

# Scottish transport review

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SPECIAL THEMES:

## Scotland's Transport Future



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# Scottish transport review

## Editorial



After six years, I retire as Editor with this issue. These years have seen the emergence of the Scottish Parliament and Executive as bodies influencing transport and having direct links to the electorate. Transport powers are now about to be widened to ensure greater control over, and financial responsibility for, railways in Scotland. There has also been increasing involvement in air transport issues, in the freight sector and in shipping links beyond Scotland. Despite pitfalls and a media more prone to criticism than praise, there is evidence of a real determination to improve the contribution which transport can make to the Scottish economy and society.

This Issue records steps being taken to increase such initiatives within funding which must also encompass other Scottish objectives – not least in relation to health, education and both rural and urban concerns. Transport can never offer a neat solution to all problems but appropriate policies can be a significant part of solutions – turning problems into opportunities and delivering goodvalue.

From the next issue, Derek Halden will assume the role of Editor. I will continue to have an involvement as News Digest Editor and would thank all those who have contributed to improving since the initial issue in April 1998.

Tom Hart

## Transport Policy: A Comparative Review

*'Whether a transport policy divergence from England can be successful is now a key issue'*

Since the spring, the *Treasury Spending Review* has been completed, DfT has published the *Rail, National Road Pricing and 10 Year Transport Plan Reviews* and the Scottish Executive has produced *Scotland's Transport Future*. Though there is some rise in public spending on transport, heavy investment in transport is not on the Treasury agenda. In particular, the Treasury shows no enthusiasm for expensive rail and light rail projects. Reflecting such views, DfT is proposing reforms to cut costs and raise efficiency on the present rail network. Any longer-term vision for rail is postponed until costs have been brought under control. Expanded road schemes also remain small in relation to the English population. Congestion is likely to rise since any national scheme for road pricing is seen as 10 to 15 years away. There are no national targets for reducing road traffic growth while high growth, mainly financed by the private sector, is forecast for air traffic.

In sharp contrast, *Scotland's Transport Future* retains Wendy Alexander's 2002 aim of stabilising road traffic with added stress on demand management (code for a road pricing strategy for the Glasgow-Edinburgh-Aberdeen triangle?) and expansion of rail investment and public transport support to a much greater extent than road spending. Growth on existing railways and on new routes is expected over the next 10 years compared to a stationary or contracting network in England. Public sector support for ferries and air transport will also rise in Scotland.

Are these sharp differences of approach real or will they be narrowed by financial pressures? One piece of reform to be clarified is the change in Scottish funding related to the transfer of most rail responsibilities to the Executive. Nicol Stephen is clearly hopeful that, given the

coalition situation in Scotland, an acceptable settlement will soon be reached. The Executive seems confident that it can justify, and fund, a substantial switch to rail, other public transport and aid for direct shipping and air service development. Compared to England, where rail reforms will fragment longer-term strategy, the Scottish Executive sees the **Scottish Transport Agency** as a key instrument for effective short and longer-term delivery of a greater role for rail and public transport. Through funding allocations, the Executive will also have a powerful influence on regional and local transport strategies. In addition to extra fares income and close control of project costs, there is scope to raise funds from sources other than the Scottish block grant – eg. developer contributions, more extensive road pricing, airport levies, land value levies, parking charges and more PPPs for major transport projects.

Whether a transport policy divergence from England can be successful is now a key issue. Success could see England copying Scotland; failure could lead to rail cuts with funds reallocated to other Executive priorities – including buses and a larger road programme (see articles on p 6 & 10). Since 1996 and despite lower levels of congestion, Scotland has moved closer to road traffic stabilisation than England and has achieved stronger rail and bus growth than any other region except the south-east. As first Minister, Jack McConnell has stressed sustainable economic development and social inclusion as factors in transport priorities yet both Scotland and England continue to feature weak integration between global warming, energy and transport strategies over the next 20 to 30 years. This will be an area to watch as transport delivery and accessibility programmes are refined and monitored.

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SCOTTISH TRANSPORT REVIEW - ISSUE 26, SUMMER 2004



# SCOTLAND'S TRANSPORT FUTURE – THE TRANSPORT WHITE PAPER

*Contributed by the Scottish Executive Transport Group*

On 16 June the Scottish Executive published the first white paper on transport since devolution. *Scotland's Transport Future* sets out the Executive's vision for transport, our major programme of infrastructure and service improvements and proposals for improving the planning and delivery of transport at national and regional levels. The white paper also sets out our plans for improving the quality and co-ordination of utility company roadworks and includes some other smaller legislative changes.

The white paper comes at a time of major investment in new railways, tram lines, bus services and road improvements. Public transport, along with walking and cycling, now accounts for over two thirds of the transport budget. This means that we need to ensure that we have the structures to deliver this programme of improvements across Scotland. At the national level, we will set up a new executive agency for transport in Scotland, reporting directly to Scottish Ministers. An early task for the agency, in consultation with others, will be developing for the first time, a national strategy for transport.

At the heart of the white paper is a

proposal to create a network of statutory regional transport partnerships across Scotland. This follows wide consultation in autumn 2003 on improving national and regional transport delivery. Regional transport partnerships will take the lead in planning and delivering transport at a regional level, crossing current local authority boundaries and enabling joined-up solutions to Scotland's transport problems. They will be local government bodies and will build on the work of the current 4 voluntary transport partnerships: HITRANS, NESTRANS, SESTRAN and WESTRANS. In the west of Scotland, we have made clear that the new arrangements will preserve the strengths and achievements of Strathclyde Passenger Transport. The regional transport partnerships will take the lead in developing a regional transport strategy, which will guide and co-ordinate the actions of its constituent local authorities.

This autumn, the Executive will be consulting with local government and other stakeholders on the detail of the regional transport partnership proposals. We will be seeking views on the right boundaries for the new partnerships

and who the membership should comprise. We anticipate that in addition to local authorities, regional transport partnerships would include around a third of their voting membership from other organisations. This draws on the experience of NESTRANS and HITRANS, who include the enterprise networks and business organisations on their boards.

We will also consult on the detail of how regional transport partnerships are financed and what functions might be appropriately carried out at a regional level. It is unlikely that each partnership will want to exercise the same functions as their counterparts and we will not impose a single model. We will however provide guidance on functions and suggest some models for local authorities to consider.

Establishing statutory regional transport partnerships and delivering our other legislative proposals will require primary legislation and we will seek an early opportunity to introduce a bill in the Scottish Parliament. We look forward to working with local government and our wider stakeholders as the proposals contained in the white paper move forward.

## THE RAIL REVIEW AND REPLACEMENT SCOTRAIL FRANCHISE

The conclusions of the UK Government review of rail were published on 15 July 2004. As part of the rail review the Executive and the UK Government agreed that Scottish Ministers will take greater responsibility for rail in Scotland. The agreement transfers full responsibility for specifying track and infrastructure improvements, as well as all of ScotRail's services, to Scottish Ministers. These changes will create a more direct, clearer relationship between the Executive and ScotRail, provide the power to take long term, strategic decisions about future investment for Scottish services and enable the Executive to set the priorities for NetworkRail to deliver in Scotland.

The creation of a simpler, clearer, more streamlined system - which for the first time brings together powers over train services, track and stations in Scotland - will enable the Executive to secure a

better deal for rail passengers and greatly increase its ability to deliver the rail improvements Scotland needs

These changes have been agreed in principle and are subject to the transfer of funding to the Executive for the additional responsibilities. The Executive and the UK Government worked closely on the rail review and the continued work to devolve these new rail powers to Scotland is being given high priority

FirstGroup have been appointed as the preferred bidder for the new ScotRail franchise, this was announced on 11 June 2004 following recommendation from the Strategic Rail Authority. Work has focussed on progressing with FirstGroup towards contract signature to enable the next franchise to begin in October. The next franchise will deliver a more reliable, punctual and comfortable service to Scottish rail users. It is anticipated

that FirstGroup's bid will produce real improvements from the early days of the franchise and throughout its life.

### Bridge Toll Consultation

The Executive is consulting on a review of bridge tolls. Responses were due by 31 August.

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### Bus Quality Contracts

The Scottish Executive points out that the statement on page 8 of STR25 (Spring 2004) that it had rejected West Lothian Council proposals for Quality Contracts was inaccurate. West Lothian Council is currently working on proposals for Bus Quality Contracts and these are expected to be submitted for further consideration.



## Scotland's Transport Future

*Present expectations are that the Scottish Parliament's legislative programme for 2004-05 will include a substantial Transport Bill. Consultation on important aspects of secondary legislation, including more detail on **Statutory Regional Transport Partnerships** will take place from late September until the end of this year. Transport legislation for Britain will also be required following the UK White Paper. It is likely that much of the present Transport Group within the Scottish Executive will transfer to the proposed **Scottish Transport Agency**. The Agency may not be fully operational until 2007 though interim arrangements will improve delivery.*

## Scotland's Transport and the UK/Global Dimension

*Contributed by **Iain M McMillan**, Director, CBI Scotland*

We support the decision of the UK Government to give greater responsibility for rail in Scotland to the Scottish Executive. These new powers should enable Scottish Ministers to deliver the rail improvements that Scotland needs as part of its overall transport strategy. This will be good for the Scottish economy.

But we also understand that the UK Government will retain its overarching responsibility for UK developments such as the modernisation of the **West Coast Main Line** and work on the **East Coast Main Line**. This is vital. We would not wish to see a situation arise in the future where Scotland's rail links to the rest of the UK were compromised as a result of trunk rail upgrades in the very north of England being regarded as low priority by Whitehall. External **shipping** and **air links** are also

important as well as action to ease road congestion in England affecting trips to and from Scotland.

