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SCOTLAND'S TRANSPORT THINK TANK



WHAT'S INSIDE:

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Better Value Transport Investment

Transport and Land use

Practical Road Charging

Research Update

The Scottish Transport Studies Group (STSG)

STR is the newsletter of the Scottish Transport Studies Group (STSG) and is largely funded from STSG membership subscriptions. 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 is a charity registered in Scotland number SC014720.

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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 Editor Derek Halden, assisted by the STSG Committee tries to fit the contributions into 16 pages and create a readable document.

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Closing the Spending Gap

Derek Halden, STR Editor

There is the old adage that if it is not sustainable it will not be sustained. The definition of sustainable development came under scrutiny at the Scottish Parliament transport and climate change committee inquiry into land use and transport. Quite a lot of things in transport are not being sustained, but the evidence shows that in some cases the process of failure takes many years and wastes many £ billions. Learning to use the best available knowledge to inform decisions from personal travel choices to national policies will unlock sustainable development solutions.

What is clear is that the current level of public spending cannot be sustained and the STSG occasional paper on getting better value from transport spending suggests a number ways to tackle this. This suggests that there is potential

to deliver much more bang for buck by making smarter choices. The growing consensus on these ideas shows that more sustainable approaches:

- Tackle the information market failure that leads to less than optimal citizen, consumer and business decisions. Marketing of transport lags other industries.
- Create incentives and provide training so that professionals can make better decisions that look beyond single sectors and narrow cultures to recognise wider social, economic and environmental needs.
- Monitor and enforce regulations so that those that comply with best practice do better than those that don't. This can be as simple as First ScotRail finding that they could increase revenue by collecting more fares, or as complicated as enforcing travel plans for new land use developments.

We do not know how better informed people and businesses will behave but sustainability is a choice for everyone, not just government. If the choices of some people are having adverse effects on the choices of others then there is a clear case for government action and resolving debates to reflect the wishes of local citizens requires that the most difficult decisions must be made locally.

Cash strapped local authorities need to be supported by effective partnerships with national government and with private industry including bus companies. Success in defining and delivering sustainable development depends on how successful we become in developing the partnerships for the future.

Lessons from innovative cost-efficient private ferry operations

Alfred Baird and Roy Pedersen

INTRODUCTION

Ferries are a vital part of everyday life for many people in Scotland. A required outcome of the Scottish Government's National Performance Framework is to enable us to "live in sustainable places with access to amenities and services we need". To achieve this, in terms of ferry services to and from island and remote mainland communities, four inter-related aims may be identified:

- Develop sustainable growing socially cohesive communities through good access to mainland services and markets, e.g. tourism
- Support economic development through entrepreneurship
- Work towards Scotland's environmental targets
- Contain public expenditure

SUSTAINABLE COMMUNITIES

Previous Holyrood administrations became rather used to doling out ever more taxpayer money for ferry services and related infrastructure. This seemed to be considered acceptable so long as public cash was plentiful. But a consequence of this largesse is that ferry subsidies have more than doubled over the last 10 years to today's figure of around £120 million

a year. This includes the operating subsidy necessary to keep publicly-owned CalMac, NorthLink, plus inter-island services in Orkney and Shetland and elsewhere in Scotland 'afloat'.

Over the next 10 years we might say the public sector therefore needs to find between £1.0-1.5 billion just to maintain the present operating subsidy levels for ferries. That will be a very hard task in the current public sector financial environment.

There are also major ongoing capital requirements related to ferry services – i.e. ships and harbours. The one hundred or so ferries operating in Scotland today have an average age exceeding 20 years, with their designed operating lifetime of about 30 years. This basically means that we need to replace almost 100 ferries over the next 10-15 years. The price for that could be another £1.0 billion, or more.

And then there are the harbours, with more than 100 ferry piers in Scotland. These need to be maintained as well as replaced/upgraded in some cases. The cost for this over the next 10-15 years is uncertain, but can be expected to be in the order of several hundred million pounds.

Altogether, on current trends, ferry operating subsidy plus capital expenditure combined will amount to some £3.0 billion over the next 10-15 years. Given the current economic climate it seems highly unlikely that the public sector will be able to afford anywhere near such an amount, unless other vital services were to be trimmed. This means that alternative ways of delivering ferry services have to be found, and fast. Continued large-scale public funding of ferry services is simply not sustainable. The status quo is not an option.

ECONOMIC DEVELOPMENT AND ENTREPRENEURSHIP

Achieving community sustainability and a growing population implies development of confidence of business on the one hand, preferably Scottish business, to invest in the local economy, and on the other hand of the local community to develop a quality of life that encourages people, and families in particular, to stay in their locale.

