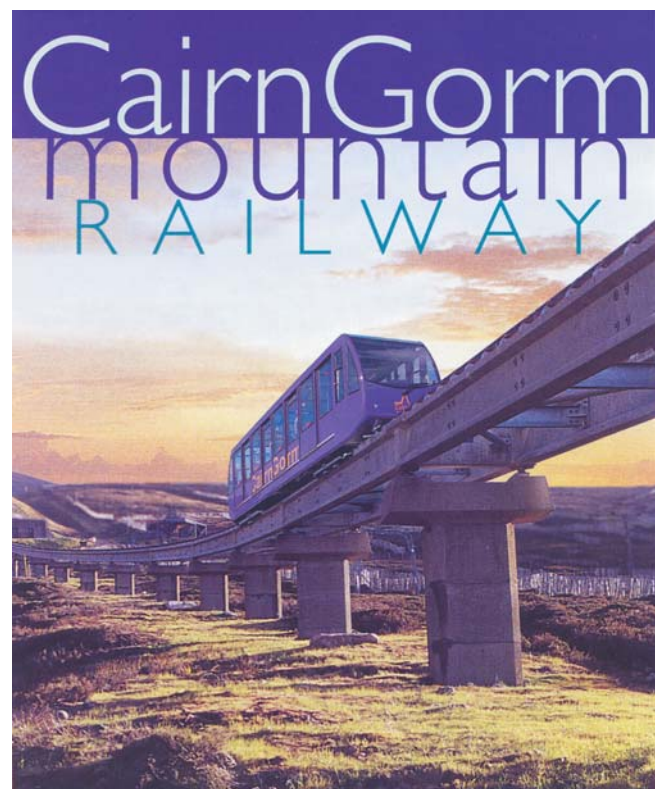


CAIRNGORM MOUNTAIN RAILWAY

This funicular railway, almost 2 km long, has now been operating for almost six months. It is the highest railway in the UK and has the widest gauge, nearly seven feet. It comes close to the summit of Cairngorm, Britain's fifth highest mountain and was completed with extra aid from HIE after intense controversy over the impact of the railway on the very sensitive high Cairngorm environment with European conservation status. It replaces former ski lifts and offers higher capacity, shorter trip times, greater comfort and the ability to operate in stronger wind conditions. As well as serving skiers, the railway will operate year round with winter traffic already including substantial numbers of non-skiers to an excellent and unique viewpoint. The basic timetable is quarter-hourly with an ability to increase this if required but within the limits of the two funicular vehicles providing the balanced service.



View towards Base Station and Car Park (centre) with Midway Station (bottom left). This indicates minimal intrusion in the landscape.

From the official close of the ski season at the end of April, ticket conditions have been altered, in line with previous agreements, to prohibit users from access to the area around the top summit and Ptarmigan restaurant/shop. An open balcony area is available for the spect-acular views and summer use is being encouraged by special dinners and operation into the evening. A Mountain Exhibition will be available from June. 2002 will be the first summer for testing these access arrangements and the ability of the railway to generate direct and indirect income for the area over all seasons, not just a skiing period under growing threat from global warming.



Ptarmigan Top Station and Restaurant / Shop. The Funicular approaches this in a cut-and-cover tunnel.

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, 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 17
SPRING 2002
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SPECIAL THEME Scotland's Transport Vision Tackling Congestion



Scottish transport studies Group

Other Features

Ferries Conference
Fast Ferries from Ardrossan
SHS Results : Transport and Disability
Anglo-Scottish Rail Prospects; Rural Transport

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The Transport Delivery Plan has finally been published but followed by the abrupt departure of the Minister responsible. Despite business suspicions, this may mean a change of style rather than a change in policy direction. The Delivery Plan, and comment on it, is the main feature of this Issue. Though there are grounds for grumbles from both the business and environmental lobbies, there is evidence that the aim of improving reliability rather than increasing road traffic within Scotland commands considerable support with no major disagreements with the Ten Strategic Priorities. Doubts remain about the actual level and structure of funding commitments from both the public and private sectors. Without moves to detailed delivery programmes, congestion, pollution and levels of unreliability (for public transport as well as cars and lorries) could still worsen around and between Scottish cities and towns with complex problems of labour access and job opportunities.

Other features remind us of the increasing importance of ferries in a Scottish context and of the substantial issues and possible innovations affecting rural transport and access. Under the direction of Prof. Ron McQuaid of Napier University, the research section and been enlarged and re-arranged. As usual, comments on this change and contributions for future issues will be welcomed. We are pleased to welcome The Scottish Executive to the list of STR Supporters.

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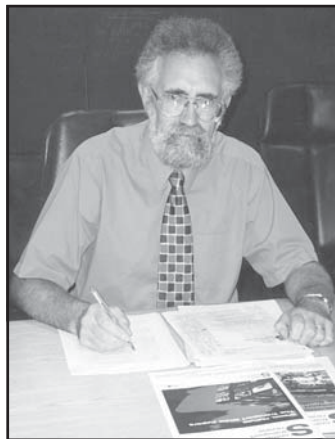
Editorial Board

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

The Scottish Transport Studies Group (STSG)

STSG was formed in 1984 and now has corporate and individual members from transport operators, industry, national government, local government, universities, and consultants. The aims of STSG are "to stimulate interest in, and awareness of, the transport function and its importance for the Scottish economy: to encourage contacts between operators, public bodies, users, academia and other organisations and individuals with interests in transport in a Scottish context; to issue publications and organise conferences and seminars related to transport policy and research".

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Tom Hart (Editor)

Scottish
transport
studies Group

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Contributions to the next issue of the review should be sent to the Editor at Redwood House (mail@stsg.org) by **Monday 12th August 2002**

Recent Events

18 February At the Home Zones for Scotland conference in Stirling, a progress report was made on four pilot schemes in Scotland (in Aberdeen, Dundee, Edinburgh & Thurso). Deputy Minister Lewis Macdonald said that Home Zones could create safer, greener and friendlier neighbourhoods. Regulations outlining procedures for local authorities to set up Home Zones would come into force on 1 April and a final report on 'before' and 'after' conditions in the pilot zones is to be published in 2003.

25 February The STSG Seminar on Rail Structures and Rail Delivery in Scotland started with presentations by Duncan Osler of MacRoberts and Iain Docherty of Glasgow University. Both agreed on the likelihood of combinations of public and private funding for future rail delivery but with Iain arguing for a larger element of the former in a structure including a Scottish Rail Investment Trust. There was a general feeling that rail infrastructure projects would be delayed while Railtrack remained in administration and that this could continue into 2003. Nevertheless, public funding might still allow advancement of priority projects. There was concern that, even with a shift to public funding, delays could continue unless there was a clearer commitment from the various stakeholders (including public bodies) in partnerships.

12 April For conference on Scotland's Ferry Services, see p10

22 April The TRANSform conference in Edinburgh on Is Transport Good for your Wealth? examined the links between transport and the economy, and sought to engender a more critical analysis of the topic than is usual in Scotland. TRANSform Scotland Chair David Spaven, in the opening address, outlined the long-term threat to the economy of climate change and questioned the conventional wisdom that 'new roads=new jobs'. Spaven highlighted the wild claims made by proponents of the proposed M74 urban extension that up to 44,000 extra jobs could arise - despite no credible analysis having been made of net impacts.

Andy Nash, former Director of the San Francisco County Transportation Authority, presented a case study of the demolition of the Embarcadero Freeway. Economic impacts observed were new development (including a downtown baseball stadium), increase in property values, more visitors and the creation of an attractive urban area. Other speakers included Prof. Phil Goodwin of UCL and Stephen Joseph from Transport 2000, both members of the SACTRA committee which produced the Transport and the Economy state-of-the-art report in 1999. Ton Sledsens from the European Federation for Transport and the Environment launched the report Transport and the Economy: Myths & Facts (copies available for £5 from 0131 467 7714).

23 April Achieving a boom in Britain's Buses, RGU Centre for Transport Policy, sponsored by ADSHEL & ILT. This conference explored partnerships and other measures to ensure sustained growth in bus use. Transport Minister John Spellar indicated that the UK government was looking for better value from the public spending and tax rebates already going into bus services. David Begg spoke on CfIT's advice to government. Moir Lockhead of First dealt with Delivering Bus Growth while Martin Robertson, Association of Transport Co-ordinating Officers, sought co-existence of quality partnerships and contracts.

26 April At a conference in Glasgow organised by the Rail Freight Group with support from EWS Railway, Scottish Enterprise and Biggart Baillie, New Services and Challenges for Scottish Rail Freight were explored. As expected, problems relating to Channel Tunnel freight received attention as also the need for faster decisions in Scotland on Freight Facility and Track Access Grants - for further information on papers presented, contact RFG at 6 Buckingham Gate, LONDON SW1E 6JP

29 April Network Planning for Rail in Scotland was the theme of a conference organised by Holyrood Conferences in Glasgow with STSG support. Wendy Alexander used the keynote speech to highlight opportunities for rail expansion in the process to achieve a replacement ScotRail franchise by 2004. She promised consultation on Directions and Guidance for the franchise but wished to start the bidding process by the autumn. This will proceed in tandem with development of a rail infrastructure enhancement programme with projects selected being influenced by franchise bidder preferences and the Scottish Executive's own strategy. Other speakers also identified the scope for funding through planning conditions or agreements and the land value gains arising from rail schemes. In electronic voting, there were strong preferences for a separate Scottish Railtrack not-for-profit company and an enlarged role for the SRA within Scotland under Executive guidance. Views on vertical integration were divided while SPT and the Executive had opposing views on whether SPT or franchise bidders should assume revenue risk in a future franchise.

Coming Events

Thursday 23 May Delivering Congestion Charging, RGU Centre for Transport Policy, sponsored by Cityspace and ILT, CBI Conference Centre, New Oxford St, London, rates from £347, contact RGU 01224 263134. Speakers include David Begg, CfIT, Ken Livingstone, Greater London Authority and Jim Coates, ILT. Case studies cover London, inter-urban charging and prospects for Bristol and Edinburgh.

Wednesday 19 June Demand Responsive Transport, No 4 Hamilton Place, LONDON, conference organised by Landor Conferences and LTT - concerned with practices in England, varied fees - contact Landor Conferences at 020 7582 0128

Monday-Tuesday 24-25 June 5th UK Chairs of Transport Conference and National Transport Awards, RGU Centre for Transport Policy, Le Meridien Queen's Hotel, Leeds, contact 01224 263134

Thursday-Friday 19-20 September STSG Conference on Transport and Devolution: A Comparative View, Glasgow Preliminary notice This conference will compare transport policy and delivery under the devolved and elected administrations. For details contact Brian Weddell 0790 973 5224

LATE NEWS

LATE NEWS

LATE NEWS

LATE NEWS

Rumours of an early merger of **easyJet** and **Go** may mean some reduction of competition and fewer flights by a combined company on Anglo-Scottish routes. The present very low level of Go fares may rise (H4&8May). **'Airport Wars'** have broken out between West of Scotland and East of Scotland MSPs and councillors with claims and counter-claims on the urgency of priority for rail links to Glasgow and Edinburgh airports. SPT has started further studies and claims that a Glasgow Airport link could be open by 2005 (S12Apr;H30Apr,1,2,3&6May)

New fare innovations by First include a £4 **FirstDay Tourist** ticket from 29 April with handy advice on how to use First routes plus discounts at leading attractions. A **FirstWeek** ticket has also been introduced, able to be bought on buses for £10 (without any need for photographs) and allowing unlimited weekly travel on First buses in the Greater Glasgow area. **Graeme Torrance** has moved from being Managing Director of Stagecoach West Scotland to a strengthened First management team for Scotland. He is now Managing Director of First (Scotland East), bringing together the Central, Borders and East of Scotland business units.

Scottish Financial Enterprise has proposed a strategic role for the **Scottish Executive** and **Scottish Enterprise** in the improvement and expansion of rail infrastructure in Scotland (H & Bus AM 13 May).

Recent Publications

NATIONAL & EU POLICY

Achieving better quality of life : Second Annual Sustainable Development Audit - reports change under five main indicators. Only the transport indicator (based on traffic levels) has shown deterioration. Jonathan Porritt, Chair of the Sustainable Development Commission, calls for greater action on traffic reduction – for full report see www.sustainable-development.gov.uk/ar2001/imdex.htm
 Rail Freight : Delivering on Growth, CfIT Report
 Motoring Towards 2050, Report for RAC Foundation by Committee chaired by Sir Christopher Foster

SCOTTISH POLICY

Scotland's Transport: Delivering Improvements, Scottish Executive (see p11 to 15) – Chapter 1 'The Vision' and Chapter 2 'Delivering'. An Appendix lists research and studies in progress.
 Meeting the Needs: Priorities actions and targets for sustainable development in Scotland (includes Transport), Scottish Executive.
 Home Zones Scotland Regulations, these came into force on 1 April 2002
 Waste Management Planning, PAN 63, Scottish Executive
 Renewable Energy Technologies, PAN 45 revised 2002, Scottish Executive Development Department
 Tourism Framework for Action 2002 - 205, Scottish Executive
 Is enough being spent on Transport in Scotland?, D. Begg and D. Gray RGU Centre for Transport Policy, £5, Fax orders to 01224 263129

CONSULTATION

Developing a Regional Transportation Strategy : Consultation Paper, Dept. for Regional Development, Northern Ireland, January
 NPPG 3 revised Planning for Housing : Consultation Draft, Scottish Executive
 PAN 38 revised Housing Land : Consultation Draft, Scottish Executive
 Draft Regulatory Impact Assessment for revised NPPG3 Planning for Housing, Scottish Executive
 Consultation of regulatory under Section 50 and 52 of The Transport (Scotland) Act, deals with road users charging, Scottish Executive
 Consultation on Home Zones : Signing and Lighting of road humps and traffic calming features, Scottish Executive
 Light at the end of the Tunnel? : Rail Delivery for Scotland, SAPT Position Paper 2/2002. Available for £2.50 inc. postage from SAPT at 11 Queens Crescent, GLASGOW G4 9BL – also available SAPT Position Paper 1/2002 Response to Consultation on Bus Users' Complaints Tribunal (£1.50) and Position Paper 3/2002 Sustainable Transport for Edinburgh and Lothians (£2.50)
 Responses to Edinburgh and Lothians Draft Structure Plan – copies are available on request to TRANSform Scotland and the Cockburn Association, Edinburgh – see also TRANSform Scotland website
 East Lothian Local Plan : Development Options 2000-15 Consultation – available from Technical Services, John Muir House, Court St, HADDINGTON EH41 3HA
 East Dunbartonshire Local Plan Finalised Draft has been published and the Local Transport Strategy re-issued – contact richard.bravery@eastdunbarton.gov.uk
 Consultation documents on NPPG17 addendum Transport and Planning : Maximum Parking Standards and Regulatory Impact Assessments have been issued by the Scottish Executive
 Consultation Report on M77 Additional Public Transport Study, Jayress Consultants, February
 Ayrshire Woodland Strategy : Consultation Draft. Ayrshire Joint Structure and Transportation Plan (includes discussion of timber movement)

RESEARCH & INFORMATION

Review of Strategic Planning : Analysis of Responses to Consultation, Scottish Executive CRU Research Finding 136 prepared by Geoff Peart Consulting
 UK Rail & Light Rail Investment Profiles, Powerpoint Presentation by MSI Marketing, £295 0800 195 6756
 Transport across Scotland : some SHS results for parts of Scotland, December, HMSO £2 ; SHS Travel Diary Results, February, HMSO £2; Household Transport – some SHS results : Annual Statistical Bulletin, May ; Monitoring the National Cycling Strategy in Scotland, CRU; Scottish Bus and Coach Statistics, 2000-01, HMSO May – all Scottish Executive publications are also on www.scotland.gov.uk
 AA Road Safety Report – compares safety records on British roads
 Directory of Rail User Groups, 2002 edition published jointly by Railfuture and Rail Passenger Council
 Rail Freight Handbook 2002, Rail Freight Group
 FREIGHT Future, a new DTLR newsletter on sustainable distribution – contact 0800 585794 (Energy & Environment Helpline) or 0845 6021425 (Transport Action Hotline) or www.transportaction.org.uk
 VISION, Spring 2002 Newsletter of Foresight and LINK Initiatives – available by e-mail to john.o'driscoll@dti.gsi.gov.uk
 Business a.m. SCOTTISH BUSINESS DIRECTORY 2002 £29.95
 Natural Heritage Futures: An Overview and Natural Heritage Futures: Settlements have been published by SNH – reference is made to sustainability assessments, integrated transport planning and other measures to encourage more sustainable travel – including improvement on the present low level of path and cycle network development within and around towns.
 Edinburgh Airport : Surface Access Strategy 2002 - 2007, BAA Edinburgh
 Aberdeen Airport : Surface Access Strategy 2002 - 2007, BAA Aberdeen
 Staff Travel Plan, BAA Glasgow
 Air Transport in the UK : The next 30 years, D. Begg and D. Kyrour, RGU Centre for Transport Policy, Policy Paper 7, February.

For other Research Publications, see page 20.

