Colintrave), between **Luig & Seil** and between **Coll & Tiree**. These links would replace ferries but responses have been equivocal (S10Nov) [www.argyll-bute.gov.uk/fixlink.htm](http://www.argyll-bute.gov.uk/fixlink.htm)

Maintenance problems have led to traffic restrictions on the bridge above Queen St station in Glasgow. Only buses and taxis will be allowed for the next 18 months (H1&2Nov). **Glasgow City Council** has estimated that £20m is needed to **strengthen road bridges to European standards**. Maintenance problems are also being reported on both trunk and local roads(S20Nov) In **Musselburgh**, local chaos has been caused by prolonged delays in water pipe renewals(EN10Jan) **Aberdeenshire Council** is considering initiatives to introduce **20 mph limits** in various towns and villages (PJ24Oct)

## Property and Land Uses

### PLANNING

A consultative draft on a revised **NPPG2 on Economic Development** has been issued by the Scottish Executive. This deals with how planning can help economic development while taking account of social and environmental agenda. The focus is on four key planning objectives – providing a range of development opportunities, ensuring development at sustainable locations, protecting the environment and ensuring a better dialogue between local authorities and business. Responses are invited to Lynn Jameson by **10 May 2002** (0131 244 7540) – e-mail to [NPPG2consultation@scotland.gsi.gov.uk](mailto:NPPG2consultation@scotland.gsi.gov.uk). Copies of responses will be available on request. The consultation document is available at [www.scotland.gov.uk/planning](http://www.scotland.gov.uk/planning). A further consultation paper has been published on **Getting involved in Planning** – responses by **31 March 2002** – e-mail to [public.involvement@scotland.gsi.gov.uk](mailto:public.involvement@scotland.gsi.gov.uk). Copies can be obtained from Donna McLean 0131 244 7066.

The Executive has published proposed modifications to the **Fife Structure Plan**. Development in east Dunfermline is favoured over mid-Fife though the latter retains a priority compared to rural west and east Fife. Greenbelts are established around St Andrews and to the west and south-west of Dunfermline. Provision is made for more than one station on a reopened railway to St Andrews. The consultation draft on the **Edinburgh and Lothians Structure Plan** has

### RESPONSES TO SCOTTISH STRATEGIC PLANNING REVIEW

The Scottish Executive reports that an initial sifting of 300 responses has shown:-

- strong support for a national planning framework with plans more action based
- support for the removal of a Scottish-wide requirement for Structure Plans
- a continuing desire from areas such as Ayrshire, Fife and Perth and Kinross for strategic plans in addition to the four city regions

A more detailed analysis is being conducted by independent consultant Geoff Peart.

been published. This outlines 7 areas of preferred development related to sustainable corridors. The areas are:-

- Central West Lothian
- City centre
- Newbridge/Kirkliston/Ratho
- North Midlothian
- Edinburgh Park/South Gyle/Sighthill
- East Lothian Corridors to N/Berwick/Dunbar
- Waterfront Edinburgh

Rail reopenings to the Central Borders, Penicuik and Airdrie are safeguarded together with a rapid transit network within Edinburgh also extending to Broxburn, Edinburgh Airport, South Queensferry, Penicuik, Dalkeith and along the Edinburgh Bypass. Major enhancement of the Shotts line to Lanarkshire and Glasgow is also included. Responses are sought by **29 March 2002** to the Structure Plan office, 1 Cockburn St, EDINBURGH EH1 1ZH – queries should be addressed to Sarah Hartop 0131 469 3934

e-mail [sarah.hartop@edinburgh.gov.uk](mailto:sarah.hartop@edinburgh.gov.uk)

In England, DTLR has published a consultation on S106 planning agreements – this suggests a move from negotiated agreements to tariffs for development with higher rates applying to greenfield sites. Other payments may remain for specific purposes [www.planning.dtlr.gov.uk/consult/planoblg/pdf/planoblg.pdf](http://www.planning.dtlr.gov.uk/consult/planoblg/pdf/planoblg.pdf)

### URBAN FRINGES

There is alarm that sufficient action has not been taken to anticipate parking and staff access problems at the new **Edinburgh Royal Infirmary** (EN16Nov; Sunday Times 18 Nov) Miller have linked with Edinburgh City and Midlothian Councils in a joint venture to ensure acceptable design and access in the 1370 hectare south-east wedge site on the edge of Edinburgh. 4800 new houses will be built in a package including two new rail stations and other public transport improvements (H30Oct) The Scottish Executive has approved a Midlothian plan for a community hospital on a greenbelt site near Bonnyrigg (EN27Dec) while the Executive has been criticised for encouraging a greenfield **football stadium** at Kingswells close to the proposed Western Peripheral Road in **Aberdeen** (H16Jan) Local communities are opposing suburbanisation of the countryside yet there are limits to available land within Edinburgh (S24Nov) The zone around the Airport and Newbridge is

### RURAL AREAS & SMALLER TOWNS

Limited 'waterfront' developments at **Ardrossan** and **Fort William** are expected to add vitality to these towns. The Ardrossan scheme involves alternative uses for under-used Clydeport land (ASH16Nov; H13Dec). Aided by the new funicular railway, hopes are rising that regeneration of **Aviemore** will finally get under way (H1Nov) The Scottish Executive has promised a drive to ease the shortage of **affordable rural housing** (H1Dec) However, plans to build 300 houses on a former psychiatric hospital at **Melrose** are being opposed by local residents. The

plans are partly influenced by a reopened railway encouraging commuting from Edinburgh but it is felt that a 50% rise in population would change the character of the village (S10Jan)

**Consignia** may consider immediate closure of 1000 UK **post offices** with 7000 to follow within five years (H21Jan). **TSC** has announced plans for 600 more call-centre jobs in the west of Scotland and Highlands over the next two years. This fast-growing company, based at **Rothsay**, already

### INNER CITIES & TOWN CENTRES

Proposals continue to be developed for regeneration along the **Clyde** from Broomielaw to Renfrew/Clydebank (H5,13&21Dec;3,10723Jan). The City Council has published a strategy for the redevelopment of **Tradeston**, just south of the Broomielaw, over the next 15 years (H17Dec) There are concerns about development over-zoning in relation to demand and about the traffic impacts on the M8 and Clydeside Expressway of plans approved and in the pipeline. Future flooding could also be a problem in the area and there have been calls for clearer overall strategies (H14&15Nov).

In **Edinburgh**, prospects for the regeneration of **Princes St** (including an underground mall) have improved since (S7Nov;EN10Jan) while major additional development at **Ocean Point**, Leith has been approved (S6Nov). Napier University is taking forward a £43m development at **Craighouse** (EN8Oct) In **Aberdeen**, office development has been extending to the lower Dee within the city (H6Dec). The Chancellor has also announced **stamp duty abolition** and other tax reliefs for disadvantaged areas, listed by postcode in Greater Glasgow, Dundee, Ayrshire, North Lanarkshire and Inverclyde. Smaller zones have also been designated in Aberdeen, Edinburgh, Dumfries and Galloway, Falkirk and Perth (H28Nov)

emerging as a critical area for decision-taking in what is mainly greenbelt land (EN23Nov) Proposed £120m shopping and leisure developments at **Auchinlea** on the **M8** at Glasgow's edge also raise substantial traffic issues (EN11Jan) Pressures for development near M8 junctions remain substantial and have given rise to a debate on the need for stronger controls to avoid any worsening of congestion and levels of unreliability.