Two outstanding examples are Western Ferries operation between the Cowal Peninsula and Inverclyde and Pentland Ferries operation between Orkney and Caithness. The key to their success may be summed up as:

Pentland Hero

Book Review - Roy Pedersen's book was published in May and is available from www.barlinn.co.uk £8.99, ISBN: 978 1 84158 888 9

Anyone who has taken a transport project from concept to implementation will know the pitfalls and frustrations, but it is rare for case histories of transport improvements to be documented. The lack of project histories means that transport professionals keep repeating the same mistakes. This book by Roy Pedersen is therefore very welcome.

At times it is not clear why Roy Pedersen seems to be so surprised by own analysis. The Pentland Hero "Andrew Banks" who developed a new private short sea crossing between Orkney and the mainland was always going to be better at targeting private markets, whilst the public sector are always much better at leveraging public funds in service delivery. Some readers will be more comfortable than others with Roy's strong calls for more private ferry operation, but regardless of the reader's perspective, this book gives an insight into the positive and negative motivations of employees in private and public sectors.

Lord George Robertson the former Labour minister reinforces this theme in the foreword to the book "...a tale of governmental skulduggery, unfair competition and elected authoritarianism – all designed to drive him (Andrew Banks) from his dream of a better and cheaper service for the public." Despite the strength of this rhetoric, most people who have experience of transport project delivery will not be much surprised by the actual experiences described: the caution of planning authorities, the risks and financial pressures faced by private operators, the fear of change in public organisations, and the fudged decisions responding to political pressures.

However, above all else this is a book of celebration. Transport can be a bed of nails so the thrill in making a difference is something everyone can warm to. Many residents of the islands have responded by purchasing the book, and what better accolade can there be for the promoters and operators of transport when communities get behind their achievements.

Overall there is much to learn from this book and its easy to read style makes it at home at the bedside, as it is in the office or as a student textbook.

- Development of efficient vessels involving low capital cost, low fuel consumption and low crewing levels for their pay-load
- Operation on shorter sea crossings to reduce passage time and increase frequency
- Recruitment of crews locally, thereby contributing to the local economy
- Development of new traffic flows (due to higher frequency, lower prices, shorter trip time, attractive sailing times etc) which aid local economic development and social well-being

Reducing cost relative to payload has been a critical factor and this is illustrated by the following comparisons. Table 1 compares the relative performance of unsubsidised private operator Western Ferries and state owned and subsidised Cowal Ferries (Caledonian MacBrayne) operating on parallel competition. Basically the key elements leading to improved performance of Western Ferries relate to superior choice of vessels, better service frequency, and a shorter route. Western Ferries is therefore able to offer competitive prices without any subsidy, and make a profit.

TABLE 1

	Western Ferries	Cowal Ferries
Crew per vessel	4 or 5	9 or 10
Passage distance	2.5 miles	4.25 miles
Vessel power	0.95 MW	1.5 MW
Trips per week	?	?
Cars Capacity/vessel	45	40
Passengers/yr	1,306,900	615,200
Cars/yr	577,800	77,800
Commercial Vehicles	33,700	6,000
Profit/Loss	Profit est £1.5 million	Loss £2.4 million

TABLE 2

	Pentalina	Hamnavoe
Capital cost	£7 million	£30 million
Crew Summer	11	40
Crew	10	36
Passage distance	15 miles	28 miles
Trips per week	56	42
Capacity load: cars or equivalent	78 cars	95 cars
Service speed	16 knots	17 knots
Fuel Burn (at service speed)	620 litres/hr	1,835 litres/hr
Subsidy	NIL	Est £9 million

Table 2 shows the relative performance of vessels *Pentalina* operated by private operator Pentland Ferries and *Hamnavoe* operated by state owned/subsidised NorthLink Ferries. Similarly here, the key elements leading to improved performance of Pentland Ferries relate to superior choice of vessel, better service frequency, and a shorter route. Pentland Ferries can also offer competitive prices without any subsidy, and still make a profit.

In practical terms, shortening routes automatically has the positive consequence of simultaneously reducing passage time, increasing frequency, and constraining price. Thus, it has a multiple effect of reducing "impedance" and greatly increasing traffic flows on the route facilitates social and economic benefit to the community served. A concomitant upshot is often reduced operating costs and increased revenue that may in turn permit extending hours of operation leading to further social and economic benefit at no extra cost to the public purse.

By their entrepreneurship, this is what these abovementioned private operators have been able to achieve.