OTHER

The Edinburgh Transport Saga, Prof Arnold Hendry – a convenient history of transport and rail developments (or lack thereof), mainly since the 1960s £5.99 from Whitehouse Publications, 146 Whitehouse Loan, EDINBURGH EH9 2AN
 Automobile: How the Car changed Life, Ruth Brandon, Macmillan, £20 – reviewed in the Herald as 'a superb popular history of the car, leavening hard data and statistics with anecdote, mini-biographies and pithy musings'
 Light Rail Guide, prepared by D Lyon and R Harman for Nabarro Nathanson 020 7524 6713
 North Sea Cycle Route, a new partnership map showing coastal cycle routes and linking ferries in Netherlands, Germany, Denmark, Sweden, Norway, Scotland and England – includes 1242 kms of route in Scotland – lists local tourism websites with information also available at www.northsea-cycle.com

LTT Special Features:-

- Transport in Northern Ireland 28 February
- Teleworking: what is it delivering? (highlights issue of 'freed' space being filled up by other trips) 14 March
- Will the regional government white paper (affecting England only) change the face of transport planning? 11 April

"Less is More" in Transport Delivery?

Reducing congestion whilst limiting increases in road capacity is the strategy set out in the Scottish Executive's transport delivery report. The report suggests that "the last time Scotland really had a transport vision was in the 1960s". Is this the Minister saying that she does not like the vision set out in the current national integrated policy document Travel Choices for Scotland? Or is the reference to the 1960s simply to point out that when things are simpler it is easier to deliver? Delivering integrated transport in the 21st century is a major challenge and the report suggests that this can best be tackled in bite sized chunks through 10 priority projects. (see pages 11 to 15).

Probably the most positive aspect of the report is that two of the key projects relate to integrated ticketing and integrated travel information. In this information and technology age it should be as easy to buy a bus ticket as a lottery ticket, and to find out when the next bus runs as easily as finding the football scores. The recognition that this issue needs central government action is a major step, spoilt only by the identified action being to encourage local authorities to act. The current controversy about the performance of Traveline (page 6) is just one example of a practical transport delivery problem where the Executive must provide the required leadership.

Less positive is that the report gives no indication of what the impacts of the plans will be. There is the intriguing objective of 'striving to stabilise road traffic at 2001 levels over the next twenty years' – an aim going further than any commitment made in England and implying that the Scottish economy and society can prosper jointly without an overall rise in road traffic. Scotland has lower car ownership than England and a more dispersed population, so achieving this target will be even harder than it would have been for England.

Transport policy affects real people and businesses and until the Executive can explain what the effects of their plans will be, the plans themselves should be treated with great suspicion.

The Delivery Report refers to the 1963 White Paper "Central Scotland - A programme for Development and Growth" as the key policy document from the 1960s describing the development of the trunk road routes. Perhaps the most important lesson that can be learned from this period is that the benefits of a clear transport policy are seen in their economic development and social impacts. Yet the Delivery Report does not explain the linkages, if any, with the Executive's National Economic Strategy, or Tourism Framework for Action, plans for the Health Service and many other areas of policy.

The national Tourism Framework states that "better access to Scotland by air, sea, road and rail is vital for the growth of the tourism industry" (page 5), but the Delivery Plan appears to suggest that these are not main issues. It states that "In 2002, Scotland's over-riding transport challenge is quite different: to tackle congestion in and around Scotland's major metropolitan areas". Improved access for Scotland's economic development is important, but to identify the practical plans a much clearer national transport planning process is needed.

Overall the closing sentence of the Delivery Report identifies the real purpose of the document. It is not really a vision, or a strategy or a plan, but a statement of work in progress which we are told "will be rolled forward into solid plans for the next decade and beyond". Scottish Transport Review looks forward to the start of the practical planning work to identify what really can and should be achieved in Scottish transport.

Technology and Paying for Transport

With the budget announcing moves towards a new road tax system for goods vehicles based on distance travelled, and the Commission for Integrated Transport suggesting a GPS based system of charging motorists by road usage, a national road user charging scheme is now looking closer than ever.

What is particularly interesting is that the publicity surrounding these schemes has not met with major adverse reactions from the public. An intensive programme is now needed to identify the policy framework and administrative structure which would allow a reliable system to be introduced on a practical timetable. If this is to be the future of transport then Scotland should show the way.

When GPS boxes are as commonplace as mobile phones Scotland should not only be a world class manufacturing centre for the electronics but leaders on the knowledge for implementing such approaches around the world.

Driver Shortages

The recent rail strikes, and the growing shortage of bus and lorry drivers (page 4) highlight basic problems about the image of working in transport industries.

What is also worrying is that the poor image of working in passenger and freight transport affects the attitudes of customers. A major challenge is for large passenger transport and logistics companies to modernise their image as highly efficient businesses using the latest technology and vehicles.

A good starting point would be for the government to set targets for reducing the average age of the bus fleet and set in place incentives to encourage action.

STSG ANNUAL AWARDS FOR EXCELLENCE

REMINDER

Submissions for the 2002 STSG Annual Awards for Excellence must be made by **21 June**.
 Don't delay – complete the enclosed application from NOW.

THE BUDGET

The Budget produced few surprises as pre-budget statements now give fuller indications of likely changes. Future taxation receipts will rise mainly due to 'fiscal drag' in an expanding economy plus a rise from 2003 in National Insurance contributions (seen as less unpopular than a VAT rise). Spending plans have risen sharply with a heavy emphasis on the NHS. Road users will experience a **real fall in motoring taxation** due to no indexation for inflation and other changes to encourage fuel efficiency, alternative fuels and cuts in greenhouse gas emissions – including the substantial impact of previously announced changes for company cars now coming into force. Environmental groups have criticised the failure to increase fuel tax but the Chancellor has taken account of political reality and the recent increase in base oil prices (BusAM 8Mar & 18Apr; H16Mar, 13 & 18Apr)

More significantly, the Chancellor has proposed a move to **electronic and distance-based lorry charges** by 2005-06. This will help reduce the gap in the tax paid by British and overseas hauliers but also provides a testing ground for the wider national application of road user charging (see right). Other changes included extension of the lower rates of **Air Passenger Duty** to EU countries to include EU applicants and Switzerland. Proposed **aggregates taxation** remains on course despite claims that this could raise Scottish construction costs by 5% with aggregates costs rising 35% compared to 12% in south-east England (BusAM13 & 14Mar) The aggregates tax poses a particular threat to the proposed extra breakwater at Peterhead Bay but special exemption may be granted in this case (BusAM5 & 23Mar)

LABOUR MARKET ISSUES

Road hauliers are reporting increasing difficulties in driver recruitment. Basic pay remains around £255 a week (Freight, Feb & April). Labour shortage and monopolistic elements have also contributed to the basic pay of rail drivers rising to the £22,000 to £40,000 a year range, well above levels for lorry and bus drivers (Rail20Feb; H22Feb). After industrial action, agreement has been reached on raising the pay of ScotRail drivers to £28,000 by 2004 in a deal including new working practices to raise productivity. Public and political reactions to the selected all-day strikes were adverse with related concerns that pressures for substantial wage increases for other rail staff could lead to further disruption (BusAM12 & 29Mar; H1,7,8,9,14,15,20,21 29Mar; S2,9,11 & 29Mar).

ROAD USER CHARGING

In a report to government, **CfIT** has proposed a shift to a GPS based system of **national road user charging** after 2010 (LTT28Feb) This would replace elements of existing motor taxation such as vehicle licences while rates of fuel taxation could also be cut. However, road user charges would rise steeply on congested routes and where users were not covering full costs. This approach is seen as an effective way of aiding shorter and fewer trips, modal shift and car-sharing, giving the outcomes of reduced congestion, restrained overall traffic levels and greater progress on greenhouse gas and other pollutant reduction. Without such measures, the CfIT report considers that proposed expansion of the road programme will worsen congestion by boosting traffic generation but with capacity lagging behind traffic growth. Political attitudes to road user charging remain nervous though **London** will introduce a £5 a day charge for weekday road use in the central area between 7 am and 6.30 pm from 17 February 2003 (S25 & 27Feb & 21Mar, H, BusAM & EN25Feb) FTA has given support to plans for distance-related lorry charging.

ENERGY POLICY

The Energy Review has sought to increase conservation and the use of renewable energy but also concludes that some new nuclear power stations may be required if progress on renewables proves difficult and the costs of increasing imports of natural gas continue to rise. Nuclear power also has a much smaller impact on greenhouse gas emissions. In Scotland, the combination of hydro, wind and wave power may allow 28% of energy to come from renewable sources by 2020. **Air travel** is the last sector expected to be able to cut greenhouse gas emissions. The Cabinet Office is attaching priority to a review of aviation energy policy (H15Feb; BusAM8Mar; LTT28Feb)

EU POLICY

A ruling from the European Court of Justice has paved the way for a transfer of air traffic regulation from nation states to Brussels, opening up prospects of **accelerated deregulation** and 'open skies' (S1Feb) An **EU aviation fuel tax** is also being investigated though the current crisis in the profitability of traditional airlines is expected to delay any early action (S5Apr) The Glasgow Underground, like the London system, has been exempted from EU requirements for competitive tendering but it is likely that these will be applied to the publicly owned rail and bus systems in Northern Ireland (LTT14Mar)

PUBLIC FUNDING for AIR and RAIL

Progress towards a not-for-profit **Network Rail** has been eased by new offers of public money to compensate **Railtrack** shareholders and acquire rights to the fastlink from the Chunnel to London (H&S15Mar, H26Mar & 3Apr). Railtrack has meantime dropped court action against Stephen Byers and DTLR (H4Apr). Faced with falling revenues since 11 September and a reluctance to raise charges, the recently privatised **NATS** (the air traffic control company) has received a £60m loan divided equally between the government and four banks (H&S 20Feb). After six months of negotiation, the **SRA** has agreed a deal with National Express to provide extra funding for **ScotRail** and **Central** trains over the next 2 years. ScotRail will receive an extra £34m of support from UK funds in return for maintaining services at 2001 levels under the end of the franchise in 2004. Otherwise, services could have been cut to the minimum requirements stated in the present franchise (BusAM8Mar).

REGULATORY ISSUES

Rail Regulator Tom Winsor has taken the first steps to set up a new **Rail Safety Body** as recommended in the Cullen/Uff Report (Rail, 9Jan) but there are concerns that the huge costs of delivering targets for marginal improvements in rail safety and compatibility with EU interoperability requirements before 2010 could decimate funding for rail service enhancement and lead to fare increases moving users from rail to a road system with poorer levels of safety (S5Feb H & Bus AM, 22 Apr.) Transport Minister John Spellar has supported a relaxation of regulation limiting **nighttime lorry use** (Freight, Feb) **OFT** has concluded that there are reasonable grounds for suspecting that **First** had applied **anti-competitive predatory practices** in the Edinburgh bus wars. Intense competition with **Lothan Buses** has been eased (BusAM18Mar) Service providers are increasing their action to ensure full compliance with the **Disability Discrimination Act** by 1 October 2004 (H28Feb) A landmark legal ruling in England could open up considerable compensation claims against air or package holiday companies for **blood-clotting related to air travel** (H24Jan). In another legal ruling, an insurance executive, Janice Simpson, who found commuting between Edinburgh and Glasgow too onerous has gained £50,000 compensation for **unfair dismissal** (H13Feb)

Business

Virgin Trains have moved their Scottish office from Union St. to Suite 3/1, Queens House, 19 St Vincent Place, Glasgow G1 2DT 0141 204 7960 Fax 0141 204 7961 Staff consist of **Charlene Sloan**, Business Manager, **Allan McLean**, Corporate Affairs Manager, **Karen Hattie**, Sales and Marketing Manager and **Patricia Moore**, Team Organiser. Virgin had admitted that it may take eight years for the cross-country rail franchise to return to profitability. Losses to March 2001 were £36.7m. It is still expected that the new fleet of trains and better frequency will double passenger numbers to 30m a year by 2006.

Stagecoach is dropping Enron-hit auditor **Arthur Andersen** in favour of **Price waterhouse Coopers**. The company has also received a green light for acquiring a 50% share in rail suburban services in **Wellington**, New Zealand. **National Express** reports an 8.3% rise in 2001 profits to £129m. Growth had suffered from rail disruption, the events of 11 September and problems in Australian operations. Operating profits in the rail division rose 19.1% to £34 m before exceptional items. **Arriva**, with only a small operation in Scotland, has boosted profits by 9% to £92m despite major strikes and cancellations on English services. **Arriva**, **First** and **Stagecoach** have all been short-listed in separate bids for the contract for the 3 line 28 kms **Leeds Supertram** network. **Shearings**, the UK coach operator, has increased its Scottish hotel interests to 15 with the purchase of the Caledonian Hotel, Fort William, and the Invercauld Arms, Braemar.

Parsons Brinckerhoff has opened an office at Royal Exchange House, 100 Queen Street, Glasgow, G1 3DF 0141 222 6922 under Scottish Manager, **Rob McGowan**, Glasgow. The firm is keen to develop supply opportunities in the rail sector, especially signalling. **Tony Smith**, Chief Executive of Glasgow-based **First Engineering** (formed in a management/employee buyout from British Rail in 1996), is looking to expand beyond the company's main base in Scottish rail maintenance and renewals. Opportunities are seen in the Special Purpose Vehicles promised by the SRA for track construction and enhancement.

Mayflower has posted a 40% nose-dive in profits to £30m. UK bus registrations had fallen 14% though the company had increased its share of UK bus sales from 44% to 50%. Bus sales abroad totalled £97m but the truck market in the US has been very difficult. **Alexanders** plant at Falkirk had benefited from the reorganisation of bus-building, gaining jobs from Scarborough. The Falkirk plant is to build 161 buses for London and is to have a larger role in overseas sales. Under pressure from investors, **Stelios Haji-Ioannou**, is to step down as **easyJet** Chairman in March 2003. City veteran **Sir Colin Chandler** is now deputy-chairman and will take over as chairman next year.

ABP, running 21 UK ports including **Ayr** and **Troon**, has increased full-year profits 5% to £130m. The company is increasing its focus on shipping relative to property (see p7). **Forth Ports** has sold its shipping subsidiary Forthline to Seawheel who will continue operations between Grangemouth and Rotterdam. Forth Ports is also investigating an improved sea link between Grangemouth and its port at Tilbury. Underlying profit for 2001 has risen 12% to £13.3m with strong growth in shipping as well as property potential. **Peel**, the Manchester-based property firm partly owned by the **Royal Bank** has increased its shareholding in **Clydeport**, reviving speculation on a full bid for the company. At present, Clydeport has strong links with the Bank of Scotland in relation to property development proposals. The company has reported a 29% rise in pre-tax profits to £17.8m, helped by property and the rise of coal imports through Hunterston to 4.9m tonnes.

Hays, the logistics group, is planning to step up mail operations in Edinburgh and other cities if the regulator opens up the postal market. Profits at **John Menzies**, the distribution and air services group have tumbled but there are signs of stronger recovery from the terrorist attacks of 11 September. Car rental group **Avis Europe** is also expecting recovery later in 2002 following a 19.5% profits slide due to the 2001 fall in air travel. Coatbridge software company **E-freight Logistics** has gone into receivership.

Babbie is being restructured in a plan to increase turnover by 30% over 3 years. A global environmental consultancy centre was set up last August. **Bob Duff** takes over as managing director for infrastructure consultancy and will be based in Glasgow. **Gordon Masterton** will handle the new facilities business centre with **David Baird** managing the industry business centre, both based in Glasgow. Professional services will be the responsibility of **David Fawcett**, based in Reading. There is speculation that these change may lead to a flotation or break-up of the company, presently owned by senior employees. **i-document**, under Chief Executive Andrew Fraser, is to acquire the Glasgow-based **Planning Exchange** which provides data to planning authorities.

Personnel

Jonathan Pryce has replaced **Bob Tait**, who has retired, as Head of Transport Division 1 (Transport Policy) at the Scottish Executive. **Kenneth Hogg** has moved from Transport Division 2 (Public Transport) to replace **Adam Rennie**, who has moved to Health, as Head of Division 3 (Transport Devolution and Rail Policy). **Jamie Ross** has replaced Kenneth Hogg at Transport Division 2.

Andrew Watt, from the Farningham McCreadie Partnership, has been appointed Managing Director of **McLean Hazel**. After retiring from Edinburgh City Council, **Ian Ogden** also joins as freelance consultant.

Richard Bowker, SRA Chair and Chief Executive, is to appoint three chief officers this summer and plans an expansion of levels of activity including development of the business case for rail investment. **Mike Connolly**, with a background in trade unionism and health and safety, has become SRA's Stakeholder Relations Manager in Scotland with an office temporarily based at the RPC(Scotland) base in Glasgow. Legal expert **Geoffrey Howe** has replaced John Robinson as **Railtrack** Chairman. Steve Marshall is stepping down as Chief Executive, being replaced by **David Harding** – the present Finance Director. **Steve Branagan** is the new ScotRail Operations Director with **Nick Brown** as acting Managing Director due to the illness of Alistair McPherson

The **Rail Passengers Council** has moved to Whittles House, 14 Pentonville Rd, LONDON N1 9HF 020 7713 2700 Fax 020 7713 2729 www.railpassengers.org.uk **Anthony Smith** is National Director – direct line 020 7713 2712

Ewan Brown, chair of LloydsTSB Scotland, is to chair **ENTICO**, the company being set up by Edinburgh City Council to manage public transport developments (including a tram network) and develop a funding package including road pricing and property contributions. Other ENTICO Board members include **John Richards** (Miller Construction), **Jim Brown** (Scottish Water) and **Gavin Gemmell** (Scottish Widows) from the private sector and **Andrew Burns**, **Maureen Child** and **Ricky Henderson** from the City Council.