Supermarkets are currently reviewing expansion policies and weighing the merits of in-town and fringe-of-town sites **Sainsbury** is seeking to expand market share in Scotland and in aiming at 'central' and 'local' outlets. Its central store at Buchanan Galleries was the third busiest in the UK (H3Nov) **ASDA** is aiming to enlarge existing stores, of which it has 34 in Scotland. It will open one US style 'superstore' at Livingston in August.

employs 1400 at five call centres and is opening a sixth at **Aviemore** during 2002 (H13Dec) **Scottish Coal** has announced an £80m public/private partnership plan to transform opencast sites near **Douglas** to give 300 jobs in retailing and leisure and another 300 at a lorry and distribution depot (the site is close to the M74) The aim is to establish Scottish rally driving and white water centres. Lafarge Aggregates is seeking to revive a 1965 planning approval to establish a super quarry at **Lingerbay** on Harris (H26Nov)

## A New Route? - Views on Local Bus Services in Scotland

This Report was published by the **Scottish Consumer Council** in January and is based on interviews by **System Three** with a sample of 1044 adults aged 16 and over at 14 Scottish locations. This included a mix of regular, less regular bus users and non-users..

The Report notes the dual need to increase bus use as part of policies encouraging shifts away from car use and the promotion of social inclusion. A number of recommendations are made for increasing bus use but there is a call for the true costs of car use to be made explicit. It concludes that policy measures to promote bus use need to be augmented by policies which highlight the environmental costs of private car use. The survey showed that, under present conditions, members of households with and without cars had car travel as their first preference though this was often not possible in practice. However, 79% of regular local bus users (mainly without access to cars) found buses reliable compared to 46% of other users (mainly with cars). The 43% of the latter group giving no view on reliability suggested a lack of recent bus use and possible misperceptions about service quality. (see Figure 1) Regular users were also happier with bus comfort than less frequent or nil users though there were greater concerns about safety at night, notably among women where 35% did not feel safe travelling in the evenings (see also p18 and 19).

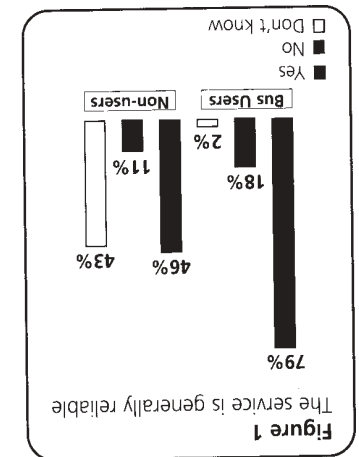
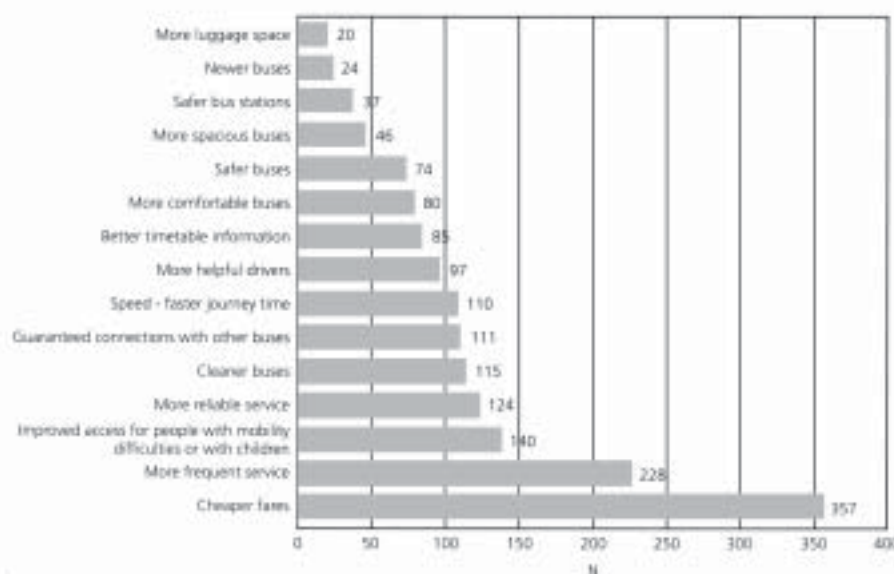
### Frequency of Use

41% of respondents used local buses at least once a week while 29% said that they never used buses. Split by social group, 35% of those on higher incomes never used buses while this fell to 20% for those on lower incomes (with 53% using buses at least once a week). 44% of women used buses at least once a week compared to 37% of men. By age, 50% of 65+ were found to use buses at least once a week comparing with 47% for the 16-34 group and 30% for the 35-54 group. In urban areas, 70% were satisfied with services with this figure falling to 60% in rural areas.

### Factors encouraging More Bus Use

Cheaper fares, more frequent services, improved vehicle access and better reliability were found to be the most important factors encouraging bus use (Figure 2). On balance, more people (21%) felt than bus services had improved in the past year compared to 17% reporting a poorer service.

**Figure 2**  
Two most important factors that would influence more use of your local bus service



### Complaints

8% reported complaining about local bus services in the past twelve months and another 11% said they had cause for complaint but never got round to making a formal complaint. 55% were unhappy with the way complaints were handled. 77% of regular users expressed support for a Central Complaints Body and the Report contains further detail on SCC views on the organisation of such a body - which the Scottish Executive has already agreed to set up later in 2002 (see p5). Emphasis is put on simple procedures and quick resolution of problems. There is some concern that current proposals by the Executive do not go far enough towards resolving complaints about fares, service availability, frequency and coverage. A need is identified for regional representative bodies accounting at local level as part of plans for more inclusive public transport and modal shift. Attention is drawn to the need for further research and action to improve perceptions of buses among non users and very infrequent users. Sceptical consumers had to be persuaded that the bus was a viable travel alternative to the private car. Yet the Report argues that it is equally important to maintain and increase

present levels of satisfaction among existing bus users. A socially inclusive transport system also had to aim at increasing the expectations of consumers.

### Future Research

Further research is seen as needed in establishing accessibility standards e.g. how many live within 500 yards of a quarter-hourly local bus; how can gaps be filled and rural access improved; what mechanisms can be used to reform fares and perceived car costs; what factors may influence low expectations among bus users and how could these be changed.



## Delivering Edinburgh's New Transport Initiative *Cont'd*

The 'Central Edinburgh Traffic Management' scheme is scheduled for delivery by 2004. This scheme is designed to tackle city centre congestion and pollution, to keep traffic moving efficiently through the city centre, and to make the city centre a safer and more attractive place to live, visit and shop. The flagship of this scheme will be the complete exclusion of cars from Princes Street. This total exclusion of cars will allow road space to be reduced to accommodate only public transport and off peak deliveries. Footways will be widened providing enhanced mobility to the 300,000 pedestrians who use the street every week.

