

Scottish transport review

Issue 31
2005
ISSN 1462-8708

SPECIAL THEMES: Traffic Growth, Home Zones and Health



WHAT'S INSIDE:
Health and Transport
Where Next for Edinburgh's Transport?
Homezones in Scotland
Maglev to London?
Views on Traffic Growth
Latest News Statistics and Research Findings

Published by STSG

An independent publication by  Scottish
transport
studies Group

Contents

HOME ZONES IN SCOTLAND

PAGES 3

Lessons from delivery of Home Zones in Scotland were discussed at a conference on 26 September 2005 and Transform Scotland have summarised the key messages for STR.

TRANSPORT AND HEALTH

PAGES 4,5

There is an increasing focus on the interactions between transport and health policy and delivery. Recent research and emerging best practice in delivery show that there is substantial scope to improve the health and welfare of people in Scotland through closer joint working in the future.

RETROSPECTIVE ON CONGESTION CHARGING IN EDINBURGH

PAGE 6,7

Ken McLeod and John Saunders discuss whether the congestion charging issue could have been handled differently in Edinburgh and Margaret Grieco and Ronald McQuaid, of Napier University explain why there is a need for a fuller post-mortem on the Edinburgh Experience.

MAGLEV TO LONDON?

PAGE 8,9

Following the Maglev feature in STR30, Malcolm Buchanan questions whether Maglev is the "right product in the right place at the right time"

NEWS DIGEST

PAGES 10, 11

The usual round up of what the papers say about Scottish Transport.

THE SCOTTISH HOUSEHOLD SURVEY AND PERCEPTIONS OF TRAFFIC GROWTH

PAGES 12,13

41% of adults in Scotland are concerned about continuing traffic growth

STATISTICS UPDATE

PAGES 14

PEOPLE, BUSINESS AND EVENTS

PAGE 15

RESEARCH UPDATE

PAGE 16

Thank you to Steer Davies Gleave for providing the photos on the front cover, page 6 and page 7

STR Supporters

STR is funded from STSG membership subscriptions and additional support is provided by Scottish Executive, Scottish Enterprise, Highlands and Islands Enterprise, BAA Scotland, MacRoberts, and First.



SCOTTISH EXECUTIVE



BAA Scotland

MACROBERTS

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 and society: 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.

Who decides what goes in STR?

Firstly the members of STSG - We rely on STSG members and others telling us about interesting studies they have completed or knowledge they have. To keep subscriptions low we need members to invest time to share their knowledge. STSG has some funds to commission some analysis and reporting but the editorial work is undertaken voluntarily.

Secondly the STSG Committee provide guidance on topics to be covered. The Committee are: Alf Baird, Gordon Dewar, Iain Docherty, Tom Hart, Paul Hughes, Steven Lockley, Ron McQuaid, Sam Milliken, Roy Pedersen, Gavin Scott, Tim Steiner, John Yellowlees.

Thirdly the Editor Derek Halden tries to fit the contributions into 16 pages and create a readable document.

HomeZones

By TRANSform Scotland

Home Zones work through physically altering streets and roads in an area in an attempt to force motorists to drive with greater care and at lower speeds. Many countries have also introduced supporting legislation which allows the Home Zones to enforce a reduced speed limit of 10 miles an hour. Physical features such as benches, flower beds, play areas, lamp posts, fences and trees are used to alter the streets and roads to offer many additional community benefits. Home zones are considered to enhance the beauty of an area and increase house prices.

'A Challenging Experience' was the theme of the Home Zones conference providing many examples of good practice, and the space to discuss some of the common difficulties faced in achieving results. Key issues were the need to get planners and developers to accept that drivers are prepared to behave responsibly if the street environment encourages them to do so.

With 59 completed Home Zone schemes in England and Wales, good practice guidelines are being developed. The slower progress on Home Zones in Scotland emphasized the need for such guidelines, despite the increased level of awareness in Scotland that was revealed in national survey launched at the conference.

The Home Zone concept was pioneered in the Netherlands in the 1970s. Since then schemes in many countries have successfully transferred the core concepts and created their own safe areas.

David Spaven from TRANSform Scotland raised two recurrent themes: the need for joined-up thinking on Home Zones, and the variable funding availability in different local authorities.

John Barrell pointed to the wider impacts of crime reduction and community responsibility as key positive advantages of homezones. The community involvement aspect was also commented on by Khalid Muneer who outlined the process of a retrofit scheme which totally changed a traffic-heavy area to a shared space for all. He focused on how they succeeded in getting the community involved through focus groups and knocking on doors, and how this helped to create successful partnerships between different interest groups.

The social roots of 'shared space' and the need to focus on how to share the street space were major challenges. The environment must make cars feel as if they are 'guests'. Some fascinating examples from the Netherlands illustrated how designing areas for people rather than for vehicles does work, and how the 'less is more' approach can

succeed for pedestrians and drivers alike. Clare Hunter, a consultant on the Craighall Home Zone in Stirling, outlined how to overcome some of the difficulties in getting an introspective homogeneous community to participate and overcome their inertia in starting a Home Zone project.

Lorna Simpson, of Ormlie Community Association, talked inspiringly about the success of the Ormlie Home Zone, part of a wider regeneration project. The change from a drab, stark, grey estate to one with colour, life and wavy walls was seen through photographs which helped delegates to see that anything is possible.

Home Zones were therefore identified as a win-win scenario. Nobody loses out – instead, everyone gains. The recurrent theme from the lessons learned to date is that there is a vital need to work more at developing links between all levels.

If we are to move towards safer streets where people as well as vehicles can be, we need to get everyone on board right from the start. With proper dissemination of information to the right people, appropriately allocated funding, and real collaboration, Home Zones can reverse the past decades of irresponsible road building and car-centred developments.

Ensure you receive Scottish Transport Review Regularly by Joining STSG

Scottish
transport
studies Group

Individual membership £30, Company membership £60 to £500

All future STSG correspondence and membership enquiries should be
addressed to 26 Palmerston Place, Edinburgh, EH12 5AL.

Telephone 0870 350 4202, Fax 0871 250 4200, E-mail enquiries@stsg.org

Name:..... Position:.....

Organisation:

Address:.....

.....

...