Business is less happy with the UK Government's **ten-year transport plan review**. This fails to reassure business that the UK will get a transport system to rival main competitor countries. We needed a radical investment plan and an urgent programme for implementation. We have been given a sense of direction but no convincing practical agenda for delivery. The plan lacks targets and a clear programme for action. There is more money but it is not enough and there are few real commitments to specific projects. There are some helpful announcements but these are only steps in long drawn-out processes.

None of this will reassure firms that we

will get a transport system that can compete with other countries. It is hard to overstate the level of business frustration on this issue. We have seen some improvements but the tortuous pace of change is damaging business, the economy and confidence in the UK's ability to deliver. We agree that long-term vision is needed but this must not be an excuse to extend timescales and defer decisions. This must not be about creating room for manoeuvre for politicians if or when they don't deliver.

At a Scottish level we look to the Scottish Executive to do better than the UK Government appears to be doing in terms of providing certainty and delivery on the ground. **The Transport Scotland Agency and this Autumn's Spending Review will be crucial here.**

## Scotland's Transport Future : Comment from COSLA

*The issue that gives us greatest concern relates to funding and the power to requisition funding*

COSLA welcomes the publication of "Scotland's Transport Future" as a valuable step forward in the debate on the planning and delivery of transport services. It brings together all aspects of transport, makes explicit the links to economic activity, tourism, land use planning, the environment and health improvement, and confirms the key role local government plays at the centre of these. We are pleased to see the Scottish Executive has accepted COSLA's argument and made a clear commitment to a national, long term, integrated transport strategy for all Scotland.

COSLA makes the case for **decisions taken at the most appropriate level**. So, we support the transfer of certain rail powers from Westminster to Scotland and are pleased to see the commitment not to transfer any local authority powers to the centre. We have long argued for a **national**

**concessionary travel scheme**, accepted in the paper. Similarly, the proposals to better coordination of roadworks also seem eminently sensible.

In terms of the new **regional transport partnerships**, we welcome the acknowledgement that one size does not fit all and that there will be flexibility across the country. However, we do have some concerns. We remain to be convinced of the benefits of only one member from each local authority sitting on a Partnership Board, albeit with votes dependent on population and will explore other options in our response to the consultation.

Having drawn up a regional strategy, there will be a need to ensure that partnerships are able to deliver on their local priorities. We welcome the involvement of other stakeholders, however this should not be

prescribed from the centre. We acknowledge the attempt to be flexible with geographical boundaries; but, the thinking seems muddled in that a council could be split between two or more partnership areas but be a member of just one. Also, if the case can be made for it, why shouldn't a regional partnership be coterminous with a single local authority?

The issue that gives us greatest concern relates to **funding and the power to requisition funding**. While partnerships can undertake prudential borrowing, it will presumably be councils who will meet the loan charges.

COSLA is developing its position on the above and other issues, and we will respond in detail to the Bill and accompanying consultations. The real discussion has now begun and we will work with the Minister to ensure that the new arrangements are democratic and deliverable.

## A Comment from TRANSform Scotland

*'In the new Regional Transport Partnerships, it is vital that representation includes environmental as well as business interests.'*

TRANSform Scotland welcomes the broad thrust of Scotland's *Transport Future* and, in particular, the emphasis on **demand management** and efforts to deliver a more sustainable Scotland based on overall road traffic stabilisation and more effective use of resources to strengthen the economy and social inclusion. The regional dimension within Scotland is also welcomed as a means of improving delivery in a strengthened Scottish framework. But it is important that this dimension should not obscure the importance of **action at community level** to encourage more walking and cycling, better public transport and a better overall quality of life with less pollution,

less noise, lower speeds and a better local – as well as global environment.

TRANSform Scotland has concerns that environmental rhetoric is not allowed through in delivery. It urges that plans for transport put more emphasis on the economic need to become less dependent on fossil and nuclear fuels with clear links between transport policies and other Scottish Executive aims for sustainable development, social inclusion and equitable access. Scottish targets should be set for shifts to public transport, for increases in walking as well as cycling and for cuts in greenhouse gas emissions. **A final concern is that big Scottish Executive led projects are receiving too much emphasis** compared to

smaller regional and local projects –, including speed reduction, traffic calming and home zones – which can promote health, safety, public transport and better neighbourhoods. Plans for big projects should be more selective and focus on better connectivity within, and to and from Scotland, in ways compatible with much reduced growth in transport energy inputs. TRANSform Scotland sees the decisions expected soon on the **urban M74** as a key indicator of whether, in practice, the Executive and local authorities are giving real backing to sustainable and inclusive communities. In the new Regional Transport Partnerships, it is vital that representation includes environmental as well as business interests.

## A NEW START FOR THE WEST COAST

By Chris Green



Chris Green  
Chief of  
Executive,  
Virgin  
Trains

(from  
October  
2004 Chris  
becomes  
Chairman  
of Virgin  
Rail Group)

Picture Credit: Virgin Trains / Milepds 92

The West Coast mainline is still the "premier line" to many of us and we are starting to awaken this sleeping giant.

The electrification and upgrading of the East Coast in 1991 was partly justified by the downgrading of West Coast services. All this ends from September 2004 when the West Coast enters an exciting period of evolution, with every year up to 2008 bringing acceleration and improvements.

The first stage on 27 September includes the acceleration of all Anglo-Scottish services thanks to the introduction of the new tilting Pendolino trains. Journey times will fall to about 5 hours, with two flagship services each way with a best journey time of 4hr 43 minutes with just two stops at an average speed of 85mph

The flagship services will be named the "Royal Scot" and "Caledonian" to mark the return of the premier line and have enhanced catering offers. Edinburgh gets an inaugural West Coast service with a semi-fast train filling in the gaps in stopping pattern from Carlisle to London Euston behind the fast "Royal Scot".

December 2004 will mean pain at weekends as Network Rail start in earnest on the upgrade north of Crewe. This is the only way that the work can be completed in time.

The reward will come in December 2005, when we shall have a modern, tilting railway with speeds up to 125mph all the way from Glasgow to London.

All that will then remain will be to open up the Rugby–Stafford bottleneck in 2008 by widening almost the whole of that part of the route to four track. This will allow more freight paths for Anglo-Scottish freight, and will also allow Virgin to at last timetable an hourly Anglo-Scottish service with alternate fast and semi-fast services.

We shall then be able to give both the air and motorway markets a run for their money with modern, high-speed trains offering the very latest in tilt technology and on-board entertainment – it's going to worth waiting for!

## Scotland's Transport Future: An interim CILT Response

The Scottish CILT Policy Committee is drafting a response to the Scottish Transport White Paper and is also considering how the abolition of the Strategic Rail Authority will affect the Executive's transport proposals. Some of the key points exercising the minds of committee members are:-

- the case for designating a Regional Partnership area covering Perth and Dundee
- the incorporation of business organisations in statutory partnerships is a positive move which could be extended to temporary members with specialist knowledge where appropriate
- clearer definitions of relationships between Regional Partnerships and other bodies such as **Tie** (Transport Initiatives Edinburgh) and **SPT** (Strathclyde Passenger Transport) are needed
- clarification of the powers proposed for local authorities for Quality Bus Contracts is needed where significant expertise already exists – as in tie and SPT
- concerns that the Westminster legislation required to transfer rail responsibility to the Scottish Executive could delay the Executive's ambitious

## Franchising, Competition & Innovation

Following the financial difficulties of Northlink, the Scottish Executive is working within EU rules on a replacement franchise. Interested companies who have submitted pre-qualification questionnaires are now being evaluated. Companies meeting pre-qualification criteria will be invited to bid for a 6 year contract for passenger and vehicle ferry services to **Orkney** and **Shetland**. Despite some indications that EU rules may not require the franchising of CalMac **Clyde** and **Western Isles** routes, the Executive is continuing the franchise process though this will now take longer. **GNER** refranchising will also now take longer. SRA has announced that the **Virgin Cross-country** franchise is to be terminated and alternative bids invited with a view to cutting costs. This could have implications for Cross-country services to and from Scotland. The new ScotRail franchise, has been linked with pro-competition rules to ensure that first will not adjust bus routes and fares policy in Scotland to prejudice existing levels of bus/rail competition and disadvantage competing operators wishing to be involved in multi-modal fares. Underlying problems remain in relation to the legal position affecting **competition, integration and procurement**. In policy terms, there are also conflicting signals on whether market competition or well structured passenger franchising in a reformed infrastructure framework (including greater use of differential pricing) will best deliver both innovation and integration. While the pro-competition view is strengthening in longer-distance and international transport, market imperfections and, in particular, the lower

population density in Scotland, make it impossible for social objectives and wider economic aspirations for access to be met fully through normal commercial operation. The Scottish Executive, local authorities and planned statutory regional partnerships face major challenges in resolving these issues at acceptable cost.

The agenda is moving towards the introduction of **bus franchising** or **quality bus partnerships and contracts** (for which powers have existed since 2001) and more extensive adoption of integrated services, multi-modal fares and information. The proposed Edinburgh tram routes are likely to be part of a package involving closer relationships between bus, tram and rail networks. Such actions could be helpful in improving social access and encouraging modal shift from cars. On the other hand, there are dangers from over-rigid franchises slowing innovation and adaptation to changing markets. There is provision for some flexibility within the **ScotRail** franchise, including 'menus' for the operation of additional services but EU rules for ferry franchises presently inhibit flexibility. Prof Alfred Baird has urged either more innovative specification of a replacement **Northlink** franchise or other action to allow change during **ferry franchises**. He has suggested a review of short-crossing routes to Orkney and possible revision of longer-distance ferries from Orkney and Shetland to provide new links to Rosyth or Invergordon and to Iceland and Scandinavia. EU procurement rules may make it difficult to ensure desirable flexibility in franchising contracts.