### EDINBURGH TRAM NETWORK

The current proposals to reintroduce a tram network will produce a quantum leap in the quality of our transport infrastructure. The 'North Tram Loop' will provide a two-way service along Princes St, Leith Walk, Ocean Terminal, Edinburgh Waterfront, Roseburn, Haymarket and is planned for 2009. This loop will then be supplemented with a west spur from Roseburn to the Airport and also a south spur from Princes St over the Bridges. Further details are outlined in the Edinburgh and Lothian Structure Plan Consultation (see p8).

The schemes mentioned above are only the frontrunners of over 80 schemes which have been identified as being advantageous to the travelling public. The cost of the 'North Tram Loop' alone is likely to be £200 million which is beyond the limits of funding from current revenue streams. The only viable and fair method of generating this additional revenue is through the potential use of 'Road User' charging. These ongoing improvements to public transport will continue to encourage more and more people to select an alternative mode of transport to the car. The added effect of this reduction in car use will be the cleaning up of pollution 'hot spots' which Edinburgh is committed to achieving in order to meet UK and EU targets on air quality, also by 2005.

### CONSULTATION

A major, independent public consultation on what any medium and long term transport improvements should be, and whether the financing mechanism should be through 'Road User' charging will take place during 2002. This consultation will be managed by an independent academic institution and not the City of Edinburgh Council, and the

results will be made fully public.

The consultation will look at investment and charging packages based on a city centre cordon aimed at tackling congestion and other traffic-related problems in and around the city centre. Consideration will also be given to extending this to a city-wide scheme to deal additionally with similar problems in the rest of the city, particularly on radial routes in the outer suburbs. These two cordon options, in draft outline only, are shown on the map on p15.

This whole process means that Edinburgh's citizens and businesses will be able to have their say as to what transport improvements should be introduced, what form any charging scheme might take, and whether it should be introduced at all.

### DELIVERY

There is no single fix which will resolve all the transport problems currently being faced by Edinburgh. The issues needs to be tackled on many fronts including those highlighted above. As part of the NTI, the Council is also establishing the 'Edinburgh New Transport Initiative Company' (ENTICO) which will have the sole purpose of delivering this ambitious programme of investment. It will provide the Council with the required procurement, project management and financial skills to deliver the schemes cost effectively and on schedule.

Radical innovation in terms of funding, procuring, managing and ultimately delivering transport improvements is required for Edinburgh. That is exactly what the New Transport Initiative is about - taking the difficult transport decisions now that will best serve the long-term interests of the citizens of Edinburgh.

*If you would like more information on any aspect of NTI you can write to: New Transport Initiative Team, City of Edinburgh Council, PO Box 12470, 1 Cockburn Street, EDINBURGH EH1 1ZF Or email: nti@edinburgh.gov.uk Or visit the Council's Web site: www.edinburgh.gov.uk/traffic (If you do not own a computer this web site can be accessed from any "Cap Info" point which are situated on city centre streets or in public libraries.) Or you can go to the Information Centre situated within the quadrangle of the City Chambers, High Street, Edinburgh and request a copy of any of the papers on NTI.*

### OVERALL MOVEMENT TRENDS : A COMMENT

As well as port traffic, **Scottish air traffic growth** has stayed at a high level, helped by low-cost carriers and the relative unimportance of transatlantic routes. Still reflecting Hatfield, **longer distance rail traffic** in 2001 was well down on 2000 though traffic within Scotland seems to have fallen by no more than 2%. A resumption of 1995-2000 levels of rail growth is expected over the next 5 to 10 years. Latest quarterly GB data for **road traffic** shows a 2% rise on 2000, reflecting 'normal' growth around 1% since 2000 data was affected by the petrol dispute and severe flooding. Motorway traffic continues to rise above the average. Scottish data again shows a mix of some increase and absolute traffic reduction. The highest growth is on some corridors around Glasgow, Edinburgh and Aberdeen but lower economic growth seems to be restraining traffic. Road traffic in North Ayrshire and in parts of the Borders and Highlands is lower now than in 1995. Traffic on the M74 link south has stabilised (after allowing for some diversion from other routes).

Looking to the longer-term, there is increasing evidence of a **weakening link between economic growth and road traffic growth** though, with the rise of shipping, air, rail and bus use, it is less clear that this weakening link also applies to overall movement and economic growth. In terms of goods traffic, the **FTA** considers that economic growth will continue to produce increases in road movement (Freight, October) but it is arguable that personal movement is going through more fundamental change. The latest **Family Expenditure Survey** and **British Lifestyles Report** has shown a continuing rise in leisure spending to a dominant position in family budgets (H23&24Jan). However, this includes substantial rises in spending on air and rail travel (with bigger rises in miles travelled due to falling costs) and on in-home and close-to-home leisure. This helps to explain why, in both Scotland and England, car miles have been rising less rapidly than economic growth. The rise in congestion seems to be a lesser factor in explaining the slower growth of road traffic.

Consumer confidence led to a record of almost 2.5m car sales in the UK in 2001 yet rates of scrapping also rose. The 2002 **RAC Report on Motoring** includes an estimated marginal fall in cars per household from 1.57 to 1.55 (H23Jan) This echoes the fall in household size yet both Scottish (STR15, p19) and continental data shows that a rise in total motor vehicles can be compatible with stabilised traffic. Such changing attitudes and trends require consideration in reviews of movement and modal share on a national, corridor and area basis.

## The SRA Plan and Scotland

*This Plan published in January runs to 116 pages. 56 pages deal with the Plan itself. The remainder are Annexes, including detail on Scotland*

In his Foreword, the new SRA Chairman, Richard Bowker, makes it clear that this is an interim plan to be substantially revised within 12 months. The prime aim is to restore confidence and stability in the rail network, essential to lever in greater private investment. The Plan includes proposals to carry forward short-term improvements in infrastructure, management, information provision, ticketing reform and an up-grading of stations and interchanges pending the clarification of future rail structures and the easing of acute shortages in engineering skills. There is reference to the importance of freight improvements. An immediate increase in **Passenger Partnership Funding** is proposed, including arrangements to 'fast-track' lesser projects deliverable within 2 or 3 years. The intention is to avoid a stalled network while Railtrack is in administration but the Plan states that much work remains to be done on planning, costing and ensuring best value from major schemes deliverable by 2010. An increasing role is seen for PPPs established through competing bids for specified track improvements. Incentives for improved performance are to be increased. In a one page reference (p 54) to prospects beyond 2010, continued rail expansion and a slowing of road and airport schemes is envisaged. This requires planning in the present decade of more radical schemes which could include a north-south high-speed line and enlargement of north-south freight capacity. There are also references to the potential of light rail for securing better use of existing and expanded urban networks, mainly separated from the lines required for strategic growth in freight and regional/longer-distance passenger services yet with integrated ticketing and good connections (p 43&47).

