

Scottish transport review

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SPECIAL THEMES:

Delivery Mechanisms for Regional Partnerships
Transport needs and Political acceptability



WHAT'S INSIDE:

Scottish transport research and applications conference preview
News, research update, people, business and events

Published by STSG

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David Davidson MSP explains that the role of the government is not just to get the transport priorities right but to get them delivered. Whilst there is much controversy about priorities for transport in Scotland, he suggests that there should be greater concern about the pace of delivery.

REGIONAL TRANSPORT DELIVERY

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The Scottish Transport Studies Group Conference in November reviewed the prospects for funding and delivering Scotland's transport future. Iain Docherty suggests that the diversity of contributions made – and the debate they provoked – demonstrated the obvious enthusiasm to make the new system work. Peter Cockhead presents a practical perspective and John Saunders suggest how it might all be paid for. Robert Samson then reminds us of the importance of a two way debate between users and providers of transport.

INNOVATION IN SCOTTISH RESEARCH AND APPLICATIONS

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The Scottish Transport Applications and Research Conference takes place on Wednesday 19th April 2006 at the Glasgow Royal Concert Hall in Glasgow. STR reviews the latest thinking from transport research and innovative practice.

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Tom Hart explores the issues in an area often neglected by Scottish Transport and Planning.

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SCOTTISH EXECUTIVE



BAA Scotland

MACROBERTS

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.

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.

Is there Now a Case for a New Forth Crossing?

By Tom Hart



Recent proposals from FETA and a Westminster Dunfermline by-election at Dunfermline have ensured a high press and political profile for the Forth crossing debate. There are two key issues – how to manage the Forth crossing over the next decade and to decide whether an additional crossing is required and in what form.

The debate has compared the Forth and Severn crossings. Of note is that financing the additional Severn road crossing more than 10 years ago, through higher tolls on old and new bridges, has suppressed traffic levels substantially. So how much should the residents of Fife pay to cross the Forth, and can sustainable and acceptable levels of capacity and pricing be found?

Early in 2005, FETA agreed in principle that an extra crossing was required at some point but that future crossings should be managed to avoid any increase in capacity for lone occupant cars. FETA's

Integrated Transport Initiative followed in November. This outlined plans for time variable charges ranging from £1 (the present two-way toll) to £4 (with 50% discounts for multi-occupant cars) and goods vehicle charges from £3 to £10 dependent on the number of axles.

In December 2005, FETA sought Scottish Executive approval in principle for the charging strategy. If given, this will lead to a public inquiry into the proposed charges with potential introduction in 2007. However, Chancellor Gordon Brown, also a Fife MP, has claimed that the planned rise in tolls has been abandoned despite Scottish Executive statements that the decision on the principle of variable tolls will not be taken until March.

In parallel with the toll proposals, FETA have highlighted on the deteriorating condition of the bridge and the need for both remedial action and provision of an extra bridge. Transport Minister

Tavish Scott is awaiting an independent report on the structural condition and future options but it is agreed that the rise in HGV weights has been one source of maintenance problems.

The level of tolls is highly controversial. The political and economic dilemma is that even the controversial FETA range of tolls yields income far below that needed to finance another crossing. All of the extra £379m expected over 15 years would be absorbed in bridge maintenance and other measures not involving a new bridge. Therefore the decision to build a new bridge without making major new calls on public funding would require Severn level tolls sooner rather than later. So would these high tolls help the Fife economy more than better management of the existing bridge traffic - maintaining average tolls below Severn levels?

It may be that demand management on the existing bridge is the most acceptable approach on both political and economic grounds. Also FETA have noted that the regional land use strategy should be used to reduce the demand for extra car trips across the Forth and a SESTRAN strategy has yet to be prepared.

A review of the situation in a few years time will therefore provide a better basis for decisions on how best to strengthen or replace the Forth Road Bridge.

“The Conservative View on Transport”

by David Davidson, MRPharmS, DipBA, MSP,
The Scottish Conservative and Unionist Party

David Davidson MSP addressed the Scottish Region of the Institute of Logistics and Transport on Tuesday 10th January 2006. He has provided Scottish Transport Review with his notes from which this summary has been prepared.

Transport is important for the Scottish economy, providing public services and improving the quality of life. People have to get to work and goods have to be moved to markets and to customers. However, budgets and priorities need to be set, and it is in this process that the political differences lie. The Scottish Conservative and Unionist Party view is that these must be realistic and deliverable and not just a “wish list”. Transport is something that everyone pays for at some point, and the price of goods includes an element of the cost of transportation.

The role of the government is to get the transport

priorities right, and get the priority projects delivered. All parties make manifesto commitments, such as promising improvements to main roads or making it easier to move goods. But there are a number of other current issues that receive less attention that also have far reaching consequences such as the Working Time Directive for drivers and funding for community transport.

The state of Scotland's roads is a cause of concern, and poorly planned roadworks add to congestion. Congestion charging is an issue that has led to much debate but little delivery, so it might be bet-

“Transport is something that everyone pays for at some point, and the price of goods includes an element of the cost of transportation”

ter if more attention was paid to alternative solutions. The key point is how to incentivise fuel efficiency and the use of alternatives to the car. Road tolling is something that could be considered further, and already there are tolls on bridges and the M6 Toll motorway bypassing Birmingham. The need for an additional Forth Crossing is pressing, and an urgent debate is needed on the best option including ways of financing the project.

Looking at public transport there needed to be direct comparisons of the costs and benefits of high quality transit options. For Edinburgh this means looking at guided buses, “FTR”, and trams and making choices on the best option. Under current plans there could be several modes serving the same markets to Edinburgh Airport. The decisions should not just be undertaken by public bodies but should involve discussions with industry and local people.

Hopes and Fears for Scotland's Transport Future

Summary by Iain Docherty, University of Glasgow and STSG Secretary

On 1st April, Scotland will finally have its new system of Regional Transport Partnerships (RTPs). With the total annual budget for transport in Scotland soon to top £1bn, Ministers are determined to make good on the many project delivery promises summarised in the current transport white paper, Scotland's Transport Future. However, a critical question remains: can the new structure of transport governance really improve on a delivery record that has been, at best, patchy since devolution?

The focus of the STSG's 2005 Annual Conference was the new Partnerships, their aspirations, and the potential barriers that might get in the way of their realising the projects many are keen to see finally implemented. The diversity of contributions – and the debate they provoked – demonstrated the obvious enthusiasm to make the new system work.

The first contribution of the day came from the Scottish Executive. Ian Kernohan summarised the main purposes of the Act, and in particular Ministers' aspirations for the RTPs covering the whole of Scotland. In short, the idea behind RTPs is to try and recreate the sort of integrated, regionally-focused transport planning that existed in Scotland during the era of the Regional Councils between 1975 and 1996, but without indulging in wholesale local government reform.

There are three "Models" of RTP, with varying levels of power designed to reflect local circumstances. Model One is essentially a formalisation of the existing voluntary transport partnership framework, which has operated in certain parts of Scotland for several years. Under this framework, the RTPs will become statutory bodies but will continue to share competencies with their member councils in a "concurrent" arrangement, implementing specific projects according to those councils' agreement.

Model Two is effectively a transitional stage, with a limited set of public transport powers transferred from councils to the RTPs. As yet, there seems little interest to date in this option, with the early shadow RTP meetings favouring either to adopt Model One, or to go straight to Model Three, which envisages a significant number of powers transferred to the RTPs. Model Three implies that the RTPs will become the main vehicle for the delivery of the majority of local and regional transport projects, setting regional priorities for transport investment in much the same way as SPT has operated in the west of Scotland since 1996. In time, it might



even be possible for Partnerships to advance to "Model 3 plus", where roads powers could be integrated to promote a genuinely level playing field for policy making and investment.

