

Iron Roads to the Far North & Kyle
 A travellers and tourists guide to the Inverness to Wick & Thurso and Kyle of Lochalsh lines
 Kyle Line near Achnashellach

Turbine Steamer Queen Alexandra

Popular books and guides on Scottish transport have been joined by the fourth of Michael Pearson's Iron Road series – **Iron Roads to the Far North & Kyle** – and by Brian Patton's **Clyde Steamers** in the Ian Allan Glory Days series. The first keeps up the high standards of Pearson's previous Iron Roads (Glasgow-West Highlands, Perth-Inverness and Aberdeen-Inverness) with information, photos and section maps for the Inverness-Kyle and Inverness-Thurso/Wick lines and the areas they pass through. One minor quibble is that more prominence could have been given to these routes as means of access to Skye and the Outer Hebrides from Kyle and onward to Orkney by the improved Northlink ferry and the other links from Caithness over to an increasingly popular tourist area.

Brian Patton's book is a delight with an excellent range of photographs as well as comprehensive text covering what he sees as the Glory Days of Clyde steamers between 1877 and 1977. He manages to include many evocative pictures of life on the Clyde and of transport and tourist advertising. There are some well-known images of steamers but also much material not previously familiar, including extensive coverage of people on steamers and the related piers, trains and resorts. Both books are good value

Iron Roads to the Far North & Kyle – A travellers and tourists guide to the Inverness to Wick and Thurso and Kyle of Lochalsh lines
 Michael Pearson, Wayzgoose, 68 pages, £4.99 – order from 01283 713674/821472 www.wayzgoose.org.uk
Clyde Steamers, Brian Patton, Ian Allan Glory Days series, 98 pages, £16.99



Andrew Burns of Edinburgh City Council receiving the award for Best Local Authority

SCOTTISH NATIONAL TRANSPORT AWARDS 2003
 (for full details see p21)



Alastair McPherson, former MD of ScotRail, winner of the award for Outstanding Contribution to Scottish Transport

Ensure you receive Scottish Transport Review regularly

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of organisation. These rates include multiple copies of the Review.

For all subscription and membership enquiries contact STSG Secretary admin@stsg.org, fax 0131 524 9611 or write to STSG at 12 Melville Terrace, Stirling FK8 2NE stating your name, address and organisation you represent (if any). Cheques should be payable to the Scottish Transport Studies Group.

Scottish transport review

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SPECIAL THEMES

Scotland's Transport Consultation Buses and Accessibility



Scottish transport studies Group

Other Features

- Scottish Transport Appraisal Guidance
- Car Occupancy; Reducing Driver Shortages
- Scottish National Transport Awards 2003
- Scottish Executive: Transport Group Organisation

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

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Cover Photo : courtesy of Stagecoach Group

Editorial Board

Tom Hart (Editor), Derek Halden (Deputy Editor), Prof. Ron McQuaid (Research Editor), Andrew Mott, Stephen Lockley and Roy Pedersen

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Stirling FK8 2NE
admin@stsg.org, www.stsg.org

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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". STSG has charitable status.

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16 Sept *Scottish Transport Access Review* This Edinburgh conference organised by the Community Transport Association gave special attention to the scope for improvements in community transport and access in Scotland with particular reference to the elderly & disabled in the European Year of Disabled People

18 Sept *Buses and Accessibility in Scotland : The Next Ten Year* STSG conference in Perth with sponsorship from Stagecoach Group – see p12 to 15)

RGU Conference on New Thinking in Scottish Transport, 15th October 2003, Moat House Hotel, Glasgow.

Chaired by Prof. George Hazel of RGU and IHT, speakers included Minister for Transport, Nicol Stephen, Prof David Begg, Andrew Burns of Edinburgh City Council, Peter Cockhead of NESTRANS, SRA's Chris Austin, Chris Ballance, Green MSP, Stephen Baxter, BAA Glasgow Airport, Tom Hart, STSG, Prof. Julian Hine, Univ. of Ulster, Dr Mike Mitchell, FirstGroup and David Spaven, TRANSform Scotland. Discussion was limited by the number of speakers but there was concern both about the lack of new thinking and about what it should be. Views would be sharpened by the Executive's consultation on *Scotland's Transport*.

Nicol Stephen stressed that only 20% of car users had no alternative – the remainder could shift, in part, to using quality public transport. There was a need for sparkle and zest in delivering better public transport both to assist a shift from cars and promote access. Scotland had to get ahead of overseas competitors in achieving this transformation in public transport and moving away from major road schemes. This needed structural change to facilitate transport innovation and delivery. Begg developed the delivery theme and called for both better control of rail costs and a reshaping of motor taxation to place much more emphasis on higher charges on busy and expensive roads linked with abolition of VED and a lowering of fuel duty. This he saw as essential if expanded road capacity is to avoid encouraging traffic growth and re-creating congestion. It was unfortunate that interest in the substantial benefits of congestion charging had been weakened by recent rises in transport spending. The same thinking was needed in relation to congested airports.

Andrew Burns repeated the arguments for early moves to congestion charging in Edinburgh though Peter Cockhead said that, in the special circumstances around Aberdeen, it was possible to achieve a near stabilisation of urban traffic without resorting to congestion charging. Traffic into Aberdeen via the Bridge of Don had already been stable for 10 years, helped by the expansion of park and ride. Unlike Prof Hine, who argued that present policies were widening the mobility gap, Dr Mitchell felt that there were strong opportunities for government to aid local public transport growth in ways helping both social inclusion and shifts from cars. He also favoured serious consideration of a high-speed Anglo-Scottish rail route serving other English centres as well as London. Chris Austin confirmed that consultation on such a route is imminent – it is likely to be needed to ease capacity problems on existing routes by 2015. Tom Hart argued that effective delivery in Scotland required both a shift of SRA and Network Rail powers to give a Scottish strategic focus and a Treasury willingness to separate road taxation from transparent road charging at regional level. Spaven drew attention to the gap between current action and a sustainable and inclusive agenda for transport.

14 Nov *Making a Difference* RTPi Annual Scottish Conference – included contributions on Planning for Business, Space & Place in Scotland's Cities and Strategic Planning Issues

20 Nov *Franchising for Buses?*, RGU Centre for Transport Policy Conference, London

1 Dec *Using Tactics in Transport Planning*, joint STSG/Transport Planning Society meeting in Dunedin Room, City Chambers, Edinburgh 18.00hrs – free to STSG/TPS members

2 Dec *SESTRAN – One Ticket: Seamless travel or unrealistic dream?*, David Scotney, Edinburgh City Chambers 18.00hrs, ILT

4 Dec *Delivering the New Rail Infrastructure*, MacKay Hannah in association with Napier University and AEA Technology, Apex International Hotel Edinburgh, fees £193 to £265 – has focus on how a new Executive Agency, Transport Scotland, could aid delivery of unprecedented rail expansion and projects in Scotland – contact 0131 621 1121 or email enquiries@mackayhannah.com

5 Dec *Preparing for the revolution in Demand Responsive Transport*, IEE, Savoy Place, London, Landor Conferences 020 7582 0128

13 Jan *Blunting the impact of transport on the environment*, Chris Ballance MSP Edinburgh City Chambers 18.00 hrs, ILT

LATE NEWS LATE NEWS LATE NEWS LATE NEWS

Research for **Scottish Enterprise Ayrshire** has claimed that Ryanair's **Prestwick** services create £89m a year of benefits for the Scottish economy (excluding spending by Scottish residents travelling outside Scotland) with particular benefits for Ayrshire (H6Nov)

Following on from evidence of need for major rises in spending on **water and sewerage maintenance**, a study for the Society of Chief Transportation Officers in Scotland has claimed a £1bn backlog on **non-trunk Scottish road maintenance**. The AA has called for a target for repairs to recover from slippage in maintenance (H12Nov)

Scottish Enterprise has recognised a backlog in financing essential infrastructure works relating to the **Clyde Waterfront** development zone. £126m of funding is to be released over the next seven years. **Alistair Watson**, SPT Chair, has also called for a **new Clyde river crossing** to avert gridlock in the Waterfront zone and its approaches. He has suggested, in addition to other cross-river links, a new tunnel or opening bridge link west of the present Clyde Tunnel for a combination of general road and public transport use. Herald leader repeats calls for an over-arching body to manage Waterfront redevelopment offering at least 33,000 jobs and 15,000 homes (H10Nov)

Scottish Executive has issued a consultation paper on **Regulation of Utility Company Roadworks**. For information, contact Iain Gardiner 0131 244 0838. Responses requested to Iain Gardiner, Scottish Executive, Transport Scotland Consultation, Victoria Quay, Edinburgh EH6 6QQ or email transport@scotland.gsi.gov.uk by 20 January, 2004.

Recent Publications

NATIONAL POLICY

Putting the brakes on climate change www.ippr.org/publications (says government is failing in its programme to combat climate change – wants higher fuel taxes plus congestion charges)

A report on Aviation's External Costs, www.cfit.gov.uk/reports (see p19)

Everyone's Railway – the wider case for rail www.sra.gov.uk/publications

Interim Review of Track Access Charges – Cost Submission, www.networkrail.co.uk (considers possible impacts of £5bn cut in costs to £24.5bn over 5 years)

The SRA Strategy – specification of network outputs – Final www.sra.gov.uk

Getting there – reducing crime on public transport www.nacro.org.uk

Transport Solutions, FTA Report on state of road and rail infrastructure

Is Transport Holding the UK Back? CBI report urging UK to catch up with Europe, especially with respect to expanding the motorway network

SCOTTISH POLICY

Scottish Transport Appraisal Guidance (STAG) – Finalised Guidance, Scottish Executive, (see p9)

Environmental Assessment of Development Plans : interim Planning Advice, Scottish Executive

Buses: Consensus or Conflict on Future Policies?, SAPT, September – for copies mail@sapt.org.uk (reviews CPT, FirstGroup & Stagecoach responses to SAPT's June 2003 Position Paper on Buses)

CONSULTATION

Scotland's Transport – Proposals for a New Approach to Transport in Scotland, Scottish Executive (see p10 - 11)

City of Edinburgh Council – Local Transport Strategy Update 2004-07, Consultation Draft (comments by 24 November)

Investing in Travel Improvements, tie and Edinburgh City Council consultation in advance of Public Inquiry into Edinburgh's proposed road charging scheme

Longer-term Strategy for Town Centres & Retailing, Issues Report, GCV Joint Structure Plan

RESEARCH & INFORMATION

Scottish Environment Statistics, 3rd edition, Scottish Executive (shows a Scottish lag in cutting greenhouse gas emissions – down 4.9% since 1990 compared to 12.8% in the UK)

Scottish Transport Statistics, Vol 22, 2003 (see p17 & 18)

Transport Statistics GB, 2003, DfT

Travelling to Schools – an Action Plan, DfT

Travelling to Schools : A Good Practice Guide, DfT

Children on the Move - accessing excellence, Local Government Association

The Health Benefits of Walking to School, UCL 020 7679 7678 (see also p19)

Barriers to Modal Shift, Scottish Executive (see p19)

Bus Industry Monitor 2003, TAS, £295

OTHER

The Automobile and Society, FIA Foundation and AA Motoring Trust, £50 (points out that Britain has highest motorway flows of any developed country yet also has lower car ownership than most other such countries)

LTT features:-

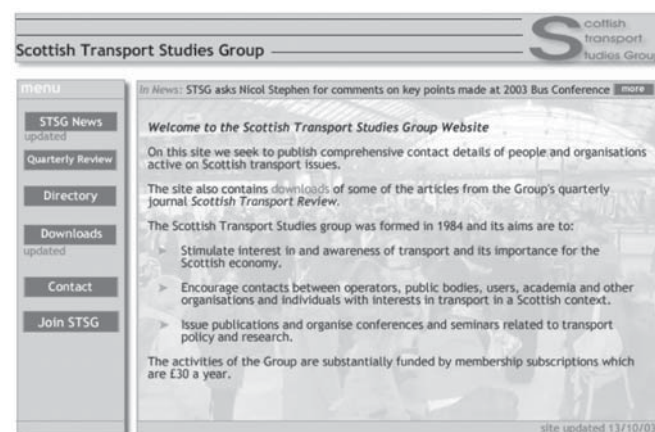
16 Oct *Extensive Special Feature on Scotland's Transport Bus regulation issue is a sideshow – the real issue is funding*

Can Local Authorities help revive the fortunes of Britain's rural Railways?(Chris Austin of SRA)

2 Oct *Can Accessibility Planning gel Transport & Location Policies?*

A NEW DEAL for TRANSPORT, I Docherty & J Shaw (eds), Blackwells - £24.99 (paperback)

This new book, edited by Iain Docherty of Glasgow University and Jon Shaw of Aberdeen takes a critical look at the UK's struggle with the sustainable transport agenda, especially since Labour came to power in 1997. It sees significant failures in implementing the Ten Year Transport Plan but also points to political issues and the sheer complexity of transport. In the rail and bus sectors, government seems to have been overwhelmed by the problems of governance in a legacy of privatisation and deregulation. Other contributors from Scotland, or with Scottish links, include David Begg in his RGU capacity, William Walton and John Farrington from Aberdeen and Austin Smyth from TRi Napier University. Austin points out that in the more rural parts of Scotland and Northern Ireland, it is far more difficult to cut car dependency than in and around major cities. He expects significant road traffic growth in such rural areas though accepts the case for constraint in heavily urbanised areas. Docherty and Shaw, however, argue that the current position is unsustainable and that there is a need for fundamental change in delivery mechanisms and monitoring. They are more critical than Begg is of Labour's lack of political courage.