Post Code:

Telephone:..... E-mail:.....

enquiries@stsg.org

www.stsg.org

Joined up policy and practice in health and transport

Deborah Andrew, Steer Davies Gleave

Scoping the problem

Transport and health does not always mean access to healthcare. There are strong links between transport and health improvement, such as encouraging individuals to walk or cycle to work, school or other key destinations in their average day. The World Health Organisation advocates that “walking and cycling as part of daily activities should become a major pillar of the strategy to increase levels of physical activity as part of reducing the risk of coronary heart disease, diabetes, hypertension, obesity and some forms of cancer”, (as well as reducing air and noise pollution and improving the quality of urban life). The Scottish Executive’s Physical Activity Strategy: Lets Make Scotland More Active has the goal of increasing and maintaining the proportion of physically active people in Scotland, including through active travel. At the same time, promoting travel by sustainable modes also meets transport and planning policy objectives - car ownership and congestion is growing in Scotland, with people driving further and more often.

Key findings on approaches to joined up policy and practice in health and transport

Joined up working in transport and health is happening in Scotland, although it is by no means mainstreamed. Examples of joined up working include:

- Policy links at the national level, such as the Scottish Transport White Paper 2004’s objective to protect our environment and improve health
- Local policy links, through community plans and joint health improvement plans
- Promotion of health benefits in outdoor access schemes, local walking and cycling initiatives, school and employee travel planning
- Promotion of walking and cycling by frontline medical staff in medical referral schemes

Increasing numbers of stakeholders are aware that it is in their interests to work with others to pursue common outcomes, even if their objectives may not be the same (for example, modal shift for transport, healthy living for health). Many of the strongest initiatives linking transport and health explicitly are predominantly health-motivation led, with the exception of some examples including School Travel Planning and specific action on developing cycleway infrastructure. The “actors” involved are much wider than just transport officers and health promotion staff in the NHS – planning officers, community planning partnerships, outdoor access officers, voluntary sector organisations all have a role to play. However, it is clear that significant progress needs to be made to convince policy makers across both health and transport sectors that there is both merit and a duty to work together to achieve common goals.

There are a number of barriers and challenges to this joined up working, particularly in relation to:

- Guidance and definition issues over what links between transport and health means.
- Staffing and management issues, with a dependency on self-motivated staff.
- Nature and availability of funding
- Political will and priorities at the local level

Key recommendations

Overall, it is clear that there needs to be some **fundamental features** in place for joined up working to happen, that is:

- A strong policy framework
- A requirement to monitor
- Secured and long-term resources

The research suggests there may not be the desire for another initiative to emerge from the Scottish Executive, in this case, a health

and transport initiative. Moreover, there is clearly a need to **mainstream the links between transport and health** through existing frameworks.

Key opportunities for the future

There are a number of key opportunities for improving the links between transport and health in the future.

- **The community planning process, a strong opportunity for joined up working across sectors.**
- **Second round of Local Transport Strategies, although not statutory**
- **Statutory Regional Transport Strategies**
- **Core Path Planning and outdoor access duties on local authorities from the Land Reform (Scotland) Act 2003**
- **Local projects from the Paths for All Partnership and Paths to Health Project**
- **Utilising existing transport funding opportunities innovatively**
- **Increased use of non-transport funding opportunities**
- **Greater involvement of frontline health care staff in the promotion of physical activity**
- **Programmes for travel behaviour change and travel planning which promote health benefits**
- **Further implementation of the national physical activity strategy**

This work is now complete, and the Scottish Executive will shortly be publishing findings.

Improving Access to Health for Cancer Patients in Glasgow

By Derek Halden DHC and Alex Weir GEDC

Tackling Glasgow's poor record for cancer deaths is one of the Scottish Executive's top priorities for improving health and tackling inequalities, and transport policies identify the need to work closely with Health Boards to ensure that transport improvements play their full role. Since April 2001 an innovative approach has been developed by Greater Easterhouse Development Company (GEDC) to improve access for cancer patients to the Beatson Oncology Unit. Working in partnership with the Patient Transport Service and Greater Glasgow Health Board, the scheme has improved patient transport experiences for cancer patients and demonstrated how cross sectoral funding can deliver better overall value by providing cross-sector benefits in Health, Transport, Social Inclusion and Regeneration.

Research has shown that the wellbeing of patients affects recovery rates but non emergency patient transport constraints mean that optimal levels of service cannot always be provided. Using a fleet of bespoke vehicles and specially trained drivers recruited from local long-term unemployed people, the new approach has taken a patient centred view of the travel experience.

Evaluation of the impacts of the new services show that service enhancements include:

- A reduction in journey times
- An enhanced level of support before and during transport
- An increase in comfort for those using the service
- A successful route to employment for the long term unemployed.

“the scheme has demonstrated cross-sector benefits in Health, Transport, Social Inclusion and Regeneration.”

By targeting the cancer trips which occur at certain times of day, vehicles were initially underutilised but they are now being deployed for other patient groups to improve vehicle and driver deployment and improve value for money. Overall the costs of the approach compare favourably with other patient transport options – and could even

compete on price with car based travel to hospital once parking charges at some locations are included.

There is significant potential for the approach to be rolled out to cover more of the country and a wider range of patient needs and GEDC is currently exploring the feasibility of these options.



Congestion charging and Edinburgh – understanding the public response.

Margaret Grieco and Ronald McQuaid, TRi, Napier University

In February the public voted 3 to 1 against Edinburgh's proposed road user charging scheme, although the original reported outcomes of public consultations were positive. The City of Edinburgh Council has now moved back from pursuing such a scheme in line with the expressed electoral preference.

Other cities in the UK, and indeed national government, are reconsidering their approaches to road user charging and achieving adequate public support. However, it is likely that the issue of road user charging will be visited once again as pressures for the reduction of congestion and better

urban environmental management increase. So a discussion is needed as to whether a different public consultation process, or a differently designed scheme, could have produced a different outcome.

Before road user charging is visited again as a policy option for Scotland's capital or elsewhere, there is a need to learn lessons. Substantial research into the Edinburgh 'no' vote is required: what precisely distinguished the Edinburgh 'yes' voters from the 'no' voters? One issue concerns identifying more fully the steps which can be taken to ensure that road user charging is developed as an equitable demand management instrument and not simply a blunt tool?