Following the Executive's introduction to Ministers hopes for the new system, a cautionary note was sounded by Iain Docherty, whose analysis pointed to a number of fears held by many people over the potential constraints placed on the new RTPs; constraints that they will do well to overcome. Iain outlined how even Model Three RTPs will remain relatively weak bodies compared to other special purpose local government organisations in Scotland, such as the Police and Fire joint boards, and many equivalent transport organisations elsewhere, most notably Transport for London.

Added to this is the fact that the RTPs are not as powerful as many people had wished for; indeed, the concept of "partnership" itself, rather than the earlier model of regional transport "authorities" suggested by the Executive's initial consultation documents, points to consensus rather than hard choices being the underly-

ing philosophy of decision making.

Nonetheless, Iain ended on a positive note; although not perhaps especially powerful in a direct sense, the RTPs will nevertheless exert very significant indirect influence over wider regional and national transport priorities. In large part this is due to the fact that the RTPs have been specifically charged with delivering new Regional Transport Strategies (RTSs) in their first 12 months. If these Regional Transport Strategies contain genuinely strategic thinking and analysis, carefully avoiding the fragmentation, competition and wish list mentality of much local transport planning under the current local government system, then they will indeed turn out to be a success.

This will not be easy, however, as it will necessitate thinking differently about strategic priorities for transport, which modes and journey types should be prioritised, and whether the current system of transport appraisal is really relevant to many regional schemes. But the prizes in overcoming these obstacles are significant, and should be pursued vigorously.

What Role(s) for the new Regional Transport Partnerships?

Peter Cockhead, NESTRANS Co-ordinator

From 1 April 2006, Scotland will have a new tier of transport governance with the establishment of 7 statutory Regional Transport Partnerships (RTPs). Alongside Transport Scotland they form the other strand of the Scottish Executive's plans to streamline transport delivery to ensure the Executive's increased investment in transport is planned strategically and delivered efficiently.

But what will be the role and impact of this new tier of transport governance?

The geography and functions of the 7 RTPs clearly reflects the wishes expressed by local authorities during earlier consultations for arrangements to be tailored to meet distinctive needs in different parts of the country. The outcome is a patchwork quilt of partnerships of very different sizes and responsibilities, ranging from the West of Scotland assimilating all the powers of SPT, to two single authority partnerships, Shetland and the South West of Scotland (Dumfries and Galloway).

There are 3 initial models for RTPs, the basic Model 1 responsible for preparing and implementing a Regional Transport Strategy, Model 2 which adds additional (unspecified) transport functions, and Model 3 giving responsibility for delivery of public transport functions. Of the 7 RTPs, four have opted for Model 1, none for Model 2, and three for Model 3 (in the case of Shetland and the South West this entailing transfer of the single council's public transport functions to the partnership).

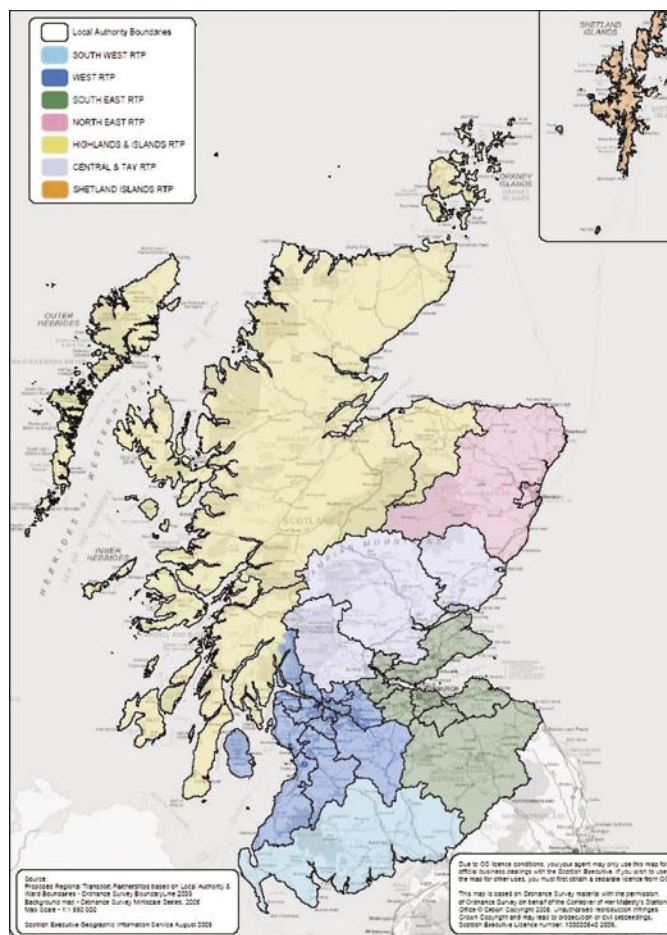
Across Scotland the public will see quite different levels of partnership activity.

Whilst having different levels of powers each RTP will to varying extents be involved in four key tasks; setting policy, prioritising projects, co-ordinating implementation, and delivering transport services.

Setting Policy – the main task for all RTPs in their first year is the preparation of Regional Transport Strategies to 2021. The strategies are to be submitted to Scottish Ministers by April 2007, a model timetable to achieve this being provided in the Executive's Draft Guidance. A challenging timetable is perhaps an understatement given that the Strategies are to be produced by new organisations, will need to negotiate the new requirements of SEA, and link to the National Transport Strategy and reviews of the Councils' Local Transport Strategies being prepared over largely the same time periods.

Setting Priorities – the second task is the setting of priorities for projects and interventions to deliver the Strategy and developing these for early implementation. The RTPs will clearly wish to ensure that their key strategic projects are sufficiently developed and justified to input into the Executive's process for their Strategic projects Review in 2007. Again challenging timescales.

Co-ordinating Implementation – the third task and again common to all RTPs will be providing the co-ordination to implement the Regional Transport Strategy and its key projects. This is to be done through the Regional Transport Strategy's 5-10 year Capital Investment plan, the RTPs other functions, influencing constituent Council's transport planning, and joint planning with private transport operators. This inevitably raises questions as to the adequacy of funding available be-



sides the Executives annual £30m capital grant allocated between the RTPs, and whether the RTPs will be empowered by their constituent Councils to raise additional funds through prudential borrowing as permitted in the legislation.

Delivering Transport Services – this initially only applies to the three Model 3 RTPs but there is clear encouragement in the Act itself and from Transport Ministers for RTPs to be given responsibility for other transport delivery functions. Indeed examples of functions that could be conferred on RTPs are included on the face of the Act. The procedures for changes to RTP functions are also set down in the Act requiring proposals for any changes to functions to be submitted to Ministers alongside the Regional Transport Strategy in April 2007.

Many believe that it is only through the acquisition of delivery powers that RTPs will fully realise their potential and become effective agents of the Executive's strategic transport aims. The intriguing political question for 2007 will be whether the new RTPs and their constituent councils will be willing to transfer powers.

For RTPs 2007 represents the 'next frontier' and could prove to be almost as significant in transport governance arrangements as their establishment in 2006.