Peter Cockhead, former Planning Director at Aberdeen City Council, has been seconded to **NESTRANS** (the north-east Scotland transport partnership) to develop transport plans over the next two years. **Ronnie McNeil** is the new Director of Roads for **Angus Council**, replacing **Bob McLellan** who is now head of transportation with **Fife Council**.

Freda Rapson has stepped down as Managing Director of the Inverness-based **Rapson Group**, the largest independent bus operator in Scotland. She has acquired **Jacobite Cruises** and is to concentrate on developing operations on Loch Ness (H17Apr)

On retiring from HIE, Roy Pedersen is developing his work in transport consultancy under the name **Pedersen Consulting** at 8 Drummond Rd, INVERNESS IV2 4NA, 01463 241107 mobile 07753 882199 e-mail roy@pedersen.prg.uk

Prof. Christopher Harvie has been elected President of **SAPT** following the retirement of long-standing President, **Prof. Arnold Hendry**.

Douglas K Macbeth, Professor of Supply Chain Management at Glasgow University, has been elected a Fellow of the Royal Society for the encouragement of Arts, Manufactures and Commerce.

The **Energy Saving Trust**, a non-profit company, has advertised for a Programme Manager for Scottish Transport Action based in Edinburgh. The work involves regular reports to the Scottish Executive and developing partnerships with the vehicle supply chain and clean fuel converters.

Stewart Cameron has moved from Paths Officer in **East Lothian** to become Access Officer in **Dumfries and Galloway**. **Mike Scott** has become an Area Access Officer with **SNH** and **Paul Tyler** has taken up the new position of Access Officer for **Comhairle nan Eilean Siar**.

Tools for assessing consumer, business and developer responses to sustainable development initiatives (for EPSRC).

This project aimed to develop new or to refine existing planning tools to analyse how travel demand, residential location and business location respond to transport supply policies, urban regeneration initiatives, housing supply location scenarios and business land use zoning policies. Two cities of similar size were examined, Belfast and Edinburgh, which formerly had similar densities and travel patterns, but now reflect either end of the car dependence spectrum in the United Kingdom. The research included a major lifestyles-based household survey and an integrated transport and land use model for both cities. It was carried out by Professor A. Smyth, J. Cooper, T. Ryley, Professor H. R. Kirby and Dr W. Saleh, with M. Scott, Queen's University Belfast. Completed in late Spring.

EMIRES (for European Commission)

Funding has just been approved for a 2 million euro trans-European project. Part of the project will be carried out by Highland Council, TRI, Napier University (Ronald McQuaid) and Newcastle University. Being a European Union project it must have a 'catchy' acronym - EMIRES, which stands for: Economic Growth and Sustainable Mobility. It is part of the IST (Information Society Technologies) programme in the European Commission's Fifth Framework Programme. (<http://www.cordis.lu/fp5/>). The project should proceed once local agreements are finalised.

It is focused on Demand Responsive Transport Services (DRTS) for geographical areas or social groups where uneven, unpredictable demand exists (e.g. low density rural areas, elderly or disabled users, etc.). DRTS is a hybrid between regular public transport and private cars or taxis. Users book trips and then a service centre builds routes in real time to serve this unplanned demand, as opposed to regular scheduled bus lines. It has the potential to provide economically sustainable transport solutions to fulfil these types of mobility needs (see also p16).

So far the main achievement in DRTS has been the validation of the enabling technologies (GPS based positioning, radio or Global System for Mobile Communications based mobile communications, etc.). EMIRES seeks to combine the concepts of DRTS and public/private partnerships (PPP) with the provision of more sophisticated value added services based on the possibilities offered by a smarter management of the information, and so improve viability.

The strategic goal is the development and demonstration of a network of Regional Service Centres which offer personalised, dynamically generated, integrated packages of value added services to SMEs and individuals. It is to be carried out by a consortium including 6 Regions, 7 SME associations and 7 technological partners (3 industrials, 3 universities and 1 research institutes). Geographically, the project includes a network of 4 EU Objective 1 Regions and 1 Eastern European Region (in Spain, Greece, Finland, the Highlands in the UK and the Czech Republic. Starting.

Scoping study on implications of climate change for Northern Ireland: informing strategy development (for Scotland and Northern Ireland Forum for Environmental Research (SNIFFER).

This is the first step in developing a climate change strategy for Northern Ireland (within the context of the UK strategy), and is one of a series of regional assessments being carried out for the whole of the UK. The aims of the study were to investigate in broad terms the likely impacts of climate change on the environment, economy, and natural resources of Northern Ireland; assess levels of awareness of climate change among stakeholders and society generally; and consider the possibilities of adapting to climate change and to assess policies for mitigating emission of greenhouse gases. It was carried out by Professor A. Smyth (TRI), with Queens University, Belfast and the Centre for the Study of Environmental Change and Sustainability, University of Edinburgh (CECS). This was launched on 30 April to wide media attention on the BBC, ITV and in many newspapers.

An Evaluation Tool for School Travel Plans (for DTLR) By Tom Rye TRI with Cleary Hughes Associates and WS Atkins aims to produce a web-based tool to assist local authorities and schools to assess the quality of their school travel plans. Expected completion July 2002.

Other Ongoing Research

The Appendix in Scotland's Transport : Delivering Improvements lists other ongoing research including:-

- Scottish Transport Appraisal Guidance (STAG)
- Transport Model for Scotland and Transport Corridor Studies
- Survey of Local Authority Roads and Bridges
- Review of Strategic Planning
- Sustainable Freight Facilities and National Freight Strategy
- Tariff Rebate Subsidy Review (covering bulk shipping and livestock exports in the Highlands & Islands)
- Directions and Guidance to SRA
- Scottish Strategic Rail Study and Waverley Station Study
- Rail Links to Edinburgh and Glasgow Airports
- National Aviation Policy

Research Publications

Key Issues in Rural Transport; Interim Report, Rural Working Paper, D Gray for CfIT 2001

Tackling the School Run - are commercial school buses the answer? D Gray, RGU Centre for Transport Policy Policy Paper 5, February Subsidy and Productivity in the Privatised British Passenger Railway, J Cowie, Glasgow Caledonian University, in Economic Issues, March The British Passenger Railway Privatisation : early conclusions on subsidy, efficiency and returns to scale, J Cowie, 34th University Transport Study Group Annual Conference, Edinburgh Car dependence in rural Scotland : transport policy, devolution and the impact of the fuel tax escalator, D Gray, J Farrington, J Shaw, J Martin & D Roberts, Jnl of Rural Studies, Issue 17 (1) (2001) p 113-125

TRANSPORT DELIVERY

Overall, the much delayed reports (see p11 to 15) had a less than enthusiastic welcome with accusations of being short on detail and repeating lists of projects either already completed or lacking firm financial commitments (BusAM 18&25Feb, 19&22Mar; H&S22Mar). Very little is said about walking, cycling and 'living streets' while buses do not receive a prominent role. There is a complacent assumption that rural transport problems are well on the way to solution. That being said, there are elements in the Vision section which point to new thinking and further developments of strategy in the next 12 months. Much emphasis is placed on social inclusion, on land use linkages and on tackling congestion in ways which do not necessarily mean a substantial expansion of road capacity. There is the intriguing objective of 'striving to stabilise road traffic at 2001 levels over the next twenty years' - an aim going further than any commitment made in England and implying that the Scottish economy and society can prosper jointly without an overall rise in road traffic. This concept requires elaboration and justification. There is mention that present City Council forecasts for road traffic growth appear excessive in Glasgow, contrasting with targets for traffic reduction in Edinburgh and Aberdeen. Further reviews are promised and the TEN PRIORITY PROJECTS reflect a public transport theme rather than road-building - though immediately followed by a reference to the need to complete road projects on the A8, A80 and urban M74 corridors along with studies of Aberdeen options. In a telling comment, Alf Young of the Herald noted that the 'Vision' could still be blown off course by countervailing pressures and

competing priorities. This could repeat the mistakes of earlier years when 'far too many roads and bridges were built in the wrong places' (H22Mar)

Funding is clearly a major issue with presently available funding for transport being below the level needed to deliver the 'vision' - even allowing for a maximising of private sector contributions. However, Transport Ministers will be arguing a case for extra public funds for transport. Contrary to the hopes of former Finance Minister, Angus McKay, transport will not gain from the Chancellor's budget since the Scottish Cabinet quickly decided that all of the extra £3.2 billion funding for Scotland will be allocated for health. However, there is still some scope for extra funding as part of the Chancellor's spending review due in July (BusAM19Apr). Even so, there are massive constraints within the Scottish budget (see right) and this connects to the references in Delivering Improvements to the congestion-reducing and revenue-producing advantages of earlier moves to road user charging in Scotland. There are pointers to a stronger Scottish Executive lead on this issue in the run-up to the 2003 elections, including a reversal of present official policies of opposition to trunk road charging. Some selective toll roads may also make an appearance. An overall verdict on Delivering Improvements should be delayed until the critical follow-up decisions on total transport spending and its allocation which must come in the next 6 to 12 months. To aid rail strategy, the Executive has announced that the Central Scotland Rail Study has been extended to include Aberdeen and becomes the Scottish Strategic Rail Study.

PLANNING and TRANSPORT

The first spatial NPPG, linking transport and land use strategies for a defined area, is to be introduced for West Edinburgh while there is increasing debate as to whether the **Cities Review** and **Structure Plans** should be influenced by a stronger Executive strategy to reduce overheating in Edinburgh by attracting a greater proportion of activities to other, but inter-connected, Scottish cities (see p 8)

TRANSPORT and TOURISM

As Tourism Minister, Mike Watson has published a revised Tourism Framework for Action 2002-05. This document has been criticised as glossy and a repetition of three generalised priorities for improvement (H12Mar). There is virtually no mention of specific ways in which transport and interchange standards, fares and services could be used to sustain tourism within Scotland and to raise the level of in-tourism. Something more is needed than a statement that 'better direct access to Scotland by air, sea, road and rail is vital for the growth of the tourism industry'.

ROAD TOLLS in IRELAND

Tenders have closed for ten proposed tolled roads in Ireland. Schemes will have partial grant aid from government but significant income is also expected from tolls (LTT28Feb)

ROAD PRICING

The Scottish Executive is seeking further information on Edinburgh City Council's proposals for road charging (see STR ISSUE 16, p15-16 and LTT14Mar) while Fife and West Lothian have major reservations. A major issue is the extent to which the proceeds of pricing within Edinburgh would be used on a wider regional basis (EN11Dec) The Labour Party in Scotland is considering schemes which could cut fuel costs in rural Scotland by 10p to 15p a litre by measures such as local authority bulk purchase of fuel, reduced road tax and extra grants for rural motorists (S28Mar)

SCOTTISH PUBLIC FINANCE

The **Scottish Budget** is to rise by 5.6% in 2003-04 with a consultation period before allocation decisions. The proposed transport rise is 9% including an expansion of trunk road maintenance (incorporating minor improvements) and provision for rail schemes and the rail passenger franchise (which will be fully absorbed in the Executive's budget from April 2004). The Social Justice budget rises by 11.7%, including provision to reduce road casualties. The finalised budget will be presented in the autumn (EN3Apr) Commentators continue to highlight longer-term difficulties with the Executive's budget. Local authorities are claiming serious underfunding (H12Apr) while arrangements for **free local bus travel** for pensioners and the disabled from the autumn are threatening rail income (notably in the SPT area) and taking up a higher proportion of transport funds with further inroads if the concession is extended to other local travel, including ferries. Costs will also rise since the concession age for men will fall from 65 to 60 next year (H23Feb,23Mar).

Business has reacted strongly to both the Budget rises in **National Insurance** costs and the planned transfer of the setting of **business rates** to local authorities. (BusAM19Mar) **Business Improvement Districts** for city centres and related levies backed by majority business approval are attracting interest as an alternative income source (H17Apr) Local authorities still seek a **reform of local government finance** which would increase direct sources of income. Against this, there are common fears among business and many voters that local authorities will continue to underspend on transport - strengthening the case for a **regulatory authority and transparent accounting for Scottish roads and transport**. The latter proposal has been revived by the Scottish Conservative transport spokesman, David Mundell. At the Scottish level, proposals to move from the **Barnett formula to fiscal autonomy** have been attracting attention and re-activating the debate on Scottish subsidy from UK sources (BusAM14,21&28 Mar, 11Apr;H29Mar)

RAIL FREIGHT

Scottish Ministers have pledged a further increase in **Freight Facility Grants** and modal shifts to rail. A grant-aided terminal at Thurso has opened along with further expansion by W H Malcolm at Grangemouth. (BusAM&H16Apr) After talks involving the Scottish Executive, **Consignia** is to increase rail mail but will run fewer trains and end on-train mail sorting (LTT 28 Mar)

SCOTTISH TRANSPORT ORGANISATION

As well as being involved in the refinancing of **ScotRail** to 2004, Transport Minister Wendy Alexander has committed the Executive to a **15 year franchise** from 2004 with five-yearly reviews. A good range of innovative bids is expected with National Express, First and Stagecoach all expressing interest (BusAM8, 11&21Mar;S11Mar).

The Scottish Executive will issue Directions and Guidance to the SRA this summer with a franchise award announced next year. Tensions have been reported between the Executive and the **SRA** yet improved relationships are now expected. The **SRA** has established an office in Glasgow but the **SCDI** has called for the Executive to have control of railways in Scotland in the same way as trunk roads (BusAM8&12Feb) SRA/SPT conflicts have been evident over the **SPT** desire to retain full control over fares and services (including taking the revenue risk) (LTT14Mar).

The **Transport and Environment Committee** has started in inquiry into the Structure and Funding of Railways in Scotland with a report expected by the autumn. The Labour Party's Scottish Policy Forum is considering a commitment to create a **Highlands and Islands Transport Authority** (H1Feb)

AIR SERVICES

Eastern Airways has introduced daily scheduled services from Edinburgh to **Humberside**. **Go** has introduced a low-fare service from Edinburgh to **East Midlands** on top of the success of its Edinburgh-Bristol service while **easyJet** has launched a similar service to **Gatwick**. Faced with strong competition from Ryanair, Go has withdrawn from the Edinburgh-Dublin and Glasgow-Dublin routes. Planes have been diverted to improve links to the **bmi** East Midlands hub. Business in the **Inverness** area has repeated concerns that the BA Inverness-Gatwick route could be under threat unless given a protected slot. BA is safeguarding Anglo-Scottish flights meantime despite cutbacks on other routes. Both **bmi** and **BA** have introduced lower fares to counter competition and a switch of

BUS SERVICES

First is withdrawing its Routes 11 and 22 in **Edinburgh**, less than a year after it started them in direct competition with **Lothian Buses** (BusAM1Mar) Following this reduction in competition, Lothian Buses has increased frequencies on 9 services, introduced later buses on two services and extended routes on two services. 8 services now offer direct links to the **new Royal Infirmary** and are shown on a new publicity leaflet. There have been complaints about the reliability of these services, notably routes 32/

business travel away from high-cost flights. **Ryanair** has introduced a new service from Aberdeen to **Dublin** and also from Prestwick to **Oslo** (to a remoter airport rather than the new main airport to the north of the capital). The latter route has special potential for boosting in-tourism to Scotland. Airlines are known to be exploring a landing charge deal with **HAL** to allow cheap flights to be introduced from Inverness though there are worries that such flights could also make it harder to maintain and develop business links to hub airports. Ryanair is exploring options for new services to **Stornoway** and from Scotland to **Liverpool** and **Bournemouth**. It may make more use of second tier airports such as **Dundee** and **Inverness** (Bus AM 23 Apr.)

52. **First** has announced a £11.5m investment in 104 new buses for **Glasgow**, all with super low floor access and low emission engines. 10 air-conditioned buses are also to be introduced with comfort levels similar to modern cars. New express services have been introduced between **Livingston** and Glasgow. Plans have been announced to double the park and ride at **Ferrytoll**, north of the Forth Bridge, from 500 to 1000 cars. The Kingswells bus park and ride has opened in **Aberdeen** (S20Mar)

RAIL

Since January, ScotRail services have been disrupted by all-day strikes and by the 25% cut in services to avoid reliance on voluntary overtime. This has included complete withdrawal of the **Cumbernauld-Motherwell** service. Service cuts have helped improve reliability on several routes but track repairs and speed restrictions continue to raise difficulties. Despite fewer trains, **reliability** has been disappointing on several routes in the Glasgow area. Major trackworks on the **West Coast Main line** will also lead to extensive service disruption on 18 week-ends this summer. Following settlement of the ScotRail drivers' dispute, services are expected to return to normal by September though further problems may arise from other staff seeking wage increases similar to those awarded to drivers. More **Virgin Voyagers** are now entering service on **cross-country routes** south from Scotland and ScotRail may order similar trains for premium internal services if re-awarded the ScotRail franchise (Rail,20Feb) **Northern Ireland railways** have placed orders for 23 new trains, replacing two-thirds of the present fleet (LT28Feb)

International rail freight services are still being disrupted by immigrant-related problems at the **Channel Tunnel**. Twenty companies, including Scottish firms Peter D Stirling and Russell's Transport are seeking compensation from the **SRA** for losses arising from the Channel Tunnel dispute. **EWS** is also seeking urgent action. Another major concern for EWS is the number of freight paths arising from cutbacks in **West Coast Main Line** modernisation plans. EWS are seeking at least 3 paths per hour in order to grow the business (Rail,20Feb) EWS now has a five-year contract to distribute finished paper from **Irvine**.