Current policy discussion about the westward extension of London's congestion charging scheme provides an insight into the importance of equity considerations: in its opposition to the scheme the Royal Borough of Kensington and Chelsea Council has expressed concerns about equity in respect of the proposed road user charging scheme trapping the poor from large areas of social housing with limited access to public transport inside their neighbourhoods. Designing schemes which pay attention to the accessibility contours of low income communities and provide exemptions where appropriate may be critical to overall urban social and economic functioning.

There is a need for an Edinburgh post mortem to understand how to develop road user charging regimes for Scotland and the rest of the UK in the future. It is important to draw attention to the need for any authority contemplating road user charging to gain the support of neighbouring authorities in the design and implementation of its scheme. In the Edinburgh case, the neighbouring authorities were hostile to the parts of the scheme and the outcome was a very public battle – a battle at the boundary. This took place in the press, at the inquiry and indeed in the courts: its vitality may have had consequences for the Edinburgh vote. MORI are now involved in analysing the Edinburgh 'no' vote.



Retrospective on Congestion Charging in Edinburgh.

By John Saunders MRC McLean Hazel and Ken McLeod tie



still intangible. It is likely that even the London scheme, which now commands widespread support, would have failed if put to a referendum before introduction. It might be more realistic to require evidence of support for policy objectives, rather than the specific projects designed to bring these about.

While there are other ways of demonstrating public support than holding a referendum, there clearly is a substantial debate to be had about the role of referenda in the democratic process. If there is a trend towards this approach to decisions on major policy initiatives, this will have significant implications for engineers and planners in promoting such policies.

Finally, could an alternative, perhaps more limited scheme, have succeeded where the Council's proposal failed? A city centre only scheme was more popular in the earlier consultation and market research work. It is possible that such a scheme would have been more easily understood by the public, would have avoided the vociferous opposition of neighbouring local authorities, and would have been perceived as fairer. This might have avoided the build-up of the momentum of opposition seen in February. But this is mere speculation: the City of Edinburgh Council will not be taking forward any congestion charging scheme for the foreseeable future, and is now focused on implementing its alternative 'Base Strategy'. The initiative for taking charging forward now appears to have moved back to central government, with a statement by the Secretary of State for Transport in June 2005.

On 24 February 2005 after seven years of promoting the congestion charging concept, all further work on implementing the proposals in Edinburgh were formally stopped by the Council following a decisive referendum outcome. Following a major information campaign, and political campaigning by 'yes' and 'no' groupings, 25.6% of voters voted 'Yes' and 74.4% voted 'No' when asked whether they supported the Council's 'preferred' transport strategy including congestion charging. Turnout was over 61%, higher than in the 2003 Scottish Parliament elections.

However, in spite of the referendum rejection, there are some positive aspects to the development of Edinburgh's charging scheme. Many

challenges were overcome, not least achieving a positive outcome from a public inquiry. The work undertaken demonstrated a clear public view that congestion is a problem and public transport needs improvement.

But it has obviously not been possible to demonstrate 'clear public support' for the scheme, as required by Ministers. Such a hurdle is not applied to other policy initiatives prior to implementation, and there must be a question about whether it is a reasonable test. Evidence from London and elsewhere shows that levels of support are likely to be at their lowest soon before introduction of a scheme – the costs to the motorist's wallet are known but the benefits

Maglev to London?

Malcolm Buchanan, Chair, Colin Buchanan and Partners and the Transport Research Institute Napier University, Edinburgh.

The obsession of many laymen, politicians and transport experts with (line haul) speed dates back to the heyday of the Flying Scotsman, the memory of which still invokes nostalgia for a time when Britain led the first industrial revolution. The same nostalgia still clouds many people's judgement of Concorde enabling them to forget that the combined aerospace industries of the UK and France managed to produce a supersonic jet airliner but were unable to sell one to any airline other than their own two state-owned ones. And astonishingly they did this with government assistance at a time when the Americans were building the jumbo jet.

The Americans had done their market research and delivered "the right product in the right place at the right time and for the right price". Unusually for the inventive and industrious Germans, the developers of the Transrapide, Maglev, seem not to have done theirs. No acceptable alignment for the Maglev could be found on the chosen route between Hamburg and Berlin and when one looks at the colossal structure supporting the Maglev track in Shanghai, one can well understand why. There was therefore a national sigh of relief in Germany when they managed to sell the pilot Transrapide system to Shanghai, enabling one today to travel in 8 minutes from Longyan Road to Pudong International Airport, with only about one minute of that time being spent at the top speed 430kph.

But Gordon Brown has ridden on the Shanghai Maglev and Jack Cunningham already features in a slick promotional film describing how splendid it would be to have one to form a "new spine" for the UK - Glasgow-Edinburgh-Newcastle-Leeds-Manchester-Birmingham-London. The idea that such an intrusive piece of infrastructure could be run through most of the great conurbations of the UK seems optimistic, despite the slick promotional material. But we are told the prime minister has been impressed by the same presentation and we already have a lot of planning hype about "stitching together" the great cities of Britain in a new "Northern Way". There is thus a risk that we could soon all be swept along on a new Concorde-like venture. Such a venture might of course divert attention from the failings of the 1998 Transport White Paper whose title promised transport would soon be "better for everyone" when the government's own statistics show that, seven years later, with the exceptions of motorcyclists and London bus passengers, travel has become worse for everyone.

We must therefore be very wary of diversionary visions of Maglevs running the length of the country and first enquire what they will cost and whether their revenues are likely to be sufficient to cover their operating costs and fund the capital costs. Should this be in any doubt and should public funding be needed, we should then enquire how much and what benefits such public expenditure would be likely to yield.

There is clearly little purpose in subsidising relatively wealthy passengers to ride the length of the country at high speeds and any move to do so would face opposition from GNER, Virgin Rail and the commercial airlines. However, some subsidies might be justifiable on two grounds:

- reductions in car traffic
- reductions in the emissions from aircraft

The case for the former is weak. The great bulk of the traffic (vehicle km) run on Britain's roads is caused, not by long distance travel, but by car



trips under 100 km in length. Long distance journeys of the sort which might divert to a new Maglev spine account for only a small part of total travel demand and rail already holds a significant share of that market. It is therefore unlikely that a spinal Maglev would cause a significant reduction in the traffic on our roads.