The Scottish Transport Studies Group website contains a wealth of information including a range of articles, back issues of Scottish Transport Review, and a directory of organisations and individuals with interests in Scottish transport.

www.stsg.org

EDITORIAL



Tom Hart (Editor)

This issue concentrates on two major themes of great importance for the coming decade – Scotland's Transport Organisation and the Role of the Bus in planning for integrated transport and access. The consultation on Scotland's Transport has aroused strong views yet with agreement that present arrangements have not been delivering – especially with respect to public transport. Major change needs to come sooner, rather than later, yet there is also a challenge in getting the right balance between delivering (and monitoring) Scottish, regional and local strategies. This includes the need for an overall framework for bus growth, modal shift and social access which does not blunt innovation or impose top-down solutions on local access and community involvement. With policy backing and dynamic operators, bus trip growth by 2006 now seems certain to be considerably above the unambitious 5% target set by the Scottish Executive in September, 2002, yet new targets need to be more explicit on objectives for social inclusion and modal shift from cars.

The revised version of STAG (see p 9) gives more guidance on accessibility and social inclusion but there are also concerns about the possible impact, and costs, of growing driver shortage in the bus and haulage industry. The SHS results (p16) confirm the continuing paradox that car occupancy is lowest at peak commuting times. We welcome the return to the Quarterly Traffic Figures produced by Cal/Mac. This improves the information base for transport – a base which may be further strengthened through the efforts of Kevin Dunion, Scotland's new Information Commissioner, to query whether so much local travel information needs to be confidential or only gained through separate surveys.

NEWS IN BRIEF

SCOTLAND'S TRANSPORT

This consultation on future organisation is short on specifics yet leans to a centralised Executive Authority for Transport to improve delivery on both bigger infrastructure projects (mainly rail) and on 'softer' and small-scale policies and projects. It also stresses regional delivery mechanisms within Scotland but under greater central guidance. In the next few months, firmer proposals will have to emerge in the light of responses. This is likely to open up issues only implied in the consultation e.g. a reshaping of rail structures, funding principles, attitudes to road user charging and linkages between transport, land use planning and economic development around the four main cities and in remoter regions.

THE ROLE of the BUS

The STSG Perth Conference (p 12-15) reflected a growing confidence in the ability to grow the bus market but also saw claims that this might worsen access for those without cars in deeper rural and urban fringe areas. Is it possible for carefully structured increases in funding to achieve more inclusive bus coverage or will this depend on more extensive regulation? This is becoming a key UK issue, complicated by differing views on the nature of bus re-regulation and on the extent to which this might increase public funding demands and depress innovation to a greater degree than any arising benefits for modal shifts from cars and social inclusion. Even so, it was pointed out that bus support remains much lower than rail support despite the heavy reliance on buses for local travel by those lacking cars and by those who might be persuaded to shift from local car trips to an improved bus and rail network.

INTEGRATED PLANNING?

: CLYDE WATERFRONT & the URBAN M74

Glasgow and the West of Scotland now have four large claims on major infrastructure funding – the urban M74, Clyde Waterfront projects (see LATE NEWS) and other major rail schemes (including airport and cross-Glasgow links). In addition, there have been complaints that smaller schemes and revenue support for fares and services improvements have been underplayed in budget priorities.

Around Edinburgh, transport, land use and pricing integration has appeared more coherent. Despite problems with road charging, the east has a linked strategy while the west continues to face major difficulties. There is surely an opportunity here for the outcomes from Scotland's Transport to give a boost to development and access in the west through well-integrated funding, policies and programmes.

SCOTTISH TRANSPORT QUARTERLY

STSG is pleased to welcome the first edition of Scottish Transport Quarterly from Holyrood Publications. This has a more political slant than STR but there are some concerns from members that the commercial market may not support two quarterly publications on similar themes in the longer term. We are keen to see what we can do to work in partnership with the new journal. One option would be to continue to develop the STSG website with STR becoming shorter with a focus on information, research and study findings. The new quarterly journal could concentrate on features along with some summaries of information supplied by STSG. We would request comments and views from members and subscribers.

Key Comments to Minister after Buses Conference

1. A key plank of Government Policy since the 1998 White Paper has been to encourage partnership approaches to lever in funding and manage change towards better bus services. The 2001 Transport Act introduced new powers for statutory partnerships and contracts but these powers have yet to be used. It is clear that the obstacles involved in developing these new mechanisms have been underestimated, and action is now needed by the Executive to drive forward statutory partnerships and contracts in selected parts of Scotland.
2. Greater consistency is needed in the messages which people receive, and the products available from the bus industry, whilst recognising the need to promote innovation. Major advances and an acceleration in progress is needed, for the introduction and marketing of integrated ticketing helping to change attitudes to bus travel, building on the progress made to date with the Transport Direct initiative.
3. Enhanced training programmes are needed for all staff working on the delivery of bus services, particularly for issues relating to customer contacts.
4. Bus policy is not well integrated with land use and community planning and vice versa. New policy levers are required to ensure that the current policy framework, which already requires effective integration, results in practical delivery. Successful bus services to new development sites and lower fares for deprived people are particular priorities.
5. Current targets and indicators do not measure key aspects of success in bus policy delivery especially in relation to social inclusion and modal shift from car travel. If the Executive does not measure what it values it will end up valuing what is measured.

THE MINISTER'S REPLY APPEARS ON PAGE 11

Transport Policy Update

PUBLIC SPENDING & TAXATION

In next year's **Spending Review**, the Chancellor may increase taxation and/or revise downwards plans for increased transport spending. CBI has called for protection for increased transport spending as vital for the economy (FT10Oct) but there has been increased criticism of the poor value from increased rail spending. English Transport Minister Kim Howells has called for shifts from rail spending supporting near empty trains rather than high return projects.

On **taxation**, the delayed inflation rise in petrol and derv prices took place in October amid some protest (H22Sept;S30Sept) There are expectations of significant rises in green-influenced taxation, including air travel taxes (FT29Oct). This could include a doubling of **air passenger duty** (H29Oct) though views are divided on the merits of aviation fuel tax. CfIT has concluded that aviation should meet its full external costs but feels that an **aviation fuel tax** would be too blunt an instrument (H1Sept). Prof Paul Ekins of Westminster University considers fuel tax essential to reduce steep rises in greenhouse gas emissions from air travel(FT29Oct). BA agrees that the global warming impact of emissions can be cut by aircraft flying at lower heights but this could affect other costs. The **Aviation White Paper** due in December should clarify policy and the related fiscal, charging and airport slot allocation framework.

ROAD PRICING

A UK and EU shift to comprehensive systems of **road user charging** based on GSP is looking more likely though technical and political problems may delay introduction until well after 2010(SH12Oct; LTT21Aug). In the interim, alternative approaches to charging may be required if road congestion and traffic is to be contained and reliability improved. **DfT** has appointed a Steering Group to report next year on options for nationwide road user charging (LTT2Oct) A **CfIT** report has envisaged much higher user charges on congested roads (with revenue increases being concentrated on England), balanced by the abolition of vehicle licences and reductions in fuel tax to give a revenue neutral impact. This could mean lower fuel tax in Scotland but also lower extra revenue for Scottish transport improvement (S17Oct). The **Institute for Public Policy Research** (IPPR) has also advocated variation in levels of road user charges dependent on

conditions but wants overall taxation from the road sector to rise above inflation(G14Oct). However, **CBI** claims that road user charging will only be acceptable if there is real evidence of a substantial rise in road investment and expanded runway capacity in SE England (FT10Oct;S1Sept). Conservative policy now support tolls for such purposes (LTT 21Aug). A report to the Mayor of London has claimed that **central area road charging** has produced a net benefit to the London economy of £50million a year. Traffic levels in the zone have fallen by more than 20% with about half of this explained by shifts to public transport and the rest by shifts to car share and cycling and diversions around the zone.

RAIL POLICY

Rising rail infrastructure costs now pose a major threat to rail delivery. SRA, DfT and ORR agree that an ability to cut cost and secure better value is essential if rail is to have a favourable position in the 2004 Spending Review. SRA published *Everyone's Railway – the wider case for rail* in September and continues to plan cuts in rail maintenance, renewals and enhancement to ensure priority for routes offering the best returns and completion of a modified WCML modernisation and the high-speed Channel Tunnel route to London St Pancras. Plans for maintenance cuts have been modified to give some routes higher priority (see p5). Network Rail remains in dispute with SRA and ORR on the feasibility of cuts. On 17 October, **Tom Winsor** as Rail Regulator gave his view that there were huge inefficiencies in maintenance regimes and in plans for WCML work. He agreed, however, that rail track spending should rise to £24.8 billion over the next five years if a more reliable and punctual railway is to be delivered. Final ORR views on the amount of such costs to be recovered from track access charges will be announced in December with most of any balance having to come directly from public funds (in addition to the indirect support for track access charges provided by payments to rail passenger franchisees). Final decisions will then rest with Transport Secretary Alistair Darling and the Treasury (H18Oct).

The decision of **Jarvis** (involved in maintenance of the line at Hatfield and in the recent derailment at London Kings Cross) to withdraw from rail maintenance (H23Oct) was followed quickly by a **Network Rail** decision to take all

maintenance in-house while continuing to contract for renewals (H24Oct) Greater attention is being given to cutting costs without damage to delivery and safety by tackling an incredibly risk-averse culture (aggravated by legal developments) and examining the realistic limits of risk transfer (Rail20Aug). Shorter contracts and tighter pre-specification are seen as ways of avoiding the high bids put in for 20 year or longer construction and operation concessions (LTT18Sept).

Other significant developments have been the announcement by the SRA of 12 **Regional Plan Assessments** (including Scotland) taking a 20 year view of the scope for better links between railways and regional land use strategies. In addition, **Chris Austin** has moved within the SRA to become Executive Director for **Community Rail Development** (LTT16Oct) In the short term, this could improve the cost effectiveness and marketing of local lines with the longer-term prospect of local authority or partnership takeovers of such lines. **PTEs** are seeking a larger role in shaping national transport policy and its regional development (LTT18Sept)

EU & COMPETITION ISSUES

Ryanair and other low-cost flights may be hit by a court decision forcing withdrawal of the Stansted-Strasbourg route on the grounds of improper state aids to encourage use of Strasbourg (H28Aug&19Sept) EU decision on compensation rights for passengers may also raise low-cost air fares (H16Oct) FTA is continuing to press for the EU to end the block exemption of the shipping conference system from normal competition rules. FTA is also arguing that a delay until August 2005 is needed before digital tachographs are introduced. Manufacturers were not yet geared up to supply the necessary equipment to allow the introduction of new rules (Freight,October) First Group may face an anti-competitive barrier to its ScotRail bid on the grounds that it is heavily involved in competing bus services but others see this as a possible aid to bus/rail integration. An OFT ruling is expected (H17Oct) Due to rail capacity problems, Rail Regulator Tom Winsor has adopted a more cautious attitude to allowing competing operators on rail routes.

Business

Forth Ports reports an 11% rise in first-half profits. Tilbury boosted port side profits but there are concerns at the sustainability of property side profits(H9Sept)

RAIL & BUS FirstGroup has won the Trans-Pennine rail passenger franchise in partnership with French group, **Keolis**, while **Arriva** is preferred bidder for a 15 year Wales and Borders franchise. Arriva profits have risen above forecasts. **GNER** has doubled pre-tax profits to £58m but this figure includes compensation for track disruption not yet received from Network Rail. **Lothian Buses** has made public a £30m 'black hole' in its pension scheme. **ScotRail** has opened a new traincrew depot at Helensburgh, employing 32, following similar action at Dumfries.

Bristow Helicopters is to cut jobs in Aberdeen due to less work in the oil and gas industry. **Denholm**, the Glasgow-based shipping and logistics firm, has seen profits fall almost 50% with special difficulties in the fishing sector. **Black Prince**, a canal boat holiday leader in England, is to triple operations in Scotland due to completion of canal reopening. **First Engineering** is to split operations into rail infrastructure and consultancy divisions. The rail side will be further hit by the decision of **Network Rail** to take all rail maintenance in-house. **TransBus**, the Mayflower subsidiary, is planning to replace its Falkirk factory with a new plant on a 40 acre site at Larbert. **Stagecoach** has placed an order for 150 buses with the company to be delivered at keen prices in 2004 (H11Sept) The **Hunslet-Barclay** Kilmarnock factory has gained an order to refurbish Class 320 trains for ScotRail. **Ennstone**, joint partner in the road maintenance group **BEAR Scotland**, has reported first half profits up 9.5% though BEAR itself had been loss-making. BEAR losses were £4.4m in 2002 but expected to be around £500,000 in the current year (H10Sept) **Menzies** is cutting one of its two head offices in Edinburgh due to continuing difficulties in aviation related operations. Glasgow taxi manufacturer, **Allied Vehicles** of Possilpark, is planning to sue Edinburgh City Council as one of only two local authorities refusing to licence its vehicles for taxi use. France and the EU have reached agreement of a rescue plan for rail manufacturer **Alstom**. The shelter firm **Adshel** has launched a wind and solar-powered bus shelter at a pilot site in Motherwell. Power is used for the interior courtesy light and in advertising panels.

Personnel

DfT has appointed a **road charging Steering Group** to report next year. Members include 4 from DfT, AA Motoring Trust, Transport 2000, George Hazel (based in Scotland but appointed as President of IHT), FTA, CBI and government representatives from Wales, Northern Ireland and, in the case of Scotland, John Martin, Head of Transport at the Scottish Executive. Tom Wilson has been appointed FTA Northern Ireland regional manager.