ENVIRONMENTAL IMPROVEMENT

A major world concern is the need to reduce the emission of greenhouse gases and in particular CO₂. In terms of Scottish transport, ferries are among the worst emitters of CO₂ per unit carried.

To put this into perspective, 1 tonne of diesel = 1,176 litres, one litre of diesel burnt emits 2.6391 kg of CO₂, and for each megawatt (MW) of output 220 litres is consumed per hour. Thus, reduction of fuel burn per unit carried has to be a vital component of achieving the Scottish Government's ambitious target of 80% reduction in CO₂ emissions by 2050.

Environmentally, the private operators are leading the way. Bearing in mind the private operators' shorter routes, Western Ferries vessels' fuel consumption per vehicle capacity is less than half that of the parallel CalMac operation and the Pentland Ferries operation is about one quarter of NorthLink's fuel burn per vehicle per crossing.

To illustrate the scope for improvement, the fuel burn for NorthLink's *Hamnavoe* on the Stromness (Orkney) – Scrabster (Caithness) is as follows:

- 1,835 litres/hr = 2,752 litres per single trip
- 42,000 cars per year = average 20 cars per trip
- That is 130 litres per car per mile (28 miles)
- Or – **one gallon** per car per mile !!!
- The average car achieves say 30 to 50 miles per gallon

Thus, NorthLink's ferry vessel emits some THIRTY to FIFTY times the CO₂ compared with a car on a journey of similar length.

If we compare NorthLink's vessel/service to Pentland Ferries (Table 3) the following outcomes are evident:

- Pentland Ferries *Pentalina* consumes just one quarter of the fuel per crossing compared with the NorthLink ferry
- Pentland Ferries *Pentalina* burns one third of the fuel per car-space compared with NorthLink
- Pentland Ferries *Pentalina* emits one third the CO₂ emissions per car-space compared with NorthLink's ferry
- In addition, Pentland Ferries connects its ship to cleaner shoreside electricity supply overnight where-as NorthLink's higher powered generators continue to run on diesel fuel all night, every night

Pentland Ferries are therefore at least three times more environmentally friendly than state-owned NorthLink on the Pentland Firth route. Compared

with NorthLink's emissions, Pentland Ferries more environmentally friendly ship and service already meets the Scottish Government's intended target of 80% reduction in CO₂ emissions by 2050.

The key lessons from this analysis are:

- Make the sea crossing as short as possible (reduce impedance)
- Encourage innovative private sector entrepreneurs to build on the business and environmental success they have already achieved, and
- Allow private operators to enter the Scottish ferry market based on their investing in innovative, cost-efficient and environmentally superior vessel-operating and routing solutions

GETTING THE BEST VALUE FOR THE PUBLIC PURSE

Given the worsening state of public finances, the public sector does not really have any option now but to move away from operating expensive publicly-owned ferry companies. The public purse cannot afford to continue to inject ever increasing amounts of taxpayer money (now public debt) into running inefficient, high cost ferry services. Public money to buy new expensive ferries or to pay for harbour facilities is no longer available at the drop of a hat. Much of subsidy today is simply absorbed through excessively high operating costs of public sector ferry services. The experience of Western Ferries and Pentland Ferries demonstrates that ferry services can be run much more efficiently. In Scotland we need to grasp that fact, and build on the opportunity.

The solution is simple - let the private sector use their superior expertise and allow them to invest in running ferry services, with or without subsidy as required. Remove the barriers to entry, and help facilitate private investment and innovation, through more simplified, flexible, and rapid route by route tenders (where tenders are necessary). Where safeguards (e.g. on pricing, frequency, capacity etc) are needed these can be provided via public service contracts. We have no option now. It's time to get real with Scotland's ferry services and we need to start by removing the dead hand of the state.

Alfred Baird is Professor of Maritime Transport at Transport Research Institute (TRI), Edinburgh Napier University.

Roy Pedersen is owner of Pedersen Consulting, an SNP Highland Councillor and writer of the bestselling book on the Orkney ferry scene "Pentland Hero", Birlinn £8.99.

The author's opinions do not necessarily reflect the views of the organisations they represent.

TABLE 3 – ESTIMATED FUEL CONSUMPTION AND CO₂ EMISSIONS FOR VEHICLE-FERRIES ON THE PENTLAND FIRTH

Operator	Ship	litres/crossing	Car capacity	Litres/car	kgs CO ₂ /car
Pentland Ferries	<i>Pentalina</i>	708	75	9	25
NorthLink Ferries	<i>Hamnavoe</i>	2752	95	29	76

Sources: FBM Marine; Transport Research Institute-TRI

Notes:

CAPACITY: *Pentalina* has capacity for 350 passengers and 75 cars. *Hamnavoe* has capacity for 600 passengers and 95 cars.