The second possibility - that a high speed Maglev could reduce domestic air travel and hence cut greenhouse gas emissions - is of more interest. Compared to high speed rail, planes emit three times as much CO₂ per passenger km and five times as much NO_x. And there can be little doubt that a spinal Maglev would cut into the domestic air passenger market. So in this case there might conceivably be benefits worth paying for, though higher aviation taxes might be a simpler way of securing them.

To evaluate the case for a new Maglev from London to Glasgow, we must therefore await the promoters' commercial case and, should it be weak, consider whether it would be significantly improved by government contributions which might be justified to achieve reductions in greenhouse gas emissions.

While waiting for the promoters of Maglev to make their commercial case, it might also be worth the government recalling that we now live at



the height of the second industrial revolution and that new control technology is likely soon to make possible far better use of the heritage of poorly used rail tracks which cover much of the country but provide rail services which are generally a very poor alternative to the car and the truck. Progress here is also to be found in Germany. The researchers in this case have recognised that while rail can deliver high line haul speeds, when high speed tracks and trains are in place, the overall journey times remain limited by the time required to access the high speed services. The reasons for this, on the rail network, include the speed limitations imposed by tracks, the amount of stopping for other passengers and the delays involved in changing trains. It is these delays which the researchers in the NBP team at Paderborn University are attempting to eliminate. By putting all stations off-line, using passive points and intelligent shuttles, powered by the linear induction motor (used on the Maglev), and developing suspension systems enabling the light vehicles to travel at good speeds on more or less any type of track, the NBP team aims to provide non-stop travel between any pair of stations or goods depots at a speed of 160kph. It is difficult to comment on the feasibility of what the NBP team is attempting to deliver, but one cannot fail to be impressed with their technical achievements so far. After years of care-

“It is unlikely that a spinal Maglev would cause a significant reduction in the traffic on our roads”

ful research, the 1:2.5 scale test vehicle was rolled out in 2003 and work is now underway on the first full scale vehicle. Of one thing there is, however, no doubt: if the German team can achieve its aims it will have developed a way of converting entire rail networks into a new form of public and freight transport that will outperform the fast car or truck on the fast road. They will have produced a sustainable, flexible and fast form of transport that will hugely reduce road traffic, using rights of way which already exist. It is this sort of C21 approach, rather than the Maglev, which could knit together the regions of Britain, which have been scattered by the motor vehicle, and out-perform the car and the truck in the new travel markets which they themselves have created. The German team at Paderborn appear to have done their market research and are producing the right product at the right time (when we face the immense and related problems of traffic congestion and global warming) in the right place (a continent covered in poorly used rail lines) and, we hope, for the right price.

We should therefore be extremely cautious about importing the Maglev system into Britain and instead seek a solution appropriate to the second industrial revolution, at the height of which we now live.

Legislation, Funding and Management

Transport Secretary Alistair Darling has scrapped plans for HGV charging by 2008 but is accelerating plans for pilot projects for simplified nationwide road pricing.

Under EU direction, the Scottish Executive is continuing with the tendering process for Far North and Western seaboard ferries despite a more relaxed EU policy on tendering requirements applying to publicly owned land transport (LTT1Sept).

The FTA and RHA have joined forces to commission freight expert Robbie Burns to report by late October on the impact of rising fuel prices and to assess the advantages of early application of simplified HGV charging in exchange for a fuel duty rebate.

DfT has sparked a debate on whether lorry weights should be increased from 44 to 60 tonnes and lengths from 18.75 to 25.25 metres. FETA has pointed out that this would worsen the severe load strains already affecting the Forth Road Bridge.

Consultation is imminent on a multi-modal public transport users committee for Scotland, replacing the Scottish Rail Passengers Committee. New committees for ferries and rail are also to be formed.

Rail Update

Local services north of Newcastle may be reduced to cut costs and improve path availability for longer-distance trains.

Morrisons supermarket rail flows to Inverness have ceased.

Aided by a Freight Facility Grant, W H Malcolm has introduced cross-Scotland rail freight to Grangemouth from a new siding at Elderslie adjacent to the Malcolm lorry depot.

MSPs have approved the £150m project to reopen the Waverley line to Tweedbank though with reservations about whether it will show an operating surplus within six years.

Work on Stirling-Alloa-Longannet reopening has started though costs have doubled to £60m.

The Glasgow Queen St-Maryhill service was extended to Anniesland in September and includes a new halt at Kelvindale. The Hamilton-Larkhall extension is due to open in December.

Edinburgh City Council has passed responsibility for possible reopening of Edinburgh South Suburban railway passenger services to the Scottish Executive.

On cost grounds, Fife Council has prioritised a rail extension to Levenmouth rather than to St Andrews.

SPT has submitted the Glasgow Airport rail link bill to the Scottish Parliament with costs estimated at £160m at 2004 prices.

The Edinburgh-North Berwick line is to revert to electric multiple unit operation.

SPT is conducting studies into major expansion of the Glasgow subway as a base for discussing possible funding from the Scottish Executive.

Advocates of a direct Tain-Golspie rail link have argued that the entire



route north of Tain may face closure unless trip times to Caithness can be cut substantially.

First ScotRail opened a new Scottish customer contact call centre in Fort William on 4 October, creating 50 local jobs and enhancing overall customer service.

More MPs and MSPs, including Tavish Scott, have expressed interest in high-speed rail or maglev links to London as an alternative to domestic air travel.

Greater police presence has cut rail offences in Scotland from 631 to 617 in 2004-05. ScotRail intends to have CCTV on almost every train within two years.

Ferries and Shipping Update

Former HIE transport chief, Roy Pedersen, has called for greater use of small but more frequent vessels on many routes plus the introduction of 22 knot ferries giving Arran an hourly summer service.

A report to SESTRAN concludes that fast Forth ferries would not cut road bridge traffic by more than 1%.

Buses, Trams & Taxis Update

Edinburgh City Council is safeguarding land for Tram Route 3 for 10 years. Allowing for inflation and Treasury allowances for cost overruns, Edinburgh Tram Routes 1 and 2 are now costed at £714m at delivery compared to 2003 estimates of £473m. Some rise in funding from the Executive is

expected but will leave a shortfall. Tram Route 1 between Granton and Leith and Tram Route 2 west of Edinburgh Airport may require delayed phasing.

Dundee City Council and National Express will introduce the first statutory quality bus partnership in the UK in April 2006.