John Thurso has replaced Don Foster as LibDem transport spokesperson at Westminster. Under the review of **CfIT**, it is expected that this body – chaired by **Prof David Begg** – will lose its role monitoring government transport policy but will continue to work on research and innovative ideas.

Ron McAulay, a civil engineer working with North of Scotland Water and latterly working as a consultant, has been head-hunted to be **Network Rail's** Scottish Director (H10Oct). **Ann Edgar** has been appointed **GNER** Regional Manager in Scotland. In the SRA, **Chris Austin** has moved to be Director for Community Rail Development with **Ceri Evans** taking on his former responsibilities for stakeholder relations. The **SRA** has also appointed Regional Planning Managers. For the present, **Julie Mills** will cover Scotland and north-east England. Ex-Railtrack Commercial Director **Michael Howell** was confirmed as Chief Executive of **tie** (Transport Initiatives Edinburgh). **David Spaven** has moved from Carl Bro to **Reid Rail** at 6 Manor Place, Edinburgh EH3 7DD 0131 220 4200 email david.spaven@reidrail.com

Gordon Boyd has joined **Atkins** from Edinburgh's City Development Dept. He becomes managing consultant at the Edinburgh office. **Eril Wilkie**, Head of Glasgow City Council's Cycling Unit, has been appointed Chief Executive of **Cycling Scotland**, the limited company which replaced the Scottish Cycling Development Project on 1 October. **James Fowlie** has been repositioned within COSLA as team leader for the environment and regeneration. His responsibilities include transport. **Neil Gallatly**, senior transport officer at Perth & Kinross Council, has joined **Dundee City Council** as team leader for sustainable transport. New advertisements include requests from **Edinburgh City Council** for transport planning consultancy work, a Manager for **WESTRANS**, the West of Scotland Transport Partnership, a Marketing and Research Manager for **Traveline Scotland** and a Policy Officer for the **Scottish Chambers of Commerce** covering transport, tourism, trade, economic development and regulation.

RGU/STSG SCOTTISH NATIONAL TRANSPORT AWARDS DINNER 14th October 2003

Presented in Glasgow, these awards attracted a good range of entries. Comments have been invited on the categories to be used next year. With more policies maturing, progress on delivery – an underlying theme in the Awards – should present an even harder challenge for the judges in 2004. Winners and commendations were:-

Category	Winner	Commended
Local Authority	City of Edinburgh	Fife Council
Regional Partnership	NESTRANS (NE Scotland Transport Partnership)	
Best Public Transport Project	City of Edinburgh (for Edinburgh Crossrail)	
Best Public Transport Operator	First Glasgow	Lothian Buses
Road Safety	West Dunbartonshire Council	West Lothian Council
Cycling and Walking	Glasgow City Council	Fife Council
Most improved rail station	ScotRail for Bridge of Orchy	
Most innovative project	Stagecoach (Kickstart)	Badenoch & Strathspey Transport Group, BAA Scottish Airports (for surface access plans) and Lothian Buses (for Smartcard)
Outstanding contribution to Scottish transport	Alastair McPherson (former MD ScotRail)	
Outstanding employee	John Elliott, Traveline Scotland	



LTT 16 October 2003

Scottish Executive: Enterprise, Transport and Lifelong Learning Department: Transport Group Organisation *(supplied by The Scottish Executive)*

HEAD OF TRANSPORT GROUP -

John Martin, 0131 244 0629
john.sb.martin@scotland.gsi.gov.uk

TRANSPORT DIVISION 1:

HEAD - Jonathan Pryce, 0131 244 7269
jonathan.pryce@scotland.gsi.gov.uk

BRANCH 1 - Transport Policy: Delivery N& NE
Head - Ian Kernohan, 0131 244 0840
ian.kernohan@scotland.gsi.gov.uk

BRANCH 2 - Delivery East: Roads Policy: Road User Charging: Toll Bridges
Head - Kirsty Lewin, 0131 244 7924
kirsty.lewin@scotland.gsi.gov.uk

BRANCH 3 - Network Planning Transport Appraisal: Transport Modelling: Transport Research
Head - Alan Clark, 0131 244 7223
alan.clark@scotland.gsi.gov.uk

BRANCH 4 - Delivery West and Finance Team
Head - Geoff Pearson, 0131 244 0907
geoff.pearson@scotland.gsi.gov.uk

TRANSPORT DIVISION 2:

HEAD - Jamie Ross, 0131 244 0147
jamie.ross@scotland.gsi.gov.uk

BRANCH 1 - Freight Policy and Inland Waterways
Head - David Eaglesham, 0131 244 0868
david.eaglesham@scotland.gsi.gov.uk

BRANCH 2 - Aviation
Head - Ken Crawford, 0131 244 0867
ken.crawford@scotland.gsi.gov.uk

BRANCH 3 - Public and Rural Transport
Head - Helen Cameron, 0131 244 7241
helen.cameron@scotland.gsi.gov.uk

BRANCH 4 - Bus Policy
Head - Tom Macdonald, 0131 244 1502
tom.macdonald@scotland.gsi.gov.uk

TRANSPORT DIVISION 3:

HEAD - Kenneth Hogg, 0131 244 0862
kenneth.hogg@scotland.gsi.gov.uk

BRANCH 1 - Rail Policy and Projects
Head - David Binnie, 0131 244 0479
david.binnie@scotland.gsi.gov.uk

BRANCH 2 - Road Safety, Cycling, Walking, Safer Streets
Head - Alan Brown, 0131 244 0836
alan.brown@scotland.gsi.gov.uk

SCOTTISH ROAD SAFETY CAMPAIGN
Director - Fiona Murray, 0131 472 9203
Heriot Watt Research Park, Riccarton, Currie,
Edinburgh EH14 4AP

BRANCH 3 – Travel Information and Traffic Management
Head - Fiona Robertson, 0131 244 3670
fiona.fj.robertson@scotland.gsi.gov.uk

RAIL FRANCHISE RE-LETTING

Head - Malcolm Reed, 0131 244 1693
malcolm.reed@scotland.gsi.gov.uk
Project Director - Jonathan Moore,
0131 244 0865
jonathan.moore@scotland.gsi.gov.uk

PUBLIC TRANSPORT MAJOR INFRASTRUCTURE TEAM

Head - Damian Sharp, 0131 244 7098
damian.sharp@scotland.gsi.gov.uk

TRANSPORT DIVISION 4:

HEAD - David Hart, 0131 244 7277
david.hart@scotland.gsi.gov.uk

BRANCH 1 - Ferry Operations
Head - Alan McPherson, 0131 244 7969
alan.mcpherson@scotland.gsi.gov.uk

BRANCH 2 - Maritime State Aids Unit
Head - Fiona Harrison, 0131 244 0843
fiona.harrison@scotland.gsi.gov.uk
Deputy Head – Sally Thomas, 0131 244 0039
sally.thomas@scotland.gsi.gov.uk

BRANCH 3 - Ports and Harbours
Head - Andrew Maclaren, 0131 244 0825
andrew.maclaren@scotland.gsi.gov.uk

TRUNK ROADS: DESIGN AND CONSTRUCTION DIVISION:

Chief Road Engineer - John Howison, 0131 244 7204
john.howison@scotland.gsi.gov.uk

TRUNK ROADS NETWORK MANAGEMENT DIVISION

Director - Jim Barton, 0131 244 7168
jim.barton@scotland.gsi.gov.uk

ANALYTICAL UNIT FOR TRANSPORT:

HEAD – Neil Jackson, 0131 244 0873
neil.jackson@scotland.gsi.gov.uk

A full version, including descriptions of the division of functions, is available at www.stsg.org

TRANSPORT POLICY

Consultation has started on improved **structures for delivery** (see p10 - 11) Outline proposals by the Executive at once produced adverse reaction from SPT and COSLA but considered responses by 17 December may be more positive. There is a shared consensus that, without delivery improvements, congestion could worsen to Scotland's detriment. The main policy emphasis is on securing shifts to public transport and greater inclusion but work has also been commissioned on means of achieving other Coalition Agreements including abolition of **Skye Bridge tolls** and improved **Highlands and Islands air services** in addition to extra direct flights to and from Scotland (H16, 18Sept, 31Oct; S21Aug, 18Sept, 10Oct) The new head of the Scottish civil service, John Elvidge, has also pledged a 'policy powerhouse' to promote a strategic and integrated vision for Scotland aided by a restructure of the senior echelons of government to ensure joined-up and longer term thinking (H9Oct) Projected transport spending for the next three years has risen but includes £358m of unallocated funds to support final decisions relating to the cost of **Skye toll abolition**, the **replacement ScotRail franchise** and expanded **concession fares** (H12Sept) In the SPT area, it is being claimed that Executive funding has covered only half the costs of free off-peak local bus travel (£6.7m compared to a cost of £15.4m) while free bus travel has also cut rail and subway use and income (S22Oct) Fears of an over-centralist Executive remain strong in local government.

The final version of **STAG** was issued in September (see p9) while the Executive is about to issue new guidance on **Local Transport Strategies** with a request to all local authorities to submit revised strategies by the end of 2004.

ROAD PRICING

Edinburgh City Council is consulting until 5 January 2004 on the details of a twin cordon road pricing plan for the city. A city centre cordon is proposed on workdays only between 7 am and 6.30 pm with an outer cordon inside the city bypass at 7 to 10 am and 4 to 6.30 pm peaks. No user would pay more than a £2 daily charge and exemptions have been added for city residents beyond the bypass. Charges will

Scottish Policy Update

only be applied after a favourable public inquiry and affirmative referendum by city voters. These proposals have produced opposition on varied grounds. These include the lack of a charge for city residents using cars within cordons but not crossing a boundary, an unfair exemption for city residents living beyond the outer cordon, double-charging for those already paying Forth Bridge tolls and insufficient assurances on the proportion of net proceeds to be spent on transport outside Edinburgh. All adjacent local authorities and several MSPs are likely to oppose the proposals and doubts are expressed about securing a favourable referendum. Some city centre businesses have expressed concerns about a loss of trade, partly borne out by evidence from London, but **tie** (Transport Initiatives Edinburgh) argues that the charge will reduce congestion and traffic levels, producing a more attractive city environment and a stronger economy. Charges needed to be applied beyond the city centre because outer areas – especially to the west – were experiencing the greatest rises in congestion. Former city council leader, Keith Geddes, supports tolls but sees little chance of approval unless the outer cordon is dropped and the inner area charge confined to peak periods or varied to be a £3 peak charge and £1 off-peak (also applying on the Forth Road Bridge). Another problem for the City Council is that extra funding from the Executive will allow many public transport proposals – including two tram routes – to go ahead without requiring significant income from tolls (EN29 Sept, 2, 3, 13 Oct, S1, 17, 24 Oct; H19, 20 Sept, 4, 25 Oct; LTT18Sept, 20Oct)

One outcome of these difficulties may be moves towards **Scottish Executive** initiatives to introduce more varied tolling as part of transport and access strategies from 2007 i.e. in the third term of the Scottish Parliament. CfIT has pointed to growing general support for tolling (including the CBI, FTA, SRA, bus companies and RAC Foundation) with Chairman David Begg suggesting that maximum peak tolls in Scotland would not be above 12p per mile compared to 54p in London (S17Oct) John Martin, Head of Transport, at the Scottish Executive has been appointed to the DfT Steering Group to report next year on UK road tolling.

RAIL POLICY

Discussions between the Scottish Executive and the SRA have influenced the SRA in giving higher maintenance priority to routes previously downgraded – including routes to

Grangemouth and **Hunterston** plus the **Nithsdale** route to Carlisle. However, the Executive is seeking to ensure that rail maintenance levels across the **Scottish Central Belt** and between **Aberdeen** and **Inverness** are sufficient to allow service improvements envisaged in the ScotRail replacement franchise. There is speculation that the Scottish Executive will assume control of Scotland's rail tracks and stations but not before 2007. An interim concordat with the SRA and ORR may secure earlier increases in control subject to agreement on funding arrangements. A possible mechanism could be S63 of the Scotland Act, 1998 (H4, 10 Sept, 4, 16, 25 Oct; S2 Sept, 4 Oct, FT 16 Oct) **Arriva**, **First Group** and **National Express** have submitted menu bids for the ScotRail replacement franchise. A preferred bidder will be chosen early next year. It is anticipated that minimum franchise costs will be higher than at present though the Executive has agreed that, outwith the SPT area, Scottish rail fares will rise by 1% above inflation in each of the next three years (H11 & 28 Oct)

BUS & FERRY POLICY

The Scottish Executive may follow possible changes in DfT policy allowing local authorities and PTEs to have control over bus services and fares. However, bus operators argue that they have performed well since deregulation. Efficiency and usage has risen while councillors have been stopped from using bus services as pre-election sweeteners. Possible developments may include some rise in Bus Service Operators Grant related to integration objectives, innovation support and some use of **trial areas for bus franchising or area quality contracts**. The Executive wishes to avoid changes which could bring substantial rises in annual public costs and depress innovation (G4 Oct, H27 Sept – see also p12).

The legal position on local franchises or contracts is uncertain following the **Altmark case** (see STR22 p 14). This can be read as meaning that, subject to suitable compensation for public service obligations, aid for local public transport would fall outwith EU rules restricting state aid. **CalMac** has used this decision to argue that there is no longer a legal need to continue with CalMac tendering arrangements. However, the Executive has stated that it wishes to proceed with the process (H6, 9, 11, 13&31Oct).