POWER/FUEL CONSUMPTION: *Pentalina* - max engine power 3,876kW, fuel cons est. 708 ltrs per crossing @ 15/16 knots. *Hamnavoe* - max engine power 8,680kW, fuel cons est. 2,752 ltrs per crossing @ 18/19 knots.

ROUTE DISTANCES: Gill's Bay-St. Margaret's Hope 15 nautical miles. Scrabster-Stromness 28 nautical miles.

The National Ferries Review

Extracts from the review documents by MVA, CMAL, and Reference Consultants published by Scottish Government in June

The Scottish Ferries Review examines current provision of ferry services and will inform the preparation of a long-term ferries plan for lifeline services to 2022.

COST AND AFFORDABILITY

The cost pressures facing the Scottish ferry system are significant but not insurmountable. However, the required change can only be introduced gradually and could be both controversial and expensive for the Scottish Government to implement. Addressing these issues will require difficult decisions to be taken and will raise a number of challenges for the Scottish Government.

Scotland's public sector ferry services received total grant funding of just over £103 million from the Scottish Government in 2007/08, with further funding provided by local authorities and Regional Transport Partnerships. This is a substantial sum and costs are expected to continue to rise in the future due to increases in, for example, fuel.

Analysis suggests that costs on some Scottish networks are out-of-step with others. However, a lack of comparator data means that the validity of this analysis would need to be examined in significantly more detail before any conclusions could be drawn.

There are a number of problems and issues with the current cost structure of a number of Scottish public sector operators. These vary by network, but include:

- Relatively high crewing costs;
- Length of sailing day on larger ferries currently relatively limited by the use of a single crew.
- Rising fuel costs;
- Mismatch of vessel car / passenger specification, with limited vehicle deck space and a high passenger certificate driving up crew requirements and thus costs;
- Lack of standardised infrastructure;
- Ageing vessels that are costly to maintain and may soon be in need of replacement;
- Old and often life-expired shore infrastructure that, in many cases, needs to be improved or replaced.

The problems and issues with current ferry operations are compounded by a number of constraints, which are particularly applicable on the tendered Clyde and Hebridean, and NorthLink services. These constraints include:

- Profit claw-back within the tender, which removes any incentive to reduce costs or provide an innovative service
- The "unique" vessels required to operate in the Clyde and Hebrides which limits the scope for operators to bring their own vessels. This in turn limits the potential for competition within any given tender
- Transfer of Undertakings (Protection of Employment) legislation, which underpins often high crew costs and essentially fixes the high cost base for all bidders in a tender process
- Slow fleet turnover, thus limiting potential efficiencies.

*the required change
can only be introduced
gradually*

There are a number of opportunities for reducing costs, including:

- Tender Costs - designing the tenders in a way that encourages competition and does not deter innovation.
- Capital Costs - establishing a more proportionate balance between car and passenger capacity on new vessels, bulk-buying new tonnage, thus realising the discounts available from shipbuilders, operators bringing their own vessels or CMAL leasing rather than buying vessels, port rationalisation, design of more efficient vessels; and investigation of alternative modes of transport, such as fixed links or the use of land-bridging.
- Operational Costs - working with employees to address the high cost base of certain operators; reduction in fuel costs through slowing vessels down or moving to alternative fuels; and analysis of potential route / port variants.

FARES

There is no clear rationale for fares setting on the majority of Scotland's publicly funded

ferry services. Fares are generally reflective of historical circumstances and gradual evolution over a number of years. On most routes, the current fares set are not targeted at either maximising revenue or capacity. Fares are, however, in some cases set to deliver social aims and ensure the preservation of remote and island communities, although the extent to which fares currently contribute to these goals is unclear.

The current system has a lack of strategic focus and has created inconsistency and a lack of transparency in fares setting, thus meaning that some communities are at a disadvantage when compared against other similar communities. There is also a perception amongst some islanders that the fare system is unfair because they do not understand how fares are set. Fares also appear to take little account of the Scottish Government's objectives.

The key constraint limiting fares policy in the short to medium term is that some vessels on core routes are sailing at close to maximum car capacity on individual sailings during peak months. As such, in some cases, the patronage benefits of a fare reduction may not be realised due to capacity constraints choking off growth.

A further important issue is that, while reducing fares for island communities may be of benefit to them, it may only serve to displace economic activity away from other remote areas in need of support.