There are indications of some slowing of work on major schemes, including both **WCML** and **ECML modernisation**, until further study of total costs, including new safety recommendations for high-speed lines and EU regulations on interoperability. Various large schemes for south-east England, in addition to completion of the Channel Link to St Pancras by 2007, are mentioned but it is also noted that ScotRail has had the largest increase in passenger numbers on the regional networks (p61). The SRA will be acting as procurement agent for the Scottish Executive in new arrangements for the ScotRail franchise. Improved capacity at **Edinburgh Waverley** is listed as a leading SRA priority but the Plan also includes a substantial list of other Scottish schemes likely to be completed within five years (see Box)



### Scottish Schemes with expected Completion Dates (subject to value for money checks)

#### PASSENGERS

Edinburgh Crossrail opening	2002
Half-hourly Glasgow-Dundee	2002
Improved Sunday services	2002
Longer E.Kilbride trains	2003
Longer Bathgate trains	2003
Six trains an hour to Ayrshire Coast	2003
Larkhall-Milngavie	2003
Longer Fife trains	2004
9 coach Ayr trains	2004
Half-hourly to Kilmarnock	2005
Dunblane improvements	2005
Dumfries improvements	2005
Stirling-Alloa reopening	2005
Forth Bridge improvements	2006
Shorter trip times: Glasgow-Perth-Inverness	2006
Edinburgh-Fife-Perth	2007
Hourly Aberdeen-Inverness	2007

#### FREIGHT

Deanside branch improvement	2003
Electrified Underpass in South Glasgow	2003
Mossend yard improvements	2004
Stirling-Alloa-Longannet reopening	2005
Longer sidings at Carlisle yard	2005
Longer passing loop on Fort William line	2005

*Notes:* In addition, SRA aid is being examined for a half-hourly bus link between Airdrie and Bathgate stations. With suitable partnership funding, it may also be possible to ensure rail links to Glasgow and/or Edinburgh Airports before rather than after 2010. Other schemes will come forward as part of funding from Scottish Executive, local council, SPT and other sources. Extra rail clearances for 9' 6" containers remain a possibility- e.g. from Mossend to Aberdeen - plus additional Freight Facility Grants.

**COMMENT** *Though sections of Scottish opinion have criticised the Plan for a south-east bias (H15&29Jan, SoS20Jan) it contains more detail on Scotland than for other regions of similar population. It also recognises the strong passenger and freight performance in Scotland and the need to work with the Scottish Executive and other bodies to deliver continuing improvement. Until the Railtrack situation is resolved, some delay and uncertainty is unavoidable but the Plan has a workmanlike approach to improving delivery of existing services and boosting staff and customer morale. It avoids the glossy pictures found in other publications and recognises real problems that have to be addressed. Richard Bowker states that the present investment framework is not 'fit for purpose' and that there are serious defects in existing information and analysis relating to the objectives of integrated, sustainable and inclusive transport.*

*There are grounds for criticising simple targets for rail growth rather than targets related to integrated policy for air travel, road, rail and shipping. The Plan hints at these issues but really leaves it to the UK government, the devolved institutions and business and environmental groups to come up with views on structures - including the controversial but important issues of how road user charging (see plans for congestion and trunk road charging) and current Treasury proposals for lorries*

*and transport taxation may impact on the future level and modal share of movement by corridor and area. A particular issue touched on at p 59 is whether the objective of integration is served by applying direct tolls for the use of improved track financed by PPPs when no such direct charges apply for road use and when road taxation has started to fall in real terms. An allied issue is the principle of applying a 'tax' to users of franchises making payments to government without guidance on how such taxes connect with integrated transport. Is this a Treasury windfall or money earmarked for use by the SRA throughout Britain or in the regions generating the income? As well as the DTLR team, Lord Birt and Treasury and Cabinet Office officials Geoff Mulgan, Lewis Atter and Matthew Elson are now investigating longer-term transport options - including movement forecasts and the level and nature of road pricing. A possible outcome is that a future SRA may focus more strongly on strategic standards and strategic rail routes (including relationships with air travel, trunk motorways and shipping) and encourage an expanding role for regional transport and land use bodies - perhaps incorporating present PTEs. Here, Scotland could be a pilot for a decentralised decision-taking lending itself to local delivery within a GB/UK framework for transport financing and the planning of strategic routes.*

## A LONGER-TERM TRANSPORT STRATEGY for SCOTLAND

Iain Macmillan, Director, CBI Scotland



At CBI Scotland, we have followed with concern press reports that the Minister for Enterprise, Lifelong Learning & Transport is set to downgrade the eagerly awaited Scottish Executive's long-term Transport Delivery Plan. Our recent publication *The Scottish Transport Delivery Plan - what business wants* (available at [www.cbi.org.uk/scottishtransportplan](http://www.cbi.org.uk/scottishtransportplan)) set out a detailed, costed programme of transport investment and argued that this investment should be worked up as part of the long-term plan. While we welcome reports that the Executive intends to move forward quickly with some clear transport priorities, we are concerned about the apparent dropping of a longer-term game plan.

But why should business care about such seemingly academic issues if short-term action is pledged? There are six reasons for taking a longer view:

- (1) The reports suggest that detailed priority projects and a long-term plan are alternatives. This is nonsense. While we would agree that the original DETR Ten Year Plan was short on detail, the smaller scale of Scotland must surely facilitate the logical approach i.e. to have a Delivery Plan, which gives commitments to specific projects within a longer-term framework of policy objectives and measurements.
- (2) Recent transport policy is littered with short-term approaches and fudges. Road maintenance is a good example. Trunk road maintenance was cut steadily in the 1990s - a false economy. Local road maintenance likewise. And the missing links in our trunk road network? Reviewed and talked about for decades, because successive ministers have looked at the short-term politics and cost constraints and believed they would get no credit for taking decisions with long term benefits and short term costs. But transport is a long-term game and needs a long-term approach.
- (3) One of the most pressing, yet intractable problems in the transport industry is the skills shortage. This ranges from bus and train drivers to rail signallers and transport engineers. These problems can only be addressed within a long-term framework.
- (4) Private sector transport investment is as vital to building a decent Scottish transport system as public spending. We estimate that over £100m a year of private investment already goes into Scottish transport. But businesses will only want to continue to make these investments if they have confidence in the stability of the Executive's long-term plans.
- (5) Apart from the UK Government's transport plan covering England, both Wales and Northern Ireland are developing long-range plans. What message does it send out if Scotland is the only part of the UK unwilling to lift its gaze beyond the normal three year planning horizon?
- (6) The recognition of the need to produce a long-term transport plan was contained in the *Framework for Economic Development for Scotland* - a collective policy statement by the Executive. This sent a strong message to business that the long-term issues of transport financing and strategic priorities would be given full weight. Any rowing back from this commitment will undermine the whole Scottish economic strategy.

Of course we recognise that no long-range plan comes with cast-iron guarantees. But the value of the Executive making a formal, public

commitment to a costed long-term strategy, and the locking of successive ministers into delivering on these pledges, would be a major step forward.