Transport Services

AIR SERVICES

Commercial supersonic flights by **Concorde** ended in October but one of the fleet has been secured for the East Fortune Museum of Flight(H25&31Oct) Helped by its closer access to much of continental Europe, **Edinburgh Airport** has gained most of the new direct flights announced in 2003. **Germanwings** has suspended its Scottish Executive supported daily service from Edinburgh to **Cologne** between October and Easter 2004 (S9Aug) Agreement has been reached with **Continental Airlines** to introduce a **New York Newark-Edinburgh** direct service next year in addition to flights to Glasgow. Glasgow Chamber of Commerce and City Council have queried why public money is being used to duplicate, and possibly threaten, the existing **Newark-Glasgow** service (S8Sept,H9Sept) **US Airways** is to start a new daily service from **Glasgow to Philadelphia** in summer 2004 (H18Oct) In 2004, **Zoom Airlines** is to expand its Canadian flights from Glasgow to cover Vancouver, Calgary, Toronto, Ottawa and Halifax. Fares will start at £89 one-way (H4Oct) **Flyglobespan** has confirmed that it will switch **Prestwick** flights to **Glasgow** next year with European destinations expanded to cover Barcelona, Palma, Alicante, Malaga, Rome, Nice, Prague and Faro at fares from £35 plus tax(H24Sept) **Scottflight** introduced a direct service from Glasgow to **Paris** in October. **Eastern Airways** introduced direct 18 seater flights from **Inverness to Birmingham** in October (S8Sept) **Snowflake**, the Swedish low cost airline, is planning to run **Inverness-Stockholm** services between March and October 2004 aided by the Scottish Executive - giving Inverness its first international scheduled service since an aborted Amsterdam route in 2001 (S22Oct) **Ryanair** has claimed that inbound passengers from Frankfurt and Oslo account for 67-75% of passengers, boosting in tourism to Scotland (FT26Aug) Ryanair is to start two new routes from **Prestwick to Shannon** and **Milan**(Bergamo).

FERRIES & SHIPPING

CalMac has ordered a new, higher-capacity ferry for the **Wemyss Bay- Rothersey** route to enter service in 2005. Highland Seaways is planning to operate an April to October fast passenger ferry between **Gairloch** and **Portree** from 2004- trip time 90 minutes with 36 seat passenger capacity. Direct trips by the 225 passenger **Maid of the Forth** from **Edinburgh waterfront to Inchcolm** island are planned next year in addition to existing trips from South Queensferry.

RAIL SERVICES

Malcolm has contracted with Freightliner to expand **Coatbridge-Daventry** freight and expects rising long-haul transfers from road to rail. A **Grangemouth-Aberdeen** route is being trialled (H18Sept,20Oct) **EWS** reports encouraging traffic growth through its Aberdeen Guild St container terminal, operated in conjunction with NE based road haulier A B Craib. EWS has ceased to operate night mail, including Anglo-Scottish routes but studies are being made of new **daytime rail mail** (when roads are more congested) linking Motherwell, Warrington, London, Bristol and North-east England (Rail6Aug)

ScotRail is claiming substantial compensation for overnight Anglo-Scottish delays (H4Sept,10Oct) A **Pendolino** tilting train was named 'City of Edinburgh' as part of the EICC world rail congress in Edinburgh. Regular use on Anglo-Scottish trains will start from Glasgow in 2004 and Edinburgh in 2005 (S1Oct) From January 2004, new trains will improve capacity on **Scottish inter-city routes** and on commuter services to **Fife, Bathgate, Dunblane, East Kilbride** and **Kilmarnock** (H17Oct) In advance of completion of the Larkhall line, **Anderston-Hamilton** services will rise to quarter-hourly from December 2004. **ScotRail and First Group** have collaborated to introduce through bus-rail tickets on a new hourly bus service between **Haddington** and **Newcraighall**, inter-connecting with **Edinburgh Crossrail** services. Dundee City Council is considering proposals from the **Tay Estuary Rail Study** for an additional hourly **Perth-Arbroath** service with a new west Dundee station serving Ninewells Hospital and the city technology park.

BUSES&TAXIS

Stagecoach has introduced the UK's first commercially-run combined bus and taxi service between Dunfermline and Edinburgh. Profitability is expected within two years (H20&30Aug - see p 12 - 13) Stagecoach has also launched **Megabus**, offering no-frills coach travel from £1 between **Edinburgh, Glasgow, Perth** and **Dundee**. 96 seat double-deckers are used in association with on-line booking (H&S29Aug) **Scottish Citylink** has responded by introducing single fares from £1 (EN3Oct) Coach services between **Dunblane, Stirling** and **Edinburgh** have also been adjusted and expanded. **West Lothian Council** has stepped in to counter contracted **First Group** local services in West Lothian but is seeking fuller discussion in advance of further proposed

cuts (EN27Aug,10Oct) A new summer service every 10 minutes has been introduced between **Hanover St** and **Edinburgh Castle** esplanade. Castle tickets can be bought on the bus (EN7Aug) Glasgow taxi operators have been allowed to raise fares by the rate of inflation - 2.9%. Minimum charge remains at £1.80

QUALITY OF SERVICE

Rail maintenance spending cuts and line closure to facilitate renewals are likely to lengthen **trip times** over the next few years (H24Sept) **Staff shortages** are causing difficulties in bus and lorry operation (see p9) This is leading to more attention to wages, training and working conditions. Edinburgh City Council has increased efforts to cut **emissions** by switching off engines when stopped at traffic lights or by congestion. Motoring groups see this as overreaction. Glasgow City Council is increasing fines for roadside emissions. Related enforcement staff is being expanded as part of efforts to meet **air quality targets**. In Edinburgh, payment for parking can now be made by mobile phone. ScotRail has announced measures to tackle **fares evasion**. These have caused complaints of lengthy queues for tickets. Responses include more staff, automatic ticket machines and encouragement to take advantage of season ticket or other discounted tickets bought in advance. ScotRail **reliability** has improved with 87% of trains arriving on time (93% in SPT area) but Scotland had the worst delays in UK air charter flights in early summer (S26Sept). The east of Scotland multi-modal **One-Ticket** has been extended to cover new destinations in the Lothians and Fife. **Quiet roads** have helped strong growth in tourist cycling in Cumbria away from the heart of the Lake District (H18Oct) but walking groups have complained at Network Rail zeal to close recognised rail crossing points for walkers(H26Aug). Various areas have been involved in efforts to end rat-runs (e.g Arkleston Road in Paisley H26Aug), reduce speeds and cut car trips to school. The **Scottish Executive** has awarded £27m over 3 years to expand **20 mph speed** limits and create better conditions for **home zones and walking and cycling to school** (LTT2Oct) **Fife Council** has gained the UK Sustrans Award for primary school travel plans. **FTA** is seeking more positive attitudes to the advantages of **night time delivery** (Freight,September) An oil road tanker from Grangemouth exploded in a massive fireball after a collision near Kinross. 40 local residents had to be evacuated but there were no deaths or serious injuries (H31Oct)

Research Review

New Roads and Health

Matt Egan and colleagues at the MRC Social and Public Health Sciences Unit, Glasgow have completed a study entitled *New Roads and Health: a Systematic Review*. The Objectives were to synthesise evidence of the health impacts of new roads. A systematic review was carried out of observational studies measuring health impacts on local residents, pedestrians and road vehicle users following the opening of new roads in developed countries. 32 studies were included and critically appraised.

The results indicate that new major urban roads increase disturbance and severance in communities but have statistically insignificant effects on the incidence of accidents. Although accidents may increase on secondary roads, out-of-town bypasses reduce the incidence of injury accidents on main roads through towns. Bypasses reduce disturbance in towns, but increase disturbance for some residents. Injury accidents decrease across connecting routes between towns after new connecting highways open. The conclusions are that new roads may have both beneficial and adverse effects on health. More high quality research is required on health impacts of new roads, especially impacts on respiratory health, mental health, access to health care and physical exercise.

Road casualties

The "Road Casualties Great Britain 2002 Annual Report" was published in October. It contains final figures giving detailed information on the number of people killed and injured in road accidents in Great Britain in 2002. 3,431 people were killed on Britain's roads in 2002, 1 per cent less than in 2001. 40 fewer children were killed on the roads in 2002 than in 2001, a fall of 18 per cent. The full report can be found at:- <http://www.dft.gov.uk/transtat>

The Health Benefits of Walking to School

In a study on 'The Health Benefits of Walking to School' Roger Mackett, Professor of Transport Studies at UCL found that, overall, older children are more active than the younger and that the boys are more active than the girls. The direct health benefits in terms of exercise from encouraging more children to walk to school were seen as limited. Children are already more active on weekdays than at weekends. Over 90% of the sample group reached the recommended level of physical activity on weekdays. At the weekends far fewer did so, with only just over 50% of the girls doing so on Sundays.

Children who walk to school use many more calories than those who travel by car. The Year 8 children who walk use more calories in a week travelling to and from school than they would doing two hours of PE. However, school travel does not form a large part of total weekly exercise by children. Increased walking and cycling to school has a health value but greater benefits may come through local traffic(and speed) reduction and increased social interaction. The Health Development Agency has advised that **20 mph limits in residential areas** could cut child deaths and injuries with particular benefits for lower income families.

Dealing with the External Costs of Air Transport

A CfIT report has been published, responding to the DfT consultation on "The Future Development of Air Transport in the United Kingdom". It argues that the DfT should focus, not on the question of full coverage of external costs, but on how to develop solid incentives for increasing economic efficiency and social welfare. For this purpose it is *marginal*, rather than total, external costs that should be internalized

The list of externalities for which policy measures to internalise external costs can be developed includes the following impacts: climate change; changes in local air quality; noise; and congestion of runway slots and air space. The existence of these external costs is virtually undisputed, both in the scientific literature and among key stakeholders, and there is sufficient quantitative evidence available for agreement to be feasibly reached on appropriate levels of internalisation. It is recommended to intensify research on other externalities such as ozone layer depletion, water and soil pollution etc. It is *not* recommended to internalise the external costs arising outside the aviation sector (e.g. those of airport surface transport) by means of policy measures affecting aviation directly. Instead, it recommends that economic efficiency will be improved if these external costs are internalised at source where there is greatest potential road traffic reduction in relation to access to and from airports. <http://www.cfit.gov.uk/research/aec/index.htm#exec>

IN BRIEF

A report on **Settlements, services and access** has been completed and should be published by the National Assembly for Wales soon (Derek Halden Consultancy).

Barriers to Modal Shift commissioned from DHC and the University of Westminster, by the Scottish Executive. This research suggests various factors influencing people's travel choices that may be: 'hard' (e.g. cost, time and reliability of public transport); 'soft' (e.g. information, comfort, personal needs and attitudes); or 'complementary' (e.g. limited time budgets, the need to carry goods on a particular journey). For rail the main barriers were hard factors but for buses and cycling the critical barriers were soft and complementary factors. Failure to overcome any barrier whether hard, soft or complementary will render action on the other factors ineffective. <http://www.scotland.gov.uk/cru/resfinds/df171-00.asp>

The City of Edinburgh Council, **Taxi Tariff Review 2003** (Taxi 2) and the General Consumer Council's report, **New Start for Public Transport**, have been completed by the TRi, Napier University.

Transport and Business Location - A Scoping study has been completed by the Employment Research Institute and TRi, both at Napier University, for the DfT. It reviews the literature and conflicting and incomplete evidenced on the links and their implications for some current policies. The Regional Development Agencies of England have recently commissioned a study into the contribution of strategic transport schemes to **the national economy**, in order to identify schemes whose implementation would be of national importance.

Research Review

New, Current and Recent Research Projects

NEW SCOTTISH PROJECTS

TAS and Derek Halden Consultancy have been commissioned to undertake a **Demand Responsive Travel** study for HIE. A study of the **Value of Cycling** study for Highland Cycle forum was commissioned in September from DHC and should be ready by the end of the year. Derek Halden is also currently carrying out a piece of work on transport provision in the north west SIP area and he and TAS Partnership are undertaking work for HIE on **Community Transport** in the HIE area. HIE has commissioned **Steer Davies Gleave** to study the range and scale of benefits brought by the rail network.

SCOTECON (Scottish Economic Policy Network) have indicated funding for a project on **Taxi** market regulation, industry employment and the identification of data toward informed policy decisions. **Contact:** TRi, Napier University (James Cooper).

TRi, Napier University is conducting a 27 month study of the **Effects of Speed Cameras on Safety and Efficiency** for Glasgow Police, Glasgow City Council and Glasgow District Court

Babtie are conducting a £600,000 study for **West Lothian Council** on engineering aspects of reopening the **Airdrie-Bathgate** railway. **SPT** has commissioned **Atkins** to study interchange improvements at Hamilton Central station.

SCC has started a research project into local authority provision of **school transport**.

OTHER NEW PROJECTS

The Transport Research Institute (TRi) at Napier University, are carrying out a EPSRC/LINK-IST project entitled, *Throwing light on Timetables: can light emitting polymers help?*

MVA has been commissioned by the DfT to study the extent of the extent of **integration** between regional land use planning and transport planning. (LTT 21Aug)

Steer Davies Gleave are to study the approach to building **high speed rail lines** in Spain, France, Germany, Italy, Japan and Australia (all but the latter have invested in such lines). The work is for CfIT (LTT 7Aug)

DfT has issued a consultation paper seeking views on the European Commission's recently published reports on: developing innovative funding solutions for the **trans-European transport network (TEN)**; developing a **Euro-Mediterranean transport network (TEMN)**, and; a draft directive on the widespread introduction and interoperability of electronic **road toll systems** This could disrupt UK government plans to introduce road user charging for lorries in 2006.