Financing Scottish Transport

John Saunders Associate, MRC McLean Hazel Consultants

There are three principal sources of potential funding for transport – tax payers; users of transport; and private sector businesses or individuals that may benefit from transport investment or service provision. In addition there are ways to structure funding to achieve commercial, timing and risk management objectives; but these still require revenue originating in some way from the three sources above.

1. Taxpayers

Most capital investment for transport is provided by central government from the exchequer. This is disbursed either directly for projects it promotes itself (trunk roads and motorways, most rail investment) or through various forms of grants to local government. In Scotland, very substantial funding is already committed for major projects, including

M74	£214m(2001 cost)
Aberdeen W Peripheral Road	£120m (2002)
Edinburgh trams	£375m (2002)
Kincardine Bridge	£120m
Further Forth road crossing and associated roads	£1bn+
Central Scotland rail: Edinburgh, Glasgow Airport rail links	£650m
Waverley line	£115m
Waverley station	£150m?
Airdrie-Bathgate	£200m?

The Scottish Executive is focusing on 'strategic' investment priorities to be delivered through Transport Scotland or the new regional transport partnerships. There is a shift of emphasis from a reactive approach to investment proposals coming from local authorities, to definition of priorities on a more 'top-down' basis through a national transport strategy and the Strategic Projects review to be undertaken shortly.

This leaves individual local authorities with

no clear funding allocation under their own control and concern that there will be little cash left from the Executive for local transport. A number of dedicated funds are in place – for example the rural transport fund – but these do not cover all areas of local authority transport activity. Local government is largely dependent on central government for both capital and revenue expenditure, and in the UK has little scope for local/regional revenue raising. Many other countries do have such powers, allowing for local sales taxes, tourist taxes or employment levies. The last, for example, has funded much of the tram renaissance in France.

2. Transport consumers

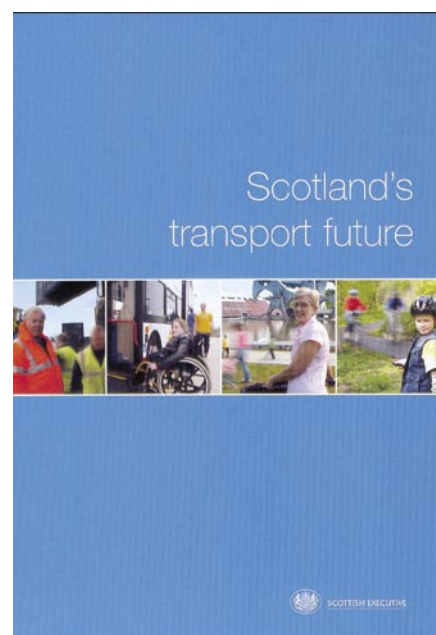
Transport users themselves pay for public transport through the farebox, for off-street parking, and to a more limited extent tolls on bridges, tunnels or motorways (M6 toll). These tend to be market-led charges, based on the cost of providing a clearly defined infrastructure or service. In some cases, there may be some subsidy to operators determined by public policy objectives but in general in the UK the presumption is that this type of provision should be made commercially.

Use of the road network in general, however, is not charged in any way related to usage. Exceptions are on-street parking charges, and road user charges/congestion charges. These are aimed at balancing supply and demand and can generate substantial surpluses available for use for other purposes.

However, these schemes are controversial, with Edinburgh's congestion charging scheme being rejected in a referendum, and proposals for differential charges on the Forth road bridge attracting the attention of the Chancellor of the Exchequer in person. At the same time, government is inching forward on the development of a national charging scheme.

3. 'Indirect' private sector revenues

A number of opportunities exist to capture some value from new development. Contributions by developers towards local infrastructure improvement needed to support that development are commonplace. A more strategic approach is being adopted to support the development of the large amount of additional housing required in SE England: a 'roof tax' on each new house of up to £20,000 is proposed to help fund new infrastructure.



More integrated approaches to funding infrastructure to serve new development areas have been adopted in a number of areas. In Copenhagen, the company developing the Ørestad area borrowed to fund a metro link and other infrastructure, with profits from the development used to repay loans and invest further.

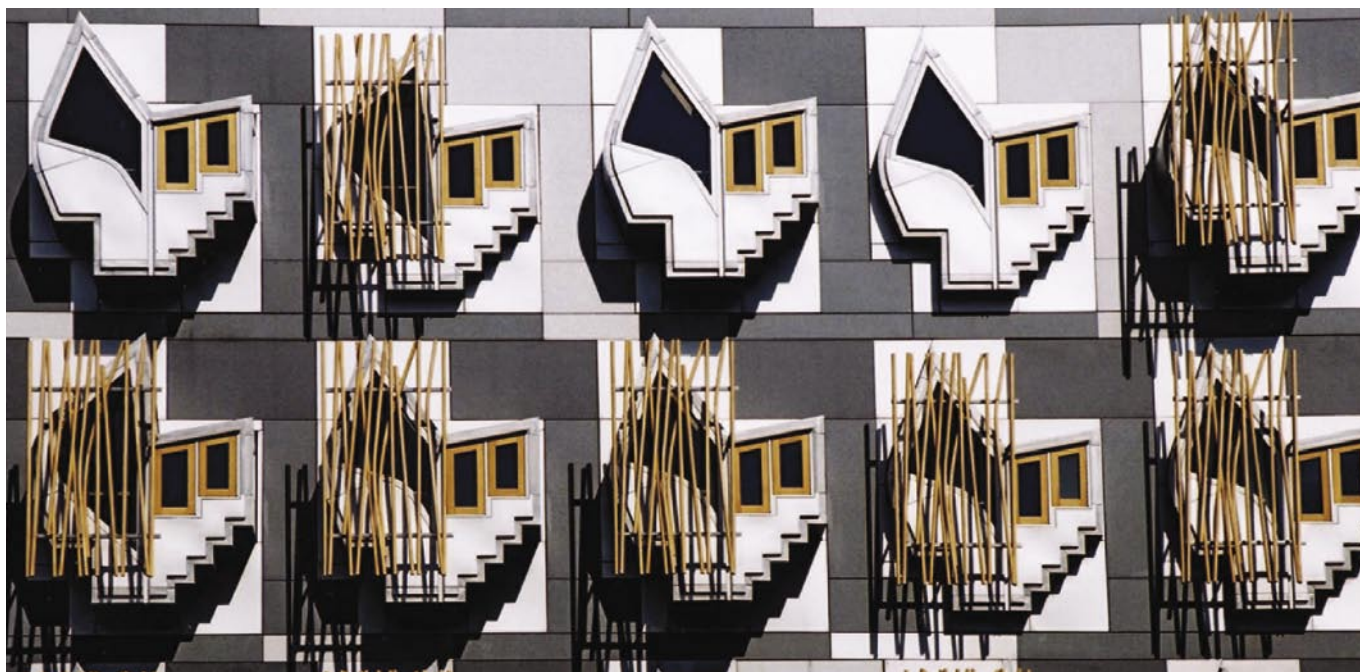
4. Funding and financing

Financing mechanisms such as Public-Private Partnership schemes or Bond issues are sometimes proposed as a solution to funding difficulties. Such mechanisms may enable investment to take place earlier than would otherwise be the case, and they may introduce some savings as a result of better procurement and risk management arrangements, but will always require repayment. Government is repaying £42m per annum for the M74 and M77 PPP arrangements.

The availability of funding for transport projects is always of concern to transport planners – and more importantly to those who depend on the transport system. In the UK, major transport investment is highly dependent on government funding. At the same time funds available tend to be limited, particularly in comparison to other EU countries. Transport planners may have to become more enterprising and find new ways to finance good projects, even though these may be controversial or difficult politically.