So much for the theory - what should a long term plan contain? Lets start with what it should not contain. The Plan should not be focused on targets to reduce total transport or vehicle movements. Such a target would, we believe, be incompatible with a growing economy. Instead we need clear targets for tackling specific consequences of poor transport such as traffic congestion (which causes environmental as well as economic damage), journey times and reliability, and environmental targets such as air quality. The Plan should then set out the mixture of policy and investment that will be used over the next 10-15 years to achieve these targets. From a business point of view, we see the key elements as:

### Roads:

- \* Completion of all trunk road schemes shown by the Strategic Roads Review to have a Net Present Value of £100m+ (some of these schemes are already committed to, e.g M74 extension. Others were rejected in 1999 on the grounds of short term affordability and likely commuter use. Neither objection stands up with a long term approach - short term budget constraints are not fatal, and if ten to fifteen years does not give Ministers enough time to develop policies and public transport improvements to tempt commuters out of their cars, then it is a lost cause and should not stand in the way of needed roads)
- \* In addition, Aberdeen bypass, A9, A75 and A96 improvements
- \* Review process of trunk road planning to cut time taken
- \* A commitment to eliminate local roads repair backlog, through 'compacts' between the Executive and local authorities

### Rail freight:

- \* Rail freight capacity upgrades in line with Scottish Rail Freight Campaign recommendations
- \* Continuation of Freight Facilities Grants, with a more transparent, quicker awarding process.

### Passenger rail:

Here, honesty is needed above all - significant improvements in services will be expensive - the Plan must clarify how these would be afforded without raiding the rest of the transport budget.

### Public transport:

Business based in Edinburgh and other cities are concerned about the problems commuters have getting to work. A long term commitment is needed over the funding available through the Public Transport Fund for tackling this.

We have calculated the full cost of our proposals, plus the ongoing transport spending which the Executive will need to make anyway, at about £10.7bn in real terms over the next ten years. That represents a 26% increase on current spending levels - a sizeable increase, yes, but less than the 30% increase budgeted for under the DTLR Ten Year Plan. Those of us who have lobbied on transport issues over the years are now in the unusual situation of having a media which rather than ignoring transport in favour of more sexy topics cannot get enough of it. This will not last, and we believe that we must capitalise on the current combination of popular discontent over transport, media interest and growing Scottish spending 'block', to secure a cross-party consensus on a decent Scottish transport strategy and, just as importantly, on the scale of investment such a strategy would require.

## Delivering Edinburgh's New Transport Initiative

Councillor Andrew Burns, Executive Member for Transport, Edinburgh City Council



Councillor Andrew Burns

The City of Edinburgh Council unveiled its New Transport Initiative (NTI) in September 2001, setting out its vision for future city and region-wide transport improvements. NTI is a two-pronged project involving around £1 billion pounds worth of investment in the city's transport system over the next 15 to 20 years, and the possible introduction of a 'Road User' charging scheme.

Importantly, the Council plans to introduce significant

transport improvements before any possible 'Road User' charging, which will be introduced in 2005 at the earliest. This will give road users more attractive alternatives to the car for most journeys. These improvements will include a ring of 'Park-and-Ride' facilities and substantial improvements to rail and bus services.

### EDINBURGH CROSSRAIL

During 2002 the 'Crossrail' scheme will deliver a new railway station at Brunstane and a new railway station with adjacent 'Park-and-Ride' facility at Newcraighall. Edinburgh Park, which is now a major employment centre, will have its own railway station completed during 2003. 'Crossrail' will allow fast, reliable travel linking Newcraighall / Brunstane / Waverley / Haymarket / Edinburgh Park / Bathgate and Dunblane. A proportion of the Edinburgh to Glasgow rail services will also stop at Edinburgh Park.

### SOUTH SUBURBAN LINE

There have been a number of failed attempts to re-open the South Suburban Rail Line to passengers over the past 30 years. The thriving financial and political situation that now exists in Edinburgh has provided a viable opportunity for the reopening of the line at last. The proposal is to run two-way passenger services from Haymarket Station stopping at nine suburban stations throughout south Edinburgh, and finishing at Waverley Station. An award from the Scottish Executive's Public Transport Fund will ensure we take this project forward to the next stage of technical development.

### GREENWAYS

The 'Greenways' success is now being enhanced during 2002 with the introduction of the first Quality Bus Corridor (QBC) within the city. The first corridor will run from a new 'Park and Ride' at Straiton directly into the city centre. QBC's are intended to deliver a bus service with superior frequency, speed and ride quality on key radial routes throughout the city. QBC's involve running surface

improvements, rationalisation of parking, loading and waiting restrictions to improve reliability of buses during peak periods. Real-time information at bus stops is expected to increase user confidence in the service by giving continuously updated countdowns to bus arrivals at each individual 'stop'. Selective Vehicle Detection equipment fitted on buses will allow preference to be given to buses at signalised junctions. The frequency, location and distance between 'stops' are reviewed and 'stops' are being modified to assist buses in stopping closer to the kerb. This is of particular use to wheelchair users.

It is predicted that these improvements will help to continue to convince the public that real alternatives to the car do exist within Edinburgh. 'Greenways' bus corridors have been in use along main arterial routes within Edinburgh since 1997. The scheme has been a resounding success with bus patronage on these corridors having increased by 10% compared to national figures which show bus patronage declining at a rate of almost 6% per annum. The original 'Greenways' scheme involved the introduction of bus lanes which were made additionally visible by the use of a green running surface. The intention was to improve journey times for buses, with cycles and taxi's also benefiting by being allowed to use the lanes.

### WEST EDINBURGH BUSWAY (WEBS)

In addition to the planned standard QBC's, the Council intends to deliver the West Edinburgh Busway Scheme (WEBS) during 2004. WEBS will provide travellers with a high quality bus service from Ingliston to the city centre and will pass through residential areas such as Stenhouse as well as Edinburgh Park. At Ingliston, another new 'Park-and-Ride' facility will accommodate up to 1,100 cars. From there, WEBS will travel along sections of dedicated busway some of which will be 'hands free' guided sections and along QBC's to the Edinburgh Park business area. At Edinburgh Park users can choose to transfer to the new rail link or continue into the city centre with the busway.

### WALKING, CYCLING AND SAFER STREETS

'Safer Routes to school', 20mph 'home zones' and 'Cycling, walking and safer streets' schemes are being implemented city-wide, reducing the need for the daily 'school run' by car and allowing communities to take some ownership of road safety measures. Research has shown that the single most important factor to reducing serious injuries on roads is reducing speed limits to under 20mph in residential areas. As Edinburgh has a vision of reducing fatalities on its streets to zero, these measures are seen as the next stage towards achieving this goal.

Possible Road Pricing Cordons



## EUROPEAN TRANSPORT POLICY for 2010 : Time to Decide

A Response by Dennis Freeman Eur Ing BSc MICE & Steve Taylor BA(Hons) MSc

Dennis Freeman is Transportation Strategy Manager for Aberdeenshire Council and sits on the North Sea Commission Communications Group. Steve Taylor is a Strategy Analyst for the same section of Aberdeenshire Council. The views expressed in the article are not necessarily those of the Council.