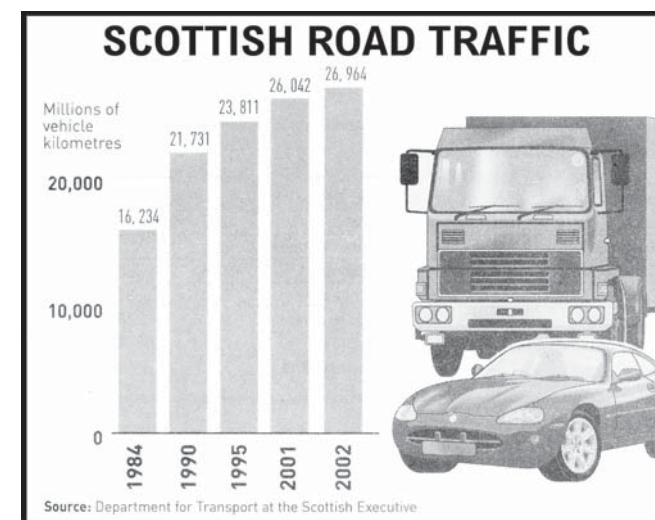
http://www.dft.gov.uk/stellent/groups/dft_about/documents/source/dft_about_source_023592.doc

PROJECTS COMPLETED

Economic Impact of Edinburgh's Integrated Transport Initiative (David Simmons and MVA for Scottish Enterprise Edinburgh and Lothian and the Scottish Executive)

This study predicts that congestion charging will initially slow economic growth in the city. Over time associated transport improvements, such as the proposed trams, will neutralize the effects of the charge. The Study used a land use transport interaction/ local economic impact model to estimate the effects. Three academics (Profs. Roger Vickerman (Kent University), Peter Mackie (Leeds) & David Bannister (University College London) reviewed the modeling results, concluding that they had expected the final net impact of the ITI package to be more substantial than the model results suggest although quantification is not easy.

Scottish Road Traffic DfT has completed a revision of methods of estimating Scottish road traffic since 1993. This has concluded, contrary to previous recent estimates showing stabilised traffic, that there has been some growth in traffic since the mid 1990s though with average growth rates well below those of the 1980s. The process is explained in *Scottish Transport Statistics, Vol 22, 2003, Ch 6*.



Source: Herald 25 October '03

Insatiable road demand

Peter Romilly of Abertay University has completed a piece of research dealing with the problem of evaluating road building/ improvement schemes when the **demand for road space** is "insatiable". This is reported on the STSG website. One conclusion with an important policy implication for the evaluation of enlarged road capacity is that methods of cost-benefit analysis may tend to overestimate the net benefits of such proposals by a significant amount. Although the model is developed in the context of roads, it could be applied to air travel.

PORTS

Forth Ports is to spend £5m to double freight container capacity at **Grangemouth**. Container traffic growth has been running at 10% a year while both **Orkney** and **Clydeport** are continuing to develop plans for oceanic container transshipment hubs at **Scapa Flow** and **Hunterston** (S27Aug;ASH17Oct) The Prince of Wales has opened the £20m new pier at **Scrabster** while the Scottish Executive has committed £2m to a new ferry ramp at **Dunoon** pier(H7&28Aug)

RAIL & TRAMS

Phase 1 of the **Channel rail link** (Britain's first 187 mph railway) opened in September with Phase 2 due to be complete to London St Pancras by 2007. Phase 1 covers 46 miles and was delivered on budget at £1.9 billion (H29Sept) **WCML** modernisation north of Crewe may be speeded up by extensive closure for major renewals but this has attracted strong adverse comments from EWS unless adequate alternative rail freight routes are available(H2Oct). Plans to spend £7 to 10 billion on a new **London Crossrail** east-west route plus Channel link spending have provoked complaints at insufficient rail spending in the regions. An SRA consultation paper on north/south high-speed rail options is imminent while private promoters are hopeful of government approval for their **Eurogauge freight route** from the Channel Tunnel via the Midlands and Sheffield to Lancashire.

Doubt has been cast on the ability, and inclination, of the Scottish Executive to complete rail reopening to the **Central Borders** before 2010. However, the Executive insists this is a priority. **Scottish Borders Council** has lodged the reopening bill in the Scottish Parliament and the Executive has committed £110m to a revised total cost of £130m (S5,28,29Sept) Opening is planned for 2008, some two years after completion of the £28m **Larkhall** and £30m **Stirling-Longannet** reopenings. **Airdrie-Bathgate** reopening is on a similar timescale and cost to Central Borders reopening.

SPT is now hopeful of early Executive support for £50m **Glasgow Crossrail** plans, allowing **Glasgow Airport** and other south side services to reach Queen St station or run directly to east and north Scotland. BAA Rail Director Vernon Murphy has supported this concept rather than the announced

Infrastructure

priority for an Airport-Glasgow Central rail link (H29Oct). SRA has rejected plans for a proposed **Musselburgh Parkway** rail station and is proving cool on proposals for major **Waverley Station** reconstruction costing up to £800m. Suggestions for even more expensive tunnels under Waverley have also been heavily criticised with the Executive turning attention to more modest immediate improvements (costing around £100m) which could raise capacity at Waverley and its approaches with added local capacity coming from the Edinburgh tram schemes (S29 Sept, EN 6 Oct, H 15 & 16 Sept) The first **Edinburgh trams** are expected to be operating by 2009 (H27Sept). **Aberdeen** has plans for a light rail link between the city centre and a redeveloped beach area. The Scottish Executive used a **Light Rail Order** to ensure rapid progress on the new 2 mile line to an opencast coal site near **New Cumnock**. Kier Minerals is to build this line which should open early in 2004 (Rail, 3 Sept; LTT 21 Aug)

Gartcosh rail station costs have risen to £3.1m though final approvals are expected in 2004. Costs for the proposed Orton loop on the **Aberdeen-Inverness** line have risen from £4m in 1998 to £28m. HITRANS is pressing both for a review of cost escalation and early action to ensure long-delayed improvements on the route.

ROADS & PARKING

Amid complaints about low spending by local authorities on road maintenance, the Executive has turned down a request from Glasgow City Council for aid towards major **Clyde Tunnel** repairs (H13Oct). Local road schemes proceeding include the **Angus Council** £53m PFI for dualling the **A92** between Dundee and Arbroath, **Highland Council** plans for a short £10m link road north of Inverness city centre and joint **Falkirk/West Lothian Council** proposals to upgrade a 3.2km section of the A801 including an Avon Viaduct replacing a very sub-standard road. Morgan Sindall has gained the 30 year contract for the A92, with dualling expected by 2006(H2Oct) In Glasgow, objections on navigation grounds are not expected to delay construction of the £9m **Finnieston Bridge** (H20&24Sept).

The **urban M74** Public Inquiry opened on 1 December with the Trunk Road Authority as promoter. The Executive has also published Line Orders for an additional

Forth bridge and approach works just west of **Kincardine** costing at £90m. This may be open by 2008 (LTT21Aug). **FETA** has proposed early investigation of an additional multi-modal crossing at Queensferry, possibly including trams into Fife. Edinburgh City Council, however, is opposed to any extra bridge including provision for cars (LTT18Sept) **AWG Construction** has won the £21.6m contract for A80 grade separation at **Auchenkilns**. DfT has approved a **Temple Sowerby bypass** on the A66 from Penrith to Scotch Corner.

Bus park and ride is expanding. **tie** plans for Edinburgh include schemes on the West Edinburgh fringe and at Straiton and Danderhall to the south and east. It is also planned to upgrade the Lothian Road to South Gyle bus service to busway status by 2005 at a cost of £9.7m prior to completion of the West Edinburgh tram route. Another new busway is planned from Edinburgh New Royal Infirmary to Greendykes More controversially, the **tie** proposals now include a **£50m car park** under George St. The Cockburn Association and other bodies consider that this would work against traffic reduction objectives (H12Sept ,S4Oct) Edinburgh Chamber of Commerce is seeking exemption of commercial vehicles from road tolls but tie argues that business would gain from tolls. However, London is considering shared priority lanes which could include lorries. A £2.8m park and ride facility has been completed west of **Falkirk**, serving the dual purpose of access to the Falkirk Wheel and to the town itself (EN5Sept) In a survey of sports car owners, the A87 from Invergarry to Skye was voted the most beautiful road in Britain, the Llanberis Pass in Wales second and the A827 from Killin to Ballinluig third (H12Sept)

WALKING

Edinburgh council leader, Donald Anderson, wants to see more extensive pedestrianisation in the city centre while Glasgow City Council is planning a re-landscaping and reduced car use in George Square (H10Sept) A £425,000 lottery grant will allow the 40 mile **Clyde Walkway** linking Glasgow to New Lanark to be completed. **East Ayrshire Council** also gains £500,000 for a 214 mile path network. Six designs for an eye-catching pedestrian bridge over the Clyde at **Tradeston** are being judged (H2Sept&1Nov).

Property and Land Uses

PLANNING STRATEGY

The Executive is pursuing plans to redistribute **civil service jobs** away from Edinburgh despite major disputes over the high costs and net benefits of moving **SNH** from Edinburgh to Inverness. The **Arts Council** may now move from Edinburgh while a shortlist has been prepared for a **VisitScotland** move from Edinburgh. Options include Inverness and various locations in central Scotland (H9&24Sept)

Debate has opened up on future directions in **retail strategy**. Both Glasgow and Edinburgh City Councils are concerned that the vitality of city centre shopping is at risk from over-expansion of shopping elsewhere. In **Glasgow**, legal problems are slowing progress on Selfridges planned major city centre store while there is alarm at Peel Holdings seeking to triple retail space in the **Glasgow Harbour** development to 500,000 sq.ft (comparing with the existing 700,000 sq ft at St Enoch Centre, 600,000 at Buchanan Galleries, 600,000 at Braehead and 500,000 with planning approval at Glasgow Fort beside the M8 in east Glasgow) (H20,21,30Oct) Town centre pedestrianisation and, to a lesser extent, Braehead are seen as factors in the House of Fraser decision to close their Arnotts store in **Paisley** town centre – allowing a mixed redevelopment of the substantial site with a reduced retail element (H20Sept) Concern at the rundown of **Princes St** has forced **Edinburgh City Council** to seek a ban on further fringe-of-town retail developments at South Gyle and Fort Kinnaird (both initially promoted by the Council), possibly associated with a more relaxed attitude to expansion of Edinburgh city centre parking for shoppers (see George St car park proposals, p7)(S30Aug) Paisley traders are also claiming that parking problems have aggravated a loss of business to sites with extensive free parking. Glasgow, and the refurbished Candleriggs car park in particular, has been commended for the quality and mix of long and short-stay parking (H9Oct)

The GCV Structure Plan team has published an Issues Report on *Longer-term Strategy for Town Centres and Retailing*. This seeks to strike a balance between sustainable objectives, preferences for **shopping by car**, enhancement of public transport viability and desires to protect existing town centres. The Report suggests that there has been an inevitable weakening of some existing town centres as lifestyles change though this has aggravated **access problems** for the less well off and others

unable to drive cars. The traditional hierarchy of town centres needs modification but in ways ensuring more inclusive access rather than a widening of the mobility gap. **Glasgow city centre** is seen as having, and meriting, assured dominance. A revised list of priority town centres and other major retail locations is suggested. At some point, **Braehead** may achieve recognised town centre status for the wider Renfrewshire riverside. **North Lanarkshire** is seen as having particular problems for priority with a need identified for improved facilities in Cumbernauld and revised priorities in Motherwell/Wishaw including the proposed Caledonian Centre related to the Ravenscraig site redevelopment, Comments were requested by 17 October.

Office developments are exhibiting changing patterns reflecting the demand for satellite offices, support for home working and flexible desk availability for diverse users. Recent examples include **Macmerry Park** beside the A1 east of Edinburgh and the **Pyramid Business Park** redevelopment of the Motorola site off the M8 at Bathgate (H28Aug,4Sept) This may reduce present peaks in car commuting demand to traditional centres while reinforcing more complex patterns of business travel. Net impacts on total movement and modal share remain speculative (S20Aug)

CITY&TOWN INNER AREAS

SECC in Glasgow has announced £60m plans for redevelopment adding extra stage capacity, conference flexibility, housing and river gardens. An increase in public transport modal share will be required to ease parking and access problems. Extra services on the Argyle line are foreseen plus light rail provision and improved buses (H14Oct) **John Lewis** reports encouraging first-half sales in Scotland, especially in the central Glasgow shop but has expressed concern at decline in Edinburgh if road charging is approved(H19Sept,EH5Sept). Plans for an up-market canal quarter at **Port Dundas** have been approved with aid from Glasgow City Council (H10Sept) Proposals have also been made for narrowing the upper Clyde, increasing natural scour but also providing more attractive urban riverfront space and extra footbridges (H24Oct) **Dundee** is consulting world architects on a vision for its waterfront and linked city centre over 30 years (H20Oct) Henry Boot has announced plans for a £50m expansion of **Ayr** town centre featuring an open, informal street rather than

a covered mall. It is believed that Debenhams will be the anchor tenant (H11Sept) Controversy has arisen over partial closure of the maternity and sick children's complex at **Yorkhill** in Glasgow. This site close to the Clyde has redevelopment potential but medical opinion is divided on breaking the close link between a maternity unit and adjacent specialist facilities for child health (H9Oct)

CITY & URBAN HINTERLANDS

Approval for the **Ravenscraig** redevelopment master plan is imminent while further development is proceeding on the nearby **Eurocentral** business site in North Lanarkshire. Plans for 135 acre **Gartcosh Park** are finally taking off. They use the former steelworks site and build on the direct access now provided from the M73 plus the proposed new station at Gartcosh. Queen Margaret College is planning to relocate to a new site adjacent to the railway and A1 on the edge of **Musselburgh**. Relocation of 4000 students from Corstorphine and Leith is planned for 2007 and it is hoped to add an academic village and business park (H21Oct) Business park developments have been announced adjacent to **Aberdeen & Prestwick Airports** (H15,23&24Sept) Despite interest in the city waterfront, more immediate developments in **Dundee** have concentrated on the growing retail and business park on the city fringe at Kingsway West (H23Sept) Often seen as a backwater, **south-west Scotland** is now leading the house price boom with prices up 48% in a year (H27Sept)

VISITOR ATTRACTIONS

Five years after opening, the royal yacht **Britannia** at Leith has reported outstanding success with visitors 60% above forecasts. However, the 3 year old **Big Idea** at Irvine waterfront has closed following competition from the more accessible Glasgow Science Centre (H22Aug&210Oct) The **Falkirk Wheel**, opened in 2002, is proving successful with visitors well above targets (H29Oct) Initial results at **Loch Lomond Shores** have been less encouraging but a £45m plan has been announced to continue transformation of the area – including a pedestrian bridge across the River Leven, a hotel, self-catering and other facilities. However, the Scottish Council for National Parks fears some conflict between development and the national park concept (H24Oct).