Evidence from other nations worldwide suggests that the Scottish practice of setting socially orientated fares is not uncommon. Nonetheless, there are various other forms of fare systems in operation including targeting fares to contribute to social and economic goals, free of charge travel, distance-based charging, revenue maximisation and capacity maximisation fares.

Alternative fares scenarios are suggested in the table and their estimated impacts shown.

FUNDING

The Scottish ferries network is in need of significant funding to maintain and replace ageing vessels and shoreside infrastructure. In addition, funding is also required to support rising operational costs, principally driven

Objectives	Test 1: Cost Recovery	Test 2: Revenue Max - imisation	Test 3: Increase all fares	Test 4: Higher fares for better services	Test 5: Increase all visitor fares	Test 6: Increase visitor car fares	Test 7: Reduce all fares	Test 8: Reduce fares for island residents	Test 9: Reduce fares for visitors	Test 10: Reduce fares for commercial vehicles	Test 11a: RET	Test 11b: Distanc e- based fares
Improve journey times and connections, to tackle congestion and the lack of integration and connections in transport	n/a	o	o	o	o	o	o	o	o	o	o	o
Reduce emissions, to tackle the issues of climate change, air quality and health improvement	n/a	✓✓	✓✓✓	✓	✓	✓	xx	x	x	x	xxx	o
Improve quality, accessibility and affordability, to give people a choice of public transport, where availability means better quality transport services and value for money or an alternative to the car	n/a	xx	xxx	x	x	x	✓✓	✓	✓	✓✓	✓✓✓	o
ferry services should be safe, sustainable, efficient, responsive to local needs and appropriate to the requirements of those using them	n/a	o	o	o	o	o	o	o	o	o	o	o
ferry services should contribute to sustainable population growth on our islands and in our remote rural communities	n/a	xx	xxx	x	x	x	✓✓	✓✓	✓	✓✓	✓✓✓	o
ferry services should offer best value for public investment	n/a	✓✓✓	✓✓	✓✓	✓	✓	xx	x	x	x	xxx	o

Key: ✓✓✓ = major positive, ✓✓ = moderate positive, ✓ = minor positive, o = neutral, x = minor negative, xx = moderate negative, xxx = major negative

by increasing fuel prices. The majority of domestic ferry services are loss making and the predominant funding mechanism typically involves the provision of central government or local authority support to offset operating deficits.

Examination of how ferry services are funded abroad shows that:

- In Europe, the Cabotage Regulations are resulting in a move towards tendering across the majority of member states;
- Public Service Obligations and Public Service Contracts are generally specified and procured at the national level, although there are also a host of locally procured services
- A net-cost contract is generally adopted as this removes the revenue risk to the public sector
- An effective contract will generally have some form of revenue sharing agreement that incentivises operators to grow the market
- Operators often bring their own vessels but, on physically constrained networks, such as parts of Scotland and the Netherlands, there is potentially a rationale for public sector vessel provision
- Fares are generally set with the aim of meeting social needs rather than cost recovery, although there are exceptions.

There are a number of problems and issues inherent in the current and future funding of public sector ferry services, including:

- Ageing assets and limited funds to replace them
- An ageing population and increasing dependency ratio
- A lack of consistency and centralisation of funding streams
- A fragmented industry structure, with different asset owning and operational models prevalent on different networks
- An inefficient harbour dues system.

There is no clear rationale for fares setting on the majority of Scotland's publicly funded ferry services

There are also a number of constraints preventing the realisation of alternative approaches to funding, including:

- The European Community Maritime Cabotage Regulations
- The absence of borrowing powers for the Scottish Government / CMAL and the difficulties associated with local authorities paying back loans

- A high and relatively fixed operational cost base, coupled with low traffic volumes; and the uniqueness of the vessels in the Clyde and Hebrides fleet.

Despite the problems, issues and constraints, there are a number of opportunities for increasing funding for ferry services including:

- Continued public sector funding, including European funding
- Off-balance sheet funding
- The involvement of the private sector in asset ownership and service provision.

Various potential models for the future of asset ownership and capital investment have been explored as shown in the table.

There appears to be considerable scope for moving towards a more flexible approach to asset provision in the next tenders for the CHFS and Northern Isles. If tenderers are provided with the option of using their own vessels, the CMAL vessels or a mix of both, it will ensure that the Scottish Government minimises its long-term funding burden, whilst providing a high quality service for remote and island communities.