This is a selective response to the European Commission White Paper on Transport Policy issued in September, 2001. Many of the objectives and proposals in the White Paper deserve support. It identifies the predominance of road transport as the root cause of many problems that affect the economy of Europe and the well-being and health of its citizens. The resulting congestion in many areas is putting competitiveness at risk. However, there are major concerns about three fundamental areas of the Paper - relating to Peripherality, Personal Mobility and Modal Shift.

### Peripherality

Scotland is a peripheral area of Europe that is economically fragile due to heavy reliance on extractive industries. The Commission is right to state that paralysis at the periphery will occur if accessibility to and from such areas is not tackled. This problem is identified but too little is done to tackle it. Too much attention is paid to movement within core regions. Where peripherality is dealt with, there is a preoccupation with linking the periphery to the core yet consideration needs to be given to linking outlying regions - otherwise, the centre may develop at the expense of the periphery.

### Personal Mobility

The White Paper recognises the key problem that personal mobility is now perceived to be an acquired right - affecting congestion and also safety and personal health. These implications need to be taken into account, with action to prioritise accessibility to resources over increases in personal mobility. More action is needed to reduce longer-distance commuting and more should be

made of the need to promote good practice in travel awareness. Sustainable transport alternatives need to be promoted, exploring incentives for their use and targeting the small, but cumulative, impact on everyone of hearts and minds initiatives.

### Modal Shift

The Commission rightly aims at modal shift away from roads for both passengers and freight. In Scotland and other peripheral maritime regions, modal shift can also help marginal areas reduce their peripherality. Although the authors support extra investment in rail, it is believed that the White Paper places too great a reliance on rail to effect modal shift. The White Paper's 'predict and provide' approach to solving rail congestion may merely provide for immediate local demand rather than freeing the network for international trade. It would be wrong to repeat the mistakes made on roads in solutions for rail.

A primary concern is that the Commission's projected modal shifts to correlate with targeted investment. The TransEuropean Network (TEN-T) Community Guidelines contain only one inland waterway scheme and none at all for short-sea shipping. Total TEN support to 2006 is 4,170 million euros yet the planned Marco Polo programme for inter-modal transport receives only 120 million euros.

We would argue that there is scope for linking greater development of short-sea shipping with objectives for modal shift and improving access to and from outlying areas. This could be the key to linking up producers in the periphery with markets in the core and in other peripheral areas without travel through the congestion of central Europe. It is therefore regrettable that inclusion of key maritime services on the TEN-T map will take another three years to realise. These issues need to be addressed before an efficient transport system for Europe can be implemented, overcoming peripherality and delivering sustainable transport choices.

## Unbound Gravel Roads in Scotland *David Killer, Head of Forestry Civil Engineering*

Interest in unbound gravel roads has increased significantly over recent months. Groups with an interest include Highway Authorities, forest growers, timber hauliers, forest engineers and local communities. Although the reasons for this interest are diverse, there are some common factors and it is important to co-ordinate all actions to assure the best results for those involved. The current actions are concerned with the possibilities of some public roads being made into unbound roads and building forest roads to an improved standard to increase efficiency. The challenge is to develop the science of gravel roads in UK in order to provide the optimum combination of construction, maintenance and operational cost. Recent developments which have influenced this renewed interest include:

- \* DTI International Technology Service Mission to Sweden and Norway led by Forest Engineering Group
- \* North Scotland fact finding tour of Sweden and subsequent Highland Council/ Forest Enterprise pilot study as part of the Northern Periphery Project, Roadex II
- \* Scottish Enterprise leadership of the Forestry Cluster and the creation of the Timber Transport Forum
- \* Highland and Islands Enterprise funding
- \* Demonstrator project looking at improved specifications for forest roads and timber lorries with particular interest in special roads to feed a rail head which is being considered in Dumfries and Galloway
- \* 44 tonne lorries using minor public and forest roads
- \* The consideration of 60 tonne vehicles with 40 tonne payloads on specific routes
- \* Partnership research project on roads' structure between Nottingham University and Forestry Civil Engineering
- \* Public road project with by pass forestry bridge at Brenochaille

These developments have also led to interest in the national press, specialist publications and television programmes.

It is inevitable that heavy forestry traffic will have an impact on minor public roads, many of which evolved from farm tracks and were never structurally designed. A solution being considered by some Highway Authorities is to make certain minor public roads into first class forestry roads. It is a cost effective solution already used by many other countries. Until now the Forestry Commission has concentrated on building roads at the lowest cost to take the same vehicles which are permitted to travel on the public roads. They had to be strong enough, just smooth enough and with geometry that would allow passage at 25km/h. This has given the public the wrong impression of gravel roads; most people in the UK have not seen really good gravel roads so they are automatically opposed to them.

Most failures of forest-type roads can be traced to a failure of the surfacing material or the sub-grade. Early results of the ongoing research would indicate that most failures in the Dumfries and Galloway area are associated with a breakdown in the surface aggregate. Road users expect a surface that is smooth and serviceable throughout the year and consequently excessive road surfacing failures, potholes and ruts will not be acceptable. This leaves the engineer with the problem of sourcing better aggregates without increasing costs and affecting the cost benefit of unbound surfaces.

The development of timber bridge design has coincidentally reached a high point with the setting up of Innovative Timber Engineering in the Countryside (InTeC). An international effort will be going on over the next few years to introduce the construction of road bridges using timber. The types of bridges will complement the gravel road specification in terms on cost and sustainability. Together they can enhance the social aspects of rural development by fulfilling aesthetic expectations at sensible cost.

These innovations would bring financial benefits to the whole rural community so public exposure of these issues must be balanced, accurate and truthful. However the most important result will be more sustainable roads and bridges and the opportunity to reduce transportation pollution through fewer and smoother rides.

## European Best Practice in the Delivery of Integrated Transport

By Professor David Begg, Chair of the Commission for Integrated Transport



Professor David Begg

*This article summarises recent research for CiIT, highlighting the poor performance of the UK. The data relates to Britain rather than to regions in the UK but Scottish performance is likely to fall below that of the UK in most categories, reflecting the dominance of London and the south-east in UK data. However, congestion in Scotland is less than the UK average while, relative to population, transport investment and revenue support has been higher though still below continental levels. It would be useful to have further research on the Scottish position, including separation of the more densely populated central triangle (including Aberdeen) and other areas.*

*The Government asked the Commission for Integrated Transport (CiIT) to benchmark our transport system with the rest of Europe.*

## KEY FINDINGS

### Congestion

The most recent comparison of delays caused by congestion showed that Britain has the worst congestion in Europe (see Figure 1, p12). Almost a quarter of the most well used links in the UK suffered delays lasting an hour or more whilst such delays were suffered on less than one in ten links in Germany and France. Several countries had no links at all with delays of an hour or more. That study concluded that the UK's poor performance was a result of persistent under-investment.