ENGAGING WITH USERS

by Robert Samson



How will the new Regional Transport Partnerships (RTPs) and Transport Scotland (TS) help improve the delivery of transport projects in Scotland. From a users perspective we want to engage with the new structures and understand the delivery mechanisms, the importance of each project be it regionally or nationally and the prioritisation method. Once that has been achieved we can all focus our energies on delivery, rather than debating the merits of one project against another.

RTPs and TS will help improve delivery by engaging with users in the process of development of projects at the appropriate time, achieving wide stakeholder buy-in to their aims and objectives. How do we get their?

A large amount of time at present is spent dealing with various consultations from a wide range of bodies, including Train Operating Companies, Network Rail, Scottish Parliament, Scottish Executive, local authorities, voluntary Regional Transport Partnerships, Scottish Enterprise and Strathclyde Passenger Transport.

And the consistent theme running through all of this was the lack of a consistent and systematic approach to consultation. Various mechanisms were used, consultative, seminars, focus groups, written responses and consultation workshops.

At "Scotland's Transport" Conference on 25 November 2003 the then Transport Minister, Nicol Stephen stated "The new agency will be a centre of excellence that puts the passenger at the heart of its work"

How do we give that statement life and ensure that the consultation process adopted by the new bodies is effective and gives the wider stakeholder community a voice?

There are five golden rules to follow:

1. The Regional Transport Partnerships and Transport Scotland are clear

what it wants from involving users. Is it to inform the development of policy or test assumptions.

2. There is a systematic process of consultation. The mechanics of consultation, at which stage of the project, consultation should take place and in what format. In other words ensuring what sometimes happens on a haphazard basis to be put on a systematic footing.

3. The third rule is what could be called the ethics of consultation, is perhaps harder to achieve but unless it is, no matter how clear and systematic the process is, the experience will still be unsatisfactory. From the outset RTPs and Transport Scotland must make it clear in which area consultees views can make changes and where they won't, rather than allow the illusion to persist that everything is up for consultation and possible changes, when it is not.

4. There is nothing as frustrating as taking part in a consultation process, devoting time and energy, for those views to disappear into a black hole. Did those views inform policy, if not, why not? For users to be engaged with a consultation process, it has to be two-way.

5. A rule for users. Answer the questions asked, not the ones you think should have been asked, or which you would like to answer. Forget the politician's trick of Mr Paxman that it is a very good question but the one you should be asking is..... Mr Paxman does not let politician's get off with that approach and neither should RTPs or Transport Scotland. There are other ways users can raise issues which you consider have been overlooked. Stick to the brief.

In this way consultation can indeed be meaningful and be a core part of involving the wider community in developing the strategies for delivering a transport system that meets the needs and aspirations of the people of Scotland.

Scottish Transport Applications and Research Conference takes place on Wednesday 19th April 2006 at the Glasgow Royal Concert Hall.

The aim of STAR 2006 is to disseminate current transport research and practice that is relevant and applicable to the transport agenda within Scotland. STR previews the conference proceedings. From the breadth and depth of the papers being presented, anyone with a serious interest in transport delivery would benefit from attending.

Conference papers include:

Economic Development and the Environment

Enhanced air and ferry links in assisting in the regeneration of island economies; the role of fixed links; and the benefits of improved road and rail connectivity.

The travel behaviour of tourists in Scotland and what needs to be done to improve tourist perceptions of transport in Scotland.

Economic benefits from increased accessibility of Ayrshire.

The case for using pollution assessments in the planning process to ensure that solutions fully represent integrated transport, air quality and energy policies.

Local authorities can harmonise broad sustainable development aims through their transport strategies. West Lothian explains how strategic environmental assessment has helped support transport policies.

Roads, Streets and Safety

There is a case for dispensing with traditional Controlled Parking Zones in favour of the more widespread use of Restricted Parking Zones, wherever area-wide on-road parking control is required.

New design approaches in designing new settlements can not just create new neighbourhoods but impact on patterns of movement.

Delivering through new technology can change the parameters with the implementation of intelligent road studs improving hazard warning on the A90.

It is not just the roads that cause the accidents and advertisement and community involvement can be just as important in the prevention of accidents.

Public Transport

Electronic information systems detailing journey planning facilities via internet, WAP and on-street terminals, and the real time information system in the context of new applications in Dundee.

Improving public transport accessibility in growth areas requires new approaches conceptual and practical approaches demonstrate the ways forward.

Strong, high profile local leadership, combined with a finance system where transport funds are generated through a local tax are fundamental in enabling shorter delivery timescales in France with clear lessons for Scotland.

Understanding a disabled person's perspective of public transport has lessons for everyone. The overarching challenge is to develop reliability in the chain of transport provision for any individual on any journey over the whole journey.

Travel Behaviour.

Building early partnerships with those in the education, health and engineering sectors ensures essential, close, cross-working relationships are forged when developing the school travel plan.

Personal Travel Planning is growing in importance but some techniques are less successful than others.

Second Annual Scottish Transport Applications and Research Conference *Realising Transport Innovation for All*



Road Accident Casualties and Social Deprivation

By Duncan Fraser and David McGuigan

The relationship between social deprivation and involvement as a casualty in a road accident has been known for some time. Since 1999 the STATS19 reporting form has included fields for recording postcodes of the drivers and casualty home addresses.

To assist local research undertaken by the former Lothian Regional Council these postcodes were generated retrospectively for all casualties in Lothian Region from 1991. The combination of these data with those now being routinely collected forms a unique data set to allow changes in casualty rates to be monitored over a period of ten years.

Casualty rates for Edinburgh have been calculated for the years 1991-2004 by linking the casualty data to population data and have been stratified by deprivation index, age, sex, year and casualty class. These rates have been analysed to show how rates differ by stratification and also how they have varied over time.

A key finding is that over the past ten years the rates have fallen more for people resident in more deprived areas than they have for residents of more affluent areas. Some analysis has been carried out to show that this change may be related at least in part to a focus of road safety initiatives in Edinburgh targeting the more deprived areas of the city. This is particularly the case for child casualties where rates have fallen in high risk areas at a greater rate than in other areas.

Scaling the Bus Stop - A New Approach to Park and Ride

By Tim Howgego

This paper explores how bus-based Park and Ride can be developed within rural and peri-urban areas. It draws on research that examined the implementation and usage of Ellon Park and Ride. The site is located almost 15 miles from the periphery of Aberdeen and served by conventional local bus services. A high proportion of users are commuters who would otherwise complete their journey by car. The scheme is relatively cost-effective, while contributing to the viability of the commercial bus network. Based on the research, a new approach to 'Micro Park and Ride' is developed - one that scales conventional Park and Ride down to focus on very local markets. The paper discusses how scaling can be used to access and develop different segments of the public transport market.



How to fast-track Edinburgh's trams – lessons from Lyon in France

By Adam Priestley

Transport projects in France are delivered more speedily than in Scotland. Development and improvement to a city's transport system has a profound impact upon the public sphere. This paper responds to the contention that elongated and poorly managed transport schemes in Scotland generate negative publicity leading to disillusionment, which in turn creates a further barrier for effective delivery of improved transport infrastructure.

This research has assessed the procedures of transport delivery in Scotland and France using case studies of the tramways in Edinburgh and Lyon. Conclusions determine which aspects of the French system facilitate quicker project delivery without compromising the rigour of decision-making processes. Therefore, lessons can be learnt and recommendations made for the Scottish delivery procedures.