FERRIES and SHIPPING

The **Rosyth-Zeebrugge SUPERFAST** ferry started on 17th May, backed by a promotional campaign by VisitScotland (BusAM20Feb). Some week-ends are already fully booked but NUMAST has expressed concern at the lack of insistence on British crews. This is not permitted under EU rules (EN6Apr) **CalMac** has introduced a new vehicle ferry across the **Sound of Barra**, completing a vehicle link through the Western Isles. Two further ferries are to be built for CalMac at English yards and using hulls from Poland (H9Mar). The three new vessels for the improved **Northlink** services for the Northern Isles are nearing completion in Finland. Napier University has completed a report on further developments in fast ferries, including the potential of **Ardrossan** (see p9) On the Clyde, there are indications that **CalMac** might replace the present **Gourock-Dunoon** vehicle ferry with a passenger only link. **Western Ferries** would become the sole vehicle carrier to Cowal. The **CLYDEFEST** company is introducing an unsubsidised 150 passenger capacity fast ferry from Rothesay and Dunoon to Greenock, Braehead and the Broomielaw in June with the possibility of an extension to Brodick and other calling points in 2003 (see p9) (H20&21Feb,1&28Mar,2Apr)



Rail 6 Mar. 02



Virgin Voyager at Carlisle

Think Car in Edinburgh

H 11 Apr.02

QUALITY of SERVICE

Traveline Scotland, the public transport information service launched in January, has experienced tensions over the quality of information sources and a reluctance of SPT and local councils to contribute to costs. The Scottish Executive has contributed £150,000 to the service. **SPT** is applying its carmine and cream colours more systematically to stationery, signing and the Glasgow Underground as well as ScotRail services in the SPT area. SRA has published a new **code of practice for accessibility to trains and stations** and expects operators to prepare implementation plans by 2004. An 'access for all' fund has been established but total amounts available are unstated (Rail20Feb) The Scottish Accessible Transport Alliance (SATA) has found that only 3219 out of 8000 licensed cabs in Scotland are suitable for use by disabled people. The lack of **accessible cabs** is especially severe in rural areas (H9Apr) **HIE** is aiming for a ferry pattern allowing all children to return home at weekends (H26Mar) A local Traffic Control Order will ban visitors' cars from **Eigg** once the pier for the new vehicle ferry becomes available in 2004.

A pilot scheme for small **Think city electric cars** is now operating in Edinburgh (H28Mar). Frustration at **parking problems** and **stricter enforcement of parking regulations** have shown noticeable growth in Edinburgh and parts of Glasgow while complaints about **local road and pavement maintenance** continue. **Dunfermline bus station** has been described as a disgrace and the wrong image for visitors arriving via the new European ferry link to Rosyth. **Bus vandalism** is also an issue in Fife and in other urban areas with operators seeking stronger police and court action. Edinburgh City Council is asking cabbies to adopt a smarter uniform but has supported of **cab operators** in disputes with consumers seeking an increase in the total number of cabs. Businessmen are seeking open access to all cabs at **Edinburgh Airport** after long waits for officially licensed airport cabs when black cabs were leaving empty. Nearly one third of small firms in Scotland claim that **road congestion** is damaging their business (EN28Jan). Pressures for cuts in **Island Air Fares** have been endorsed by First Minister Jack McConnell (H24 & 25 Apr, Bus AM 24 Apr)

Feasibility Study for Air Traffic Controller Training Facility (for HIE)
HIE, in conjunction with HIAL, have commissioned Cranfield University to assess the feasibility of locating such a facility in the Highlands and Islands. This would have the potential to help solve some of the difficulties HIAL are facing in securing trained controllers, as well as helping to meet the demand for controllers throughout Europe. Contact: Tom Mathews, HIE. Ongoing.

Opportunities for Fast Ferries from Ardrossan - see page 9

Freight Issues For the Food and Drink Sector (for HIE)
HIE have commissioned EKOS to undertake a major study into the constraints on the growth and development of the key Food and Drink sector which are imposed by existing transport provision. The study involves a major survey of the sector throughout the Highlands and Islands. Contact: Tom Mathews, HIE. Ongoing.

Taxi Tariff Review (for City of Edinburgh Council)
This review analyses key issues relating to City of Edinburgh Taxi tariffs and is currently being carried out by the TRI (James Cooper). This takes the form of: assessment of all elements of taxi operating costs and changes to these elements; assessment of public perception of taxi costs; and reaction to change. It also develops tables of comparison between key UK cities' taxi tariffs. The work is specified to include licensed taxi operation (Hackney Carriages) but will be extended in the third area, tariff comparison, to include private hire minicabs in instances where minicabs provide a semi structured pick-up and data is available. Contact : James Cooper, TRI Ongoing.

The Speeding Driver (for the Scottish Executive)
his project is an all-encompassing study of various aspects of speeding behaviour. The main aim of the research is to explore drivers' current attitudes to speeding and speeding behaviour, and to establish any significant changes since the previous survey in 1994. It is being carried out by TRL Scotland, (lead partner) and TRI (Professor Steve Stradling). Ongoing.

Safety Cameras Pilot Project - extension of project (for Strathclyde Police)
Over the last two years, this project has been examining the speed reduction effects of speed camera housings in Strathclyde, and undertaking an attitudinal analysis of those detected by speed cameras, examining people's responses to prosecution and their attitudes to road safety issues. Having completed the pilot stage, the full post-pilot project by TRI (Professor Steve Stradling) will begin on 1 July 2002.

Scottish Motorists: Attitude Survey (for Strathclyde Police)
This is a current data collection exercise relating to the Safety Cameras Pilot Project and being conducted by TRI (Professor Steve Stradling). Ongoing.

Development of Road Traffic Estimates for Scotland (for Scottish Executive)
The aim of this research study is to provide the Scottish Executive with an assessment of the options for improving traffic data estimates for Scotland in the context of developing needs for such estimates. The study is to recommend a way forward that will address the type of issues listed above, and provide the Scottish Executive with a future traffic data collection system that will serve its own National and local purposes, whilst able to also provide statistics for DTLR for Publication as part of the Great Britain Road Traffic Statistics. It is being carried out by TRL Scotland, (lead partner) and TRI (Professor Steve Stradling). Ongoing.

Advice on Behavioural Psychology (for DTRL Road Safety Division)
The objective of this project is to enable ad hoc advice and assistance to be sought on all aspects of the Road Safety Division's research programme. Tasks are likely to include the development of the research programme, production of research specifications, preparation of invitations to tender, tender appraisal and selection, project management and evaluation of outputs from research. It is being carried out by TRI (Professor Steve Stradling). Ongoing.

Breach of competition law and the Dunoon Ferries? (for PPG)
In April Neil Kay of Strathclyde University Economics Department assisted the local Pier Pressure Group with their complaint to the Office of Fair Trading. This concerned the apparent limited competition between CalMac and Western Ferries on the Dunoon routes.

North Sea Shipping Project (EU, Aberdeenshire and Aberdeen City Council, Aberdeen Harbour Board, Scottish Enterprise Grampian and ASCO)
50% EU funding has now been agreed under the European Interreg IIIb Community Initiative for a 3-year project to examine the scope for shift from road to sea movement in the Northern Maritime Corridor (across and along the North Sea from Norway to Belgium.) North Atlantic and Barents collaboration is also expected. Contact : e-mail Steve.Taylor@aberdeenshire.gov.uk

An Assessment of the Economic Impact of the Skye Bridge Tolls (for Highland Council)
This is a desk-based study which aims to examine the impact of the Skye Bridge tolls on the economy of Skye and Lochalsh using data from earlier reports. It examined and quantified the effects of the tolls on different sectors of the economy and estimated the net benefits of removing the tolls. Completion is expected in May 2002.

North East Action on Transport (NEAT) (for Newcastle City Council)
This is an action research project undertaken by TRI with communities, transport operators, local authorities and non-governmental organisations, with input from the Social Exclusion Unit of the Cabinet Office designed to enable the community monitoring of public service failure in the transport sector. So far it has resulted in two major community workshops on transport and social exclusion (under the auspices of Newcastle City Council and North Tyneside Council respectively) and a community monitoring of public transport provision in which local transport providers participated. The product of these activities can be viewed at 'www.goneat.org.uk' and will also have useful applications in Scotland. Contact : Prof. Margaret Grieco, TRI Ongoing.

Planning and competitiveness (for Economic and Social Research Council)
Bramley, G., Kirk, K. and Russell, J. (2001) Planning Central Scotland: The Role of Infrastructure, Urban Form And New Development In Promoting Competitiveness and Cohesion, ESRC Cities Central Scotland Integrative Cities Study Policy Discussion Paper (Revised) -This paper focuses on issues of land-use planning, changes in urban form and the provision of infrastructure. It asks how far current processes and their development outcomes are promoting economic competitiveness, social cohesion and environmental sustainability, and looks at ways in which policy might help to strengthen the performance of the system against these criteria. Glenn Bramley, is in Planning at Heriot-Watt University/Edinburgh College of Art. Completed.

Statistics

SCOTTISH ECONOMY Revised Fraser of Allander estimates show 1.2% Scottish GDP growth in 2002 compared to 1.9% for the UK (H21Mar). SNP has attacked government for presiding over 9% growth in the Scottish economy since 1995 compared to 26% in south-east England (H15Mar) and has called for fiscal autonomy to ensure policies narrowing this gap. Labour has doubted the results of such autonomy, pointing to the present Scottish deficit.

SCOTTISH POPULATION The Scottish birthrate has fallen to the lowest ever recorded with population predicted to fall by 2% to just over 5m by 2016. These estimates conceal variations (and can be affected by actual developments in policy and individual choice)

POPULATION ESTIMATES 2001-16			
Highest Growth		Largest Fall	
Stirling	11.9%	Dundee	- 19%
West Lothian	11.8%	Eilean Siar	- 17.4%
East Renfrewshire	11%	Inverclyde	- 12.3%
East Lothian	10.9%	Aberdeen	- 11%

Edinburgh has projected growth of 3.8% compared to a 3.7% fall in Glasgow. These estimates have produced calls for stronger policies to assist rural areas and to encourage Glasgow, Aberdeen and Dundee relative to Edinburgh and the Lothians. In the Highlands, however, several islands, as well as Inverness, are expected to show continued growth. The Skye population has risen from 6200 thirty years ago to almost 10,000 while Mull and Arran have also had recent growth. Declining areas include Eilean Siar, Islay, Colonsay, Tiree, Cowal, Kintyre and the zone from Wick to Lairg (H22Feb,25&29Mar)

TOURISM Though transatlantic tourism is down, tourism is more buoyant than originally expected - including a rise in 'home' visitors. City tourism leaders have alleged an anti-city view on the part of VisitScotland yet city tourism has remained strong compared to more severe difficulties in rural areas (BusAM22Feb&11Apr;H20Mar&11Apr)

SCOTTISH FERRY TRAFFIC

January-March 2002 (with % change on 2001)

Sources: Caledonian MacBrayne and Western Ferries

	Caledonian MacBrayne		Western Ferries (McInroy's Point - Hunter's Quay)	
Passengers (thous)	663	3.6%	228	10%
Cars (thous)	162	10%	105	10%
Commercial vehicles	20,111	3.4%	2,026	7%
Coaches	1,163	0.5%	314	13%

AIR PASSENGERS (thousands) January-March 2002 (with % change on 2001)

Sources: Scottish Airports, Glasgow Prestwick International and HIAL

	ABERDEEN		EDINBURGH		GLASGOW	
Domestic	363	-5.5%	1,079	12.2%	934	9.1%
Internat. Scheduled	72	0.0%	330	35.8%	220	-2.2%
Internet. Charter	10	112.8%	53	32.5%	254	4.1%
Helicopter	107	7.0%				
TOTAL	552	-1.8%	1,462	17.4%	1,408	4.8%
	PRESTWICK		INVERNESS		OTHER H&I	
TOTAL	304	35%	76.8	7.6%	99.9	8.6%

Comment: Increased availability of flights has helped Edinburgh pull further ahead of Glasgow in usage of international scheduled services. Both airports, and Prestwick, continue to gain from increased use of low-cost airlines on domestic services and some international routes.

ROAD TRAFFIC Preliminary evidence suggests that Scottish road vehicle miles in early 2002 have been marginally higher than in 2001, influenced by the removal of the foot and mouth constraints which affected 2001 figures and by the impact of the ScotRail strikes and ban on overtime. Delivering Improvements (p7) anticipates overall road traffic growth of 16% on 2001 by 2011 and 27% by 2021 but also includes the aim of striving to use policies to contain traffic at 2001 levels. The feasibility of this target remains to be proven but it hinges on the ability to constrain the above average rates of growth being seen around Edinburgh, Glasgow, Aberdeen and some other towns. Research by Cahoot,

PORTS Clydeport imported a record 4.9 m tonnes of coal through Hunterston in 2001 with the closure of Longannet mine expected to lessen an expected fall to 3.5m/4m in 2002 (H6Apr) Forth Ports has announced a 9% rise in Grangemouth tonnage and 31% and 48% rises for Leith and Rosyth. Dundee had a more difficult year in 2001 (H26Mar&6Apr)

RAIL and BUSES ScotRail usage has suffered from strike action and from weakness in the leisure and tourism market. For the second year in succession, bus use rose in Scotland but only by 0.5%. City growth was higher. Local bus fares rose 1% in real terms, increasing by 27% over the past 10 years compared to 24% for GB and a rise of only 11% in motoring costs. Bus trips per head (at 85 per year) are 15% above the GB average - for fuller data see Bus and Coach Statistics 2000-01, Scottish Executive, March 2002.

SHS Travel Diary Results, Scottish Executive, February, 2002. Average trip distance was 9.7km though half of all trips were under 3.7 km. Fuller data is contained in the publication.

Trips by Main Mode of Transport 1999/2000					
Car or van driver	50%	Bus	10%	Pedal cycle	1%
Car or van passenger	16%	Taxi/minicab	2%	Other	1%
Walking	19%	Rail	1%		

Travel by Scottish Residents : Some National Travel Survey Results 1998/2000, Scottish Executive, April, 2002. An average Scottish residents travel an average of **7200 miles a year** in Britain, up 72% since 1975/76 with cars accounting for 85% of the rise in distance travelled. **Share of Distance travelled** Cars - almost 75% with **surface rail & local buses** about 6% each

Shopping trips now exceed **commuting and business** trips with distance travelled for shopping up 94% since 1985/86 compared to a 42% rise for commuting distances. 69% of distance traveled by men in 1998/2000 was as a car driver compared to 38% for women.

NOTE: These figures exclude the large rise in air travel beyond Britain

Railtrack has selected a new contractor to complete refurbishment of the Forth Bridge yet fears have been expressed that Railtrack is diverting track renewal funds and skilled workers from Scotland to schemes in England (BusAM2Apr). Plans to make **Haymarket** station fully accessible have been abandoned for the present. The very expensive second stage upgrade of **the West Coast Main Line** for 140 mph operation has been abandoned by the SRA with Virgin receiving compensation including payments for additional trains. Plans later this year are expected to shift SRA priorities to a **new north-south line for 187/200 mph operation** (see p16) This may be associated with a 20 year franchise for the **East Coast Main Line** though this is presently affected by mining subsidence causing a severe speed restriction to the east of Edinburgh. GNER is again investigating park and ride inter-city stations at **Musselburgh** and **Livingston/Kirknewton**. Due to an earlier than expected completion of landslip repairs, the **Inverness-Kyle line** reopened in late March while **Beaulieu** station reopened in April after a further delay due to HSE concerns.

Closure of the Longannet mine may have the effect of speeding up plans for rail freight reopening between **Stirling** and **Longannet** to aid movement of coal from opencast sites and Hunterston to Longannet power station. Funding has been granted to assist the project (H21Mar) Pressure continues for earlier decisions on **airport rail links**, especially to Glasgow. However, there has been concern that the proposed tunnel under Edinburgh Airport for Falkirk and Fife line trains could mean closure or downgrading of the present Fife line and **South Gyle** station. (EN26Feb) Scottish Executive funding towards expansion of park and ride at **Croy** has been announced.