A central cause of these high congestion levels is that British people make more use of cars than any other European country, despite having below average car ownership. Almost nine out of ten motorised journeys (car, bus, motorbike) in the UK are by car, compared with an EU average of just over eight out of ten. (Figure 2, p12)

### Investment in Infrastructure

The latest available data demonstrates the scale of investment that is needed if the UK is to rival the best in Europe. Between 1990-1995, Germany invested two thirds more per person and France invested almost half as much again than the UK. This exemplifies the UK's historical trend of under-investment in transport. (Figure 3, p12)

Figure 4 shows that, in 1996 (the last year for which figures are available) the UK spent only 0.6% of its GDP on transport investment compared with 1.10% in France, 1.15% in Germany and 1.25% in Italy. This means that we spent 45% less than the French, 48% less than the Germans and 52% less than the Italians, our main competitors in Europe, on transport. (Figure 4, p13)

### Buses

Over the last 20 years, coach and bus use grew by up to 80% in most of Europe, except the UK where use has declined. However, bus use has started to grow in the UK (up 0.9% last year), though largely driven by London. Overall, coach and bus use is 35% below the European average. (Figure 5, p13)

### Revenue Support/Fares

The research would identify that the UK has the lowest level of public subsidy for fares in Europe. We have the most efficient operators, but because of low subsidies we have the highest fares. A typical public transport journey in UK costs 60% more than in France and three times as much as in Holland. Our fares are among the highest in Europe - only behind Denmark and Sweden. (Figure 6, p13)

### Rail

The UK has fewer rail passenger coaches per 1000 population than any other European country except Greece, Ireland and Spain. Only Greece and Holland have fewer train kilometres per 1000 of population. Further, the UK has a lower share of rail use than anywhere else in Europe.

### Cars

Car use in the UK is up 52% in 80s and 90s - more than other European countries except the developing economies like Portugal, Greece and Italy and the highest proportion of passenger kilometres by car in Europe. Almost 9 in 10 motorised journeys are by car, compared with the EU average of 8 in 10. Conversely, the UK has the lowest number of powered two wheelers - one tenth those of Italy and Greece.

### Roads

We have only half the road space per head of the European average (7 kilometres per 1000 people compared with 13) and less than half the average of the European motorway network for geographical density (0.06km compared with 0.14km)

### Road Safety

We have the best roads fatality record in Europe (6 deaths per 100,000 compared with an EU average of 11.4). However, injury accidents are well above the EU average - at 415 per 100,000 compared with 346, two to three times the level of Scandinavian countries. Cyclists and pedestrians are in greater danger than most industrialised countries in Europe. Motorcyclists and moped and scooter users are five times more likely to be killed as those in Italy and three times those in Finland. Cyclists are twice as likely to die as those in Denmark, the Netherlands and Sweden. (Figure 7, p13)

### Walking & Cycling

We walk less than anywhere else in Europe except Greece (415 kilometres a year compared with the European average of 437). This is down by about 10% in 25 years (from 469 kilometres a year to 415), but is starting to pick up again.

We have one of the lowest levels of cycling in Europe. Less than mountainous countries like Italy and Austria and similar to hotter, Mediterranean climates. We only cycle 77 kilometres a year compared with a European average of 189. The Dutch cycle 856 kilometres a year and the Danes 901. Journeys by bike make up just 2% of the journeys we take (Figure 8, p13)

### Transport Emissions

While there have been emission savings through technological advances in car fuel systems, they have been offset by increases in car use (below average increase in CO<sub>2</sub>, but above average in NO<sub>x</sub> and NMOCs)

TRANSFERABILITY

Three generic and interrelated 'themes' underpinned best practice in the delivery of effective integrated transport policy in Europe:

- Integrated institutional and funding arrangements;
- Public transport co-ordination, quality and affordability; and
- Balanced use of street space.

*Integrated institutional and funding arrangements*

In many European countries there is a strong regional responsibility for transport integration. Regional authorities provide a bridge between national policy formulation (including infrastructure investment of national importance) and implementation of local transport.

The coordinating role brings together land use and transport planning and it allows an integrated approach to the provision and integration of the various public transport modes. Fundamental to their success is the strong political leadership that has developed at the regional level, allowing the various modes to be planned together so that they complement each other and contribute to a holistic, user focused system. Regional planning also brings the ability to direct funding to the appropriate investment, irrespective of the mode and the ability to market public transport so that the modes can, together, compete with the car rather than with each other.

The regional focus has also allowed transport and land use planning to be brought together more effectively to deliver more sustainable patterns of development, leading to higher mode shares for public transport and lower car dependency.

The approach to regional and sub-regional planning set out in the Government's Planning Policy Guidance note (PPG11 in Scotland) sets a blueprint for improved co-ordination of transport, economic and land-use planning that will start to deliver the benefits seen from the best examples of co-ordinated regional planning on the continent. Current institutional arrangements are, however, seen as a barrier to delivery of the Government's transport objectives. The promised Regional Governance White Paper provides an opportunity to build on this, so as to ensure that the current structures and institutions are strong enough and have sufficient locus to, effectively, exert the regional influence necessary to deliver the Integrated Transport White Paper vision and the 10 Year Plan objectives.

*Public transport co-ordination, quality and affordability*

Within the above institutional framework the single most important key to high quality integrated public transport systems is the co-ordinated approach to public transport provision. This is reliant on the establishment of integrated management structures.

In Munich, for example, a coordinating body was set up in 1972. Following "regionalisation" in 1995 the State of Bavaria, the City of Munich and the surrounding Districts became the main stakeholders. This body provides a common approach to service planning, tariff setting, revenue allocation, marketing and promotion of public transport across regional rail, underground, trams, regional buses and city buses. It is also responsible for the car sharing within Munich.

The benefits of this approach have included:

- High quality infrastructure and fleets
- Greater choice of travel modes
- Inter-modal integration
- Strong branding of public transport

The impact of this is that public transport is being used for 25% of all trips across the whole metropolitan area (compared with 12% in Glasgow and 14% in Greater Manchester) and over 50% in the city centre.

*Balanced use of street space*

The one critical success factor underpinning best practice in all case study areas was the introduction of area wide 20-mph zones. This, coupled with extensive use of pedestrianised areas, has had a dramatic effect on the "urban experience". It has been fundamental in prompting both strong growth in walking and cycling and in the ability of public transport to compete with the private car. The balance has been shifted away from "movement space" to "exchange space" where the focus is on personal interaction in quality urban space rather than on mobility in car dominated streets.