Statistics

SCOTTISH ECONOMY & TOURISM

Both the UK and Scottish economies remain sluggish though with greater problems in Scotland apart from a revival of tourism. Scotland had the lowest growth of all 12 UK regions in 2001. The Allander Institute has cut expected Scottish growth to 1.2% in 2003 and 2% in 2004 (with 1.8% and 2.4% expected for UK).

RAIL & BUS ScotRail reports passenger trips are up some 10% on 2002, reflecting improved reliability and an end to the industrial disputes which affected 2002 results. Bus use in 2003 is likely to be 3% above 2002.

AIR PASSENGERS July-September 2003 (thous. and % change on 2002)

Source: BA Scotland, HIAL & Glasgow Prestwick

	ABERDEEN	EDINBURGH	GLASGOW		
Domestic	416 (-6.4%)	1,473 (3.6%)	1,219 (0%)		
International scheduled	135 (17.5%)	427 (9.0%)	284 (-14.8%)		
International chartered	55 (4.9%)	226 (24.9%)	1,036 (9.7%)		
Helicopter	96 (-14.5%)				
TOTAL	702 (-3.0%)	2,126 (6.6%)	2,539 (1.7%)		
	PRESTWICK	INVERNESS	OTHER H & 1		
TOTAL	558 (25%)	136 (18%)	127 (0%)		

Comment: Aberdeen continues to be influenced by oil industry decline, affecting both domestic travel and helicopters. Overall, BAA Scottish Airports growth ran at 3.3%. Glasgow's international scheduled fall was mainly due to less capacity on the Amsterdam route. Aberdeen gained from Paris flights and Edinburgh was boosted by new services to Prague and Cologne. International charter traffic showed strong growth though domestic traffic was slightly affected by disputes at Heathrow. Prestwick maintained strong growth with new services and this also applied to Inverness. Stable traffic at other H&I airports included fairly strong growth at Stornoway and Kirkwall cancelled by falls at Sumburgh.

ROAD TRAFFIC Scotland achieved record car sales in 2002 though the scrapping of older cars also seems to have risen. 2002 traffic volumes grew 3.6% on an unusually depressed 2001. **GB road traffic** rose by 1.1% in the second quarter of 2003 with the light van sector showing the strongest growth (5.9%) and accounting for 11% of all traffic. Car kilometres rose by 0.3% and heavy goods vehicle kilometres by 0.4%. Traffic falls were recorded on motorways (-0.3%), major urban roads(-0.5%) and minor rural roads (2.8%) but traffic on major rural roads rose 3.1% and 3.2% on minor urban roads. **Transport Statistics GB** indicates that modal share for car/van/taxi passengers has stayed at 85% since 1998 while recent rail and cycle shares have also been stable around 6% and 4% of passenger kilometres.

Cal/Mac Ferry Usage:

July - September 2003

(and % change on 2002)

Passengers	2.13 m	(8%)
Cars	388.5th	(8.3%)
Coaches	5,216	(-5.7%)
Lorries/vans	22,591	(-6%)

Source : Caledonian MacBrayne

Comment: Passengers numbers were boosted by the tourism and visitor boost of good summer weather and by the added Balamory impact on Mull.

HIGHLIGHTS from Scottish Transport Statistics, Vol 22, 2003, Scottish Executive National Statistics.

New features include some **international comparisons** and a handy card of **summary statistics**.

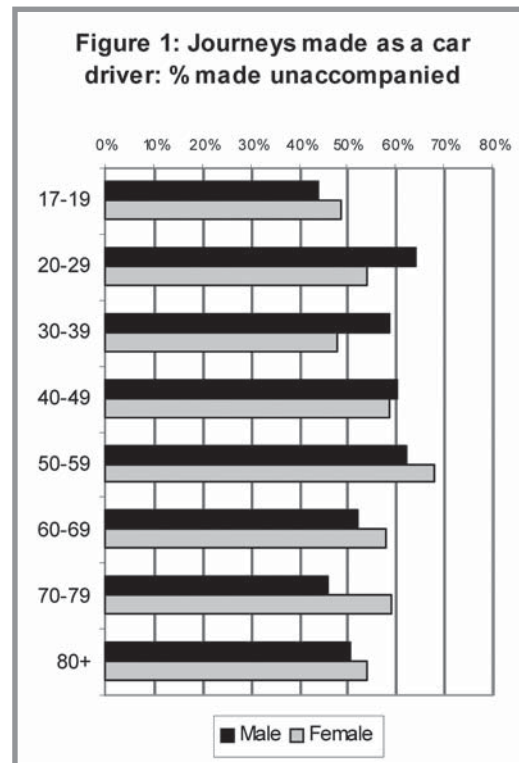
KEY TRENDS	1992	1997	2001	2002	% change	
					2001-02	1997-2002
Motor vehicles	1.8m	2.0m	2.26m	2.33m	3.1%	16.5%
Vehicle kms major roads	22,576m	25,395m	26,084m	27,007m	3.6%	6.3%
Vehicles Forth Bridge	17.8m	21.1m	22.6m	23.4m	3.1%	11.0%
Tay Bridge	6.9m	7.7m	8.2m	8.4m	2.4%	9.0%
Erskine Bridge	6.8m	7.4m	9.0m	9.5m	5.5%	29.0%
Skye Bridge		.63m	.67m	.72m	7.5%	14.3%
Road deaths	463	377	347	304	-12.3%	-19%
Local bus trips	532m	438m	441m	446(est)	1.1%	1.8%
Originating rail passengers	60.2m	62.6m	65.3m	62.2m	-5.0%	-0.6%
Air passengers	10.4m	14.4m	18.1m	19.8m	9.8%	37%
Road petrol/derv delivered	2.76mt	2.55mt	2.12mt	2.03mt	-4.3%	-20%

Comment: Scottish road traffic rose faster than overall economic growth in 2002. This may be influenced by relatively strong consumerism and credit expansion plus falls in motoring costs, a tourist revival, land use changes (aiding Erskine Bridge growth in association with Clyde tunnel congestion) and public transport difficulties. However, longer-term trends suggest a decline in road traffic relative to economic growth. Since 1997, the increase in number of vehicles is higher than overall use - reflecting a rise in lifestyle vehicle purchase and multiple household car ownership. Growth in road traffic appears to be more concentrated on shorter, more diverse trips around cities. Industrial action and other disruption meant that rail travel in 2002 was at least 5% below normal. Air travel has clearly been assisted by the 'no frill' revolution and has reduced growth in Anglo-Scottish rail trips. The marked fall in oil used in road transport despite a 6% rise in road traffic since 1997 suggests considerable improvement in fuel efficiency assisted by a major shift from petrol to diesel and, to a much lesser extent, to alternative fuels.

Car Occupancy: Scottish Household Survey Results.

A note by the Scottish Executive Transport Statistics Branch

This is the eighteenth in a series of short notes on transport-related results from the Scottish Household Survey (SHS). It describes some results from interviews conducted with adults in households across Scotland from February 1999 to December 2002. For each journey, or stage of a journey, made the previous day, the interviewer asked the method of travel, and, for those journeys made by car or van, the number of occupants of the vehicle, including the driver. Approximately 15,000 journey stages each year were analysed, and the results have been weighted.



Overall, 58% of trips as a car (or van) driver were made with no one else in the car. 28% of trips were made with 2 car occupants, 9% with 3, and 6% with 4 or more. There was little difference between male and female drivers.

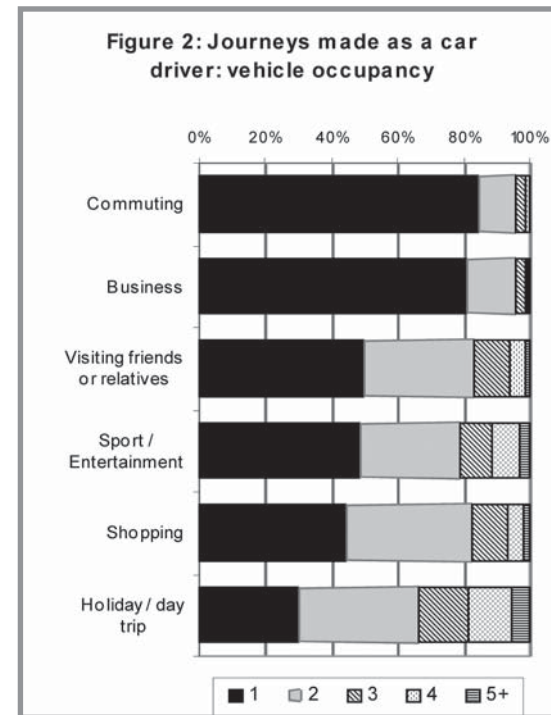
Gender and age

Figure 1 shows that much more of a difference between the sexes is evident when age is also considered. Significantly fewer journeys were made unaccompanied by female drivers aged between 20 and 39 than by male drivers in the same age bracket, perhaps due to family commitments. The pattern is reversed for those aged 50 and above: a higher proportion of females than males in the older age groups drive alone. Overall, drivers in their 50s are most likely to drive alone, with 64% of their journeys as drivers being made unaccompanied. This figure is lowest (46%) for teenagers. 26% of all unaccompanied journeys were made by those in their 40s, 24% by those in their 30s, and 21% by those in their 50s.

Time of journey

The day of the week had an effect on the proportion of journeys made unaccompanied, in that only 43% of journeys at the weekend were made alone, compared to 61% - 65% on weekdays. The time of day also had a predictable effect, with 76% of journeys before 7am being made unaccompanied, and 72% between 7 and 9:30am. This dropped to between 51% - 54% of journeys started between 9:30am and 4:30pm, and rose again to 61% between 4:30 and 6:30 p.m. After 6:30pm 53% of

journeys were made unaccompanied. 22% of all unaccompanied journeys made by car drivers started between 7 and 9:30 a.m., and 17% between 4:30 and 6:30 p.m.



Purpose of journey

Figure 2 shows that the purpose of the journey has considerable effect on the number of occupants. 80% of drivers travelling for business and 85% of drivers commuting were the sole occupants of the vehicle. 50% or fewer of journeys made for the purposes of education, shopping, health reasons, visits to friends or relatives, trips for sport or entertainment, and holidays / day trips were made as single occupants. Commuting accounted for 38% of all unaccompanied journeys, shopping for 16%, business for 11%, and visiting friends or relatives for 9%.

The proportion of journeys made unaccompanied tends to rise with the annual net income of the household, but the variation is not large: between 53% and 62% for each of the income bands.

Labour force status

A significantly higher proportion of unaccompanied journeys as drivers were made by those in full time employment. 64% of journeys as drivers by self-employed individuals were made alone, as were 63% made by those employed full time.

A full version of this article is available on the STSG website: www.stsg.org

SHS statistics can be found at: www.scotland.gov.uk/shs

STAG : Scottish Transport Appraisal Guidance

The Scottish Executive issued a revised version of STAG, first issued in July 2001, at the beginning of September and has held a series of regional workshops on the use of STAG. Comments on draft advice to Local Authorities and developers on Transport Assessments (replacing Traffic Assessments) are also being sought by the end of December.



The new version of STAG has been cut to one volume with text simplified and a little shorter in the light of comments. The former advice on assessing '**Cost to Government**' and '**Risk and Uncertainty**' has been put in separate Chapters (11 & 12) and there is a new Chapter 13 on **Participation and Consultation**. The previous advice on sifting all options, not just those facilitated by modelling, is retained and, instead of a model-based 'do minimum', a 'logic-based view of the potential future' is introduced as a Reference Base for considering the impact of further proposals. The guidance states that 'simply retro-fitting existing proposals, or those with a planning history, to objectives may be tempting but is clearly not the way to proceed'.