Though a survey by the Campaign for Borders Rail has found that **the Central Borders railway** would

WALKING, CYCLING & CANALS

Pleas have been made for more **Scottish cycleways** to have full separation from roads rather than being narrow painted strips at road edges (S9Mar) The historic pedestrian route from **Craik** main street to the harbour has been restored in a £187,000 project involving Fife Council and the community council. The first phase of path works at Blinkbonny in **Midlothian** has been completed, giving good views without muddy feet. **Moray Council** has been successful in gaining funding for an Access Strategy while access studies are being completed in the Foxbar and Glenburn areas of **Paisley** (Paths for All Partnership). The official opening of the **Falkirk Wheel** and **Union Canal** reopening is expected to be performed by the Queen on 24 May despite substantial damage from vandalism at the almost completed Wheel. A campaign has started to ensure reopening of the final section of the Glasgow branch of the Forth and Clyde Canal to the **Port Dundas** basin (H2&19Mar,19Apr). **The Great Glen Walkway** has been officially opened as Scotland's fourth long distance path, from Fort William to Inverness (H1 May).

GREENHOUSE GAS EMISSIONS FROM TRANSPORT Without further policy and technical changes, greenhouse gas emissions from transport in Britain (excluding international aviation) are expected to rise from 5% above 1990 levels in 2000 to 20% above by 2010 and 33% above by 2020 (LTT28Mar)

Infrastructure

RAIL

have higher use than expected by the original consultants, others have argued that costs have been underestimated and the line would encourage an excessive concentration of growth around Galashiels. The SRA has agreed to survey the potential of the route as a through freight route (S4Mar) Additional parking has been provided at **Kilmarnock** station and the SNP has drawn attention to the need for an additional loop to permit a half-hourly service to Glasgow. **Raifuture(RDS)** has again called for **electrification** of the Edinburgh-Falkirk-Glasgow line and of the route to Aberdeen yet technical opinion is that the case for electrification has been weakened by improvements in diesel traction. The **Rail Passenger Committee (Scotland)** has called for urgent study of means of increasing rail track capacity at Scottish bottlenecks. Reliability was being affected by critical sections of route operating at 85% to 95% of capacity despite 75% giving the best operational performance (H29Jan)

Wendy Alexander has granted funding towards study of incorporation of a **West Edinburgh tram route** with plans for the Northern Circle with possible completion by 2007/08 (H6Mar). Prof Chris Harvie has argued that the opportunity should be taken for the joint ordering of trams for use in both Edinburgh and Glasgow. The extension of the **Tyne and Wear Metro** to serve Sunderland has been opened. Calls have been made for a switch from priority for major road schemes such as the M77 and urban M74 to hard commitments for improving public transport and reviewing fare structures (S14Feb)

Reopening of the 11 mile **Keith to Dufftown** railway has gained a Heritage Railway Award. The Strathspey heritage railway has been extended from **Boat of Garten** to **Broomhill** and plans are being prepared for the more expensive works required to complete the line to **Grantown-on-Spey**.

Expanding **major maintenance and renewal programmes** are creating new problems of traffic disruption while schemes are implemented - this includes the A8 between Baillieston and Newhouse. Further delays and costs are expected from programmes for **rail bridge strengthening** to carry 40 tonne lorries. Efforts to minimise the time taken to complete works are being intensified though the **AA** has claimed that more than a third of Scottish councils are underspending on road maintenance by a total of £28m a year - raiding transport allocations to pay for other services. COSLA has disputed this view but the AA data suggests serious underspend by Edinburgh, Aberdeenshire and Highland councils in particular. South Lanarkshire, Glasgow and Renfrewshire were found to be spending above notional allocations (S6Mar) Based on accident rates per vehicle mile, another AA survey has shown the **A889** north from Dalwhinnie to be the least safe road in Scotland followed by other rural roads while motorways and the Erskine and Forth Bridges emerge as having the best records (H&S18Feb) The public inquiry on the **traffic management and traffic reduction plan for central Edinburgh** has

ELECTRONIC NETWORKS

BT is pushing for a larger share of the expanding broadband market and has lowered charges. It is working on a pilot programme to bring fast internet access by satellite to remote areas in the Highlands & Islands. **OMNE Communications**, the cable company set up last year in Irvine is now offering broadband internet services to Scottish business and residential customers under a three-year plan to roll out services across south-west Scotland and north-west England. **iomart** is developing broadband services for Lewis in conjunction with Western Isles Enterprise and the local council (H8&26Feb; BusAM5&9Apr)

PORTS & HARBOURS

ABP has signed a 50 year lease allowing it to develop the former Ailsa shipyard at **Troon** for port-related activity rather than housing (H31Jan) New vehicle ferry terminals are being built at **Muck** and **Rhum** with **Eigg** to follow by 2004.



Troon Harbour

Herald, 22 Feb.

AIRPORTS

Donal Dowds of BAA sees a need for rail links to Glasgow and Edinburgh airports and for more aircraft parking space at central Scotland airports and a possible long-term expansion of runway capacity (BusAM &S27Feb). A 30 year view should appear shortly as part of the imminent Scottish Airports and Air Services consultation.

ROADS

begun. Glasgow City Council is to introduce £250 a year **parking permits** for Merchant City residents but without any guarantee that space will be available. Bikers have been rebuffed in campaigns for the right to use bus lanes in Edinburgh.

Deputy Transport Minister Lewis Macdonald has met the Grampian branch of the Institute of Management to discuss roads and transport needs of **north-east Scotland**. The Scottish Executive has announced schemes for full grade separation of the A9 accident blackspot at **Ballinluig**, for the **Auchenkilns** roundabout on the A80, for improvements at the A8 **Shawhead** interchange and for the A9 north of **Helmsdale**. Work has started on a £5m improvement on the **A1** between Bowerhouse and Spott Road near Dunbar. Conservative leader David McLetchie is pressing for grade separation on the Edinburgh Bypass at **Sheriffhall**. The Bank of Scotland has supported a business package to facilitate road access to Edinburgh Waterfront while studies involving Edinburgh City Council and the Forth Estuary Transport Authority are likely to see early provision of a replacement for the **A8000** between the Forth Road Bridge and the M9.

PLANNING and TRANSPORT

Recent developments are forcing the pace in policies for planning and transport. The strategic review of the planning system reflected agreement on the need for closer links between transport and planning in Scotland's city regions and this is being reflected in the last of the Structure Plan reviews and the shift towards Strategic Plans for those regions. A crucial issue will be Executive decisions on actual links in strategic plans between the **Cities Review** and the conflicting pulls of sustainable development and business perceptions.

NPPG17 on Transport and Planning remains the guiding document but will be modified by the finalised version of the draft **NPPG2** on Planning and Economic Development and the Delivering Improvements strategy. Current indications are that the Executive is concentrating on means of reducing congestion without a general increase in road capacity. On transport and parking, there is increasing stress on transport assessments rather than traffic impact assessments and on a downwards revision of maximum parking standards (BusAM15Apr). More work is being devoted to transport schemes and policies increasing city attraction without extra road traffic, especially at peak periods.

The stated intention is to shift from dispersed urbanisation towards greater development within cities and their immediate surroundings in conjunction with improved links between the five cities (with apologies to Stirling as the new sixth city) and revised policies for strengthening external links. The view is being taken that job and population growth prospects for Scotland in global markets will be concentrated on cities and their commuting hinterlands. This does not reflect a neglect of rural areas but a considered assessment that, at best (though always with some exceptions), policies for such areas will have tough targets in maintaining their existing population. This contrasts with the considerable success of many parts of the Highlands and Islands – in addition to Inverness itself – in achieving population growth well above the Scottish average since 1961. Yet as Jim Hunter,

HIE Chairman, has argued, the future success of such areas is more likely to depend on direct incentives for local enterprise, affordable housing and a relaxation of the principles of sustainable development applying in urbanised Scotland (BusAM26Mar).

In urbanised Scotland, the big questions relate to transport's impact on the form of urban development, to priorities for corridor and external links and to whether competition or a spatial strategy should influence development in the five cities. The draft Structure Plan for **Edinburgh and the Lothians** has attracted strong criticism from Transform Scotland, SAPT and the Cockburn Association on the grounds of favouring excessive and dispersed growth within the Lothians rather than tighter immediate priorities to complete urban regeneration in Edinburgh and to encourage improved commuting other than by car from the west of Scotland, the upper Forth, Fife and the Borders. Major housing growth in East Lothian has been criticised on sustainability and environmental grounds while still attracting strong support from developers, house builders and those seeking rural lifestyles. The Executive will soon have to respond to these issues and to similar ones arising around Glasgow. The sustainable development principles of the **Glasgow and Clyde Valley Structure Plan** have now been endorsed by the Executive, with an increased emphasis on Glasgow itself.

In **west Edinburgh**, strong development pressure have led to a decision by the Executive to introduce the first NPPG with a spatial focus for this area. This is likely to include detailed endorsement of a West Edinburgh tram route, rail access to Edinburgh Airport and improved public transport towards Glasgow, Lanarkshire, the Upper Forth, Fife and Dundee. An implication may be some down-grading of priorities for rail improvements to East Lothian. This development also reflects some shift in initiatives from Edinburgh City Council to the Executive and could be the forerunner of a wider strategy for the introduction of road user charging across central Scotland.

URBAN HINTERLANDS

Rival plans for two urban villages in **East Lothian** have been announced – one on a former opencast coal site at **Blindwells** adjacent to the A1 and railway and another on farmland at **Drem**, possibly served by a new halt on the North Berwick branch line (S20Feb&8Apr) Barratt is to build 800 homes at **Dunbar** and **Dunfermline**. However, efforts by builders to ensure higher targets for house-building in **north-east Scotland** have been rejected in a court decision (BusAM11Apr) The former **Lennox Castle Hospital** 500 acre site north of Glasgow is likely to be redeveloped for housing and leisure (H2Apr) Proposals to expand out-of-town shopping at **Straiton** beside the Edinburgh Bypass have led to concern by council officials at serious damage to shops in Dalkeith and Penicuik (EN27Mar) The newly opened Adventure Centre at **Ratho** is to add 13,000 sq.feet of office space (H28Mar) **Ikea** is

considering a substantial investment in online ordering to ease congestion at major stores (including Straiton & Hillington)(BusAM 26 Mar) A further 40,000 sq.feet at the hi-tech **Alba Campus** in Livingston has opened along with expansion of warehousing at **Eurocentral** (both sites on the M8 corridor) **Chesterton** report that out-of-town retailing had buoyant rentals in 2001 (H7Mar) Further expansion has been announced for the theme park at **Strathclyde Country Park**. Opened in 1996 with 20 staff, 180 are now employed (H6Mar) Macdonald hotels are planning a £40 m expansion at the **Inchyra Grange Hotel** outside Falkirk adjacent to the M9 (H19Feb) Efforts are continuing to secure major developers for the massive **Ravenscraig** site in Lanarkshire into which £30 m has already been invested (H21Feb) A three phase development of **Babcock Business**

CITIES & TOWNS

Glasgow has claimed to be achieving higher economic growth than **Edinburgh** (H12Apr; BusAM 15Mar) yet there are conflicting views of the data (BusAM12Apr) and reports of an office construction collapse in Glasgow (BusAM19Mar) plus strong evidence of growth pressures in west Edinburgh, including the planning application by the **Royal Bank** to locate its world headquarters at the former Gogarburn hospital site (H&BusAM8Mar). There is some relative shift of commercial activity away from city centres to other locations closely attached to cities e.g Clyde Waterfront in Glasgow (H26Feb&21Mar) and west Edinburgh and Granton/Leith Waterfront.

Plans for two financial districts to the west of Glasgow city centre (one at Broomielaw and one at Glasgow Harbour) are gaining momentum (BusAM25&26Mar;H26Mar) At the same time, housing and leisure/tourist activities in city centres have been growing.

After being empty for eight years, the former central Post Office in Edinburgh is being converted to offices but a similar site at George Square in Glasgow has been converted to up-market flats. Heron House in the city centre has been converted to flats. Edinburgh has fallen behind Southampton and Reading as a shopping destination. **Marks and Spencer** is to expand floor space at their Gyle Centre shop in Edinburgh by one-third(EN11Mar)

Akeler have completed an off-centre office and business park at Central Quay on Glasgow's Broomielaw. The site allows greater parking – 1548 spaces – than would be possible in the city centre (H21Mar).

It is hoped that **Selfridges** will soon decide to open its fourth UK store at Edinburgh's Ocean Terminal. Forth Ports has gained planning permission for 3000 homes and other developments on man-made land on the adjacent **Western Harbour** site (S1Apr)

Park between Renfrew and Paisley has begun (H14Feb) The property company of Rangers chairman, David Murray, is making a second attempt to gain planning consent for **Kingdom Park**, a large office and leisure development on the edge of Kirkcaldy to follow on from opencast mining (H6Feb) Environmental issues are delaying development at **Gartcosh Business Park** beside the M73 (BusAM10Apr). Irvine may be the site for a **new paper mill** but there are concerns about the quality of rail and road links compared to other sites in Europe (BusAM8Apr) **Central Car Auctions** have moved from Scotland St to a larger and more accessible site at Baillieston (H8Apr) Given a rise in regional aid, **Rolls-Royce** seems set to remain in Scotland but intends to close the Hillington plant and move to a new site at **Inchinnan** or **Eurocentral** (H19Apr)

1 Introduction

This note derives from interviews conducted in households across Scotland in 1999, 2000 and the first four months of 2001, unless otherwise specified. Results are weighted to take account of differences in the probability of households being included in the sample. Householders were asked about Orange or Blue Badges, awarded under the scheme of parking concessions for disabled and blind people. (NB: over the period from 1st April 2000 to 31 March 2003, Orange Badges are being replaced by EU Blue badges) Questions were also asked about whether persons had a disability or long standing health problem. If they did, then the condition that best describes the disability or health problem was recorded in a question which was added to the survey with effect from January 2001. Therefore, such figures are from interviews conducted in the first four months of 2001. Information about travel to work, and whether adults have any long-standing illness, health problem or disability that limits their daily activities or their work, was obtained from a randomly chosen adult in each household. If they did have a disability or health problem, they are asked to identify any activities from a list that they would normally find difficult to manage on their own. The survey results have been weighted to represent the adult population.

2 Limitations on Daily Activities

About 23% of adults were affected by a long standing illness, health problem or disability that affects their daily activities. 10.1% of adults reported difficulty walking for at least 10 minutes, 6.5% reported difficulty using a bus, 4.8% reported difficulty using a train, 2.2% reported difficulty using a car, and 2.1% reported difficulty using a taxi. The figure shows these results in the context of other difficulties that affect adults. The difficulty that seems to affect the largest percentage of adults is climbing stairs (11.1%).

3 Orange/ Blue Badges and Types of Disability

4% of adults aged 16+ had an orange or blue badge. Almost 25% of permanently sick or disabled adults had a badge, as did 9.7% of those who were permanently retired from work, 4.5% of those unable to work due to short term ill-health, and 2.9% of those looking after home/family. Under 1% of adults in employment had a badge. 5.2% of adult badge holders work: 3.0% travel to work as a driver of a car or van, 0.5% as a passenger in a car or van, 0.4% by bus, and 0.6% walk to work.

Data on types of disability relates only to the first four months of 2001. The underlying sample upon which these results are based is small (389 badge

holders), so please be cautious when using these results. People were allowed to report more than one type of illness or disability. 57% of badge holders were affected by problems or disabilities related to legs or feet, 34% were affected by heart, blood pressure or circulation problems, 27% were affected by problems or disabilities related to neck or back, 24% were affected by problems or disabilities related to arms or hands, and 19% were affected by chest or breathing problems (asthma/bronchitis). Badge holders were also affected by difficulty hearing (10%), diabetes (9%), difficulty seeing (even when wearing spectacles/contact lenses) (8%), and severe stomach, liver, kidney or digestive problems (7%).

4 Background and Further Information

As with all such surveys, factors such as sampling variability and non-response bias may affect the results. SHS questions on transport were listed in issue 5 of "Scottish Transport Review" (page 19) and some results have appeared in each of issues 6 to 16.