### Innovation on Rural Regional Railways

*Contributed by Roy Pedersen*

The Waverley Route Trust conference in Edinburgh on 23 April promoted the case for community railways. Speakers argued that a community rail approach could enhance innovative thinking, application of appropriate best practice and higher levels of usage. Contrasting approaches were illustrated by Chris Austin of the SRA, Anthony Smith of the Rail Passengers Council, Frank Boach of the Highland Rail Partnership and Tony Snare of the Esk Valley (Yorkshire) Railway Development Company. Case studies dealt with the

Dartmoor Railway, the Antrim/Bleach Green reopening in Northern Ireland and opportunities for charter train and tourist/visitor marketing.

The conference then dealt with specific proposals from Orus for a revised approach to the Edinburgh-Central Borders rail project – including simplified track layouts, use of overseas signalling practice, delivery structures and segmented marketing. (see p8).

### EU Procurement

*Contributed by MacRoberts Solicitors*

Consolidation of the EU regime for public sector procurement of works, services and supply contracts into a single directive is at an advanced stage. The new Directive 2004/18/EC came into force on **31 March 2004** and is to be UK law by **31 January 2006**.

Perhaps the most radical of the main changes is a new 'competitive dialogue' procedure for awarding the most complex public contracts. The new approach allows a dialogue with a number of bidders aimed at identifying and defining the means best fitted to satisfy the public sector's needs. The dialogue may be staged to reduce the number of possible solutions, if necessary after comparing them. Equality of treatment among bidders must be maintained and information will need to be provided without giving any bidder an advantage over another. Once the dialogue is concluded, bidders will be asked for their final bids to be assessed on the basis of what is most economically advantageous.

This new procedure is intended to mitigate against the worst time and cost overruns in public sector procurements. Since the procedure is unproven, however, early experience of the competitive dialogue will be closely watched and there are concerns that bidders will find such procedures expensive. There are some other changes in the new Directive – it expressly allows for the setting of environmental requirements and, wherever possible, technical specifications must take into account accessibility criteria for people with disabilities or design for all users. Implementation of the new Directive has been put out for consultation by the Scottish Procurement Directorate with responses by **2 October 2004**.

### Irish Contrasts

The UK Northern Ireland Minister has again raised the issues of possible rail closures to Larne and Londonderry. In the Republic, plans have been announced for rail expansion around Dublin and on principal routes plus a suburban line reopening serving Cork and a restored western rail corridor.

## Services

### AIR

Continental started direct flights from **Edinburgh to New York (Newark)** in June, arguing that the market warranted direct flights from Edinburgh as well as Glasgow. Czech Airlines will introduce a daily **Prague-Glasgow** service in October but will make some cuts in its **Prague-Edinburgh** service. bmi baby is to compete with BA and Flybe on the **Edinburgh-Birmingham** route from January 2005. Flyglobespan is to introduce winter ski services from Edinburgh and Glasgow to **Geneva**. It is also trebling winter sun services from Glasgow to **Alicante** and **Malaga** while introducing direct winter services from Edinburgh to **Alicante**. Emirates SkyCargo has introduced a trucking link from Aberdeen to Glasgow for Emirates new direct flights from Glasgow to Dubai. US Airways has started daily summer flights from Glasgow to **Philadelphia**. New EU rules requiring payouts up to £850 for lost or damaged luggage will raise air travel costs while rising fuel costs have led to fare surcharges. Ryanair is considering £50 charges for noncabin luggage.

### SHIPPING

A summer fourth passenger ferry has been introduced between **Anstruther** and **North Berwick**. FETA is considering fast ferries on the Forth, linking **Kirkcaldy**, **Rosyth** and possibly **Alloa** with the **Edinburgh waterfront**. Jacobite Cruises report a 72% rise in passengers following a decision to tap the **Loch Ness** tourist market in winter. SNP is seeking improved facilities for cruise ships at **Rosyth**. CalMac has started Sunday services to **Raasay** and has ordered a new vessel for the **Wemyss Bay-Rothesay** route.

### RAIL

Improved **WCML passenger services** will operate from late September (see p 6). There have been further delays in **GNER refranchising** with Scottish Executive and other groups opposing rushed 'private' consultations involving fewer and slower services north of Newcastle and negating plans for improved Edinburgh-Dunbar services. Temporary locomotive-hauled services have increased capacity between **Edinburgh** and **North Berwick** but have involved higher costs and longer trip times. Virgin has introduced twice-daily services from **Glasgow to Leeds/Sheffield** via Edinburgh and Newcastle. EVO is now

handling business post between Walsall and Aberdeen. First and ScotRail has offered free travel for a month to boost the **Edinburgh-Haddington** rail/bus service using the Newcraighall interchange.

### BUS

Stagecoach has put larger buses on its **Glasgow-London** megabus.com route launched on 26 June. Stagecoach has also acquired **Motorvator**, the Edinburgh-Glasgow coach company, and will make some fares on this route available at on-line megabus.com prices. **Scottish Citylink** regards this as unfair competition. First has scrapped its **Edinburgh-Stirling** direct bus, replacing it with a Stirling-Falkirk route connecting with Edinburgh services. **West Lothian Council** is spending £40,000 to improve local buses in the Armadale and Livingston (Kirkton Campus) areas. **SESTRANS** has gained £5m from Scottish Executive to improve bus shelters, information and park and ride in east Scotland. **Edinburgh City Council** has announced partnerships with First and Lothian Buses to improve bus frequency and quality using the Executive's Bus Development Fund. Frequencies will rise to **South Queensferry**, **Ocean Terminal**, **Newcraighall** and **Edinburgh Airport** with an improved south side link from the **Jewel to Edinburgh Royal**. In the evening and on Sundays, Lothian Buses Route 44 has been extended from Wallyford to **Pencaitland**. In association with **Midlothian**, the X37 Edinburgh-Penicuik is to become half-hourly. **Newtown Radio Cars** on behalf of West Lothian Council has introduced an evening and Sunday Carlink scheme allowing the use of taxis at bus fares when normal buses do not run. First has ordered a further 220 new buses for **Glasgow**, all with kneeling doors, and another 50 buses are being transferred to Glasgow. **Deep Sea World** has introduced 3 free bus trips per day between central Edinburgh and their aquarium at North Queensferry.

### FARES, PRICING & SERVICE QUALITY

**Scottish Citylink** has introduced prices as low as £6 for phone or on-line purchased tickets between Glasgow and Aberdeen or Inverness while **Stagecoach** is offering megabus.com Glasgow-London tickets from £1. **First** has followed **Lothian Buses** in raising fares in and around Edinburgh. Child offpeak fares have been withdrawn but the price rise for adult all-day and

off-peak fares has been kept to 10p (with these fares now £2.30 and £1.80). A weekly pass rises from £9 to £10. **Free local bus** travel for pensioners and disabled has led to significant shifts from rail use by these categories, especially in Strathclyde with free bus travel available for longer trips.

Edinburgh City Council income from **parking** doubled to £16m between 1999 and 2003 with rises also taking place in Glasgow. Congested parking at Wemyss Bay has led to CalMac introducing parking charges from the start of August. This should reduce controversial long-stay parking. New Dept. of Health guidelines for parking charges at hospitals have led to some confusion on whether charges should be used mainly to expand parking or encourage modal shift through improved public transport and taxibus type arrangements for shift workers. To encourage staff retention and recruitment, Edinburgh is considering special parking permits for teachers in residential areas. Angry protests have led to Edinburgh dropping plans to restrict resident parking permits in the proposed extended zone for controlled parking to 1 rather than 2 per house. The size of the extended zone has also been reduced. Current thinking is that it should be introduced in phase with congestion charging.

Government is aiming to cut the numbers **driving without licences or insurance**. Benefits include increased tax income and reductions in driving by those more likely to cause accidents. A recent survey shows that Scots are more sympathetic to the benefits of **speed cameras** and less likely to see them as a source of income. 30% saw cameras mainly as an income source compared to 50% in UK. Following complaints, CalMac and ScotRail are seeking to improve ferry/rail connections at **Oban**. The award of the **ScotRail** franchise to **First** has led to claims that First's record in bus operation in the Lothians augurs ill for an improved ScotRail. However, First's performance in Glasgow has been commended. RPC has recorded an improvement in British **rail reliability**. ScotRail remains one of the best performers though with complaints higher around Edinburgh, on GNER services and in relation to commuter delays and overcrowding. Dundee has introduced **on-street bus trip planning kiosks**. Last winter **charter flight delays** at Edinburgh were the worst for two years with nearly half of flights delayed.

**AIRPORTS & PORTS**

Masterplans to safeguard Edinburgh and Glasgow Airport expansion are to be prepared by the end of 2004. Clydeport has concluded a 7 year agreement with Scottish Power to import via **Hunterston** 3 m. tonnes of coal a year for Longannet. Work continues on container port plans for Hunterston while Canadian-based Talisman Energy has backed Orkney plans for a **Scapa Flow** global container port. **Cromarty Firth Port Authority** is seeking a diversified base including developments at Ngg and more cruise ships.



WCM/Pendolino Picture. Credit: Wgin Trains / Milepds 92

Scottish Executive has provided £500,000 towards the cost of a detailed study of rail loading gauge enhancement between **Mossend, Aberdeen and Elgin** to aid mode shifts from lorries. FTA is also seeking extra passing loops between **Perth and Inverness**. Transport Minister Nicol Stephen has opened the upgraded P D Stirling rail freight terminal at Mossend supported by a £ 1.5m Freight Facility Grant. Scottish Executive aid has also permitted completion in June of a £5.8m 3.5 km rail extension to Greenburn, west of New Cumnock for open cast coal.