Stagecoach is to end the Fife-Edinburgh yellow taxibus on 13 November because it has not proved commercially viable.

First is considering withdrawing its frequent Ardrossan-Kilmarnock service which it introduced in competition with Stagecoach in the late 1990s.

Lothian Buses has introduced a commercial service to the Scottish Parliament and new express services from Hermiston/Heriot Watt and Inglishton to the city centre. It is considering extensions to South Queensferry/Kirkliston.

Bus park and ride services from Hermiston and Inglishton into Edinburgh started in September with a total of 1000 parking spaces. Park and ride at Straiton and Todhills in south-east Edinburgh is due to open within 12 months. A 360 space P&R at Fairmilehead is also being examined by SESTRANS.

Real time bus information in Edinburgh is to be extended to the Corstorphine and Morningside corridors.

First Scotland East, Lothian Buses and the Glasgow subway have suffered from recent strikes while there is a growing shortage of bus drivers.

Roads, Streets and Paths Update

Preparatory work has started on the £35m replacement of the A8000 by dual carriageway.

Glasgow Harbour has started work on a £25m new local road paralleling the Clydeside Expressway between SECC and Partick.

The Scottish Executive has approved three overtaking schemes on the A75 have been approved with two more and a Dunragit bypass under study.

In Ayrshire, an A737 Dalry bypass is being assessed. Design work is under way on the £40m A90 Balmedie-Tipperty dualling north of Aberdeen and on the 5 km £35/40m A68 Dalkeith Northern Bypass (though local objections are being made to its impact on Dalkeith Country Park).

Glasgow City Council has approved the 3.8km East End Regeneration Route running north from the urban M74 but plans require Scottish Executive approval. Glasgow City Council is also seeking a fasttracking of the legal appeal against urban M74 approval.

BAA and SNP are seeking a direct road link from Edinburgh Airport to the M8 but priority is likely to go to a new road from the Gogarburn roundabout.

A SESTRANS study has concluded that all options for relieving traffic growth on the Forth Road Bridge will be exhausted in 6 years. Design work on a new bridge is urgent but any option adopted will not increase the number of lanes available to lone drivers.

The Scottish Executive has introduced a £775,000 continuous speed camera scheme on 28 miles of the A77 from north of Ayr to south of Girvan

New UK data from DfT shows that the 'school run' accounts for nearly a quarter of cars at rush hours.

Dunfermline Town Centre Management Company is seeking a limited return of cars to the town centre pedestrian zone to cut anti-social behaviour.

Following examples of street redesign in Nottingham, Dundee City Council has commenced a 10 year plan to link the city centre with the rail station and waterfront in a denser and pedestrian friendly environment.

Sustrans has received a further £150,000 from the Scottish Executive to continue the Safe Routes to Schools project.

Aviation Update

The BAA Draft Masterplan for Glasgow is due by December. More groups, including BAA itself, are seeking serious study of high-speed rail within Britain as an alternative to increases in domestic air travel.

Land Use Planning Update

The Scottish Planning White Paper has been published along with consultations on town centres (Draft SPP 8) and on Greenbelts (Draft SPP21), a revised version of guidance on transport and planning (SPP17) and the related Planning Advice Note (PAN75).

The new WESTRANS/SPT transport strategy, launched in August and having close links with the GCV Structure Plan offers prospects for better links between transport and planning which could boost the west of Scotland economy while also cutting road traffic growth and advancing the environment and social inclusion.



VIEWS ON TRAFFIC GROWTH

A review of Scottish Household Survey Data by the Scottish Executive Transport Statistics branch

This is the twenty-fifth in a series of short notes on transport-related results from the Scottish Household Survey (SHS). It describes adults' answers to some questions about traffic growth which have been included in the survey January 2005.

Are adults concerned by traffic growth?

The interviewer asked "how concerned would you say you are by the increase in the amount of traffic on Scotland's roads?". Overall, 20% chose "very concerned", 41% chose "quite concerned", 23% chose "not very concerned" and 14% chose "not at all concerned". Only 2% chose "don't know"

There was not much difference between the sexes. However, Chart 1 shows that there were clear differences between the age-groups - e.g. fewer than one in five of those aged 16-34 were "very concerned" compared with almost 30% of those aged 50-59.

27% of people in "higher managerial and professional" occupations were "very concerned" compared with 14-16% of those in "semi-routine" and "routine" occupations. There did not appear to be much difference between adults from households in different income bands in the percentage "very concerned", which was

between 18% and 23% for every band apart from those in the "annual net household income under £5,000" category. However, the percentage who were either "very concerned" or "quite concerned" rose with income, from 52-54% for those in households with an annual net income of under £10,000 to 77% for those in the "over £40,000" band. The percentage who were "very concerned" was higher for those who held a full driving licence (22%) than for those without (16%), but did not appear to vary much with the frequency of driving.

There were some differences between parts of Scotland. Only 8% of adults in small "remote" towns, and 15% of those in "remote" rural areas, said that they were "very concerned" by the increase in traffic on Scotland's roads.

How people are concerned by traffic growth

The three-fifths of adults who said that they were "very concerned" or "quite concerned"

were asked "what is it that concerns you about traffic growth in Scotland?" The most frequently expressed concerns are listed below:

- busier roads / streets - 42% of those who were "very concerned" or "quite concerned";
- congestion / increased travel times - 37%
- air pollution - 33%
- more accidents - 20%
- carbon emissions / global warming / environment - 18%
- more dangerous for pedestrians / cyclists / children - 16%
- parking problems - 10%
- health problems (e.g. respiratory illness) - 10%
- effect on countryside / landscape - 7%
- makes other people angry / irritable - 6%
- more lorries / bigger lorries - 6%
- noise - 5%
- makes me angry / irritable - 5%
- higher insurance premiums - 2%

Chart 1: Adults who were concerned about the increase in traffic on Scotland's roads