At present, the majority of Scotland's local authority services are not tendered. There has been considerable debate about whether local authority funded services should be tendered and the mixed asset approach explained in

Option	Description
1a	Asset ownership continues as is, with CMAL responsible for the CHFS network, the Northern Isles tender offering use of the Lombard vessels and local authorities, in the main, remaining owners of their own assets. The CHFS tender would stipulate the use of CMAL vessels on the CHFS network, on the basis of them being unique to the routes.
1b	The CMAL model, in its current form, is implemented on a Scotland-wide basis. All funding is now directed through CMAL, although CMAL do not take ownership of additional assets. Funding does not necessarily have to go through CMAL for them to act as purchaser.
2	Vessels are privatised on a Scotland-wide basis and the windfall is ring-fenced. The Scottish Government reinvests this money on port and harbour renewal and infrastructure upgrades.
3	Operators bring their own vessels and the current asset ownership model is focused only on providing piers and harbours. The existing vessels are sold, chartered, mothballed or scrapped.
4a	On the tendered CHFS and Northern Isles networks, tenderers can bid on the basis of using the existing vessels, their own vessels or a mix of both. Local authorities services remains as they are.
4b	As above, but with local authority ferry services tendered along similar lines to the CHFS and NorthLink services.

Option 4b could be pursued by councils if they wished to open their services up to competition and private sector asset provision.

PHYSICAL ACCESSIBILITY

To help people with particular physical access needs recommendations are:

- Regular, recognised disability awareness training is viewed as a relatively cheap and quick solution in helping to reduce many of the barriers faced.
- The design of new ferries and harbour/shore infrastructure should take full cognisance of the DPTAC guidance for example the provision of handrails, ramps and assistance telephones.
- Port and ship operators need to plan their communication and information dissemination, especially when considering passenger safety.
- Consideration should be given to establishing an 'Accessibility Improvement Fund' which could be used to help operators implement the necessary changes required to help reduce the barriers for People with Reduced Mobility.
- To aid communication and help journey planning an Information System could be adopted that would indicated the degree of accessibility that a harbour, ferry or route has, for example: The system could be implemented at minimum cost if it relied on

customer feedback.

- Information should be readily accessible in order to aid journey planning recognising the needs of people and make it easier to access this information.
- Disabled Persons Assistance policies should be developed by all ferry and port operators as a matter of best practice.
- A policy for those passengers which may require additional assistance for example people travelling with small children, or heavy / awkward luggage or baggage
- Provision where appropriate of some form of left luggage facility which would aid those passengers that are waiting onward travel connections

FREIGHT

The ferry network that has evolved to serve Scotland is based on a compendium of different initiatives introduced at different times to satisfy in many cases very local demand. There are many stakeholders ranging from consumers who are the key users of products and commodities, transport providers including haulage firms, vessel and terminal operators and a multiplicity of suppliers from fuel to retail goods. The agricultural sector, seafood, spirits and beverages, construction industries, tourism, energy, and chemical suppliers all have a common interest in the provision of freight services.

Legacy systems must have served all these interests well since the same stakeholder groups are still with us today. However, when it comes to preparing a national strategic framework for the next few years the options are to accept the status quo or challenge the way we do things, especially in the light of an economic climate where resources are scarce?

The starting point for the review should be to recognise that freight only moves to meet the economic need of island businesses or to supply the island communities with goods. For a large proportion of passenger movements, this is not the case. If freight is not moved in the most efficient way this inevitably impacts on:

- On-costs, the compounding of additional cost through a supply chain to accommodate inefficient or sub-optimal operations.
- The viability and competitiveness of island based businesses or the local economy.
- The cost of essential supplies, from construction materials to consumer goods.

Some options can be dealt with within the context of the current ferry contracts such as: drop trailers, smart payment to simplify administration issues and the establishment of a freight stakeholder group.

Eighteen options have been identified by regional group of islands and in terms of overall priority ranked into four groups. The options deal with issues relevant to each local situation covering:

- Vessel suitability particularly with respect to the carriage of fuel and hazardous goods
- Service improvements
- Establishment of a freight RoRo service linking West Coast ports as far as North Uist with the Clyde.
- A new priority for bulk shipping
- Possible new routes involving Inverness and Rosyth
- Schedule changes on the interisland ferries in the Northern Isles and the imperative of suitable tonnage to deal with the carriage of hazardous goods
- A renewed focus on freight capability on certain routes
- Port changes in the longer term on some routes to improve weather related reliability of vessel operations. In some cases even if the port is suitable from a weather perspective additional marshalling areas for vehicles maybe required
- Port structures suitably designed and prioritised to satisfy the needs of freight alongside passengers.