Despite adverse press speculation, the Executive has reaffirmed the importance of the £130m reopening the railway from **Edinburgh to Tweedbank**. It has also invited expressions of interest in tenders for **Airdrie-Bathgate** rail reopening. Supported by Corus, the Waverley Route Trust is seeking fast services to the Borders and separate stopping services for Midlothian commuters. Local groups aim for extensions to Melrose, Newtown St Boswells or Hawick. Other local groups and consultants have revived plans for a **direct Tain to Golspie rail link** to safeguard, and improve, rail services to the far North with Lairg retaining services as a heritage

## Infrastructure

line. Opposing views see closure or radical operating changes as a possibility (see p 10). MSPs have approved the Bill for the £37m 13 km **Stirling-Kincardine rail reopening**. This improves rail freight access to Longannet and Fife.

The Scotsman campaign for **Edinburgh-Glasgow bullet trains** has attracted support from the SNP, Chris Green of Virgin (and a former ScotRail Manager) and Prof Chris Harvie but the latter two have pointed to the potential of existing routes plus some limited new construction or quadruple tracking to separate fast and slower trains. Among plans for new stations or halts on existing lines, **Gartcosh, Parkhead Forge, Allandale** (Castlecary) and **Laurencekirk** are emerging as frontrunners, possibly followed by Conon Bridge, Kintore, West Dundee, Halbeath and Maybury/Gyle. In **Edinburgh**, controversy has arisen over a report to the City Council from consultant Atkins. City officials consider that this does not provide a strong case for passenger services on the South Suburban line. **Network Rail Scotland** has adopted a £1bn 2004-07 programme of rail investment and repair on the existing network.

**TRAMS & BUSWAYS**

The first Dublin tram route has opened with a second under construction. **Edinburgh** hopes to fast-track tram bills so that Route 1 (the Northern loop) opens in 2008 with Route 2 (to the Airport) soon after. Public consultation has shown just under 70% support for Route 3 (to SE Edinburgh) but with concerns over running through Inch Park. Midlothian Council is seeking re-introduction of a branch serving Midlothian in addition to the preferred route to Newcraighall/Musselburgh. **Fife Council** is supporting a second road bridge at Queensferry also allowing trams to run into south Fife. **WESTRANS** and **Glasgow City Council** are examining tram or busway/mass transit options for the Clyde Waterfront and other routes. Further studies have recommended a third lane on the Edinburgh Bypass for bus rapid transit. Glasgow has prepared detailed plans for a quality bus corridor on Great Western Rd.

**PARK & RIDE**

Parking at Hairmyres station (East Kilbride) has been tripled to 89 spaces. Larger car

parks at Croy and Falkirk High stations are now in use with a 100 space park now imminent at Polmont. Edinburgh City Council is intensifying efforts to provide bus park and ride at Inglinton, Newbridge & Staiton.

**ROADS**

The £26m **Baillieston-Newhouse** A8 upgrade has been completed as has the **Kincardine East Relief Road**. FETA is consulting on a £500 second road bridge and approaches at **Queensferry** or more expensive options (up to £1bn) including trams or heavy rail. If approved, completion would not be until 2015-18. £6m is to be spent on **A737** improvements by 2005 with a long-delayed **Dalry Bypass** likely to follow. Work has started on a £6m scheme to improve 3 km of the **A9** north of Helmsdale and on the final 1 km stretch of **A1** dualling between Edinburgh and Dunbar. This **Thistly Cross to Bowerhouse** section should open next year. The Camphill Community has become a prominent objector seeking an amended line for the **Aberdeen Western Peripheral Road** but an approved line is still expected by 2006. Shetland Isles Council has given planning approval for an £18m 717 metre span bridge to **Bressay**. Opening is expected in 2007. **Luig**, south of Oban, is divided on the merits of a possible 250 metre bridge to Seil and the mainland. Roads officials are seeking higher funding to tackle the backlog of **road and bridge maintenance**.

**WALKING & CYCLING**

Edinburgh is likely to ban traffic from the historic **Grassmarket** but Spokes is concerned that cycle lanes in **Princes St** may be lost due to tram plans. SRA has published draft guidance encouraging train operating companies to increase cycle **parking spaces at stations**. The **Hawick** streetscape project has come under severe criticism with little perceived benefit despite substantial costs and disruption. **Glasgow** is planning a seventh Clyde foot/cycle bridge 160 metres downstream from the Kingston Bridge to improve connectivity across the river. Details of a £5m vision for 76 miles of footpaths and cycle routes around the Forth have been revealed by the **Forth Estuary Forum**. An up-graded path with full lighting has been provided between **Uphall** and Uphall station (Cost £90k)



## Planning, Property & Transport

### PLANNING ISSUES

The debate on **third party rights of appeal** (TPRA) continues. CB I and developers are strongly against TPRA and claim that the Irish precedent for TBRA is flawed since Ireland lacks the extensive prior consultation normal in Britain. RPI has sympathy with this view and is seeking more relevant planning guidance and faster updates. However, pro-TBRA campaigners claim that Scottish 'consultation' is often a sham. With the highest rates of house price rises now in Kirkcaldy, Airdrie and Kilmarnock (and in some rural hotspots), urgent reforms are being sought to aid **affordable housing**. This has included a decision to allow rural councils to remove most of the council tax discount for second homes but conflicting signals come from a Scottish Executive consultation on allowing **Scottish Water** to recover the full capital costs of water and sewerage works associated with new development and redevelopment.

There are increasing signs that planning policy favours faster development in cities and their immediate surroundings (involving greenbelt relaxation) while encouraging home-working and accepting some growth in longer-distance commuting skewed to quality public transport corridors & peak car-sharing (H12Aug, EN21July, SH18July) The newly released 5-year *Scottish Executive Retail Development Survey* shows that 55% of approved floorspace has been in or near town centres compared to 45% on out-of-town and out-of-centre sites since 1998 (H30July) The revised **Edinburgh and Lothians Structure Plan** became operative on 21 June.

### CITY DEVELOPMENT TRENDS

Strong concerns have been expressed that central **Edinburgh** is losing out to **Glasgow** and other shopping areas. **Jenners** of Edinburgh has reported an 8% fall in customers. The capital city is concerned at a loss of shopping yet Glasgow has fears that **Selfridges** may abandon plans for a large central Glasgow shop and possibly develop in Edinburgh. Both Glasgow and Edinburgh city centres appear to be losing shopping share to **suburban malls** including plans for expansion at Braehead, Clydebank, Glasgow Fort and Pollok in Glasgow and at Granton and Fort Kinnaird in Edinburgh. Major office, leisure

and retail expansion plans are awaiting approval in central Glasgow close to the M8 while a £30m plan for shops and housing close to Glasgow Cross has been approved.

In **Leith**, **Forth Ports** has announced plans to close the port and convert the entire dock area to alternative development (with port traffic shifting to Rosyth and Grangemouth). Major regeneration plans have been adopted for the East End of Glasgow, adjacent South Lanarkshire and Drumchapel in west Glasgow. Over £500m is to be spent on expansion of the **SECC**, including a 12,500 seat arena, a casino and new housing. It is to relocate from central Glasgow to Pacific Quay, echoing BBC plans to move to this site by 2007. Partnership plans will create major new sports facilities in east Glasgow and at Sighthill and the Royal Commonwealth Pool in Edinburgh with lesser facilities at Ravenscraig, Kirk, Stirling and Aberdeen. **Stirling Council** is inviting designs for sustainable office development at Forthside, just east of the rail station and town centre. Highland Council, developers and HIAL are preparing plans for large expansion to the east of **Inverness** close to the A96 and a proposed eastern distributor from the A96 to the A9. Dixons aims to shift from city centres to bigger and cheaper out-of-town locations. On-line shopping is starting to dampen high street clothing sales.

### TRANSPORT & LAND-USE PLANNING

Cities and rural regions both attach importance to transport in promoting growth prospects. Extra investment is preferred yet there is a recognition that public funds are limited. **Demand management** (see insert) is becoming more important provided it is applied in ways which do not exacerbate some signs of weakness in city centre business. Road pricing may have to be applied more widely and public transport schemes examined to ensure that they take account of changing city regions where employment, shopping, health and higher education and leisure is less concentrated on city centres than in the past. On the other hand, sustainable criteria are pointing to greater expansion in cities and on their immediate fringes with enhanced public transport and more opportunities for walking and cycling. For longer-distance travel and to open

up selected sites, plans provide for some degree of road improvement but with a shift of emphasis to accessible public transport for regional and longer-distance travel on key corridors for sustainable connectivity. A key issue is whether such planning could avoid an additional crossing at Queensferry by improving cross-Forth public transport, increasing car-sharing at peaks and encouraging more people to both live and work in expanding south life (now chosen as the Scottish Water headquarters' as well as expansion of activity at Rosyth and other business parks.

### MANAGING DEMAND FOR MOVEMENT

To ease congestion and reduce loads on the **Forth Road Bridge**, FETA is considering higher and more differentiated tolls from 2006 (to cover essential maintenance costs, a modest rise in present tolls is expected this autumn). Plans for **congestion charging** in Edinburgh continue to attract adverse comment on equity and effectiveness grounds. Public inquiry results are expected this autumn with a possible referendum on a modified scheme next year. The SESTRAN and WESTRANS regional partnerships are sympathetic to differential charging provided that the Executive gives more support to national and regional road pricing strategies. Prof David Begg has urged that the urban M74 in Glasgow should be associated with a road pricing strategy. Interim action is likely since **satellite electronic tolling** is at least 10 years away while the need to reduce road travel time unreliability into and through major cities is urgent. **Parking restraints** and **priority for buses and other high occupancy vehicles** are also attracting more attention alongside motorway entry/exit controls as part of regional plans.