Figure 1: % of links congested

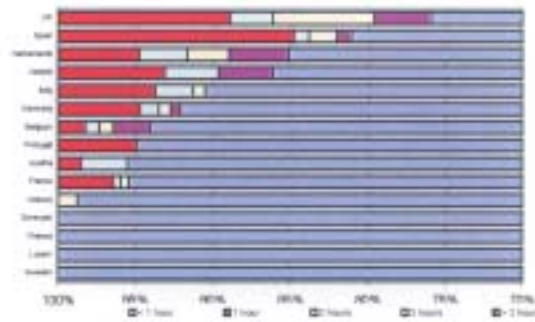


Figure 2: Car mode/Car ownership (cars per 1000 population)

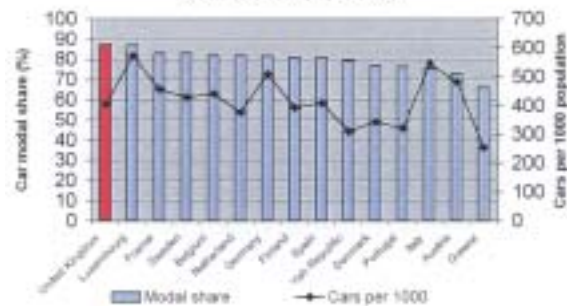
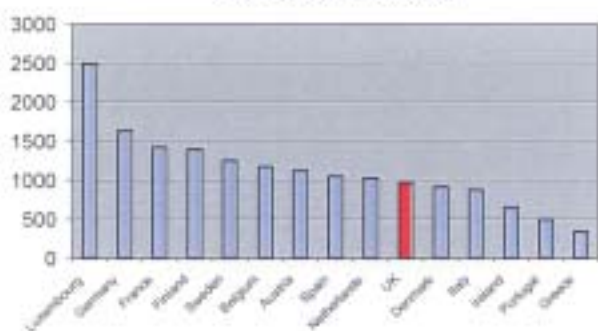


Figure 3: Public investment in infrastructure (Euros per capita 1995 prices)



This initiative has helped transform the case study cities across Europe from being noisy, polluted places into vibrant, people centred environments as well as facilitating the widespread re-allocation of street space to PT, cycling and walking to meet increased demand. For example, since the late 1980s sustainability has been an important feature in planning policies for Munich, Germany. Continuation of high-density development has been accompanied by efforts to improve the street environment and in 1996 the City adopted a 'pedestrian-friendly city principle' in an effort to encourage people to make more trips on foot. Measures included a new emphasis on street design with seating, planters, etc, improved crossing points, 30kph speed limits on non-strategic routes and providing new and convenient pedestrian-only routes.

Figure 4: Transport Investment as % of GDP

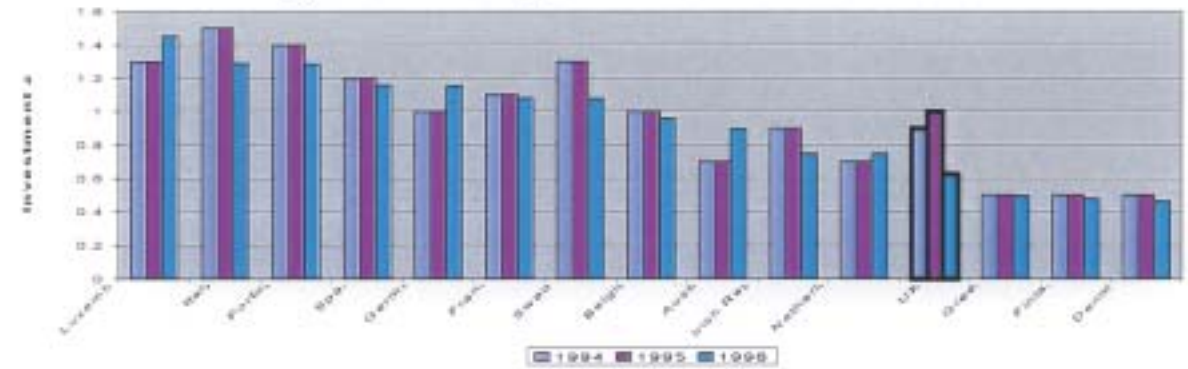


Figure 5: % Changes in bus/coach travel per person 1980 - 98

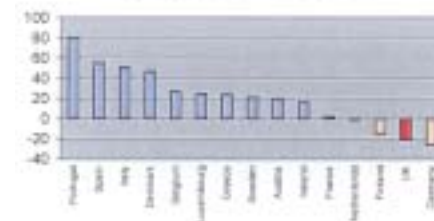


Figure 6: Public Transport Comparative Fares

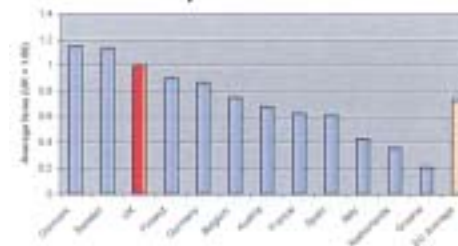


Figure 7: Fatality risk and exposure 1998

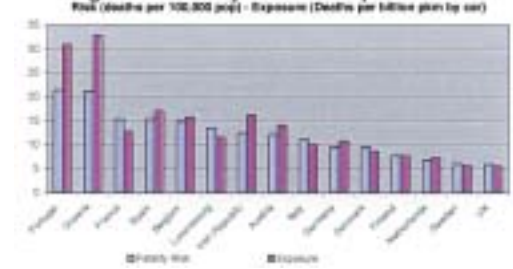
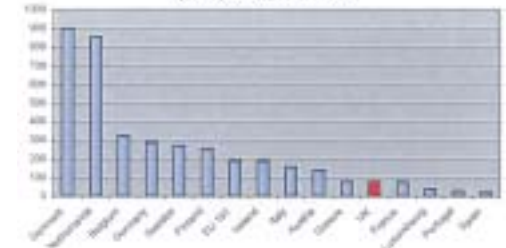


Figure 8: Cycling volumes (pkm per capita) 1995



CONCLUSIONS

The European Best Practice report shows that the UK has more congestion than any other European country and the most intensely used road network other than in Spain. While only having half the road space of the EU average, the UK has the highest average car use, and more time is spent commuting in the UK than any other European nation despite the country's relative compactness. The study also shows historical levels of transport under-investment in the UK compared to the EU.

The Government's 10-Year Plan promises increased resources for UK transport. This is necessary if we are to overcome the difficulties that the transport system now faces. The research demonstrates how crucial it is that these resources are used to

invest wisely, given the importance of high quality sustainable transport systems to jobs, the economy and the standard of living of everyone in the UK. The best practice themes identified within the research to guide investment and the transformation of the transport infrastructure include (1) co-ordinated transport and land use planning at the regional and sub-regional level, (2) integration of the public transport services, and (3) improved street space utilisation.

Transferring best practice is one of the most important and effective ways of delivering high quality infrastructure, continually improving levels of service and best value for money. A good start has been made in identifying best practice principles, but we would all benefit from a concerted and consistent focus on data collection and benchmarking.

The full reports, summary and fact sheet are available on the CfIT website at: <http://www.cfit.gov.uk>.

- 1 ECIS, The State of European Infrastructure, Rotterdam 1996.
- 2 Nitrogen Oxides - affects immune system responses
- 3 Non-Methane Volatile Organic Compounds - causes numerous health problems

IRISH STRATEGIC RAIL STUDY

Public Enterprise Minister in the Irish government, Mary O'Rourke, has commissioned this study. It is a response to concerns at rising road traffic and an over-emphasis on Dublin. Investment would shift from road to rail. In addition to substantial rail and light rail projects in progress in the Dublin region, the Study will cover proposed new commuter services for Cork, Limerick (including a line to Shannon and Ennis), Galway and Sligo. New and improved links will be investigated from Mullingar to Athlone and from Sligo to Galway, Limerick and Cork. As well as expanding passenger use, there is also an emphasis on an increase in rail freight (Irish Independent, 29Jan).