The presence of political champions combined with the possibility of delivering transport projects within single political terms was found to instil a higher sense of urgency to French project delivery. The research identified the prominent role of a dirigiste culture – where decisions in economic and

social spheres are controlled by the State – in French transport planning. The result is a system with considerably less public consultation than Scotland; this drastically reduces the time taken to plan and deliver transport projects. Regarding criticisms around the possible reduction in transparency this could entail, primary data concluded that the public in France feel they are adequately involved in transport decision-making and have faith that their viewpoint is considered in the planning process.

Research found strong, high profile local leadership, combined with a finance system where transport funds are generated through a local tax – the versement transport – to be fundamental in enabling shorter delivery timescales in France. This led to recommendations that further allocation of resources to local planning should be the priority for improving transport project delivery in Scotland. As a result improvement within a bottom up scenario where local level plans are used as the foundation for regional and national planning, rather than attempts to improve the structure by top down policy making, was advocated.

For further details about the conference please contact:

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Aviation Update

BAA Aberdeen has proposed a £50m development plan to 2030, including runway extension.

Dundee City Council says the city airport may have to close unless more Scottish Executive support is made available. Losses could be £2m a year by 2007.

Bmi has threatened to leave Edinburgh unless reliability improves and charges are cut, but is to start a new route from Edinburgh to Munich in March. The new control tower at Edinburgh will allow flights to rise from 28 to 38 per hour. BAA has spent £2m on increasing space at the entrance to the Edinburgh terminal.

From June to September, Atlantic Airways are to introduce twice-weekly flights from the Faeroes to Stansted via Shetland with Route Development Fund support.

A £6m funding package has been agreed to create a regional air hub at Oban with new links to Colonsay and Coll, integrated with the existing Glasgow-Tiree service.

Shipping and Ferries Update

Superfast halved Rosyth-Zeebrugge ferry frequency in November, citing lower freight loadings than could be achieved on improved services in the Baltic.

The Scottish Executive received no bids to restore a Campbeltown-Ballycastle ferry within the price limit of £1m a year. Local interests are considering further action.

CalMac has ordered a new ferry for the Largs-Cumbræ route from Fergusons of Port Glasgow.

A £7m replacement ferry terminal for Raasay has been selected by Highland Council with £4.75m from the Scottish Executive.

Rail Update

The Milngavie-Hamilton-Larkhall project has been completed giving a half-hourly service to Larkhall and a quarter-hourly service to Milngavie.

Virgin introduced wider use of tilt and 125 mph operation on West Coast Mainline Pendolino services from mid-December. Best Glasgow-London times should fall to 4 hours 15 minutes by 2008.

Support for priority study of a 200/220 mph high-speed rail route linking Glasgow via Edinburgh to London and other English cities within

15 years has been supported by Transport Minister Tavish Scott, the Chairs of the west and east Scotland RTPs, the chief executives of the Glasgow and Edinburgh Chambers of Commerce, the Railway Forum, ICE, SAPT and TRANSform Scotland.

The Freight Transport Association is concerned at serious capacity problems on both the east coast and west coast main lines inhibiting rail freight growth by 2010.

Kingussie and Lairg now have rail services giving an Inverness arrival before 9 am as part of a £2m partnership project.

Scottish Executive funding has allowed work to start on the £4m scheme to provide clearances for larger 9 foot 6 inch containers from Mossend to Elgin via Aberdeen.

Public consultation has started on plans for a restored Airdrie-Bathgate rail link and an electric quarter-hourly service through to Edinburgh.

Glasgow and Edinburgh Airport Rail Bills have been submitted to the Scottish Parliament, which has agreed a change in standing orders to help speed up these bills and an Airdrie-Bathgate bill.

First ScotRail has announced a £1.5m gain from cuts in fare-dodging over the past six months.

£53m contracts have been let for re-signalling and additional/extended platforms at Edinburgh Waverley with completion in 2007. Capacity from the west will rise from 24 to 28 trains per hour.

The Executive has completed a consultation on rail priorities for Scotland in association with studies by Network Rail on a Scottish Route Capacity Utilisation Plan for the next decade by Arup on longer-term rail issues and opportunities.

Network Rail reports that coal trains are a source of increasing delay for passengers in Scotland.

Bus, Tram & Taxi Update

The Office of Fair Trading is to study a Stagecoach/Citylink joint venture in coach operation between Edinburgh and Glasgow to determine whether this requires a referral to the Competition Commission. The joint venture has cut coach fares further below rail fares, and plans increased competition with rail on other Scottish routes.

Consultation on plans for free bus travel for older people and the disabled ended in December with the new scheme due to start in April.

The Office of Fair Trading has ruled that taxi numbers should no longer be limited in Aberdeen, yet numbers remain limited in other areas. Fares remain regulated though with recent increases being above inflation. Edinburgh City Council has approved a 7% rise in average taxi fares with higher base rates for evening travel.

The Scottish Parliament has approved Edinburgh Tram Route 2 (to the Airport and Newbridge) and the Executive announced an inflation increase in tram funding. To contain costs, Edinburgh City Council is to phase Tram Routes 1 and 2 with priority for a west Edinburgh-Princ-





es St-Ocean Terminal route. Trams are expected to be operating by 2009/10

Edinburgh reports high usage of the new park and ride sites at Ingliston and Hermiston. Use of the airport express bus has also risen and local service 35 has been extended to the new Royal Bank of Scotland headquarters and the airport.

Low usage has forced Lothian Buses to axe direct evening and Sunday links from south-west Edinburgh to the New Royal Infirmary.

NESTRANS is promoting wider use of text messaging to bus users in the north east.

Dundee Council and Travel Dundee were both winners in the Scottish Transport Awards on the basis of effective partnership working in securing significant bus improvements.

Lothian Buses has introduced courses making staff more aware of the implications of Disability Discrimination legislation.

Child safety fears have led Aberdeenshire to reverse policies for integrating school travel in scheduled services open to the public.

Hospital specialisation has led ambulance managers to seek £14m a year from the Scottish Executive for a new service ferrying patients between hospitals.

Roads, Streets and Paths Update

Tavish Scott has selected the highest cost op-

tion (£295/£395m) for providing a western peripheral route for Aberdeen. The chosen route includes direct access from Stonehaven to Milltimber, avoiding the controversial Camphill route. Completion is expected by 2010/11.

The £40m A68 Dalkeith Northern Bypass will proceed without public inquiry, despite some local concerns at impacts on Dalkeith Country Park. 'Tree' protestors are being evicted.

Based on a study by MVA, Dumfries and Gallo-way is seeking a direct road link from Dumfries to the M74 south of Lockerbie rather than improvement of the present road via Lochmaben.

Edinburgh City Council has modified the central Edinburgh traffic scheme. Buses have returned to George St and the network becomes more flexible for car and van users. Parking regulations have been eased and additional off-street parking is planned. Plans still include a car ban on the central part of High St (Royal Mile) and a more pedestrian friendly environment encouraging a 'café culture' and urban walking. The city is also consulting on a revised parking strategy, reduced street clutter and higher street design standards.

An Audit Scotland study shows Inverclyde, East Renfrewshire and Edinburgh having the lowest standards for road and street maintenance.

Ongoing repairs to Glasgow's Clyde Tunnel will now extend to November 2006, 13 months longer than expected.