### TRANSPORT ANNIVERSARIES

2004 marks 40 years of the **Forth Road Bridge** and 125 years for **Glasgow Central Station**. The striking **Wemyss Bay** station is also 100 years old but its condition, 10 years on from major refurbishment, was considered too rundown to warrant celebration.

## Cycling Benefits in the Highlands and Islands

Summary of study by DfE consultants on the Value of Cycling to the Highlands and Islands Economy. This was commissioned by The Highland Cycle Forum and launched in June during Highland Week.

Cycling offers benefits for general transport, health and tourism. When appraising **general transport** benefits, it is important to emphasise that cycle investment gives small positive impacts on a wide range of criteria, as opposed to other interventions such as investment in air travel services or roads which tend to be dominated by economic benefits. **Health** benefits from more cycling include reduction in risk for a range of diseases, mental well-being and reduced impact of air pollution for cyclists when compared with motorised travel. The cycle **tourism** market is a large and growing

sector for the economy of the area and consists of day-trip, main activity holiday and other holiday cyclists, plus specialist tours and competitive cyclists. Based on data from these sectors in the HIE area, cycling is currently worth around £40 million a year to the economy. This could grow by over £20 million with well planned investment. Tourism accounts for the largest component and investment will be needed to maintain this value, particularly in highly competitive national and international markets. Investing in cycling can make a significant contribution to the economy and

quality of life in the Highlands and Islands. Interventions need to tackle issues broadly with joint working between public and private agencies. Initiatives like **safer routes to school** have shown what can be achieved. Partnership approaches should allow each stakeholder to contribute according to the benefits they receive. By identifying the stakes which each partner can bring, solutions can be identified and delivered which are both fundable and effective. Next steps should focus on building upon current partnerships in the Highland Cycle Forum to develop "value".

## The Case for Rail in the Highlands & Islands: A Rejoinder

Dr Geff Riddington, Division of Business Economics, Glasgow Caledonian University

The report by SDG (summarised in STR25, p 11) massively overstates the economic case for rail. I agree with action to improve services north to Inverness but the resources involved in other, more lightly used lines may give better value in alternative uses. If the whole Highland rail network closed, SDG estimates a net job loss – excluding tourism – of 576 yet these are low productivity jobs with labour giving better value if employed in other ways. However, rail-based tourism was estimated to be worth 1000 jobs. These jobs should clearly be protected unless costs are exceptional.

The SDG report also includes a Welfare Impact Analysis. This is flawed by the failure to consider opportunity costs. This omission is acceptable only if it can be assumed that subsidy for rail comes from outwith the HE area and that equivalent support would be lost were part of the rail system to close. SDG also refers to computational problems in allocating rail costs yet surely this must be addressed to reach sensible decisions for the region! The cost-benefit study also makes heroic assumptions which differ from reality. For example, assumptions about Ag accidents avoided due to the presence of rail

may be wholly inapplicable on the Ag north of Inverness. Looking to the next 30 years, I estimate the rail subsidy for the North and West Highland lines at £639m comparing with a benefit of £298m. These are tentative figures but the magnitude is such as to point to a more searching examination of the value of rail compared to alternatives. Keeping some rail lines may require more radical approaches such as seasonal services and premium fares for rail services appealing to tourists.

(A full Riddington Rejoinder and HIE response are on the STSG website)

## The Case for Rail: HIE Response to Riddington

The SDG study took place at a time of great uncertainty about the future structure and funding of railways with some commentators arguing for closure of rural lines. Riddington echoes this with his reference to 'services that few would miss and fewer use'. The SDG evaluation went beyond the standard user-based approach. Catalytic factors, such as employment and population retention, reflect HIE's rationale for being involved in transport. They also reflect the Scottish Executive's STAG approach which refers to 'people in remote rural areas' (8-12) while population attraction/retention has also to be considered (8.24). This recognises that a conventional user benefit approach cannot capture important wider benefits.

However, Riddington's article considers mainly the user-benefit aspects of the SDG work, although with some reference to

tourism impacts. The SDG analysis is more comprehensive and in particular:-

- SDG adjust their central estimate because the standard TEE approach cannot measure the disbenefits to those no longer making a trip. Allowing for this, the between Riddington's assumed costs and network benefits narrows significantly - The annual net tourism income to the region, at over £30M, is close to his assumed subsidy (£32.7m) for operating the network
- The number of tourism jobs will be much greater than the employment figure which Riddington quotes expressed as Full-Time Equivalents
- close reading of the SDG report shows that the rail network aids population retention in remote areas, including the islands, and in the Highlands & Islands in general. Some of these are the very

people involved in the tourism sector which generates the jobs Riddington states should be clearly protected.

- public transport is particularly important for young people with no car access. Other HIE evidence, such as the 2003 Tain commuter rail study, shows that bus services are not direct substitutes for rail.
- The financial savings from not operating some rail lines in winter would be very slight. Winter withdrawal would also contribute to population loss in the areas served. Given the fixed cost of maintaining infrastructure, it can make more sense to utilise this investment by increasing service frequency.

In sum, the range and scale of catalytic effects places the supposed deficit between rail benefits and costs in a different perspective.

## VOLUME OF CARS ON THE ROAD BY TIME OF DAY

SOME SHS RESULTS: A note by the Scottish Executive Transport Statistics Branch

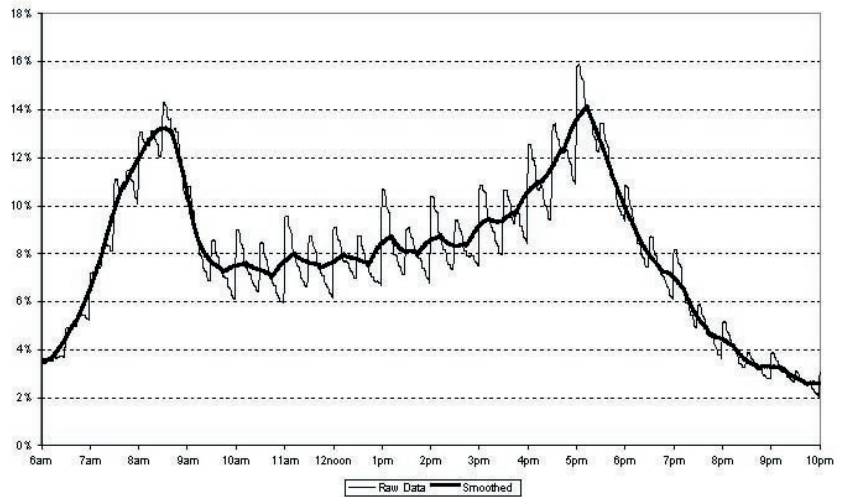
This is the twenty-first short note on transport-related results from the Scottish Household Survey (SHS). It discusses variation by time of day in the number and characteristics of people driving a car or van, and the purposes of their journeys. Results come from interviews February 1999 and September 2003. The SHS Travel Diary collects information about "personal travel", which is defined as travel for private purposes, or for work or education, provided that the main reason for the journey is for the traveller himself to reach the destination. For the purposes of this article, only those stages for which the respondent was the driver of a car or van were examined. Information was obtained from approximately 25,000 car (or van) drivers in respect of over 70,000 journey stages for which they drove a car (or a van) on the day before interview.

### Variation in the numbers of car drivers on the road

For each minute of the day, the number of respondents whose answers implied that they were driving a car at that time has been compared to the total number of respondents who stated that they drove a car at some time during the day. The Chart shows the distribution of car journeys throughout the day, for weekdays. There is a tendency for respondents to report journeys as starting and/or ending at "rounded" times (e.g. 8:00 or 8:30). This causes "spikes" in the numbers of people apparently on the road at those times. The thicker line has been smoothed to limit this effect, however, small "hiccups" still remain.

For weekday travel, two peaks are evident, coinciding with the morning and evening rush hours. Over 13% of car drivers who were driving during the day, were driving at the morning peak, at about 8:30 a.m. Approximately 14% of car drivers were driving at the evening peak, around 5:15 p.m. In between the two rush hours, there was a steady increase in the number of car drivers on the road, from about 7% at 10:00 a.m., to about 10% at 1:00 p.m. The rush hour peaks coincide with peaks in the proportion of car drivers who were driving unaccompanied. Around three-quarters of car drivers on the road at any time between 7 and 8:30 a.m. had no passengers in their car. This proportion fell to just over half of

Percentage of car drivers who drove the previous day, who were on the road at the given time Monday to Friday – Scottish Household Survey Feb 1999 to Sep 2003



all car drivers on the road between 11 a.m. and 4 p.m. It then rose again, to two-thirds of car drivers on the road between 5 and 6 p.m.

### Variation in journey purposes

Before 8:50 a.m., over half of those driving cars were on the road for the purpose of getting to (or from) work about 15% were travelling, on business and 5-7% were making shopping trips. The percentage driving to or from a place of education peaked at about 10% just after 8:50 a.m. The percentage travelling, for other purposes increased after 9:00 a.m.