Integrating Land Use and Transport

Between April and July 2010 the Transport Infrastructure and Climate Change Committee at the Scottish Parliament undertook an inquiry into the relationship between transport and land use planning. Over 50 people gave oral or written evidence to the Committee providing views from every perspective. This article includes many quotes to summarise the views and findings.

SUSTAINABLE DEVELOPMENT

Committee Convenor Patrick Harvie MSP said: "Sustainable transport networks need to be at the very centre of all new developments to provide good access to communities and help lower transport emissions. The Scottish Government should take the lead in guiding and assisting planning authorities in their work, and to highlight the need for more effective integration of these policy areas."

The Minister told the Committee "I do not think that unsustainable development happens. That is the point. Nobody would do unsustainable developments. There are economic, environmental and social aspects. If a development does not meet a social need, for example, it will fail anyway. Increasingly, the need for environmentally sustainable developments is part of the social need."

*Nobody would do
unsustainable developments*

Mark Savelli from the Confederation of Passenger Transport said "we cannot emphasise enough the importance of the relationship between land use and transport planning, which certainly affects the long-term moulding of our society as a whole"

Sustrans highlighted that "the most decisive factor in achieving low levels of car usage was a development's proximity to existing facilities and services".

Living Streets Scotland noted "that the number of trips and distance travelled by car falls with increasing population density".

Paul Tetlaw of Transform Scotland noted "of all the policy areas that the committee has considered and which shape our lives, this is the key area that shapes the type of society in which we live now and in which we will live for generations to come"

The TICC Committee notes the Minister's definition of a sustainable development, and is concerned at the lack of clarity regarding the Scottish Government's position on this matter. The Committee believes that it is important for the Scottish Government, elected members in local authorities and developers to develop a shared understanding of what constitutes a sustainable development in order to promote sustainable transport access to developments in the future.

CURRENT PRACTICE

George Mair of the Confederation of Passenger Transport noted that "policy and guidance are clear, and the most recent Scottish planning policy document is an excellent piece of work" but there was apparent disconnect highlighted between the principles set out in the framework, which were generally supported, and the reality of how they are implemented in practice.

Ewan Wallace of the Society of Chief Officers of Transportation in Scotland commented that "An issue that has particular resonance in transport is the time lag after policy documents, guidance and so on are altered. Officers on the ground can be asked to apply the new policy and guidance as developments come through, but it can take a long time to develop policies in the first instance."

Paul Finch from the Chartered Institute of Logistics and Transport argued that "ultimately, the incentives and pressures within local authorities to achieve economic development have outweighed some of that guidance"

Dr Margaret Bochel of the Heads of Planning Scotland note "Investment is also required. Where will it come from, particularly in the current economic climate? It is very difficult to persuade developers to put in place that infrastructure."

Strathclyde Partnership for Transport commented "At present professions discuss issues in their own silos and can become frustrated when advising on or

putting policies into practice. At present there is not a clear sense of shared final objectives."

David Gray of the Robert Gordon University noted "if you want a case study on everything that is wrong with town planning, integration and transport planning in Scotland, the Aberdeen Western Peripheral Road would be it: fund a route to ease transport problems and then stick 70,000 houses—a city the size of Dundee—around it, probably without bothering to think about what will happen when people try to get to work in the morning"

The Minister for Transport, Infrastructure and Climate Change said "Scotland's 34 planning authorities were masters of their own destiny".

A Scottish Government official said "We monitor in a wide variety of ways. We try to go out and meet each authority at least once a year, and usually twice a year. We do not just produce the policy and run away; we go out and meet authorities regularly."

PARTNERSHIP

Garry Clark of the Scottish Chambers of Commerce argued "we could have done more to bring together Transport Scotland and local transport partnerships and local authorities. The relationship between them is still a bit disjointed. If we are going to make progress in bringing together planning and transport, we need leadership at the local and national level."

Highland Council highlighted the perceived "policy integration gap between local authorities and the national transport agencies: Transport Scotland and Network Rail."

The TICC Committee noted that Strategic Development Planning Authorities and Regional Transport Partnerships both have a strategic role to play but does not believe that it would be necessary for the bodies to be merged, as each has its own separate and distinct role.

PUBLIC TRANSPORT

Stuart McMillan of South Lanarkshire Council told the Committee “that it can be difficult to engage with private sector bus operators as they typically plan their services a year to 18 months ahead, whereas the Council might wish to enter into dialogue with them about a development that is five or six years away.”

Ewan Wallace of the Society of Chief Officers of Transportation in Scotland suggested “if we put in place demand-responsive transport, we can still provide a level of transport to individual developments and, as those grow incrementally, we can try to develop the patronage levels so that at some future point the service might become more commercial or at least involve lower running costs for the local authority.”