Edinburgh Park has introduced a pilot bike bor-

rowing scheme for workers in the business park.

The Paths for All Partnership has suggested that Regional Transport Partnerships could provide a huge opportunity to encourage investment and other measures to aid walking and cycling.

Fife and Edinburgh Councils have gained first and second places in Cycling Scotland awards for good practice.

Policy Framework, Funding and Management

The Transport Scotland Agency came into operation on 9 January.

Consultation on guidance for Regional Transport Partnerships for preparing their Regional Transport Strategies has been completed. Advertisements have been placed as part of the process for appointing the one-third of RTP membership from outside local authorities.

In his pre-budget December report, the Chancellor continued the freeze on motor fuel taxation but raised tax on rebated rail diesel by 1.2p per litre amidst complaints from green lobbyists.

Following the Burns Report, FTA has again stressed the urgency for action to level the fiscal gap between British and foreign hauliers. Burns recommends a levy on foreign lorries and a fuel credit for UK hauliers based on quarterly VAT returns.



VIEWS ON MOTORING TAXES, CHARGES, AND CONGESTION - SOME SCOTTISH HOUSEHOLD SURVEY RESULTS

A note by the Scottish Executive Transport Statistics branch

1. Introduction

1.1 This is the twenty-sixth in a series of short notes on transport-related results from the Scottish Household Survey (SHS). It describes adults' answers to some questions about motoring taxes and charges, and congestion, which have been included in the survey since the start of January 2005. The figures given here are based on 6,317 interviews conducted in the first six months of 2005. The results given for some sub-groups of the population are based on small numbers, so could be subject to large sampling errors - this is particularly likely in the case of (e.g.) the 16-19 age-group, as only 191 people of that age were interviewed.

2. Views on motoring taxes and charges

2.1 Views on motoring taxes and charges were obtained by the interviewer showing each person a card which gave a range of options. The interviewer said "we're interested in people's views on motoring taxes and charges. Which of these, if any, do you support?". The options which appeared on the card, with the percentages who supported each of them, were:

- 36% - keep the current system of fuel tax and the road tax disc;
- 9% - charge people according to when they drive, with people paying more to drive at busy times, such as the rush hour;
- 8% - charge people according to the roads they drive on, with people paying more for some roads than others;
- 17% - charge people according to the number of miles they drive on any roads;
- 34% - give people incentives to drive more environmentally-friendly cars;
- 4% - none of these.

In addition, 3% were recorded as "don't know", 17% as "no opinion - I don't drive" and 2% as "no opinion - any other reason". The percentages add up to more than 100 because people could express support for more than one option.

2.2 There were some differences in the answers given by different sub-groups of the population. Men were slightly more likely than women to support "keep the current system ..." (38% vs. 35%), "incentives to drive more environmentally-friendly cars" (36% vs. 33%), "charge according to miles driven" (22% vs. 13%) and "charge people according to when they drive" (11% vs. 7%). 22% of women compared with only 11% of men said "no opinion - I don't drive". Perhaps because the proportion who had no opinion because they did not drive was high in the youngest and oldest age groups (e.g. almost a third of those aged 19 and under; a fifth of those aged 65-69, and 46% of those aged 80+) and only around a tenth for those aged between 25 and 54, it is difficult to see any clear pattern other than support for the different options tending to be highest amongst the middle-aged. Chart 1 shows the variation with age-group, which will be affected by sampling fluctuations, as the sample includes (on average) only about 450 people in each of the age-groups. Similarly, because the percentage saying "no opinion - I don't drive" fell as annual net household income rose, support for each of the options tended to increase as income rose - Chart 2 shows the pattern.

2.3 46% of those who did not have a full driving licence said that they had no opinion because they did not drive. This has a clear effect on any comparison of the views of drivers and non-drivers. 43% of those with a full driving licence supported "keep the current system", 11% "charge according to when people drive", 11% "charge according to the roads driven on", 23% "charge according to the miles driven", 42% "incentives for environmentally-friendly vehicles", and 4% said "none of these". Support for the current system was lowest amongst those living in remote rural ar-

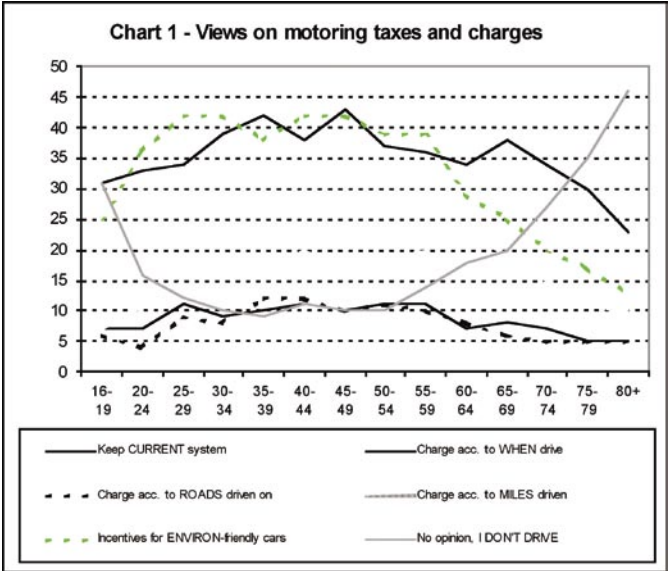
reas (33%), 43% of whom supported "give people incentives to drive more environmentally-friendly cars".

3. Congestion

3.1 The survey seeks views on congestion only from those adults who are (a) asked how often they drive in congested traffic and (b) say that they do. Those who say that they do not drive in congested traffic, or who are not asked the question because (for example) they had earlier said that they do not drive at all, are not asked for their views on congestion. Therefore, the views which are reported in paragraphs 3.2 and 3.3 are those of only about half of the adults in the survey. To put the results in paragraphs 3.2 and 3.3 into context, please note that:

- earlier in the interview, adults were asked about the type of driving licence (if any) that they hold - roughly two-thirds said that they had a full driving licence, and about 1 in 20 had a provisional driving licence;
- later, the interviewer asked those who had a driving licence how often they drove - almost three-fifths of all adults said that they drove at least once a week (about two-fifths of all adults drove "every day", around 1 in 9 "at least three times a week" and roughly 1 in 20 "once or twice a week"). Most of the remainder did not hold a driving licence;
- the interviewer asks the 60%-or-so of adults who drove at least once a week "how often do you drive in congested traffic?". Of this sub-group, about 19% said that they did so "every day", 10% "at least three times a week", 16% "once or twice a week", 10% "at least 2 or 3 times a month", 10% "at least once a month", 21% "less than once a month" and 14% "never".
- one can deduce from the above that only about 12% of all adults drive in congested traffic "every day", but one cannot deduce what percentage drove in congested traffic (say) at least once a month, because adults who earlier indicated that they drove less than once a week were not asked how often they drove in congested traffic.

Only about half of all the adults in the survey (86% of the 60%-or-so who drove at least once a week) were identified as having driven in congested traffic. It is their views which are reported in paragraphs 3.2 and 3.3, and the percentages which are given there relate solely to that sub-group. Those percentages should not be halved in an attempt to deduce the



views of the whole adult population, because one cannot assume that those who were not asked have no view on congestion. For example, had they been asked, some of those who drove less than once a week, or who did not drive at all, might have expressed views on congestion.