Only small differences are evident in the variation in the shares of the journey purposes when considering: drivers who live in urban areas, and those who live in small towns or rural areas. Proportionally the largest difference was in the percentage of drivers escorting someone to a place of education - the school run, which peaked at around 6% of all car drivers on the road just after 8:50 a.m. in urban areas, but was only 3% of all car drivers on the road at that time in rural areas. Further differences can be seen depending on the time of the year. For example, in January, over 8% of car drivers on the road at 8:00 a.m. were escorting someone to a place of education, whereas, in July at the same time, none were.

### Characteristics of car drivers

At 6 a.m. on a weekday, two-thirds of car drivers on the road were male. This rose to a maximum of three-quarters of all car drivers just after 7 a.m. There was then a steady fall in the proportion of male car drivers, to less than half of all drivers between 8:45 and 8:55 a.m. Throughout the rest of the day, the proportion remained fairly steady: for example, it was about 55% between 11:30 a.m. and 3:30 p.m., rising to over 60% between 5:30 and 8:30 p.m.

The age and employment status of car drivers also varied throughout the day. Just before 8 a.m. on a weekday, 18% of car drivers on the road were aged under 30, 29% were in their 30s, 26% in their 40s, 19% in their 50s, just 6% in their 60s, and only 2% were aged 70 or above. Around three-quarters were full-time, and a further 13-15% were employed part-time or self-employed. In contrast, at 1 a.m., 17% were in their 60s, and 12% were aged 70 or above, 36% were employed full-time.

### Background and Further Information

For topics covered by the SHS, and analyses of its transport-related results, [www.scotland.gov.uk/transtat/latest](http://www.scotland.gov.uk/transtat/latest). Further information about the SHS can be found at [www.scotland.gov.uk/shs](http://www.scotland.gov.uk/shs) or enquire to the SHS Project Manager: Tel: 0131 244 8420 Fax: 0131 244 7573 Email: [shs@scotland.gsi.gov.uk](mailto:shs@scotland.gsi.gov.uk).

## Statistics

### SCOTTISH ECONOMY & TOURISM

Contradictory headlines about a 'trailing' Scottish economy and reviving growth have led to further debate on the nature and reliability of Scottish economic data. Revised statistics point to Scottish and UK economic growth both averaging 2.1% a year since 1963 though with Scottish population less buoyant. A similar conflict is apparent in the interpretation of tourism. **The Statistics Commission** has called for more effort to avoid 'political influence or exploitation' and to improve reliability and comparability (11/07/04).

### SCOTTISH TRANSPORT STATISTICS

The 2004 edition of STS has been published. Further comment will be given in the next STR but more material is included on delays on trunk roads, on concession travel and on cross-border freight and passenger flows.

### ROAD TRAFFIC & SAFETY

Data released by DfT has shows overall traffic growth in Scotland of 1% in 2003, reinforcing a trend to much lower Scottish traffic growth since 1995. The Scottish Executive has delayed revised transport indicators and city traffic reviews until late 2004 though Edinburgh City Council has

claimed that, without powerful remedial action, jobs growth and longer trips could raise traffic by 50% around Edinburgh. Contrary to targets, child road deaths in Scotland rose from 14 in 2002 to 17 in 2003. Total road deaths rose 9% to 332.

**RAIL** Study by ATC shows Britain had the highest rail passenger kms growth (at 36%) in Europe since 1994. Growth was strongest in the south-east but regional rail growth (37.8%) was higher than longer-distance trips (26%) – affected by 'no frills' domestic air travel, rail track disruption and the lack of European-style high-speed lines. Rail freight since 1994 is up 32.6% (4th best in Europe). SPT monthly rail trips rose to 3.73m in March 2004 (compared to 2.54m in March 2002), aided by advertising and some expansion of park and ride

**WALKING & CYCLING** Study for Chartered Society of Physiotherapy shows Edinburgh is among the top five areas of Britain where people leave cars at home. In the city 50,000 walked to work while 8,000 cycled. Bus and rail use is also rising

### ENERGY & TRANSPORT

Energy policy is increasingly influenced by UK targets for cuts in greenhouse gas emissions, by rising world demand

impacting on gas and oil prices and by the sharp projected rise in UK energy imports. The oil price rise led the Treasury to delay the inflation-related rise in motor fuel taxation but fiscal action remains a potential medium-term instrument for moderating demand. Greater priority in this area is urged in a report from the House of Commons Environmental Audit Committee. In addition, conservation measures are being stressed along with cost-effective programmes for renewable energy and reduced emissions. The Executive has given the green light for electricity grid upgrades to cope with the expansion of renewable sources.

Transport (especially air travel and roads) remains a major source of increase in CO2 emissions which is slowing progress on UK and Scottish aims for cumulative falls in fossil fuel use. Air transport CO2 emissions rose 85% between 1990 and 2002 while road freight CO2 emissions rose 59%. Road transport now accounts for 25% of UK CO2 emissions and forecasts of high growth in air transport have been criticised as incompatible with UK strategy for sustainable economic development. A recent DT report has drawn attention to the need for a review of road transport policies to ensure a more efficient economy, a greater contribution to cuts in global warming and direct benefits for the British economy and environment (Sunday Herald 18 July, www.dti.gov.uk/energy.sepn). Similar arguments apply to the expansion of air travel.

A study by Prof Roger Kemp at Lancaster University has concluded that there is now little difference between the energy efficiency of high-speed rail travel and modern aircraft at equivalent load factors (EN23 June). These conclusions conflict with DfT data and unexploited rail potential for energy conservation. The new Pendolino WCML trains have regenerative braking which saves energy and reduces the problem of pollution from brake lining dust and associated maintenance. Prof. Kemp agrees that both rail and bus remain more energy efficient for local and regional travel, compared to cars with relatively low occupancy

#### CAL/MAC FERRY USAGE April-June 2004 (with % change on 2003)

Source: Caledonian MacBrayne

Passengers	1,573thous	(5.7%)	
Cars	316thous	(12.0%)	
Coaches	4,320	(0.6%)	
Commercial vehicles	21,982	(2.8%)	(length up 4%)

#### AIR PASSENGERS April-June 2004 (thousands and % change on 2003)

Sources: BAA Scotland, HIAL & Glasgow Prestwick

	ABERDEEN	EDINBURGH	GLASGOW
Domestic	415 (5.5%)	1,479 (6.6%)	1,172 (-1.6%)
International	4.2% (4.2%)	576 (7.7%)	1,094 (11.0%)
Helicopter		98 (-2.9%)	
<b>TOTAL</b>	<b>674 (3.9%)</b>	<b>2,051 (6.9%)</b>	<b>2,266 (4.4%)</b>
<b>TOTAL</b>	<b>PRESTWICK I</b>	<b>INVERNESS OTH</b>	<b>ER H&amp;I</b>
(of which international)	537 (21%)	149 (22%)	117 (2.0%)
	382 (55%)		

Comment: Apart from helicopters, Aberdeen has resumed stronger growth after a sluggish period. The Globespan shift from Prestwick has aided Glasgow international flights but Prestwick has compensated with high growth on other international services. Slight falls in domestic flights at both Prestwick and Glasgow may reflect a growing preference for Edinburgh and higher growth in the immediate Edinburgh market for UK domestic travel.

## Research Digest : Recently Completed Projects

**'Container Transshipment and Demand for Container Terminal Capacity in Scotland'**. This report by Alf Baird, Maritime Research Group, TRI, Napier University was commissioned by Scottish Enterprise in association with the Scottish Executive and HIE. It argues that international container ports at Hunterston and Scapa Flow would both be in a very strong position to compete in a fast-growing market. The report found that the proposed developments would offer significant benefits for major shipping companies and be a large boost for the local and Scottish economies. The ports would serve different markets and not be in direct competition. <http://www.scotland.gov.uk/library5/transport/ctdctcs.pdf>

**Road Pricing** The DfT report on *Nationwide Road Pricing* has concluded that satellite-based electronic pricing varied by time of day and type of vehicle is feasible and could be introduced in 10 to 15 years on a revenue-neutral basis including cuts in fuel duty and the abolition of most vehicle licences. DfT has also suggested greater use of local authority congestion charging as an interim measure. The House of Commons Environmental Audit Committee considers that significant rises in fuel taxes are required to ensure that target cuts in greenhouse gas emissions are achieved. In two recent papers Prof Alan McKinnon of the Logistics Research Centre at Heriot-Watt University has warned of the high operating and financial costs of satellite based heavy lorry charging and has recommended a lower cost approach based on tachographs. Charges would be charged for distance travelled on a scale related to weight, axles and environmental costs. The system could not differentiate by time but, if necessary, such charges could be incorporated in local authority congestion charging. *Lorry Road user charging: A review of the UK Government's proposals and Taxing trucks: an alternative method of road user charging* – see also T 3 June & August

**Edinburgh, Road Pricing and the Boundary Problem: Issue of Equity and Efficiency** – a report by F. Rieje, M. Grieco and R.W. McQuaid (TRI and ERI, Napier University and TSU). This study, commissioned by Scotcon, considered some of the publicly argued evidence on road user charging and especially the effects at the boundaries. It recommended the carrying out of an equity audit in advance of road congestion charging. Available: <http://www.scotcon.net/publications/Grieco%20McQuaid%20Congestion%20Final.doc>

**Travel Behaviour in Edinburgh**, Tim Riley, TRI, part funded by SSG. This survey of 997 households examined the attitudes of car-users, cyclists and walkers to various policy measures. It found that car use was most likely to be reduced by a gradual doubling of the cost of petrol (70%), by more frequent local buses (61%) and by a £2 car charge to enter the city centre during the day (50%). Cyclists attached the greatest importance to more spending on off-road cycle routes (69%) and more spending on improving on-road cycle lanes (49%). 52% felt that safety concerns deterred cycling in the city. 70% of walkers attached most importance to greater spending on pavement and their maintenance. *For full report, see stsg website*