There are changes in the section dealing with the nature and importance of **Economic Activity and Location Impacts (EALIs)** in addition to direct assessment of **Transport Economic Efficiency (TEE)** but the most substantial revision is in the Chapter dealing with **Accessibility**. Specific reference to **Social Inclusion** has been added and the Chapter provides specific advice on how to tackle accessibility assessments so that the impacts on relevant groups of people, businesses and locations are understood. TEE advice is also amended to reflect both the Treasury reduction of the discount rate to be used from 6% to 3.5% (resulting in higher value for longer-

term benefits) and requirements to introduce higher estimates for costs – especially in non-standard projects – to reflect that out-turn costs may be higher than expected and benefits lower. Managing projects and delivery has become more important in ensuring prominence for longer-term projects. Local authorities are also helped by advice on which projects may require more intensive and wide-ranging assessment. Revised *Appraisal Summary Tables* have been issued.

The main purpose of STAG remains as essential guidance on procedures which local councils or other bodies must follow in seeking transport grants from the Executive but is also applicable to the Executive's own projects and is expected to be a helpful procedure with respect to planning and public inquiries arising from transport proposals and development applications. Proposals have to be shown to be objective led with the actual content paying attention to public policy aims on an evidence basis. In preliminary testing, STAG had already produced beneficial results in the *Central Scotland Transport Corridor Studies*, in consideration of options for expanded capacity at *Waverley Station* and related approaches and in showing that, for the immediate future, *Elgin* could gain from more limited roadworks and traffic management rather than a full bypass.

Reducing Driver Shortages : Scottish Road Haulage Modernisation Fund

The fund set up to improve training standards and encourage new entrants into the road freight and logistics sector is currently being utilised on two projects aimed at reducing driver shortages. **Skills for Logistics** (previously known as the Road Haulage and Distribution Council) has appointed **Chris Campbell** to help launch the schemes which are funded by the Scottish Executive.

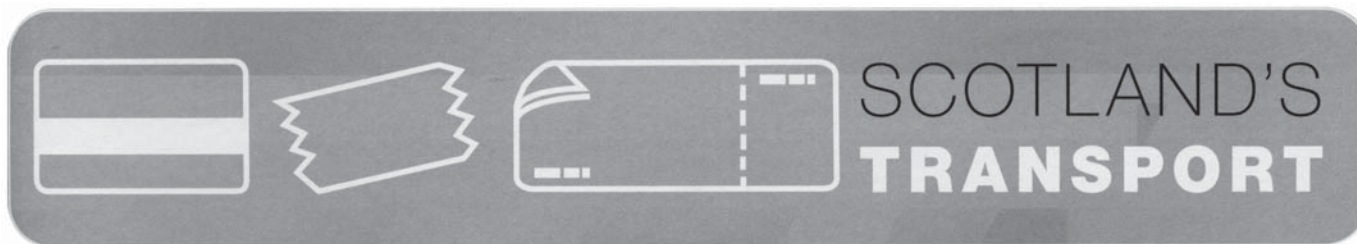
The first scheme known as the *Young Driver Scheme* trains drivers below the minimum statutory age limit of 21 years to drive Large Goods Vehicles. Some 60 trainees in Scotland have been taken on board, and, as well as being trained to drive lorries will also be assessed to SVQ level 2 on Driving Goods Vehicles. The second scheme known as the *Scottish Driver Training Scheme* is similar, but trains the over 21's to become professional lorry drivers as well. Indications show that several hundred trainees have been identified so far and that employers are keen to utilise this project too.

Employers can access allocation of funding for both schemes up to the value of £3750 per trainee. The training and draw down of funds is undertaken by *Approved Training Providers* of which there are thirteen in Scotland. Apart from registration fees, theory tests, medicals, Lgv Training and SVQ, costs are paid out of the fund. Several other innovative projects will be rolled out over the next year, including management training and defensive driving and fuel economy courses.

Contact Chris Campbell, **Skills for Logistics Scotland** on 07818 450557.

Website; www.skillsforlogistics.org

Scotland's Transport : A Consultation. Proposals for a New Approach to Transport in Scotland



Published by the Scottish Executive in September, responses to this Consultation have been requested by 17 December 2003.

SUMMARY of PROPOSALS The proposals seek to improve delivery of commitments already given to integrated and efficient transport. The aim is 'an accessible Scotland with a safe, reliable and sustainable transport system'. Two main themes are developed – major policies and schemes of national importance and how best to deliver at a more local level.

NATIONAL DELIVERY At the Scottish level, a case is made for a *national centre of excellence*, attracting quality staff and ensuring progress on major new projects - notably in the rail sector where delivery problems had been greater than for roads - but within an integrated multi-modal framework taking social justice and sustainable transport as central goals. A central body is seen as important to minimise the risk of competition for scarce staff leading to delays and erratic delivery. Any new body also had to be an able manager of infrastructure while facilitating private sector involvement and playing its part in achieving the target of stabilising road traffic volumes by 2021. A non-departmental public body is ruled out as an option but the stated preference is for an Executive Agency incorporating trunk roads and possibly with some powers relating to delivery of national concession fares and quality bus contracts. Other options listed are continued direct action by the Scottish Executive or the setting up of Special Purpose Vehicles for particular projects such as the proposed rail link to Edinburgh Airport.

LOCAL DELIVERY The consultation paper suggests that, in many parts of Scotland, local authorities are too small to deliver transport policies and projects effectively. It also has reservations about the ability of voluntary regional partnerships and of SPT under present arrangements to rise to the challenge of making rapid and 'best value' use of substantial rises in funding for transport and public transport in particular. As presently constituted, SPT has suffered from the inability to secure project funding from constituent bodies while its concern with public transport can lead to a lack of integration with roads policies. Joint Committees are seen as sharing the same funding problems as SPT and the Executive tends to the view that Joint Boards may be the best way forward for most of Scotland in conjunction with greater use of Special Purpose Bodies (like tie for the Edinburgh tram project) in some cases. The option of a strengthened SPT and PTEs for other parts of Scotland is mentioned but with the caveat that bodies concerned only with public transport are not best placed to handle the core issue of the relationship between private cars and public transport.

KEY QUESTIONS Finally, seven key issues for comment are outlined:-

- (1) The overall aims for a new national transport body (**Transport Scotland**)
- (2) The best way of widening public involvement in planning transport services
- (3) Views on transfers of powers as between local and central government – including powers to Transport Scotland to promote new railways and tramways and in relation to concession fares and quality contracts
- (4) Views on options at regional level
- (5) Views on the future of SPT
- (6) Views on the number and geographical extent of regional partnerships
- (7) Options for preferred funding and resourcing

GENERAL COMMENT Publication of the consultation has revived strong debate on the appropriate relationship between central and local government in relation to transport. There appears to be acceptance of the view that stronger regional delivery arrangements are needed but, in practice, there are likely to be major tensions in two related areas:-

- funding, transparency and democratic accountability
- determining those powers which are central, regional and remaining with local authorities

Considering cross-boundary flows between Scottish regions, the importance of external links and the commitment to national standards and targets, the case for a more centralised Scottish 'vision' backed by managerial competence in delivery seems strong. Opinions vary on the best framework. Is the answer a **Transport Scotland Executive Agency** or should the focus be on reforms within the civil service and democratic procedures to accelerate policy delivery, a relevant information base and monitoring – supplemented by a **Delivery Agency for Major Priorities**? At the regional level, there are similar arguments and claims for more power to develop policies, programmes and targets within the national framework. This could include the transfer of some trunk roads and railways/trams to regional bodies as well as powers in relation to bus, rail, ferry and local air service contracts or franchises. No one has suggested that local authorities lose all their powers in relation to transport yet there is a need for considered views on what transport powers they should retain (or gain) and on what funding basis.

Buses & Accessibility in Scotland

festivals, reducing after-school activity 'chauffeur' trips by parents. More information had been gained on needs for wheelchair access. A full report on the project would be available in December followed by a conference in February 2004. Pointers emerging included greater use of joint ticketing (including taxis), common standards for vehicles and their operation, driver training (video route software from Innovas was being used in Angus as well as by Lothian Buses) and improved publicity.



Laura Sexton followed this by a report on what **Traveline Scotland**

had achieved and was proposing. A call centre had been set up in Airdrie and was among top-performing UK call-centres. The centre provided information on best choices for travel by public transport. Operating hours would be extended to 10 pm on 5 October. It was planned to include map and fares information while the sister organisation **Transport Direct** allowed some tickets to be booked and gave price comparisons. Announcements on new developments in integrated bus-rail ticketing were expected shortly.

Malcolm Stewart, Chairman of the newly established **Bus User Complaints Tribunal Scotland**, then explained the role of this statutory tribunal. It had no parallel in England and was designed to handle complaints where the initial response from operators to individuals had been considered unsatisfactory. The Tribunal did NOT deal with fares or with issues related to changes in services or the technical condition of vehicles – these being matters for commercial decision or local authority social support or decisions by the Traffic Commissioner with respect to vehicle standards. BUETS will meet 4 times a year, produce an Annual Report and be subject to review after five years. CPT had provided added publicity and, on complaints received, operators had responded well to substantiated grievances.

POLICY DELIVERY

The presentation by **Douglas Ferguson** of **SPT** highlighted the problem that policy was



often stated in too general terms. A sharper focus on aims was needed as part of improved delivery with particular concern to ensure both modal shift from cars and social inclusion. Indicators needed to provide useful links to policy delivery. For

example, the 5% target for bus growth to 2006 was both unambitious and unclear as to the shares of growth coming from the social inclusion and modal shift agendas. Similarly, the indicator for households within easy walking distance of a bus stop missed the points that the available bus may have too low a frequency or not take you to and from where you want to go in a reasonable time. More research was needed on relevant and meaningful indicators and targets. Uniform standards were needed for information at bus stops, bus stop design, integrated ticketing. To test effective delivery, more trials or pilot areas were needed for quality contracts and DRT (including urban DRT). Douglas also felt that the Executive needed to set out the wider context more fully. The recent report on *Delivering Best Practice* (see STR 22 p 16) had shown how other countries, with similar general aims to Scotland, had delivered them more effectively through an emphasis on substantial funding, strong regions, integrated ticketing and quality contracts or franchises. Scotland was now seeing a large improvement in capital funding for public transport but less attention was being paid to the revenue funding implications of policy aim. Regional delivery, even in the SPT area, was weak and progress on integrated ticketing poor. More attention had to be given to removal of the obstacles to regional delivery both in the SPT area and elsewhere. SPT was attracted to the benefits of a new pattern for bus regulation (on the London model) yet there were considerable practical and legal difficulties in moving quickly to such an extensive change. A potential alternative was trial areas for bus quality contracts.

Trond Haugen of **Fife Council** placed added emphasis on consultation, linking with accountability and evidence of delivery on issues important to communities as well as on wider issues of Scottish strategy. He drew attention to the case for on-going focus groups and efforts to ensure that the views of car drivers did not dominate. There was a need for local consultation on specific issues, including the preparation and implementation of Travel Plans aiding access and providing alternatives to car use. He mentioned a particular concern about a potential major disruption of community transport arising from an event or accident showing up the differential safety standards applying to volunteer non-profit community transport (as per S19 Transport Act 1985) and community transport provided by commercial operators under social contracts. Volunteers were beginning to move into the 'social contract' area without clear guidance. Changes were required to safeguard and encourage the expansion of DRT. **Brian Masson** joined this plea for guidance to end confused standards and variations between local authorities.

CONCLUSION

The conference concluded with a discussion leading to consensus on several points to be put to the Minister (see p3). Highlights of the reply from Nicol Stephen are reproduced on p11. The full text of this is on the STSG website.

Buses & Accessibility in Scotland

noted that, firstly, the existing Greenways still involved problems for buses at several junctions and in relation to enforcement and, secondly, that Greenways did not yet apply in all streets with significant congestion. There was a need for more comprehensive and enforced measures, helped by general traffic restraint and reduction encouraged by reviews of parking policy and the proposals for two-cordon road pricing. Such measures, applied over a number of years, could have a significant role in increasing the rate of city bus growth and containing bus operating costs.

DISCUSSION *Issues raised included the problems of continuing bus decline in areas away from larger towns and concerns at slow progress towards 100% low-floor operation. 1 in 7 of the population had a degree of disability. Operators replied that much progress had been made to urban low-floor operation. Policy was to convert entire routes though this meant that poorer performing routes tended to be down the queue for low-floor buses. Extra public funding could accelerate the process and also assist in better service provision in urban fringe and rural areas. There was agreement that 'social funding' for buses should rise but also a risk that an excessive skewing of funding towards less-busy routes could be at the expense of extra funding towards route development on corridors with high potential for achieving mode shift from cars. There were also technical problems in providing low-floor coaches on longer routes. It was confirmed that the Fife Taxibus was not wheelchair accessible. Lothian Buses said that they were in a position to plough back most of their profits into development of an integrated network meeting economic and social needs.*

Questions were raised about how to improve media and political attitudes to buses. It was felt that, in relation to bus priorities, politicians may have been over-influenced by objections from shopkeepers concerned about loss of business despite evidence of positive gains from bus priorities and of substantial use of shops by people visiting on foot or using buses. Use of shops in Leith Walk had risen after bus priorities. While a consensus of support for modal shift from cars and more equitable access was found in recent documents, there was still in many areas a lack of political champions to raise awareness of the benefits of bus growth and reduced traffic. Lastly, operators were asked about their arrangements to consult users. They referred to national consultation on bus design issues but confirmed a lack of formal consultation on other issues. However, market research and surveys did take account of user – and potential user – views while many meetings were held with community councils and other bodies on problems arising from specific route or timetable changes. Operators pointed out that (apart from the qualified position of publicly-owned Lothian Buses) they had a commercial remit and were answerable to shareholders. Nevertheless, the practice of regular meetings with all stakeholders was being extended.