3.2 The interviewer asks those who had said that they drove in congested traffic what impact, if any, did it have on them. The interviewer's computer held a list of what were thought to be likely answers, and the interviewer was instructed to code all the categories that applied to the person's response. Therefore, depending upon what he/she said, a person could be counted as being affected in just one way, or in many ways. The most frequently expressed impacts of congestion are listed below. In all cases, the percentages given are based on 100% corresponding to all those who said that they had driven in congested traffic. One could well have obtained different percentages, had the question been addressed to everyone in the sample:

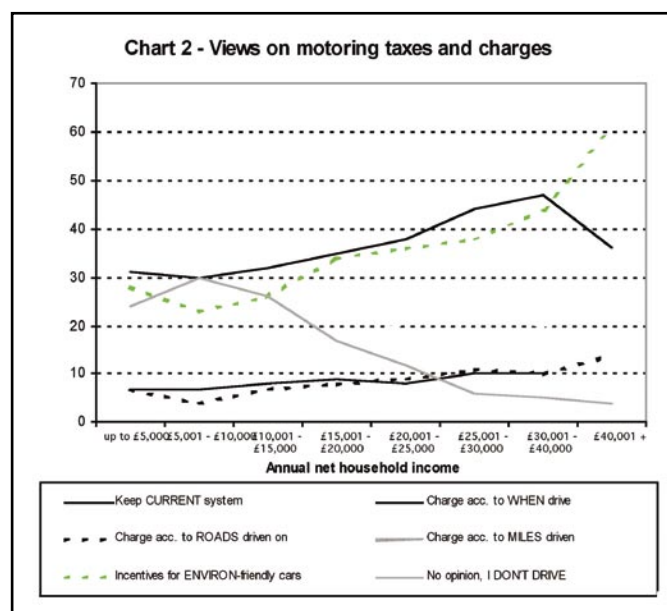
- longer journey times - 38% of those who had driven in congested traffic;
- stress - 22%
- makes me angry / irritable - 19%
- uncertainty / unreliable journey times - 10%
- get home later than would like to - 8%
- have to leave earlier to get to work / meetings - 7%
- worry about pollution - 6%
- makes other people angry / irritable - 5%
- make journeys at different times to avoid congestion - 5%
- worry about safety - 5%
- unable to get everything done that would like / need to - 3%
- higher business or economic costs - staff time / fuel costs - 2%

In addition, 4% gave one or more other impacts that the interviewer categorised as "other", presumably because they did not appear to fit under any of the above headings, and 1% said "don't know". It should also be noted that almost a third (30%) of those who said that they had driven in congested traffic said that congestion had no impact on them.

3.3 There were some differences in the answers given by men and women. Men were more likely than women to say "longer journey times" (41% vs. 35%), "makes me angry / irritable" (21% vs. 16%), "uncertainty/unreliable journey times" (11% vs. 8%) and "get home later than would like to" (9% vs. 7%). 32% of women compared with 29% of men said that congestion has no impact on them. There were not any clear patterns that emerged from different sub-groups of the population.

3.4 The interviewer also asked those who drove in congested traffic what, if anything, they thought should be done about traffic congestion. Again, the interviewer coded all the views that were expressed, so the percentages add up to more than 100%. Again, 100% represents all those who said that they had driven in congested traffic. The main views expressed were:

- improve public transport services - 33%
- public transport should be cheaper - 16%
- build more roads - 13%
- add lanes to existing roads - 11%
- move goods by rail / fewer lorries on the roads - 9%
- more schoolchildren should walk to school - 7%
- other people should use alternative forms of transport - 7%
- people should pay a congestion charge - 5%
- introduce / have more school buses - 4%
- I should use a different form of transport - 2%
- other people should not travel at those times - 2%
- change the way we pay for motoring - 2%
- I should not travel at those times - 1%
- close / remove some roads - 1%



In addition, 26% gave one or more other views that the interviewer categorised as "other", presumably because they did not appear to fit under any of the above headings, and 26% said "don't know".

3.5 There were some differences in the answers given by the two sexes. Women were more likely than men to support "improve public transport..." (36% vs. 31%) and "public transport should be cheaper" (17% vs. 15%). However, men were more likely than women to support "add lanes to existing roads" (13% vs. 9%), "build more roads" (14% vs. 11%), "people should pay a congestion charge" (7% vs. 4%) and "other people should use alternative forms of transport" (8% vs. 5%). There were not any clear patterns that emerged from different sub-groups of the population.

4. Background and Further Information

An interview was sought with one randomly-selected adult (someone aged 16+) in each household which was included in the sample, which is spread across Scotland. The results were weighted to take account of differences in selection probabilities and response rates.

Lists of the topics covered by the SHS, and analyses of its transport-related results, appear in a series of Scottish Executive Transport statistics bulletins:

- Household Transport (latest edition: December 2005) - provides the results of most of the Transport questions (but not the Travel Diary) for Scotland as a whole;
- Transport across Scotland (latest edition: January 2006) - provides the results of the main Transport questions (but not the Travel Diary) for each Council area;
- SHS Travel Diary results (latest edition: March 2005) - provides the main Travel Diary results for Scotland as a whole and for each Council area.

All are available from Blackwells bookshop, or at:

www.scotland.gov.uk/transtat/latest.

Anonymised copies of the SHS data are available from the UK Data Archive (www.data-archive.ac.uk).

Further information about the SHS can be found at

www.scotland.gov.uk/shs. Enquiries should be made to the

SHS Project Manager: Tel: 0131 244 8420 Fax: 0131 244 7573

Email: shs@scotland.gsi.gov.uk.

BUSINESS HEADLINES

Loganair pre-tax profits are up 36% to £1m.

Scottish Executive has funded a £36m deal to buy out the PFI used to finance expansion at Inverness Airport. Future revenue costs to the Executive will be cut and there will be greater scope for lower landing charges.

Ryanair first-half profits rose 18% with easyJet up 9% but greater turbulence is expected. Flyglobespan is to withdraw internal British services to concentrate on more profitable medium to longer hauls.

Stagecoach has withdrawn from New Zealand but acquired the Yorkshire-based Traction bus company. There has been a marginal rise in company bus profits despite fuel costs up £9.2m.

Scottish Citylink profits fell to £738,000 in 2004; the company is now involved in a joint venture with Stagecoach. First Group six month profits have dipped to £55.9m, hit by fuel up £13m. However, First ScotRail contributed £7m in profits, helped by a 7% passenger rise and cuts in fare-dodging. To improve the customer focus, ScotRail staff is up from 3,450 to 4,000.

Balfour Beatty subsidiary Raynesway has won the five-year contract from the Scottish Executive to maintain the trunk road network in north-west Scotland. Contract is worth £27m a year.

PERSONNEL

The following chairs (all councillors) for RTPs have been announced

Alistair Watson	West of Scotland
Ivor Hyslop	South-west
Russel Imrie	East of Scotland
Charles King	Highlands
Alan Livingstone	Tayside/Central
Jim Irvine	Shetland
Alison McInnes	North-east

Bill Reeve has replaced Kenneth Hogg as Head of the Rail Directorate in the Scottish Executive's transport team.

Colin Foxall is the new Chair of the (British) Rail Passengers Council. James Lee, MD Travel Dundee, gained an OBE in New Year Honours.

Mike Lunan, former chair of the Rail and Ferry Users Committee in Scotland, has become Chair of the Friends of the Far North Line

The £120,000 a year post of Chief Executive for the West of Scotland transport partnership has been advertised. Mark Rodwell is Prestwick Airport's new chief executive under Steve Fitzgerald who stays in charge of Infratil's European strategy and business development.