**Healthcheck of Community Transport in Glasgow**. This project for Glasgow Community Transport Operators Group/Glasgow City Council was completed by *Derek Halden Consultancy* in May 2004. It involved work with each of the community transport operators in Glasgow to identify the administrative, funding and legislative structure for their operations in recognition of the major increases in funding being provided through the Scottish Executive urban community transport grant pilots

**Scottish Airports employee catchment study**. This mapped access to Glasgow, Edinburgh and Aberdeen airports, finding that for Glasgow and Aberdeen airports there were pockets of unemployment close to the airport where there was a prospect for practical public transport improvements to significantly improve accessibility. For all the airports the work also suggested how to develop marketing and partnership approaches to overcome information and cost barriers to access through the airport transport forums. Commissioned by BAA and completed by *DHC* in April 2004

**Minimising peripherality in the Highlands and Islands**. *Steer Davies Gleave* has completed or recently received a number of commissions to assist transport delivery agencies improve connectivity and tackle the hurdles of low capacity, long journey times and high cost of travel. Much work stems from the HTRANS regional transport strategy, the draft of which was developed by SDG in 2002. Since then, they have undertaken a number of studies commissioned by HTRANS, HIE and the Scottish Executive, which have been focused on reducing peripherality in the region. The *Case for Rail* highlighted the importance of the rail network for residents and visitors (see also SR25 and p10 of present issue), while the *Economic Appraisal for an Expanded Air Services Network* assessed the benefits of improving air services to the Highlands and Islands. Other recent commissions have included an assessment of *affordability* of travel to work and education, and making recommendations to the *Rural Community Transport Initiative* and the *Rural Retrol Stations Grant Scheme* for enhancements across the region.

**The CO-OPERATE project**. This involved surveys of residents of Aberdeenshire, analysis of literature and development of a toolkit to assist with the development of individualised marketing programmes to promote socially and financially sustainable approaches to the future development of rural transport. The project findings have wide applicability. It was funded through the DfT Future Integrated Transport Research programme and completed by *Aberdeen University* and *DHC* in July 2004.

**Soil washing**. *Carl Bro* has recently completed the first soil washing project in Scotland, at a gasworks site in Elgin, Scotland, on behalf of SecondSite Property, part of National Grid Tansco. It has been used in America and mainland Europe for the past ten to 15 years but is a relatively new technique to the UK. Soil washing is a technique that separates and cleans certain types of contaminated soils and significantly reduces the volume of contaminated material requiring disposal. A by-product of this process is well-graded aggregate that can be used for construction purposes. The process reduced the volume of material requiring disposal to landfill, and

associated transportation, by 80%. As well as the environmental benefits of traffic reduction and disposal, the cleaned material can often be reused - reducing costs for importing material and protecting valuable aggregate resources. Contact: Mike Wyman, Remediation Director, Carl Bo UK.

**'Smarter Choices - Changing the Way We Travel'** Cairns S, Sloman L, Newson C, Anable J, Kirkbride A and Goodwin P (2004). DfT Report dealing with the ability of 'soft' transport policy measures to influence travel demand by giving better information and opportunities, helping people to choose to cut their car use while enhancing the attractiveness of alternatives. Coverage includes:

- Workplace and school travel plans;
- Personalised travel planning, travel awareness campaigns, and public transport information and marketing;
- Car clubs and car sharing schemes;
- Teleworking, teleconferencing and home shopping.

This report draws on earlier studies of soft measures, new evidence from the UK and abroad, case study interviews relating to 24 specific initiatives, and the experience of commercial, public and voluntary stakeholders involved in organising such schemes. Each soft factor is analysed separately, followed by an assessment of combined impacts. The assessment focuses on two different policy scenarios ('high' and 'low' intensity) for the next ten years.

The main conclusion (with some caveats) is that, if implemented in a supportive policy context, soft measures can facilitate choices to reduce car use and offer sufficiently good value for money that they merit serious consideration for an expanded role in local and national transport strategy. An earlier 2002 study by Halcrow (LTT 25 Apr 02) was much less optimistic about likely effects of such measures. The current report is available via the 'Sustainable Travel' section of [www.dft.gov.uk](http://www.dft.gov.uk).

**Comparative performance data from Fench tramway systems**, by Semaly and Amber Maunsell - argues that Fench cities have more suitable fiscal, political and planning structures for delivering successful light rail than equivalent structures in the UK (LTT, 19/6/04). <http://landor.co.uk/ltr/reports.html>

## Recent Scottish Executive Reports

**Bus Passenger Satisfaction 2003 (DD Research Findings 2004 No 178)** Colin Buchanan & Partners. Survey carried out in 2003 to establish levels of satisfaction by bus users in regard to many elements of local bus services throughout Scotland. Seeks to monitor changes in attitude and satisfaction. <http://www.scotland.gov.uk/cru/resfinds/df178-00.asp>

**Barriers to modal shift (DD Research Findings 2003 No 171)**. This study was commissioned to identify the actual barriers preventing people from traveling by rail, bus, walking or cycling, or not undertaking a journey at all. It sought to build on, and input to, transport planning and analysis being undertaken for the Glasgow area involving the strategies and local plans of the local councils and SPT. DHC conducted the research in 2002 with assistance from Peter Jones at the University of Westminster. <http://www.scotland.gov.uk/cru/resfinds/df171-00.asp>

**Attitudes to car use and modal shift in Scotland**. Analysis of the responses to a set of questions in the 2002 Scottish Social Attitudes Survey, aimed at exploring public attitudes towards car use and modal shift. <http://www.scotland.gov.uk/library5/transport/atcu-00.asp>

**Monitoring the National Minimum Concessionary Fare (DD Research Findings 2004 No 179)**. Colin Buchanan and Partners were commissioned in 2001 by the Scottish Executive to monitor the introduction of the free local off-peak concessionary bus travel introduced in Scotland on 30 September 2002 for women aged 60 and over and for men of 60 and over on 1 April 2003. The monitoring was undertaken as a before and after study using a variety of methods to collect quantitative and qualitative information regarding concessionary trip making. This findings Paper summarises the final report and includes before and after comparisons of concessionary travel behaviour and attitudes. <http://www.scotland.gov.uk/cru/resfinds/df179-00.asp>

**Transport Provision for Disabled People in Scotland** - Progress since 1998 (DD Research Findings 2004 No 180). Reid Howie Associates. This follow up to research for the Scottish Office in 1998 was commissioned by the Scottish Executive in 2003 to identify and assess progress made by policy makers and transport operators since 1998 in providing accessible transport for disabled people in Scotland. <http://www.scotland.gov.uk/cru/resfinds/df180-00.asp>

**Analysis of Responses to Consultation on Scotland's Transport - The Regulation of Utility Company Roadworks**. This provides an overview of responses to the consultation but does not set out policy recommendations. <http://www.scotland.gov.uk/library5/transport/strucrar-00.asp>

**Good Practice in Developing an Inter-Agency Approach to Road Safety**. Colin Buchanan & Partners. Planned publication October 2004. A review of good practice in community regeneration projects - includes guidelines on community safety, including road safety, in community projects.

## Research Digest: New Projects

**Stepchange** This £1m Scottish Executive project will ask 10,000 people in Milngavie, Bearsden, East Kilbride and Aberdeen to record details of miles traveled by car with a view to identifying opportunities to shift to public transport, walking & cycling. It follows a similar project in Paisley, Bishopbriggs and Aberdeen last year with inconclusive results. Contact: Colin Pyle, Scottish Institute of Sustainable Technology at Heriott-Watt University

**Traveline Scotland** is now piloting *interactive bus information by mobile phone* in Inverclyde and Dumfries & Galloway. Edinburgh and Dundee will be added later this year with full Scottish coverage by the end of 2005. Users text their bus stop code and receive a reply giving the time and destination of the next service. Information on late running became available in August. The system was developed by Journey Plan of Durferline.

**Review of demand responsive transport for the Scottish Executive**. (DHC and the TAS partnership). This project seeks to support the development of DRT schemes through research on several pilot projects and reviews of best practice. It is due to be completed in the autumn of 2005.

**Community transport in the Bannockburn and the Trossachs National Park**. This project by DHC for the Park authority will examine the travel needs of the residents in the area with a view to identifying ways that needs can be met.

**Evaluation of the impact of extending BSOG**. Community Transport in Scotland have commissioned DHC and the TAS partnership to extend work already underway in England to identify awareness, benefits, and practice in relation to the extended availability of Bus Service Operators Grant.

## Business and Personnel

**EasyJet** carried 28% more passengers in June compared to 2003 with revenue rising 21%. Profits will be lower. **Ryanair** has had its first profit fall since flotation in 1997. Profits were 14% down at £152m. **Globespan** profits have fallen from £3.5m to £2m, influenced by the Sars impact on services to Canada. Shifting flights from Prestwick to Glasgow and more involvement in European routes is now producing benefits. Budget airline **Duo** collapsed in May, involving some loss of flights from Edinburgh. **Prestwick Airport** profits have slumped 34% to £780,000 but **BAA** profits in 3 months to 30 June soared to £164m. Profits in Scotland were down 4% to £54m in the year to March, partly due to route development costs. **Forth Ports** has warned of lower profits with Leith traffic particularly sluggish.

**Network Rail** is cutting 100 jobs in Scotland. **Stagecoach** has acquired Motorvator, the Edinburgh-Glasgow coach operator. Stagecoach pre-tax profit has risen 6% to £120m. David Murray, Brian Souter and Anne Gloag have combined to buy **TransBus** out of liquidation for £90m. This will safeguard Stagecoach bus supplies from the TransBus Falkirk plant. The company is to be renamed **Alexander Dennis**.