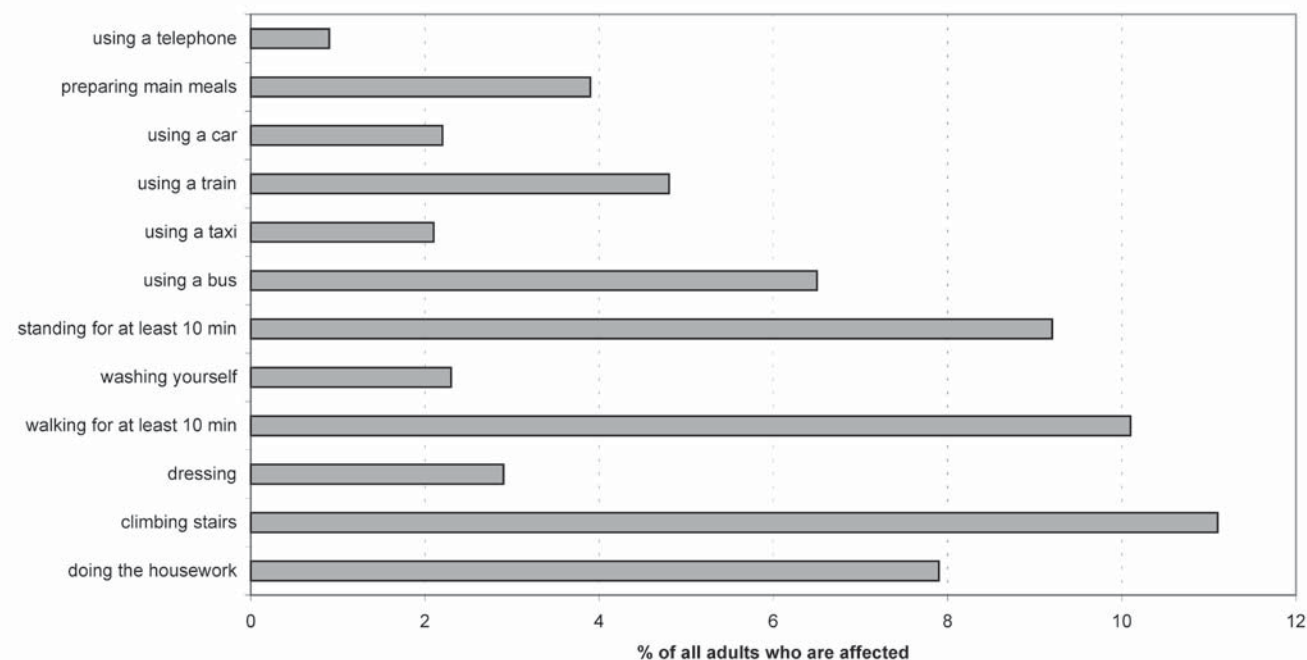
The following SHS publications are available from The Stationery Office Bookshop:

- "Scottish Household Survey Bulletins" (£5 each - ISSN 1467 7393)
- "Scotland's People - Results from the 1999/2000 Scottish Household Survey", volume 3 - annual report (£20 - ISBN 0-7559-0230-0) and volume 4 - technical report (£15 - ISBN 0-7559-0231-9)
- "Scotland's People - Results from the 1999 Scottish Household Survey", volume 1 - annual report (£20 - ISBN 1-84268-026-9) and volume 2 - technical report (£15 - ISBN 1-84268-066-8)

The annual report volumes of "Scotland's People" and the "Bulletin" provide figures on a range of the topics covered by the survey, including some analyses of transport-related data, and brief background notes on the survey and the SHS urban/rural classification. The technical report volumes of "Scotland's People" provide a detailed description of e.g. the method of selecting the sample, the questionnaire, fieldwork and response rates.

An anonymised copy of the SHS data for 1999/2000 is available from the UK Data Archive (www.data-archive.ac.uk). Further information about the SHS can be found on the SHS website, at <http://www.scotland.gov.uk/shs>. Enquiries should be made to the SHS Project Team: Tel: 0131 244 7557 FAX: 0131 244 5393 Email: shs@scotland.gsi.gov.uk.

Percentage of adults (16+) who are affected by a long standing illness, health problem or disability that limits their daily activities



Anglo-Scottish Rail Prospects : A Comment from the Editor

On 12 April, a Business AM headline claimed that Scotland would lose out on the 190 mph high-speed line being examined by the SRA. Stuart Baker of the SRA was reported as telling a rail industry meeting in Glasgow that no new line would enter Scotland while Eric Ross, Chairman of SPT, expressed fears that improvements would focus exclusively on the London-Manchester section of route. An impressionistic BusinessAM map suggested that a high-speed route might run from London via Leeds to Edinburgh via some extremely difficult terrain in the Pennines and Cheviots yet the article itself confirmed that detailed alignments will only be examined if a preliminary report by W S Atkins to the SRA report due in October confirms the value of a high-speed link (LTT11Apr). The very high costs and disruption of raising existing routes to 140 mph have already led to abandonment of plans for 140 mph running on the West Coast Main Line yet this finding may strengthen the case for the examination of lower cost 190 mph TGV style routes devoted entirely to passengers and premium parcels. This was a concept favoured by Richard Bowker, now SRA Chair, in his previous capacity with Virgin. The Virgin group bidding for the ECML franchise in 2000 included substantial sections of new high speed line in England allied with existing route on less congested sections (STR ISSUE 9, Rear Cover). A modified scheme may well emerge in the context of revived SRA proposals for a 20 year GNER franchise adapted to offer greater benefits for hub airport access and for 'middle England', Manchester, Leeds and Newcastle. It would be wrong to assume that this would offer no benefit for Scotland. Though not involving new construction in Scotland, the 2000 scheme did include a 14 mile cut-off to avoid the severe curve through Morpeth, cutting Edinburgh-Newcastle times to 70 minutes and, with further new build to the south, giving a 3 hour 15 minute timing from Edinburgh to London (with the option for direct access to the high-speed Channel Tunnel link now being built through East London to St Pancras/Kings Cross).

Adding in the Dunbar cut-off included in the Edinburgh and Lothian Structure Plan, an inland bypass for Berwick-on-Tweed and a York Bypass, this route (still relying on existing track for some 40% of its length) could offer London-Edinburgh times under 3 hours by 2015. Trains could run through on an improved route via Lanarkshire to Glasgow in some 3 hours 30 minutes. Sheffield, Manchester and Leeds could be served by spurs from the route finally selected, allowing relieved southern sections of the present West and East Coast Main Lines and allied routes to concentrate on a mix of freight and intermediate services not exceeding 125 mph. On this basis, Anglo-Scottish prospects for both rail passengers and freight can be interpreted as brightening rather than receding. Critical factors in final decisions are likely to be capital cost evaluations and the assessment of other costs and benefits - including a significant shift of sub 500 mile domestic trips from air to rail and extra capacity for freight and regional trains on existing lines. Note: The completed 430 mile TGV route from Paris to Marseille has given rail a 60% share of the rail/air market (Source: Railway Gazette, May p245).

RURAL TRANSPORT by Brian Mason, Angus Transport Forum



New vehicles at Carnoustie Conference, April 2001

The Forum has been successful in securing £250,000 of funding to introduce an innovative Demand Responsive Transport Scheme in the rural areas of Angus north from Alyth, Kirriemuir and Brechin. After 100 meetings over the past 18 months and support from Angus Council, NHS Tayside, the EU Fifth Framework and Objective 2 Programmes and many other bodies, this important pilot project is up and running, based at Stracathro Hospital and with initial funding for 3 years. The project should bring improvements in access to employment, childcare, training, shopping, leisure activities and health care and could set important precedents for improving rural public transport throughout Scotland - mainly through better use of existing resources and giving benefits for both residents and visitors.

The Project will have direct access to European expertise in Finland and Italy where similar schemes already operate. Newcastle University has been appointed to monitor and assist the Forum. It is the first time that a Scottish voluntary organisation has

been involved in a tri-national EU project and marks substantial progress since the conference at Carnoustie in April, 2001 (STR Issue 14, p 12-15). Local bus and taxi operators are also supporting the initiative while local people and organisations have been involved in the pilot design. Four vehicles will be fitted with Telematics allowing the control centre to advise the driver of passenger requests and identify the location of vehicles. Journeys will focus on bringing people to/from rural areas to Alyth, Kirriemuir and Brechin - giving improved access to facilities in these towns (and interchange with other buses).

Three Forum members are now trained to MiDAS minibus drivers assessor standards - allowing them to train others to national standards. Minibuses are fully accessible and are available to groups affiliated to the Angus Transport Forum.

For further information, contact Brian Masson, Rural Transport Development Officer, Angus Transport Forum, Estates Dept., Stracathro Hospital, BRECHIN, Angus DD9 7QA e-mail atforum@tiscali.co.uk - see also EMIRES, p20.



Business AM, 12th April 2002

Fast Ferries from Ardrossan

By Alfred Baird, Head, TRi Maritime Research Group, Napier University

Clydeport plc, in conjunction with North Ayrshire Council, commissioned Napier University (TRi) in association with Heriot-Watt University to investigate the potential to introduce new fast ferry services from Ardrossan. Operating patterns were analysed for fast ferries serving a number of routes. Ardrossan, being adjacent to the open sea and with minimal speed restrictions, offers a potentially attractive location for fast ferry services.

Between Ardrossan-Brodick (12 nautical miles), a fast ferry service would represent an innovative alternative and major enhancement to the well-established conventional service. Between Ardrossan-Tarbert (24 nm), which would be a new ferry route, a fast ferry was considered necessary in order to compete with the all-road alternative.



Market perceptions

Additional research was undertaken in relation to the proposed Ardrossan-Tarbert ferry service. As this would be a new ferry route it was necessary to identify the main traffic flows, and to establish user perceptions towards a new ferry service. Overall there was considerable support in principle for the idea of a new Ardrossan-Tarbert ferry service, although price and level of service were regarded as crucial to the success of the route.

With respect to visitors, the ferry service would open up the area to the day-trip market to the benefit of Campbeltown and other areas. Tour firms operate excursions into Kintyre but only as far as Tarbert at the moment - Campbeltown is felt to be 'too far away' to continue on to. Tour operators reported a definite interest in the proposed ferry link. There would also be potential linkages should the Campbeltown-Ballycastle link be reinstated. The Kintyre freight market is believed to comprise over 10,000 HGV movements per annum. Whilst a number of transport operators expressed interest in the new link, a ferry operator would need to ensure the service met the differing needs of each specific freight sector (e.g. supermarkets, timber, fish etc.).

Generalised Costs

Compared with the current route (i.e. the A83 road), a new fast ferry service via Ardrossan would generate vehicle operating cost and time-savings for users. For cars transported on a new Ardrossan-Tarbert fast ferry service, and for all main centres in Kintyre (and to the islands of Islay, Jura and Gigha), the ferry offers trip time-savings of up to 43 minutes, road savings of over 80-kms, and vehicle operating cost and fuel savings compared with the current road option.

For the freight market, routing traffic via Ardrossan-Tarbert would result in savings in trip time of up to 1 hour, a saving of 108 vehicle-kms, plus vehicle operating and fuel cost savings. For Ardrossan-Brodick the fast ferry would afford a time saving of 19 minutes for all vehicles, an improvement of more than one third compared with the current sea transit time.

Ardrossan therefore offers considerable road vehicle cost advantages in serving Kintyre. In terms of actual vehicle operating expense, the cost for the sea leg of any journey (excluding ferry charges) is about half that of the road journey. Between Glasgow-Tarbert, routing traffic via Ardrossan reduces the road distance travelled by more than two-thirds (47 kilometres compared with 155 kilometres via the A83). The net effect of this for an HGV is a vehicle operating cost saving of approximately £65.00 plus a time saving of one hour per single trailer trip. Potential savings increase for unaccompanied trailers as the majority of vehicle operating costs relate to the tractor unit and driver, whereas the trailer on its own represents a relatively small proportion of costs.

Fast ferry viability

Currently one large fast ferry of the type necessary to maintain a reliable year-round service would offer too much capacity if serving Brodick or Tarbert alone (i.e. a ship dedicated to each route). One way to overcome this market size constraint and still introduce a fast ferry service to Brodick and Tarbert would be to deploy the same vessel to serve both routes. In terms of service frequency, a single 35-knot fast ferry as modelled would be able to maintain the current level of service in relation to Brodick (i.e. 6 roundtrips/day at peak periods), and provide 3 roundtrips/day between Ardrossan-Tarbert. In effect, one fast ferry is able to meet the needs of both routes.

In estimating the viability of the fast ferry service, costs are based on a 35-knot craft offering capacity for 782 passengers, 110 cars, and 10 coaches/trailers (i.e. a vessel similar in size to the current CalMac ship serving Arran). A vessel offering this capacity is capable of accommodating the present Arran market (plus offering scope for traffic growth), as well as the expected share of the Kintyre market that would be attracted to the new link. An important assumption is that the fast ferry is deemed to be a replacement for the present conventional ship serving Brodick.

The study concluded that a combined Ardrossan-Brodick/Tarbert fast ferry service would need an operating subsidy estimated at between £1.0-2.0 million per annum but reducing over time.

Port facilities

While Ardrossan and Brodick already have ferry terminals for the CalMac service, a new terminal would need to be built in Tarbert. The East Pier in Tarbert has been identified as the best site for a new terminal, however, there may be a need for a new short access road bypassing the town centre and connecting with the nearby trunk road.

Environmental Impacts

Net environmental benefits resulting from Ardrossan fast ferry services are likely to be considerable. In the case of the Kintyre service, there is potential for a large number of trucks and cars to be taken off the road, which is far longer than the direct sea option and subject to seasonal disruption.

In terms of the generalized cost of transport, and the related external costs and environmental impacts, routing traffic for Kintyre via Ardrossan is in all cases a competitive and more environmentally friendly option.

State Aid

Findings from the study suggested public subsidy will be needed for an Ardrossan-Brodick/Tarbert fast ferry service, and support will also be necessary to help develop essential terminal and associated road infrastructure in Tarbert, in addition to any improvements needed at Ardrossan. State aid applied on the basis that a service meets a Public Service Obligation (PSO) may be available to assist costs associated with an Ardrossan-Tarbert fast ferry service. The EU has accepted in principle the concept of mainland-mainland ferry service subsidies where there are justifiable reasons (i.e. remote peninsula, circuitous road etc.) for such support. The Ardrossan-Brodick route is already designated a PSO and a new Tarbert link will need to be similarly regarded.

Way forward

As a new Tarbert service would need to 'work in' with the Brodick service, and as CalMac operate the latter, CalMac may be interested in the possibility of operating an Ardrossan-Brodick/Tarbert fast ferry link. A combined Ardrossan-Brodick/Tarbert ferry service employing fast craft offers an innovative opportunity to better serve island and remote communities and is expected to be of considerable interest to the Scottish Executive during the forthcoming CalMac tender process.

Local authorities', enterprise and tourism agencies, ports and other affected organisations need to consider a joint strategy to ensure an Ardrossan-Tarbert ferry route is designated a PSO. A strong case can be made for this based on the study's findings relating to the advantages a fast ferry service would bring for both freight transport and inbound tourism, in addition to enhancing accessibility for residents, resulting in substantial economic benefits for the communities concerned.

Scotland's Ferry Services

Summary of Conference organised by Capital Conferences Scotland and the Scottish Forum for Modern Government at RGU - held in Edinburgh on 12 April

Dr Alfred Baird, Head of the **TRI Maritime Research Group** at Napier University gave an overview of ferry prospects in Scotland and on longer routes to Ireland, within Britain and to the continent (for fuller comment on fast ferries, see p9). He outlined relatively stable usage levels in the 1990s but rising financial support for internal services and said that it was important that new arrangements gave greater scope for innovation. He noted the particular challenge for the **North Channel routes** from Loch Ryan of low cost airlines and longer shipping routes operating direct from Northern Ireland to England and to Ayrshire. Yet this change was also improving prospects for longer coastal routes from Scotland and to the continent. Within Scotland, he mentioned other operators, including Western Ferries on the Clyde, the Corran Ferry and the small and very tourist-oriented Cromarty-Nigg vehicle/passenger ferry. Other passenger ferries and excursions also operated, mainly without subsidy. In addition to the imminent **Rosyth-Zeebrugge** ferry, he saw expanding prospects for freight-based coastal shipping and for some passenger-based urban or estuary services on the Clyde. The Forth had potential for new services, avoiding congestion on the Forth Bridges and linking directly with waterfront developments in Edinburgh. Political and financial issues included the principle and level of state support, not just for lifeline services, but to provide a level playing field with rail and counter the low charges for road transport at the point of use. He felt that the focus of any expanded support should be on terminal infrastructure, start-up costs and integration with other modes.

Bristow Muldoon, Chair of the **Transport and Environment Committee** provided a view of ferries as seen from the Mound. He concentrated on internal ferries and on the reasons for the Committee's decision to give support to the successful efforts by the Executive to secure a unified tender for CalMac services under EU competitive tendering rules. **Alasdair McNicoll**, Acting Commercial Director with **CalMac**, then provided an outline of the anticipated arrangements for CalMac bids for a five-year franchise, including the separating of the company into an Operating Company and a company owning vessels and terminals - required by the EU to provide transparency in the bidding process. After the bidding process, it was expected that the first five year contract would run from spring 2004. **Bill Davidson**, Managing Director, **Northlink**, provided information on the more advanced arrangements for the joint owners of Northlink, CalMac and the Royal Bank of Scotland, to take over the present P&O Northern Isles routes. Three new vessels were almost completed. They would provide higher levels of comfort, shorter crossings and timetables and fares more suited to resident and tourist needs and to freight operators. Support levels would be constrained under the first five year contract with a major risk element passing to the operator. Apart from livestock, EU rules did not permit support for freight. However, a market opportunity had been seen for a new Orkney to Aberdeen freight service, possibly linking to the Rosyth ferry.