Brian Juffs is now MD for the First Scotland East bus division. Tom Wileman is leading the Stagecoach/Scottish Citylink joint venture.

John McDonald, North Lanarkshire transport team leader, has moved to JMP as principal engineer.

Alex Ramsay takes his North Lanarkshire post. Neil McIntosh has joined Arup as a transport planner in the Edinburgh office.

Tim Steiner has moved from SDG to be an associate of JMP in Edinburgh.

Fife mother 31 year old Brenda Anderson was the first woman in Scotland to pass the HGV driving test under the Women and Logistics scheme

Napier University has appointed David Quarmby CBE as the new Chair of the Transport Research Institute (TRI) following the decision by the current Chair Malcolm Buchanan to stand down.

Selected Publications

The Missing Link, Instit. of Civil Engineers Report calling for a £30bn high-speed line from Glasgow to London with a 3 hour trip time to be complete in 10 years 2005

Choosing Our Future : Scotland's Sustainable Development, Scottish Executive 2005

Consultation on the Scotland-wide Free Bus Scheme for Older and Disabled People, Scottish Executive, Oct 05

Towards a Transport Strategy for Scotland - Consultation on rail priorities, ScotExec Oct 05

Scotland's Transport Future: Draft Guidance on Regional Transport Strategies, 2005

Scotland's Transport Future: Regional Transport Partnerships – Guidance on Membership, Scottish Executive, 2005

Consultation on Proposals for a Public Transport Users' Committee for Scotland, Scottish Executive, December 2005 – responses by 22 March 2006

Transport across Scotland in 2003 & 2004: some Scottish Household Results for parts of Scotland, ScotExec; Statistical Bulletin – Transport Series Trn/2006/1 January 2006

Planning Reforms – an Impact Assessment, Arup for ScotExec Social Research 2005

Events

16 February Accessibility Planning, City Conference Centre, London, Landor Conferences – book at www.landorconferences.co.uk

23 February Transport and Social Exclusion : Three Years On, Leeds Town Hall, waterfront www.thewaterfront.co.uk

3 March Walking, cycling, driving: network design and route choice, Alain Chiaradia, TRI lunch seminar Rm2/54 Craiglockhart Campus – book on 0131 455 3200 or email tri@napier.ac.uk

13 March Scotland's Transport Puzzle: Connecting National and Regional Transport Strategies - Organised by Holyrood Conferences and supported by STSG.

14/15 March The Future of European Rail – harmonisation and positive competition, Berlin, Adam Smith Institute and marketforce. Email conferences@marketforce.eu.com

18 March SAPT AGM and talk by Tom Wileman of Stagecoach/Scottish Citylink Joint Venture, Stirling – further details www.sapt.org.uk or phone 07760 381 729

7 April Integrated Transport – a perspective, D Quarmby, TRI Chair, TRI lunch seminar, Blackford Room, Craighouse Campus – book on 0131 455 3200 or email tri@napier.ac.uk

19 April Second Annual Scottish Transport Applications and Research Conference (STAR), Royal Concert Hall, Glasgow – details at www.tri.napier.ac.uk

5 May Transport, physical activity and health – researching the effects of a new urban motorway in Glasgow, David Ogilvie, MRC, Glasgow University, TRI lunch seminar– book on 0131 455 3200 or email tri@napier.ac.uk

2 June 2006, Boardroom Merchiston Campus, Napier University

Dr Tom Rye, Transport Research Institute, Napier University -

"Do concessionary fares for the elderly promote social inclusion?"

Research Update

Projects Recently Awarded

Watching Walkers – The Engineering & Physical Sciences Research Council have awarded funding to Professor Jon Kerridge (TRi) in collaboration with Irisys Ltd., under the Engineering and Research Innovation follow-on funding scheme, to further develop the Pedestrian Flow Calculation System so that it can be easily exported to a variety of external locations including schools, shopping mall, transport concourses and the Edinburgh Science Fair.

Highlands and Islands Enterprise and HI-TRANS have commissioned DHC to carry out an **Evaluation of the Economic and Social Impacts of the Skye Bridge**.

DHC have been commissioned by the Mobility and Access Committee for Scotland to carry out an investigation into Alternative Methods of Assessing Eligibility for Concessionary Travel.

Transport to Employment - The Highland Council, and its partners T2E and Napier University, have established and are in the process of expanding its Transport to Employment (T2E) scheme in Sutherland, Easter Ross and Caithness.

High Unsafe Speed Accident Reduction - DfT have commissioned TRi (Professor Steve Stradling) with Trinity College Dublin. Inappropriate high speed (HIS) is related to collision frequency and severity. The strategic goals of this safety programme element are to inform drivers of the risks of HIS, to improve attitudes and behaviour in relation to speed choice and

CalMac Ferry Usage (with % change on 2004) Source: Caledonian MacBrayne

2005	Apr-Jun	% Change	July-Sep	% Change	Oct-Dec	% Change
Passengers	1,532,388	-2.5	2,160,080	1.9	894,593	0.04
Cars	309,069	-2.3	401,534	2.0	211,173	12.0
Coaches	4,780	11.0	5,714	-4.2	1,872	-5.8
Commercial Vehicles	23,851	7.9	23,770	7.3	22,704	7.7

Comment: Usage has been around the same quarterly levels as in 2004 apart from significant growth in commercial vehicles, and also in the length of such vehicles

through this process to help explain speed management and enforcement policy.

CfFT is to study the effectiveness of **subsidy flows and externalised cost issues** relating to transport assisted by 20 experts. These include Dr Jillian Anable RGU, Dr Denvil Coombe (consultant for Central Scotland Transport Corridor Study), Dr Iain Docherty, Glasgow University, Prof G Hazel, MRC Hazel and Prof P Goodwin.

Tenders for recalibration of the **National Transport Model** have been invited.

Scottish Executive is seeking tenders on a study to measure the value of freight transport to the Scottish economy.

Edinburgh City Council has awarded Halcrow a £733,000 study on the details of **Haymarket interchange** improvements – full report due by March 2007.

Completed Projects and Findings

Cycling in Scotland 2005 - The Scottish Executive commissioned TNS Travel & Tourism to collect information on cycling use and attitudes towards cycling in Scotland that could be compared with previous research conducted in 1997 and 2001. The report was published in January 2006.

Living Streets has completed the first of 10 street audits in Scotland studying barriers to walking.

A joint study by Imperial College, London, and the Health and Safety Laboratory, Buxton, has shown the highest level of pollution from fine particles in taxis followed by buses.

An SCC study of Scotland's school buses has found that 40% of pupils are concerned about unruly behaviour on buses. In an overview of the project, SCC feel that too many had low expectations of the service.

In research for the Scottish Executive, TNS Social, Napier University and RGU report that 1 in 4 drivers are actively seeking to cut car use with a further 2 in 4 open to some shifts away from car use.

SDG, in a report to MSPs, expect road traffic in Edinburgh to rise 50% the next 20 years with traffic growth in east Edinburgh being greater than west of the city where growth is expected to be around 33%.

Scott Wilson has completed work for SPT on Glasgow Crossrail. SPT is seeking a further £3.5m from Scottish Executive for enhanced studies.

A survey for Lothian Buses has shown that users find buses more overcrowded and less reliable than in 2004. 50% of respondents felt that fares gave good value.

Audit Scotland has completed a critical review of the collapse of the original Northlink ferry franchise. This has involved a substantial rise in costs. A review of the Scottish transport programme is nearing completion



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