**MRS Distribution** of Bathgate blame driver recruitment problems and higher pay for a sharp fall in profits to £744,000. **WS Atkins** has returned to profit after restructuring. Glasgow-based Babbie has been sold to US firm Jacobs at a value around £92m. Jacobs see the acquisition as boosting its infrastructure skills. **Babcock International**, operator of the Faslane and Rosyth shipyards, has acquired the rail engineering group Peterhouse which includes Glasgow-based **First Engineering**, the rail track maintenance company.

**TRI** is to move from Redwood House to the Napier Campus at Sighthill, Edinburgh, in November. **Cycling Scotland** has opened an office at The Pentagon Centre, Washington St, GLASGOW G3 8AZ 0141 229 5350 email [infor@cyclingscotland.org](mailto:infor@cyclingscotland.org). **Sustrans** has moved to 16A Randolph Cres., EDINBURGH EH3 7JJ 0131 539 8122 fax 0131 539 8123 ILT is now the Chartered Institute of Logistics and Transport (**CILT**). John Yellowlees has succeeded John Standaloft as CILT Scottish Chairman.

### SCOTTISH EXECUTIVE TRANSPORT GROUP

The former Transport Division 1, headed by Jonathan Pryce, has been divided. Jonathan (0131 244 7269) now heads **Transport Strategy and Legislation** while Frances Duffy (0131 244 5098) heads a division dealing with **Roads Policy and Group Finance**. Transport Strategy includes a new team under Ian Kerohan with a focus on local authority and partnership liaison



Picture Credit: FirstGroup

**Marjorie Dickson** (34), with a strong customer service background, is to be ScotRail Managing Director under First.

Tie has appointed **DLA** to head the legal team advising on the Edinburgh Airport Rail Link. **Media House** is to be communication adviser. SPT has appointed **Faber Maunsell** as Glasgow Airport Link consultant. Grant Thornton Scotland has appointed transport project finance specialist **Will McWilliams** from Ernst & Young. **Duncan Osler** is now a partner in MacRoberts with responsibilities for facilities management and PPPs, including transport. GoSkills has appointed **Bob Armstrong** (01259 721581 email [bob.armstrong@goskills.org](mailto:bob.armstrong@goskills.org)), formerly with FTA, to its team developing passenger transport skills in Scotland and Northern Ireland. In Midlothian, **Councillor Jim Muirhead** has taken on responsibility for development, including transport. **David McDonald** has replaced Martin Hulse as Director of Edinburgh's Cockburn Association. **Neil Cree** has moved from the Scottish Executive Transport Group to WSP consultants. **Tim Ryley** is moving from Ri at Napier University to transport studies at Loughborough University. Ifst Chairman, **Moir Lockhead**, has become honorary transport professor at Aberdeen University.

**Colin Morsley** of Aberdeen & Grampian Chamber of Commerce is assisting WESTRANS with travel plans and cuts in car dependency. **Alan Mitchell** has replaced **Matthew Farrow** as CB Scotland Head of Policy. **Tom Wilson** has resigned as Prestwick Airport manager. **Arnold Clark**, doyen of the Scottish motor trade, has received a knighthood.

## Publications

### UK Policy

*The future of transport – a network to 2030*, government White Paper on transport policy (due to devolution, deals mostly with England), DfT, July  
*Feasibility Study of Road Pricing in UK*, DfT, July – see also T 29 July  
*The Future of Rail*, government White Paper on future strategy for rail, DfT, July  
*Guidance on accessibility planning in local transport plans and other supporting documents*, DfT, Aug. – applies to England but of value to Scotland – see T 12 Aug.  
*Taking it on – developing UK sustainable development strategy together*, a consultation paper, DEFRA and devolved governing bodies, April

### Scottish Policy

*Scotland's Transport Future*, Scottish Executive Transport White Paper, June  
*Glasgow & Clyde Valley Joint Structure Plan – Second Alteration*, Glasgow International Airport – Strategic Planning Role, Spring  
*The Role of Freight in the Scottish Economy*, FTA – inquiries to Gavin Scott or Joan Williams at 01786 457503  
*Draft Local Transport Strategy, Forth Estuary Transport Authority (FETA)*, prepared by SIAS and WSP Group, June – inquiries to 0131 319 1699  
*A Joint Transport Strategy for Western Scotland to 2025: Consultative Draft*, May, WESTRANS & SPT – inquiries to Rodney Mortimer, 10 Killermont St, GLASGOW  
*Strategic Environmental Assessment for Development Planning*, Circular 2/2004, Scottish Executive – Development Dept. – Planning Division  
*July Consultation on Petrol Vapour Recovery – Phase 1 Delegation*, Scot. Exec, July

### Research & Information

*Smarter measures – changing the way we travel*, DfT commissioned report on the potential impact of 'soft' measures to reduce urban traffic, July  
*Scottish Transport Statistics*, No. 23, 2004 edition, Scottish Executive National Statistics, August  
*SHS Travel Diary Results for 2002*, Scot. Exec. Statistical Bulletin Tn/2004/4, May, £2  
*Key 2003 Road Accident Statistics*, Scot. Exec. Statistical Bulletin Tn/2004/5, June, £2  
*New deal needed to stop rural bus reaching the end of the road*, LIT feature on 20 May including reference to Dumfries & Galloway.

## Recent and Coming Events

- 18 June Seminar at Ri on EBC study of *Transport and Evolution in UK*. Provided update on research progress including some references to the Irish Republic. Further comparisons with European states were suggested. Project is due for completion next year. Contact: Prof Austin Smyth at Ri and Queens University, Belfast
- 14/15 Sept *Quarterly Public Meeting of PC (Scotland)*, Dean Park Hotel Kirkcaldy – 185 to 200 hours on 14th and 930 to 12.15 on 15th
- 21 Sept *Ticketing and formation: Delivering integration*, STSG conference at Discovery Point, Dundee for details phone 01786 448005 or email admin@stsg.org.
- 4 Oct. *Taking Charge – will Scotland follow London's success in delivering congestion charging?*, TRANSform Scotland conference, Radisson SAS Hotel Royal Mile Edinburgh – details from Karen McLung on 0131 67 7714, fax 0131 554 8656 or email events@transformscotland.org.uk
- 1-2 Nov. *Scottish Transport Awards Dinner* 1 Nov, Sheraton Hotel Edinburgh, followed by *Scottish Transport Conference* 2 Nov – details from RGU Centre for Transport Policy 01224 263134
- 9 Nov *CILT Scottish Region Transport Conference on Congestion Charging*, Glasgow
- 9-10 Nov *Energy and the Natural Heritage* NH conference in Pitlochry (Day 2 includes consideration of transport) – details from Bill Band or Hele Forster 01738 458635

### Transport Awards

National Express run **ScotRail** was named a Rail Operator of the Year at the National Transport Awards less than two weeks after learning that it had lost the ScotRail franchise. **Stephen Joseph**, Director of Transport 2000, won the Lifetime Contribution to Local Transport Award while **Councillor Andrew Burns** of Edinburgh gained the UK award for Outstanding Contribution to Transport. This attracted some criticism of the basis that road pricing in Edinburgh had not yet been delivered or shown to be effective. SAs is inviting cyclists to nominate the best examples of **integrated rail and cycling initiatives** for the Connections 2004 Awards

### LATE NEWS    E LATE NEWS    E LATE NEWS    E LATE NEWS    E LATE NEWS

The agreement for First to takeover the ScotRail franchise from 17 October was signed on 2 August. The franchise runs for 7 years with an option for a year extension. Details include no cuts in services and the extension of passenger services to Larkhall and Alloa. Other extensions are expected to follow. New late night services will run in the Clyde while there is to be an extension of CCTV, car parking and secure cycle storage at stations. Queen St Stirling, Aberdeen and Haymarket stations will be upgraded as part of the franchise and operator penalties for poor performance are increased (H2Aug)

Stagecoach is in discussions with the Scottish Executive on a scheme to buy and operate a fast Burntisland or Kirkcaldy to Leith passenger ferry with potential further extension. This could ease pressure on the Forth Road Bridge. Some 28% of morning peak bridge traffic has destinations in north and central Edinburgh. Profits are expected in 4 years though aid is being sought for terminal facilities (S1Aug)

Forth Ports, in conjunction with Edinburgh City Council, is planning 'Leith Northern Bypass' from Newhaven to Seafield to ease congestion in Leith and aided development of the port area. A expensive inquiry into an interim rise in Forth Road Bridge tolls is to be held due to remaining objections. This may delay toll increases until early 2009. SAPT withdrew as a second objector following acceptance by SAs of the principle of considering time-differentiated tolls under the new procedures which could allow such tolls by 2006 (S&H2Aug)

Summer floods and landslides closing the A9 at Durkeld and the A85 at Lochearnhead have provided reminders of the rising costs in Scotland of fitting the transport system to minimise disruption from more severe weather linked with global warming.

Following the August extension of megabus coach services to Aberdeen and riverness, amicable relations between Stagecoach and Scottish Citylink in operating coach services have broken down. The latter has accused the former of predatory pricing and may be forced to review marginal routes as between Glasgow and 6 (SoS2Aug)

## The Scottish Transport Studies Group (STSG)

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

## Ensure you receive Scottish Transport Review regularly

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

For all subscription and membership enquiries contact STSG Secretary admin@stsg.org, fax 0131 524 1212 at 12 Melville Terrace, Stirling FK8 2NE stating your name, address and organisation you represent (if applicable). All payments should be payable to the Scottish Transport Studies Group