TRANSPORT & SOCIAL INCLUSION

Derek Halden said that improving links between transport and social inclusion was now one of the leading policy issues impacting on the nature and use of buses. *Making Connections*, the UK based Social Inclusion Report, and his own work for government on accessibility planning had drawn attention to the issue and its implications. A fuzzy topic had to be made more specific to establish standards and performance measures. He foresaw greater use of statutory bus quality partnerships and contracts in conjunction with a need for extra funding to back accessibility objectives. He emphasised the need to improve the information base, including information on the use of existing bus services and travel diary sources. STAG and the Treasury Green Book might require tweaking to ensure delivery of social aims and an equitable distribution of costs and benefits arising from passenger movement. There was an evident need to reduce the contraction of urban evening services and to expand accessible networks without involving a spiral of rising support costs. Closer links were required with land use planning, labour market studies and employer's Travel Plans. He suggested the development of local accessibility standards within three broad groups:-

- major cities and their hinterlands
- smaller towns
- rural remote areas

In meeting needs, he also envisaged greater use of new technology to allow core networks to exist alongside a substantial growth of computer controlled DRT with secure and high quality interchange between the two systems. In developing partnerships, he stressed the importance for access to jobs of targets for improved reliability. Ways had to be found of empowering people and businesses to ensure necessary changes in bus services and fares. A particular problem existed in edge of town locations (suited to car access) where a token bus was liable to be seen as sufficient to meet access standards. This was often a waste of money and needed to be replaced by integrated accessibility planning from an early stage. It was also desirable that employers become involved in buying bus passes as an aid to access.

Brian Masson of the **Angus Transport Forum** expanded on these themes by outlining a pilot study with EU and other support of computer based brokerage between available vehicles and passenger movement needs. This involved using new computer software (developed in Finland) to align transport resources with access needs. A centralised control centre was essential for efficient operation – matching demands with available vehicles in a DRT package.

The pilot study was based on the Angus glens with interchange hubs at the three local market towns. 10% of the population were now in a Travel Club and it had been possible to develop new opportunities e.g. bringing chemotherapy drugs closer to patients, developing bus use in association with hill-walking



Some issues omitted from the consultation will also arise and it will be interesting to see which are raised by respondents in addition to replies to the direct questions. Among possible issues are:-

- relationships between the **Scottish Executive, Regional Bodies** (including SPT), the **SRA, ORR** and **Network Rail** (more extensive rail devolution to Scotland has been raised elsewhere – see p5)
- revision of **Scottish Executive Indicators, Targets & Standards** on movement and access (improving the focus on policy rather than project delivery and monitoring – this would include policies on road user pricing, fares reform and regulation)
- closer alignment of transport policies and **planning policies** (legislation on planning is imminent and will provide stronger structures for delivering sustainable policy within the four principal city regions)
- the respective role of central, regional, local public bodies and the private sector in **local bus delivery** within integrated transport and land use policies
- should the present Executive and/or Transport Scotland retain a major role in Highlands & Islands transport or should this be devolved, under suitable funding arrangements, to a **Highlands & Islands Transport Authority?**

THE CONSULTATION PROCESS

The Executive and other bodies have held a series of meetings throughout Scotland on *Scotland's Transport* prior to the final date for comments, **17 December**. The principal all-Scottish event was organised by the Scottish Executive at SECC, Glasgow, on 25 November. In addition to plenary sessions, speakers included **Minister Nicol Stephen**, Brian Souter of **Stagecoach**, Ewan Brown of **tie** and Alison Magee of **COSLA**. Chris Green of **Virgin Trains** provided a UK perspective and the day ended with closing remarks from John Martin, Head of the SE Transport Group.

Bus Policy Issues

Highlights of Response from Nicol Stephen, Minister for Transport



Quality Bus Services

Improved bus services are a crucial part of the Executive's commitment to integrated and sustainable transport. Using the toolkit in the Transport (Scotland) Act 2001, the Executive is committed to monitoring whether Quality Partnership powers are adequate to protect and enhance evening, weekend and rural services, and to promoting quality contracts for bus services where partnership working is unlikely to deliver a step change in quality. We are working closely with key stakeholders including the Confederation of Passenger Transport (CPT) and the Association of Transport Co-ordinating Officers and look forward to the joint report which will be published shortly by these two bodies. I understand that the report will include details of how voluntary partnerships are delivering benefits similar to that which would be offered by statutory schemes. We will take stock of what can be achieved following publication of this report.

Integrated Ticketing

We are undertaking a needs analysis as part of our developing Integrated Ticketing policy. A Working Group is currently considering proposals for pilot schemes with conclusions early next year. Integrated ticketing is a requirement of the new rail and ferry service tendering exercises.

Training

Each of the major bus operators is committed to targets for training staff, and customer care features highly in NVQ/SVQ training modules. The potential new Sector Skills Council, named Go-Skills, would cover bus, coach, light rail, taxi and private hire, aviation and transport planners.

Subsidised Bus Services

The provision of local bus services is generally a matter for individual bus operators who use their own commercial judgement. Bus operators respond to demand for services. Beyond the commercial decisions of bus operators, it is the responsibility of the relevant local authority to identify where there is social need for a particular service and to make subsidy available.

Land Use

There are land use planning policies in place to promote sustainable transport in new development. Development plans should involve consideration of the integration of land use and transport, in particular locating significant travel generating development where it can take advantage of, and in turn support, established public transport networks. Planning agreements can be put in place to ensure developers make provision for funding infrastructure and/or service provision, and to ensure that the end users of development prepare Travel Plans to influence travel behaviour to meet mode share targets. A consultative draft on new policy guidance is expected early in 2004

Community Planning

Under the Local Government in Scotland Act 2003, local authorities have a duty to initiate and facilitate the community planning process. With partners, local authorities are developing an overall strategy for their areas in the form of a community plan. Other strategies, including those for local transport, should fit this overarching strategy. Local authorities need to ensure that the community is engaged in the process. A number of partnerships are already taking forward innovative ways of addressing the transport needs of their communities

Modal Shift and Accessibility

The key indicators adopted by the Executive for bus transport are passenger journeys, modal shift to public transport and the accessibility of local bus services. Transport indicators will be reviewed regularly.

The full version of the Minister's letter is available on the STSG website

Buses & Accessibility in Scotland : The Next Ten Years

Report of STSG Conference in Jarvis Ramada New City Mills Hotel, Perth,
18 September 2003 with support from Stagecoach Group

Introducing the Conference, STSG Chair **Tom Hart** set out the background of the recent change to bus growth in Scotland and the growth of policy interest in accessibility, modal shift from cars and fuller integration within transport and with other policies. What then were prospects for buses over the next 10 years? He welcomed **John Martin**, Head of Transport at the Scottish Executive to give the keynote address as the substitute for **Nicol Stephen**, Minister for Transport.

SCOTTISH EXECUTIVE OVERVIEW

John Martin emphasised the very strong commitment which the Minister – and the Executive – had to bus travel. Buses had a central role to play in the Executive's policies for modal shift from cars, economic and environmental gains and increased social inclusion. In many cases, buses were the **only** public transport option and it was essential that their profile ranked as high as concerns to improve rail services. In 2001, 12% of adults used the bus to work compared to 2% using trains. The challenge was to meet passengers' needs innovatively while providing value for money.

John outlined what the Executive had done to promote bus use – Bus Service Operators Grant (worth £50m a year to Scottish operators), general grant aid to local authorities which they could use to support socially necessary bus services (including Demand Responsive Transport - DRT), aid from Public and Rural Transport Funds, creation of Bus Users' Complaints Tribunal, study of bus role in multi-modal corridor studies and support for free off-peak local bus travel for those over 60 and the disabled. He then turned to future prospects. Buses would gain under plans to increase public transport spend by 70% by 2005-06 so that it became very nearly 70% of the transport budget. Greater use was anticipated of the bus partnership, contract and information powers in the **Transport (Scotland) Act 2001**. Route development would be encouraged, possibly under the **Kickstart** procedures outlined by Stagecoach. An audit of partnership working was in progress with a view to further improvements in services. Much effort was being put into high quality travel information, including **Traveline Scotland** and the national **Transport Direct** project. Integrated ticketing was also being expanded.

The coalition **Partnership Agreement** in the new Parliament included a specific commitment to better value, better quality bus services with enhanced frequency and marketing on routes with potential for growth. More detailed proposals were due later in the year. Innovation was essential and a series of **pilot DRT schemes** was being developed in both urban and rural settings – especially helping the elderly and disabled and those not well served by existing fixed route bus services. The

Agreement includes a commitment to a Scottish wide scheme for **concession travel**, including extensions to cover bus, rail and ferry concession travel for young people. A workshop on means of delivering these commitments had already been held. Reference was also made to **Smartcards**, the **Integrated Transport Fund** and delivery improvements following the consultation on **Transport Scotland** (see p10 - 11).

In conclusion, John reported that the Minister was very interested in **Stagecoach's** new Yellow Taxi-bus service for Fife-Edinburgh travel – the first fully commercial DRT service in the UK. **First Group** and **Lothian Buses** were also very active on the innovation front. The Executive appreciated this 'can-do' approach. The minister's message to Conference was: *“Greater investment in Public Transport is crucial. That is why I am determined to deliver the most ambitious programme of investment in rail, bus and tram projects for over 50 years. We are shifting the emphasis of transport spending towards public transport – by 2006, 70% of a £1 billion a year transport budget will be spent on public transport. Although many of our highest profile projects are focused on new rail and tram projects, I want to see a significantly greater emphasis on the bus. The bus remains the most used form of public transport and after years of decline we are seeing an increase in passenger numbers. I want to invest more in buses by measures to improve reliability and quality, new concessionary fare schemes and more park and ride initiatives backed by bus priority measures.”*



Brian Souter and Nicol Stephen at the launch of the Fife Yellow Taxibus

EVOLVING BEST PRACTICE

Steve Stewart of **Stagecoach Group** recognised that the industry had still to crack the problem of making buses exciting rather than a press turn-off only gaining attention when news was bad. The bus was becoming a quality product and there was a need to both build on quality and secure press and public awareness of positive results from innovation, staff training and good management. There had to be a shared commitment to bus growth targets with a strong focus on delivery of higher standards and better networks. Local authorities still tended

Buses & Accessibility in Scotland

to have a social bias when considering buses yet often had a confused agenda giving little support to core network growth while, in practice, also giving scant support towards specific social service aspects of buses.

He then went on to highlight opportunities for operators and local authorities to work together to deliver on integrated economic and social objectives at local level. Stagecoach was strongly in favour of local management initiatives and had been heavily involved in marketing initiatives, analysis and the expansion of e-marketing and tele-sales. In cases like the **Kickstart** project in Perth, there had been encouraging results for both usage and finance, helped by a co-operating local authority. Group research and sensitivity to market trends had also produced initiatives such as the **Fife Yellow Taxibus**, **unirider/megarider** tickets and the **Megabus.com** approach to low-cost coach travel with a particular- but not exclusive - focus on the student market and on bookings and payment via the internet. Pioneering work around Manchester was now being extended to Scotland. The Fife taxibus was showing good early results though it had shown up the problems which could arise from heavy reliance on cul-de-sac street housing as in plans for east Dunfermline. Positive responses had also come from imaginative advertising and fare reforms and discounts such as **Coolrider**. Progress had also been made on effective **bus route and network maps**.



Brian Souter launches Stagecoach Megabus.com in Scotland

Photo courtesy of Centre Press News Agency

Turning to **First Group** examples, **Gordon Dewar** provided other illustrations of innovation and a plea to the Executive to shift the balance of funding within public transport towards buses. Buses could be fast deliverers of Executive and local authority policy objectives yet still took a back seat compared to rail funding and rail project development. Further advances could, and should, be made quickly on issues such as high quality information, frequency, integrated ticketing, fares and reliability. Surveys already showed 75% satisfaction among existing bus users. This needed to be better publicised, improved and sold to potential users – including present car users. The simplicity of **Overground** marketing for higher

frequency routes plus fares reform had already shown that relatively inexpensive changes could grow the bus market in many areas by well above 1% a year. In Glasgow alone, route branding and colour coding had produced 2% annual growth. He stressed the special and cumulative impact of measures to improve travel times and reliability relative to cars. Through internal monitoring and direct contacts with drivers, First Group was now close to the Traffic Commissioner target of 95% reliability but, for travel time reduction, it was important to implement and enforce comprehensive bus priority measures on principal corridors.



First's Tri-axle bus and the cars it aims to replace

Bill Campbell and **Iain Coupar** followed with a joint presentation on **Lothian Buses**. They agreed that marketing, network reshaping and fares innovation of the types already described (and also applied by Lothian) explained the majority of recent bus growth. However, Edinburgh had been a leader in providing **Greenways** giving comprehensive bus priorities. Phase 1 had been introduced in August, 1997, at a time of few other innovations. This had produced 6.2% annual growth on the corridors affected compared to the previous year and an overall fall in bus use in Edinburgh of 1.3% between 1996/97 and 1997/98. There was also evidence that peak-period bus use on Greenways had risen 15%. Since 1999, use of Lothian Buses had been rising some 3% a year. 95m passengers were carried in 2003 with 100m expected in 2003.



Since 1999, use of Lothian Buses has been rising 3% a year

In addition to innovations already mentioned, Edinburgh growth was attributed to staff training measures, heavy investment in new lower-emission buses, a large expansion of direct debit, Smartcard ticketing, new maps, clear bus-stop information, night bus expansion and a total redesign of leaflets and publicity. Where did this leave Greenways? Rather than being tempted to downgrade their importance in future policy, it had to be