Turning to the south-west, **Denis Galway** of **P&O Irish Sea** emphasised that the North Channel was the dominant and subsidy-free crossing to Ireland yet its relative position was under pressure from air travel, direct ferries and sub-standard road access to Larne and to Loch Ryan. The former was being improved but there had been major delays with A75 and southern A77 improvements in Scotland. **John Burrows** of **SeaCat** confirmed that these problems had influenced its shift from Stranraer to Troon and its involvement in routes from Belfast to Heysham and Dublin to Liverpool. **Councillor Robert Higgins** from **Dumfries and Galloway Council** and the **North Channel Partnership** drew special attention to local concerns about reductions in, or withdrawal of, the remaining Stranraer service and stressed its importance for the south-west and for indirect jobs in Scotland and in Ireland. He hoped that the Rosyth ferry would encourage 'bridge' operations between Ireland and the Continent via Scotland and the partnership was also pressing strongly for firm dates for a series of A75 improvements.

Yannis Criticos of SUPERFAST and **Alastair Macleod** of CLYDEFEST then provided information on the two new fast ferries due to start in May/June. Yannis said that the daily SUPERFAST service from Rosyth would start on time on 17 May and already had encouraging bookings (see STR ISSUE 15, p 14-16). Alastair said that the passenger only fast ferry service from Rothesay to the Broomielaw via Dunoon, Greenock and Braehead would start in mid-June. It was hoped to use a larger 250 seat vessel from 2003 and to extend the service to Brodick and to other pontoon jetties along the Clyde. He would welcome public aid towards jetty provision but was not otherwise seeking financial support. However, the service to Broomielaw would cease unless clearance on the proposed Finnieston Bridge was increased. Trials had shown that problems from wash would be no greater than from existing larger, but slower, vessels.

Finally, **Mike Lunan** (CalMac & Rail Users Committee), **Phil Flanders** (Road Haulage Association) and **Dr Brian Hay**, VisitScotland provided views on improving facilities (including interchanges) for ferry passengers, on ferry freight prospects and on ferries in relation to tourism.

DISCUSSION

There was agreement that prospects for ferries and shipping were improving within transport networks. More businesses and public bodies were becoming aware of the wider advantages of ferries in addition to the traditional focus on lifeline links to the western and northern isles. It was felt that EU rules had forced a franchising approach to these services though views on the advantages of unified franchises were divided. Most felt that these offered marketing and operational advantages though Alfred Baird felt that they could constrain innovation. Northlink was seen as an example where public support had been included in a partnership including significant private risk despite an initial contract period of only five years. It was noted, however, that if Northlink lost a subsequent franchise, there were arrangements to provide some cushion for the company risk in investing in new ships. CalMac was following a different pattern with the Scottish Executive retaining a larger direct involvement in new ship decisions affecting the vessel company (VESCO).

The North Channel attracted much comment with views expressed that this unsubsidised crossing had been neglected by the Scottish Executive compared to the time and funds apparently being devoted to the restoration of the Campbeltown-Ballycastle service from 2003. It was pointed out that the route had experienced added problems with the shift of traffic towards the Dublin to Liverpool and Holyhead routes, aided by good road access and by euro/£ exchange rates and lower fuel duties in the Irish Republic. Smuggled fuel was also causing a hazard on North Channel services while restricting fuel purchases formerly made by through vehicles in Dumfries and Galloway. A more integrated approach to these problems was considered desirable, including a measure of support for North Channel routes, some road priorities and possible linking services from Loch Ryan to Campbeltown via Larne. With increased political stability in Northern Ireland, services stood to gain from tourism expansion, including short-breaks and linking with options to travel through Galloway and up Kintyre.

Regarding estuarial fast ferries, some doubts were expressed about a through service from Rothesay to the Broomielaw. CLYDEFEST saw this service as complementing existing services but it could also be seen as competing with ferry and rail services supported in part from public funds. While CLYDEFEST would offer a faster service from Dunoon to central Greenock, it would break the traditional link with rail and local buses at a Gourrock interchange already agreed to be in need of major improvement. Nevertheless, it was agreed that there were opportunities for new-style ferry services along the Clyde.

Scotland's Transport Vision : Comments

John Russell for Pedestrians Association & Living Streets Scotland

Neither Wendy Alexander nor Lewis Macdonald in their introductions to Delivering Improvements have given any attention to walking despite its central and acknowledged importance in the Executive's stated objectives for inclusive and sustainable transport. On delivery, the 'Route Map' for walking is blank as it is for cycling. Walking, cycling and safer routes to school have made some gains from £20m in existing funding decisions to 2004 but there are no indications beyond 2004. With £730m allocated for motorways and trunk roads, £90m for air services and £30m for piers and harbours, it is clear that walking and cycling hardly register in the Executive's funding priorities. Local authority maintenance budgets have received an extra £70m but will this be used to restart planned maintenance and improve the many pavements in desperate condition? These are drops in the ocean, though in the right direction, after years of neglect.

The Delivery Report fails to provide continuity and development of this shift in direction beyond 2004. None of the top 10 priorities mention walking. Public realm improvements get a mention (with reference to Aberdeen) but evidently don't qualify for transport budget funding despite their importance for walking. The Report is also silent on numerous regulatory issues which the Executive should be addressing. These do not involve public money but can deliver substantial real improvements in the walking environment. Meanwhile, a Walking Strategy for Scotland has still to emerge even in draft form.

The present document does not really provide a delivery plan in line with government objectives. Instead, there is much blowing of trumpets and extensive lists of projects already committed but only a few grand projects and gestures for the future. There is a throwaway line on stabilising road traffic at 2001 levels over the next 20 years but little evidence of a demand management framework. Actual proposals, including throwing money at some major schemes, cannot succeed in dealing with urban congestion problems stated to be the top concern. There is no recognition that public transport systems, still less rail ones, provide only a small component in solving urban problems. Yet walking or cycling are the only available or viable alternative modes to the car for most local trips. Even worse, there is no vision which sees public realm improvements as essential for economic competitiveness and environmental quality in our cities, towns and villages - as well as for the greater inclusion of those without cars and encouragement for those with cars to leave them behind for some if not all local trips.

If this Report accurately reflects current ministerial priorities, then we are back with walking being ignored as a significant mode of transport as well as a benefit to health. Instead of advancing the systematic and comprehensive upgrading of walking networks possible through transport budgets, we are back to scrabbling around for selective improvements to the walking environment from other budgets on an ad hoc basis. Walking will remain the 'poorhouse mode' of transport and the quality of our environment and our lives will be diminished.

Living Streets Scotland

This is a new body formed on 1 May. It provides a Scottish level for the Pedestrians Association which previously only had local branches. Living Streets will campaign for a pedestrian friendly environment across Scotland. The name change follows the launch of UK Living Streets in Summer 2001.

Tony Grant, Manager, Sustrans in Scotland

Sustrans is disappointed with the Transport Delivery Plan which is, in effect, a wish-list of road and rail schemes not backed up by facts and figures to justify the spending. No-one would guess from this document that 43% of Scottish households still don't have a car!

Despite the reasonable spending in recent years on cycling, walking and safer streets, there is little in the document to give hope for continuing investment. With two thirds of all trips in Scotland under five miles (an ideal cycling distance) and just under half of trips less than two miles (easy cycling & walking distances), and the Executive's priority set to tackle urban congestion, why is considerable investment for these modes not being planned?

The disbanding of the dedicated cycling, walking and safer streets section of Transport Division 3 and its integration into road safety gives the message that cycling and

walking are a road safety problem rather than solutions to the transport dilemma in their own right.

Freight-Related Comments

Bob Armstrong, Regional Director, FTA

FTA members in Scotland have given a qualified welcome to the new Delivery Plan. At one point prior to publication it looked as though the Plan would be downgraded to a report and contain only those projects for which certain funding was available. Fortunately, the Executive was dissuaded from this approach and the Plan, while thin on detail, does look to the future and cites some useful transport projects which will take longer than the cycle of the strategic spending review to accomplish.

Of the Ten Priorities outlined in the Plan, nine are primarily public transport projects. The opening of the Stirling-Alloa-Kincardine railway is a mixed passenger/freight scheme including passengers as far as Alloa. From the freight operators point of view the early improvements to the trunk road network, and in particular the junction improvements at Auchenkilns on the A80 and the Shawhead interchange on the A8, are especially valuable. These are the main arteries of the central Scotland (near) motorway network and are suffering congestion on a daily basis. The A80 serves not only the central belt but also the north and north-east.

In the longer term FTA believes that the Executive must upgrade these roads to full motorway status and it is interesting to note that this has not been ruled out in the Delivery Plan. The Executive will take decisions after studying the outcome of the Central Scotland Transport Corridor Multi-modal Study. In the end FTA members who are predominantly users of transport by all modes want choice and above all else reliability. The Delivery Plan goes some way towards providing this reliability but there needs to be a sustained strategic approach to the improvement of Scotland's transport infrastructure.

Graham Meiklejohn, Public Affairs Officer, EWS Railway

Delivering Improvements must be welcomed because of its vision towards focusing on the urgent need to tackle congestion problems (road and rail) as well as completing vital missing links in the Scottish transport network. While the Report is heavy on detail from projects past, it confirms that the next steps towards delivery of targets will be rolled out in future plans. By definition, the Executive must retain its commitment to a growing rail freight industry in order to meet these objectives.

The long-term strategy to stabilise road traffic levels at 2001 levels by 2021 requires deliverance on the vision to resolve congestion and complete missing links. In terms of rail freight, a major increase in freight trains and tonnages will be required to meet this strategic target. The Executive clearly states that Scotland's railway is part of the GB network and must be managed and operated in a way that is consistent with the rest of the country. The plans of the Executive will fail if capability to meet Scottish rail freight needs is not factored into programmes for the East and West Coast Main Lines.

The Executive and EWS have a shared goal - to increase the amount and modal share of freight by rail. However, major policy decisions which affect the freight side of the Executive's delivery plan lie with the Office of the Rail Regulator, the SRA and the UK government. The Executive needs to ensure that policy decisions from these bodies do not hinder Scottish objectives. The SRA has listed reinstatement of the Stirling-Alloa-Longannet line as part of their Strategic Plan and the study for the Executive by MVA has confirmed that reopening of this line would give value for money whether for freight only or with passengers. The Executive needs to demand that the SRA work with it to press the final 'go' button on this urgent reinstatement. Rail improvements from the replacement ScotRail passenger franchise cannot happen without this route being reopened. The Executive, as it says, must co-ordinate policies to ensure delivery. It can therefore be expected that progress on infrastructure projects, road user charging and congestion reduction will occur. We have the Report - now we need the action.

Scotland's Transport Vision : Comments

Iain McMillan, Director, CBI Scotland

There is much that Scottish business can welcome in the Transport Delivery Report. In particular we support:

- The commitment to tackling the serious congestion in Edinburgh through new public transport initiatives. This will help promote further economic growth in Edinburgh
- The commitment to tackling rising congestion in Aberdeen, and to looking at the case for the Aberdeen bypass as part of this
- The proposed upgrade of Edinburgh Waverley
- The expansion of 'park and ride' facilities

We also welcome the £20m improvements to the A8 and the A80. However, we would have preferred a firm commitment now to full motorway upgrades for these 'missing links'. But we recognise that the relevant Multi Modal Studies have not yet been completed - it will be important that once these Studies have been finalised and published, there is rapid progress on implementing their findings.

What was missing from the Report? Well, we were disappointed that there were no plans to tackle Scotland's £1bn backlog of local roads repairs. Most business road journey's start and end on local roads, and we are deeply frustrated by the lack of progress here. We also continue to believe that Scotland is missing a trick by not making some attempt to follow the English Ten Year Plan example and give at least an indicative sense of the long term transport spending levels needed to deliver the Report's priorities.

The new Transport Minister will clearly have hands full taking forward the report. The new strategy has more good than bad, and, given the time taken in its preparation, we would not want to see it fundamentally revisited. Instead, Iain Gray's priority must be to secure a good settlement for transport in the current Comprehensive Spending Review.

Neil Greig, Public Policy Officer, AA in Scotland

Overall, the AA is disappointed with Wendy Alexander's vision. The mix of specific and general projects with few detailed targets or costings seems a poor return for over two years of eager anticipation by transport professionals across Scotland. The AA were looking for a more target led approach that would have allowed us to monitor delivery and keep projects on course.

The AA accepts that congestion in our major cities should be the focus but road safety issues on our long distance single carriageway routes should not be forgotten. Widely supported bypasses for towns such as Elgin and the state of local roads also failed to feature. The failure to set clear targets contrasts starkly with the approach in England where the Ten Year Plan is already being closely scrutinised to ensure delivery. Politicians are finding it difficult to wriggle out of the promises made by John Prescott.

The AA is also concerned that the wider use of congestion charging is again on the agenda. The business community supports congestion charging because they can pass costs onto customers. AA members cannot do this and they are already telling us that the cost of motoring is too high. Congestion charging on trunk roads will be strongly resisted by the AA unless other forms of motoring tax can be reduced at the same time.

The early work proposed for the A8 and A80 is welcomed as is the first official recognition of Aberdeen's congestion problems (well done Lewis Macdonald!). It is disappointing however that whilst the public transport elements of the Central Scotland multi-modal studies can be given priority a similar commitment has not been made to more extensive road improvements.

Bill Ure, Secretary, Rail Passengers Committee (Scotland)

First reactions are hurrah! At last we've moved from rumours, and rumours about rumours, to an actual delivery report. This makes it very clear that road congestion, especially urban, is the main problem and will be dealt with at specific locations in Glasgow, Edinburgh and Aberdeen. A WOW factor is added in 'our aim is to stabilise road traffic at 2001 levels by 2021', a short phrase with massive implications. This is a huge challenge - there is a need to spell out how (or if) it can be achieved.

Looking at some other priorities, the aim of a new 15 year ScotRail franchise must be applauded and there is certainly a need to redevelop Edinburgh Waverley if train

service aspirations are to be met. However, in terms of priorities, is it more important to provide rail links to airports and a line to the Borders than to develop additional routes and services between Edinburgh and Glasgow or improve Scottish Inter-city services? To be fair, these may emerge from the further corridor study and rail reports due this summer.

The objective of an effective 21st century public transport system for Edinburgh is fine but there is also a need for considerable improvements in and around Glasgow. Missing links, travel information, ticketing and social inclusion all make welcome appearances in what, hopefully, is a living document, not 'tablets of stone'. As the Minister says 'the vision does not purport to be the answer to all of Scotland's transport problems' but the vision chapter does give a clear direction and purpose where both have been lacking in the past and is therefore doubly welcome.

Colin Howden, Campaign Manager, TRANSform Scotland

The Report correctly identifies road traffic growth as unsustainable, and asserts that "action is required now to prevent rising carbon dioxide emissions from road transport, localised air pollution ... and social exclusion." Yet the measures provided are, in general, not objective-led. The Report lacks a set of progress indicators and targets against which "delivery" can be measured. It compares poorly with the advice by the Scottish Executive in its own Scottish Transport Appraisal Guidance.

The Report does contain one progress indicator - road traffic levels - that is useful as it is a good proxy for the environmental impact of road transport, and in particular climate change emissions. However, the target chosen - to stabilise total vehicle kilometres at 2001 levels by 2021 - is incompatible with the Scottish Executive's commitments on climate change emission reduction. The UK Climate Change Strategy target is to reduce carbon dioxide emissions to 20% below 1990 levels by 2010; it also requires the UK transport sector to deliver 40% of all proposed climate change emission reduction. Therefore even if the target for road traffic stabilisation is met, the Scottish transport sector will not be making an adequate contribution to the UK Climate Change Strategy. The 2021 target for traffic levels is even more incompatible with further cuts in climate change emissions post-2010.

Existing Scottish Executive transport spending commitments are biased towards unsustainable modes - in particular a £500+ million road-building programme. The Report does nothing to correct this imbalance. It neglects the most sustainable modes of transport - walking and cycling - and measures focused on traffic reduction e.g. safe routes to school or green transport plans. In the context of the environmental benefits and positive public health promoting aspects of these modes, this is a serious omission. The Report also takes a naive view that the impacts of transport can be cured by investment in public transport alone - with little attention paid to complementary demand management measures. In particular, there is little focus on necessary accompanying fiscal and pricing reform.

John McCormick, Chairman, Scottish Association for Public Transport

SAPT welcomes the Report's aims to stabilise road traffic, cut congestion and increase social inclusion by encouraging shifts to public transport and integrating transport and land use policies. The Ten Priorities highlight public transport, especially rail, but SAPT has concerns about the lack of firm commitments to a rail delivery programme moving from small schemes to larger projects. Though timetabling and ticketing are mentioned, there needs to be faster progress on affordable multi-modal tickets with more frequent services, inter-linking timetables and high-quality interchange (including rail, bus, ferries, air and park and ride). Directions and Guidance for the replacement ScotRail franchise and expanded rail infrastructure programmes later this year must add 'meat' to a sound Vision. Adequate funding, and traffic restraint, is also likely to require peak period road pricing in cities and on key inter-urban links before rather than after 2010. The Report lists the advantages of road user charging but falls short of action to ensure less congestion, less pollution and cuts in greenhouse gas emissions from transport

Finally, two points of constructive criticism. Much is made of using public transport to ease congestion problems in Edinburgh and in Aberdeen yet surely there is as great a need to up-rate plans for Glasgow? Rail and light rail must be expanded to provide both high-frequency urban Clyde Metro (including the Clyde Waterfront) while also introducing through services from Ayrshire and the Airport across Glasgow via the St Enoch Bridge to other Scottish destinations by 2007 (relieving the M8, M80 and M74 corridors). Secondly, the Report is premature in assuming that rural transport problems are well on the way to solution. Much hard and innovative work is still needed to raise the range and quality of rural public transport in association with comfortable and reliable interchange with strategic corridor services.