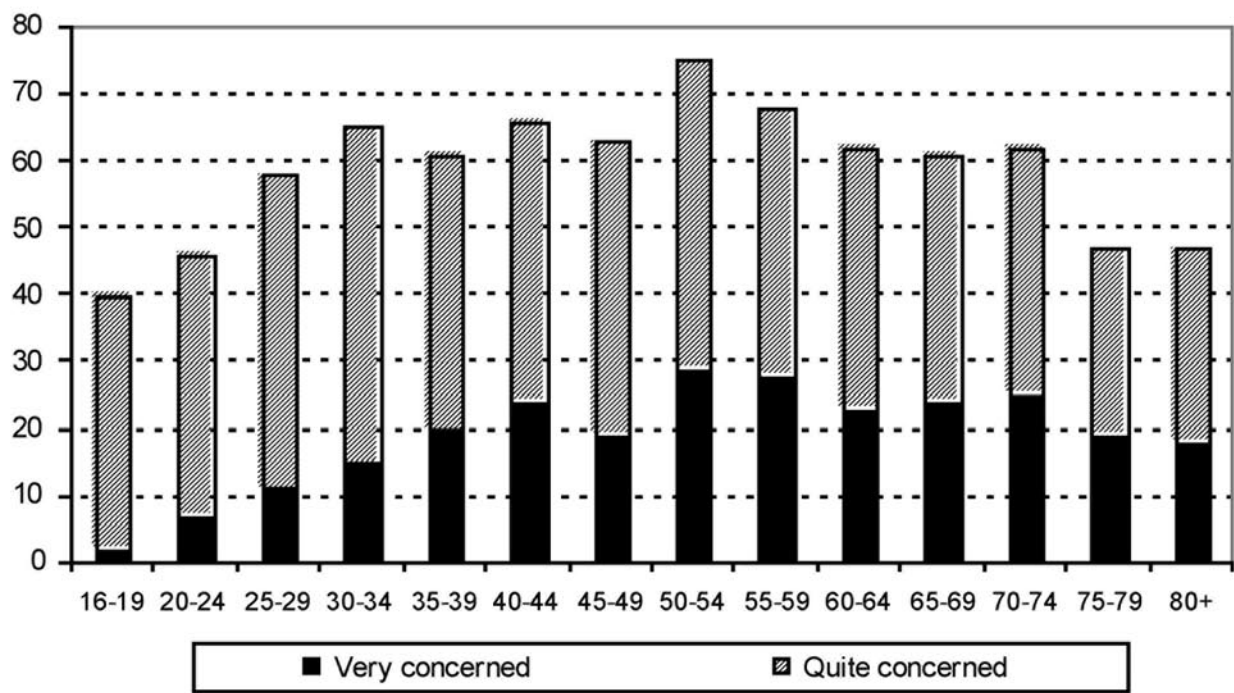
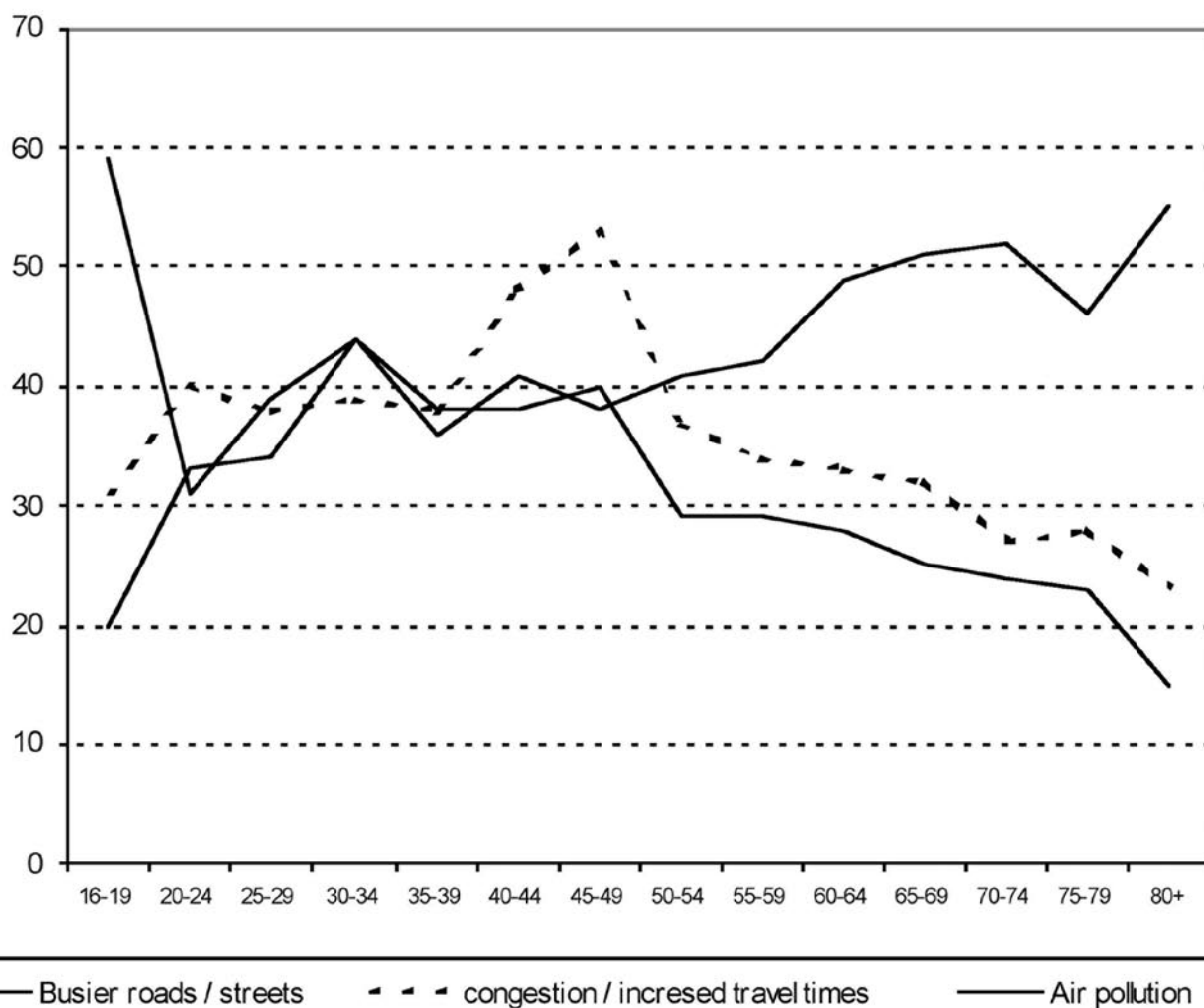


Chart 2: Adults who were concerned about the increase in traffic: the main reasons that they gave



The concerns that were expressed sometimes varied between sub-groups. For example, "congestion / increased travel times" was mentioned by 44% of men who were concerned by the increase in traffic but by only 33% of such women. Of those who were concerned, women were more likely than men to refer to "air pollution" (women: 35%; men: 31%), "more accidents" (22% vs. 17%); "carbon emissions / global warming / environment" (20% vs. 16%); "more dangerous for pedestrians / cyclists / children" (18% vs. 14%) and "parking problems" (12% vs. 8%).

There were some marked differences between age-groups. Chart 2 shows the percentages for the three main concerns. The lines sometimes "wobble", presumably due to sampling

variability affecting some of the results (e.g. the figures for the 16-19 age-group could be affected by particularly large sampling errors, as they are based on the answers from only 34 people of that age who had expressed concern about the increase in traffic). However, some general patterns can be seen. As age increased, the percentage who were concerned by "busier roads / streets" tended to rise and the percentage concerned by "air pollution" tended to fall.

There were marked differences between drivers and non-drivers. 42% of adults who had a full driving licence referred to "congestion / increased journey times" compared to only 26% of those without a full driving li-

cence; and by 43% of those who said that they drove every day compared to only 25% of those who had a full licence but drove less than once a week.

There were also some differences between different parts of Scotland - for example: only 38% of those living in large urban areas referred to "busier roads / streets" compared to between 43% and 56% of those living in other types of area; the relatively few interviewees who lived in small "remote" towns were by far the least likely (16%) to refer to "congestion / increased travel times"; and large urban areas had the highest percentage (39%) referring to "air pollution".

SHS Project Manager: Tel: 0131 244 8420 Fax: 0131 244 7573 Email: shs@scotland.gsi.gov.uk.



Economy and Tourism

Forecasts of UK economic growth for 2005 have been cut to around 2% though the expected impact on Scotland is less severe but from a lower base. Scottish economic growth in 2005 may be in the 1.7% to 2% range. Since 1985, jobs in Scotland have increased to 13% compared to 16% for the UK but higher income jobs have a focus around London. In-tourism has been buoyant with Glasgow now more popular than Edinburgh for city breaks. However, out-tourism has also shown high growth. Petrol and derv prices have risen above £1 a litre in parts of Scotland but, overall, the economy is becoming less dependent on oil.

Population

The Registrar-General has estimated a rise of 21,000 in Scottish population in 2004-05, aided by immigration. Reversing earlier trends, Edinburgh accounts for 5300 in an estimated 7,500 population growth over Lothians as a whole.

Freight

DfT data on the transport of goods by road reinforces evidence that previous links between GDP and road freight movement have broken down. UK GDP rose 32% between 1994 and 2004 but tonne km moved by HGV rose only 10% and HGV mileage only 3% (Freight:

September). GB rail freight tonne km rose 9.5% in 2004-05 and is now 60% above 1995 though small in total compared to road freight.

Road vehicle km.

Growth in Scotland in 2004 was 2% up on 2003. Local data from England and Scotland shows almost unchanged peak traffic levels on inner city roads since the late 1990s but with greater growth off-peak, on city fringes and on inter-urban corridors (LTT 1 Sept and Scottish cordon data). Expert opinion is divided on the causes of these changes but they reflect some shift of activity away from city centres more diverse work times, working from home and the ability of some cities to continue city centre growth but with modal shifts from cars to public transport. GB road traffic was up 1% in the second quarter of 2005 but with growth concentrated on light vans and, to a lesser extent, other goods vehicles.

Passenger Rail

ScotRail passenger km have shown strong growth since 1996 as has inter-city use to northern England but rail travel to and from southern England has shown a distinct fall

Scottish Transport Statistics No 24, August 2005,

Scottish Executive National Statistics publication

New features of this 298 page volume include the fuel consumption of road vehicles, expanded rail passenger trip data, trips on air route development fund supported services and international air travel at principal Scottish airports. There are the usual 10 year summary tables but, in future issues, it would be helpful to have less data (with many tables transferred to online access) and some commentary on the explanation changing trends in addition to existing cautions on the robustness of some of the data.

BUSINESS HEADLINES

Stagecoach and Citylink have reached a significant agreement to co-operate on key coach links in Scotland and build market-share on the Edinburgh-Glasgow and Inverness-Edinburgh routes. Rapsons report that higher fuel prices have hit bus and coach profits. Arriva has marginally improved profits on UK bus operations despite higher fuel costs.

Logistics group W H Malcolm has reverted to family ownership, freed of City pressures. Bathgate haulier William Scott of MRS Distribution has sold out to senior management.

Glasgow based Denholm, the ship management company, has increased profits from £3.3m to £9.2m, influenced by growth in Asia Pacific trade.

FTA President John Russell, who has built up his Scottish-based distribution company from 15 to 180 vehicles plus four trains each night chartered from EWS, has called for variable road charging and a level playing field with foreign hauliers. Fuel now accounted for 25% of long-distance haulage costs with drivers' wages accounting for 30-35%. Companies were being forced to pass on rising costs to customers.

CPT has reported that Stagecoach is running 11 of the 15 fastest-growing bus networks in the UK.

First has been involved in further appearances before the Traffic Commissioner Scotland. These arise from defects in bus maintenance.

PERSONNEL

Former BA Chief Executive, Rod Eddington and now transport advisor to the UK government, was knighted in the summer honours list.

BAA Scotland Managing Director, Donald Dowds, is moving to London to assume planning responsibility for all seven BAA UK airports.

Glasgow Airport Manager, Stephen Baxter, becomes the new MD of BAA Scotland.

Peter Hendy of TfL has replaced Prof David Begg as Chair of CfIT. Begg has been appointed to the Board of First Group.

Tavish Scott is the new Scottish Minister for Transport, taking over from Nicol Stephen on his move to be Deputy First Minister and Minister for Enterprise.

Peter Fuller has moved to the rail section in the Scottish Executive following the abolition of the SRA in August.

Chris Austin, SRA Community Rail Director has become ATOC Director of Public Policy.

Ron McAulay, Network Rail Manager in Scotland has been appointed to the new post of Director for Scotland in line with increased contact with the Scottish Executive.

James King has become the Scottish representative on the newly formed Rail Passenger Council for Britain

Aidan O'Donnell has been appointed interim director-general of STPE following Dr Malcolm Reed becoming Chief Executive of Transport Scotland.