Scotland's Transport Vision

A Commentary by the Scottish Executive on Scotland's Transport : Delivering Improvements

The Transport Delivery Report Scotland's Transport: Delivering Improvements has a two-fold purpose. Published on March 21st, the document details the Executive's vision for the future of Scotland's transport, as well as setting out an impressive number of transport improvements already accomplished, across Scotland and across all modes of transport. The achievements are significant; what is more significant is that the Transport Delivery Report contains Scotland's first national transport strategy for over thirty years. The great steps taken in the 1960s hint at the progress to come in the next decade and beyond, with the Transport Delivery Report as the route map to the future.

The 1960s Vision

Scotland last had a transport vision in the 1960s. The strategy then was to connect Scotland's major urban areas through a large-scale motorway and trunk road construction programme. The vision was set out in the 1963 White Paper "Central Scotland - A Programme for Development and Growth," which detailed the priority given to trunk routes at the time. Internal links were strengthened, and journey times reduced accordingly. Access to major markets in the South was particularly improved, with journey times from, for example, Inverness to Carlisle, almost halved. The Scottish economy clearly had much to gain. The Scottish Office's delivery programme therefore remained focused over the next 15 years, concentrating on further development of the main trunk routes. The M74 was extended to the border, the A1 was improved and the A90 was upgraded to dual carriageway. This period also saw the opening of both the Erskine Bridge and the Kingston Bridge. Local Highways Authorities received grants, which led to significant improvements in Glasgow, namely work on the inner ring road and the opening of the Clyde Tunnel.

The second visionary move of the 1960s was the 1968 Transport Act, initiated by Barbara Castle. The Act allowed for the creation of Passenger Transport Executives in Britain and paved the way for the establishment of the Greater Glasgow Passenger Transport Executive in 1973. Now Strathclyde Passenger Transport (SPT), this body's foundation certainly advanced public transport in the authority area.

The New Vision

Since those days, transport in Scotland, and public transport in particular, has suffered from a lack of funding. A new strategy is needed to combat the consequences of years of under-investment. **The major transport challenge facing Scotland today is road traffic congestion**, principally in urban areas (see map on front cover of levels of congestion in 2001). Scottish Executive-commissioned studies predict road traffic to grow by 27% over the next two decades. 80% of this growth is forecast to be in and around Scotland's major metropolitan areas - this is clearly unsustainable. Urban congestion both hampers Scotland's economy



and damages the environment. It causes stress to those caught up in it and, through the increased emissions that result from slow-moving traffic, damages the health of those who live nearby. It is an established part of daily life for businesses and individuals, costing

time and money. These are costs Scotland can well do without. The Executive aims to reduce the impact of urban congestion by striving to stabilise growth at 2001 levels by 2021. By increasing investment in the transport infrastructure, the Executive will deliver improvements consistent with its overarching vision.

That vision, outlined in the Transport Delivery Report, is to build a sustainable, effective and integrated transport system, meeting the needs of all in society and appropriate to the requirements of different parts of Scotland. The Executive will take up the challenge by investing in an integrated package of measures: modernising and improving public transport, promoting alternative modes of transport to the private car and targeted trunk road improvements. There is not a crude choice to be made between being pro-road or anti-road. Indeed, the Executive sees the trunk road network as an important part of an integrated transport strategy.

The fact remains however that congestion will not just go away. In an age when people in Scotland are increasingly commuting further and longer to work, they need convenient travel choices. Work patterns are changing. For many people, the workplace is no longer in the city centre, but located at an out of town business park. Rather than concentrating in the city centre, therefore, commuters are dispersing throughout major urban areas. Existing public transport systems cannot cater effectively for the future pattern of demand. Public transport that simply serves urban centres is no longer adequate. The modern commuter requires a public transport system serving locations dispersed throughout the conurbation. With unsatisfactory available public transport options, the commuter is forced behind the wheel of the private car. Executive research has revealed that 61% of traffic on the A8 at the morning peak is car commuters, while 86% of cars are single occupancy. The A80 shows even higher figures, with 66% of traffic car commuters and 87% of cars single occupancy. This is a demographic Scotland cannot support.

Research has proved however that if presented with viable options, people would travel to work by public transport. It seems the desire is there, even if the convenience currently is not. If commuters are presented with choice, demographics can change. Modal shift will clearly help stabilise traffic growth. Increased public transport options are a necessity. In fact, investment is already making a difference to the quality and availability of public transport throughout Scotland. There have been encouraging increases in the number of rail journeys in Scotland, with train usage 14% higher than in 1996. Passenger numbers on the Fife Circle line are up by 25% while there has been a 45% passenger increase on the Edinburgh to Glasgow express service. Bus journeys are also on the rise. Although Scotland has seen a downward trend in bus use since the 1950s, passenger journeys have increased over the last two years, the first year-on-year increases, in fact, since the 1970s. Promoting high quality, affordable public transport is vital if there is to be a more sustainable Scotland. Commuters need good reason to leave their cars behind and if the options are available, many will.

Sustainable Development : Urban and Rural Aspects

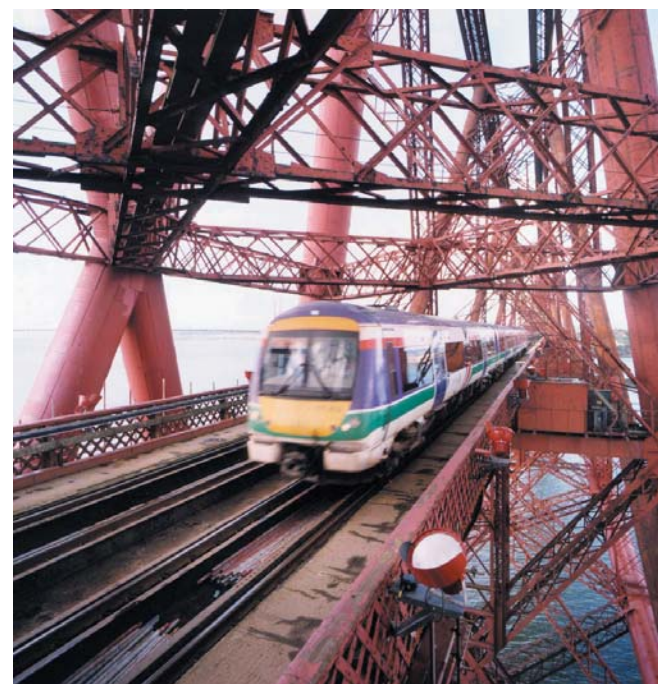
Since becoming First Minister, Jack McConnell has made it very clear that sustainable development must be at the heart of Executive policy. Economic success is essential to achieve the social objectives of ending social exclusion and increasing opportunities. Sustaining the environment for future generations is seen as a key priority, an integral part of a successful economy. The aims of transport policy follow similar lines: to

Scotland's Transport Vision

minimise costs to business and the environment and to maximise the opportunities for sustainable economic growth. After so long without a strategy the challenge has been to shift resources and attention to the provision of public transport. The Executive has done much to improve rural transport networks, through, for example, the Rural Transport Fund (RTF). Since 1999 the RTF has supported almost 500 projects across rural Scotland at a cost of around £18 million. The Executive is also committed to maintaining lifeline sea and air links to Scotland's most remote and island communities. Tackling urban congestion may be a priority but rural Scotland will not be abandoned. In fact, the RTF is being enhanced while lifeline services are receiving record levels of support. Caledonian Macbrayne Ltd received, for example, £21.4 million in 2001-02 to help maintain services and ensure fares remain at affordable levels, and funding is committed for two new vessels. The Executive plans to invest £91.4 million in Highlands and Islands Airports Ltd between April 2001 and March 2004, ensuring the continuation of safe and efficient operations at its 10 airports and securing new terminal buildings at Inverness, Kirkwall and Stornoway and runway improvements at Wick and Benbecula. So while the focus may have shifted to urban areas, rural commitments will not be neglected.

The Ten Priority Projects

Under investment in the 1980s and early 1990s has led to a backlog of desirable priority transport projects. The Executive is now set on redressing the balance. The Transport Delivery Report sets out the Executive's 10 priority projects for delivery. These are major projects of national strategic significance, based around the interlinked aims of improving public transport and reducing urban congestion. In fact, nine of the projects highlighted in the Report are targeted at improving public transport. The Executive will concentrate on delivering these 10 priority projects, allocating resources accordingly. Before these projects are examined individually, it must be stressed that the order they appear here and in the Report does not relate to a level of priority within the 10. All 10 are equally important; it is for the sake of consistency that they appear here in the same order as in the Report.



The first project is the letting of a new **15-year passenger rail franchise**. The current ScotRail franchise expires in 2004, so from April that year a new long-term franchise will help to deliver the strategic improvements the Scottish rail network needs. Working in partnership with the operator, the Executive will strive to achieve the aims identified in the Strategic Rail Authority's strategic plan. The certainty that a long franchise brings will allow the operator to deliver, enhancing the journey experience and

increasing punctuality and reliability. The Executive will also deliver its four top rail priorities for Scotland, namely the Larkhall to Milngavie rail link, the Stirling to Alloa to Kincardine link, Aberdeen Crossrail and the much needed re-building of Gourock station.

Complementing the new franchise, will be the **major redevelopment of Waverley Station**. This scheme is of benefit not just to Edinburgh, but to the whole of Scotland. Waverley will shortly reach capacity, which will severely limit options for growing passenger numbers and hamper ability to improve rail services throughout the network. Given Waverley's strategic significance on the North East and Central Scotland lines, enhancements made at Waverley will be felt throughout the Scottish rail network. The Executive intends to double track capacity at the station, providing more platforms and thus creating opportunities for the expansion of services. Working in partnership with the Strategic Rail Authority, work on Waverley is scheduled to begin in 2004.

The third priority project listed in the Transport Delivery Report is the **development of rail links for Glasgow and Edinburgh airports**. Providing greater integration will open up the rail network for travellers, allowing ease of access to destinations across Scotland for business and tourism alike. Glasgow and Edinburgh are the two largest airports in Britain without direct rail links.

The Executive also regards it as vital that Edinburgh has a public transport system worthy of a capital city. Edinburgh needs an effective and modern public transport system built around a light rapid transport scheme. City of Edinburgh Council is currently doing preparatory work on a tramline for north Edinburgh and is seeking further funding for preparatory work on a tramline for the west of the city.

Combating urban congestion is also a priority in the **North East**, where the Executive has boldly declared its intention to tackle congestion in and around Aberdeen. Congestion is growing in the city and journey times will deteriorate further if no action is taken, causing increased difficulties for business and the wider community. The Executive will work with NESTRANS (North East Scotland Transport Partnership comprises two local authorities - Aberdeenshire and Aberdeen City - as well as Aberdeen and Grampian Chamber of Commerce and Scottish Enterprise Grampian) to deliver the Modern Transport System, featuring improved train services for commuters and, in light of the success of current schemes, additional Park and Ride provision around the city. The Executive is also working on the development of Aberdeen City Council's Urban Realm proposals, designed to benefit pedestrians and transport users in the city centre and the wider metropolitan area. Indeed Minister for Enterprise, Transport and Lifelong Learning Wendy Alexander and her Deputy Lewis Macdonald announced £600,000 worth of funding for the project on a recent visit to Aberdeen. The development of an area traffic model for North East Scotland by the Executive will also allow the traffic character to be assessed and a decision taken on progressing the Aberdeen Western Peripheral Route.

The Executive also intends to tackle congestion right across the centre of Scotland by **delivering the top priority public transport projects flowing out of the A8, A80 and M74 corridor studies**. These studies will report in the summer, and decisions on how best to tackle congestion on these vital strategic routes will be announced in the autumn. In fact, Wendy Alexander announced in Parliament on the 21st of March, in advance of the studies, £5 million funding for the expansion of Park and Ride facilities at Croy railway station. A new 250-space car park will be built, more than doubling current capacity. Work is scheduled to be completed in just over 12 months.

The seventh priority project, progressing the **central Borders rail link**, will open up the Borders area. A robust assessment of the costs and

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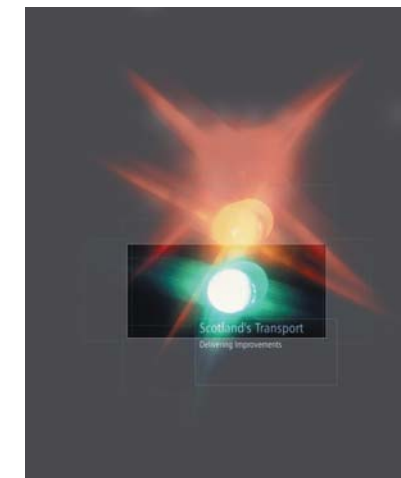
benefits of the link will show how it can best integrate with transport developments in and around Edinburgh. The next stage in the process is the lodging in Parliament of a Private Bill seeking permission for the railway's construction. It is at the discretion of the Parliament to decide the timetable for this and for subsequent stages in the Bill's progression, but work could start on this as early as 2004.

The Executive is taking action to tackle social exclusion. From October 2002, **free off-peak bus travel** will be provided for **elderly people and people with a disability**. This ensures ease of access to urban centres and can only improve quality of life. Current schemes in operation throughout Scotland will be enhanced. The Executive will continue to subsidise local authorities for the running of essential but economically unviable local bus services, and is also committed to equalising age eligibility for concessionary fares at the age of 60 for men and women.

Ninth on the list of priority projects is a commitment to improving **Traveline**, the national public transport information service, set up in January 2001. A further £1 million will be spent this year on more detailed information for travellers, including the launch of the Traveline website. Traveline will be a foundation for the Transport Direct programme, providing travellers with all the information they need when planning or making a journey anywhere in the UK. The Executive is also encouraging local authorities to adopt through-ticketing arrangements on local buses.

The final project is to **examine urgently how vital missing motorway links on the A8 and A80 might be completed**. Short-term solutions are needed to address the most pressing problems on the key strategic corridors connecting Edinburgh and Glasgow and central Scotland to the north. Action will be taken while the decisions stemming from the corridor studies are awaited. Ms Alexander announced in Parliament on the 21st of March that the Executive would be spending an additional

£20 million on improvements to the A8 and A80. Design work for a new junction at Auchenkilns on the A80 and junction improvements on the A725 benefiting the A8 at Shawhead has already begun. Other than routine maintenance, the **Minister's** announcement of spend was the first for these key roads since devolution.



Finance and Implementation

The detailed sequencing of the 10 priority projects will be a key issue when decisions are taken in this year's Spending Review. The clarity in the Report about what the Executive is seeking to achieve creates an explicit agenda for partnership with other bodies. Such partnership is vital for the Executive to attain the resources needed to deliver. Working with local authorities and the voluntary regional transport partnerships is fundamental if the vision is to be achieved. The Report cannot be the answer to all of Scotland's transport problems. It does, however, clearly articulate what the Executive is striving to achieve. It provides a vision for Scotland, a strong foundation that can be built upon as the plans contained within it are carried forward in the coming years. It sets out targets that must be met if Scotland is to have the transport system it deserves for the 21st century. Most of all it represents a strong commitment to Scotland's future.

WENDY'S BOMBSHELL



The New Minister

The sudden resignation of **Wendy Alexander** as Minister for Enterprise, Transport and Lifelong Learning early on the morning of 3 May sent shock waves through the business and political community in Scotland. By coincidence, her resignation coincided with the death of Barbara Castle. Both had been active and abrasive Ministers of Transport with a reputation for getting things done. Since her appointment just six months ago, there had been signs that Wendy felt an outsider in the McConnell Cabinet and was increasingly concerned about the conflict between her personal life and the burden of the 'Ministry for Everything'. She was the frontrunner on the Scottish economy and may have felt more isolated after the Executive's failure to ensure increases in what she regarded as essential transport and enterprise spending after the increases announced in the UK Budget - the last straw in activating a resignation already planned! Publication of the Transport Delivery Plan and a clear strategy for the economy meant she could leave without being accused of uncompleted work.

Jack McConnell moved quickly to retain **Lewis Macdonald** as Deputy at Enterprise, Transport and Lifelong Learning and shift **Iain Gray** from Social Justice to become what in effect is the Minister for the Economy and Transport. Business immediately voiced suspicions as to the actual priority being given to the economy compared to a social redistribution agenda. Iain Gray will be a very different Minister from Wendy Alexander but he has also had a reputation for quiet accomplishment. He already had business links through his work as Social Justice and Planning Minister on the Cities Review, strategic planning and urban regeneration. He is likely to push forward the Alexander commitment to improving transport reliability while cutting congestion though there are real concerns about whether this can be done without accelerating priority for a wider and earlier introduction of road user charging including certain trunk roads. As well as restraining road traffic, such measures also produce substantial income to take forward the Ten Priorities of the Delivery Plan - yet will Iain Gray have the courage and clout to back such an approach for inclusion in the Labour manifesto for the 2003 elections?



The Continuing Deputy Minister



The Outgoing Minister