Councillor Lawrence Marshall of Edinburgh is the new chair of FETA.

Brian Juffs has been appointed the new MD of the First Scotland East bus division.

Ian Mylroi, Engineering Projects Manager at First ScotRail is to be Head of Projects at Transport Scotland.

Kenneth Aitken of the Glasgow office of JMP has been elected Scottish Regional Chairman of the municipal group in the Institute of Civil Engineers.

John Saunders had left TIE to become an associate of MRC McLean Hazel.

CILT has appointed Trevor Whelan as Transport Policy Manager and Richard Ellithorne as Logistics Policy Manager.

Neil Greig, Head of Policy, AA Motoring Trust – Scotland, is now based at the St James Business Centre, Linwood Rd, Paisley

Iain Wilson, Herald Chief Reporter, is to be Director of Public Relations at First ScotRail.

Coming Events

- | | |
|-------------|---|
| 16 November | STSG AGM and Conference on Scottish Transport Strategic Review, Falkirk Wheel |
| 2 November | Annual Scottish Transport Conference, Sheraton Hotel, Edinburgh Contact RGU Centre for Transport Policy 01224 263134 |
| 23 November | Education and Enforcement – how can local authorities improve road safety?, Edinburgh – Contact Guy Evans, Dods Holyrood Briefing 020 7091 7698 |
| 28 November | Scottish Transport Awards Dinner, Sheraton Hotel, Edinburgh |
| 9 December | Fast-track North – High Speed Rail to Scotland, conference organised by SAPT and Railway Forum with Scottish Enterprise and SPT support, Institute of Electrical Engineers, St Enoch Square, Glasgow. Contact John McCormick on 07760 381 729 or email mail@sapt.org.uk |

Research Update

PROJECTS RECENTLY AWARDED

monitoring traffic flows

Halcrow has signed a three-year contract with Edinburgh City Council to model and visualise traffic flow using Vissim. Halcrow also has a 7-year contract with the Scottish Executive to monitor trunk road maintenance.

Updating NorVision: Study 2 Transport & Accessibility

Resource Analysis (BE) and their UK partner researchers Sinclair Knight Merz are carrying out research for Interreg North Sea Programme Secretariat to update the Transport & Accessibility section in the Vision document for the North Sea Region. This study is due to be completed by November 2005.

Dumfries Parking Strategy Study

Dumfries and Galloway Council have contracted MVA to provide advice in relation to future parking provision and management in Dumfries. The Study involves comprehensive parking use surveys, a public opinion survey and stakeholder consultation. It will then consider the appropriateness of current parking supply and parking enforcement before making recommendations on future provision. Research is due for completion in January 2006.

Travel Behaviour of Tourists

Strathclyde University, Derek Halden Consultancy, Glasgow Caledonian University and the Moffat Centre have been contracted by the Scottish Executive to investigate travel behaviour of tourists in Scotland.

COMPLETED PROJECTS AND FINDINGS

Scottish Household Survey Topic Report on Mode Choice

MVA used SHS data to summarise the key statistics on current mode choice and perceptions of alternative modes, identifying factors which affect behaviour of travellers in making a mode choice.

Scottish Household Survey Topic Report on Accessibility

This Topic Report uses a number of multivariate statistical analyses to examine the inter-linking of person and household characteristics with travel availability measures looking at variations in the accessibility of transport and accessibility by transport in the light of current policy concern with social inclusion. Contractor: TRI, S. Stradling, M. Carreno, N. Ferguson, T. Rye, D. Halden, P. Davidson, J. Anable, S. Hope, B. Alder, T. Ryley and M. Wigan. Published: 11/10/05.

Evaluation of School Travel Co-ordinator Initiative

Derek Halden Consultancy published this report in August 2005 which provided an assessment of the impact of the School Travel Co-ordinator Initiative, including the scope and quality of advice provided by STCs and the management of the scheme. It also provides recommendations for the future development of the STC role.

Public Perceptions of Travel Awareness – Phase 3

TNS, TRI, and Robert Gordon University carried out a follow-up survey of public perceptions of travel initiatives and issues in Scotland in August 2005.

World Cities Research

Prepared by MVA for The Commission for Integrated Transport. Published March 2005. Across the world, cities face many common transport issues.

Transport professionals have contended for a long time that when the "carrot and stick" are introduced in tandem a modal shift from car to more sustainable modes of transport can be achieved. London, Barcelona and Singapore are among the few cities in the world to have been successful in this objective.

What is clear from our World Cities study is that those cities focusing only on public transport investment have not been able to secure significant change to travel behaviour. More emphasis needs to be placed on policies which achieve greater integration between transport and land use, as the continual growth in the average distance we travel is not sustainable. Whilst it goes without saying that high levels of investment in public transport need to be sustained, if this can be delivered alongside the two missing pieces of the policy jigsaw - wider application of car restraint and greater integration between transport and land use, the world's cities would truly provide a more pleasant environment in which to live and work.

Other Selected Publications

Towards a transport strategy for Scotland : consultation on rail priorities, responses to Scottish Executive by 28 December

Modernising the Planning System, Planning White Paper, Scottish Executive, June

SPP 17 Planning for Transport, Scottish Executive, Aug.

SPP 17 Planning for Transport – Consultation Report, Scot. Exec., Aug.

PAN 75 Planning for Transport, Scottish Executive, Aug.

Transport Assessment and Implementation : A Guide, Scot.Executive., August

SPP 8 Town Centres: Consultation Draft, Scottish Executive, August.

SPP21 Green Belts: Consultation Draft, Scottish Executive, August.

Consultation Paper on Licensing of Taxi/Private Hire Car Booking Offices, Scottish Executive, June

A Joint Transport Strategy for Western Scotland to 2025, WESTRANS/SPT, August.

Climate Change: Key Recommendations, Environment and Rural Development Committee of Scottish Parliament, September

Building better transport? A critical overview of Scottish transport strategy, D Gray, I Docherty, J Shaw & D Begg, August

Moving freight – how to balance economy and the environment, FTA & IHT

On the move – the changing face of the Scottish bus industry, CPT.

Glasgow Airport Outline Master Plan - Consultation Draft, BAA Glasgow, July

In September, David Begg launched a new fortnightly UK transport publication under the heading Transport Times