Mark Savelli of First Glasgow, told the Committee “Buses seem not to be considered seriously in the planning of developments. The industry should be a statutory consultee when it comes to big developments and greater weight should be afforded to ensuring that developments serve the objectives of local transport plans.”

The TICC Committee recommended that the Scottish Government considers issuing guidance to planning authorities on how best to engage with public transport providers and providers of demand-responsive community transport at an early stage in the planning of a development, which draws on the best practice of those authorities which have had success in this area. This engagement will also be important when local plans are being drawn up.

TRAVEL PLANS FOR DEVELOPMENTS

Ewan Wallace of SCOTS said “travel plans are an area in which we have not done an awful lot. None of the local authorities in Scotland has picked up on that in any detail over a number of years. Some work has started in the past two or three years”

Dr Margaret Bochel raised the issue of the difficulty of enforcing travel plans “It is difficult to know exactly what powers we would use to ensure that they were enforced” and the Chartered Institution of Highways and Transportation shared these views “where does the travel plan go after five years? Whose responsibility is that?”

An official from Transport Scotland noted that “It is fair to say that that work will focus solely on the trunk road network from the Transport Scotland perspective; it will not look nationwide at all 32 local authorities and the other planning authorities.”

The TICC Committee is concerned that although planning authorities can impose travel plans as a condition of planning consent, in some cases there may be no proper method of enforcing them. It could result in developments being granted planning consent on the condition that a travel plan is implemented, but the travel plan could be unsuccessful or, in a worst case scenario, never actually implemented.

The Committee was also concerned that there is no systematic monitoring of the Scottish Government’s Planning Policy as it relates to the provision

of transport and recommends that the Scottish Government develops an approach to the monitoring of the effectiveness of the Policy and the extent to which local authorities take into account the guidance when considering development proposals.

LEADERSHIP

John Halliday from the Chartered Institution of Highways and Transportation “I guess the real answer is that the responsibility lies nowhere. A lot of good words are said but, to be honest, over the years I have seen no single place where a strong responsibility is placed; hence, it becomes a fudge.”

The Minister for Transport, Infrastructure and Climate Change noted “We are in difficult times and we have been in difficulty for a while, because most people who graduate with planning qualifications have gone into the private sector, where the rewards have been greater and the work has been perceived as being more interesting.”

East Lothian Council argued that “there is no single agency that controls all transport modes which makes it difficult to promote a co-ordinated approach”

Derek Halden of DHC suggested that “the areas delivering the best practice have been the ones that recognise and nurture leadership coming from many sectors and levels.”

The Minister noted “We have sought to assist local authorities and COSLA

in their exercise of leadership, because COSLA is interested in ensuring that experiences—good and bad—are shared across councils. Leadership can be exercised at lots of different levels; this is not a hierarchy but a heterarchy.”

The TICC Committee agrees that no single body can have complete responsibility for leadership in the field of transport and land use planning but considers that the Scottish Government could do more to take the lead in guiding and assisting planning authorities in their work.

CONCLUSIONS

While some transport and land use planning professionals expressed reasonable satisfaction with the principles of the current transport and land use planning framework, which identifies the importance of sustainable transport to new developments, there was concern about how these principles are implemented in practice. A number of witnesses cited examples of developments which have been constructed with little thought to sustainable transport access.

This disconnect between the principles and reality requires that more action is taken by the Scottish Government and local authorities to:

- * Reach an openly shared understanding of how to define a sustainable development
- * Promote new initiatives to encourage planners and transport professionals to work more closely
- * Encourage public transport operators to engage in earlier dialogue about providing services to new developments
- * Ensure more effective monitoring of how travel plans are implemented.

if you want a case study on everything that is wrong with town planning, integration and transport planning in Scotland, the Aberdeen Western Peripheral Road would be it

Scottish Transport in the News

Reviewed by Tom Hart

AVIATION

Icelandic volcanic ash caused huge disruption of air travel in April and May.

The BA cabin crew strikes caused added problems with BA cancelling many domestic services to minimise cuts in international flights.

Edinburgh is now the sixth busiest airport in UK. Further shifts to regional airports and rail are expected with cancellations by the coalition of plans for extra runways at Heathrow and Stansted.

Spanair has introduced direct flights from Edinburgh to Barcelona.

Ryanair has increased routes from Edinburgh from 1 in 2001 to 39 in 2010.

Lufthansa is expanding services from Edinburgh to Dusseldorf and Frankfurt but plans by Alpha One to run an Edinburgh-Oxford service have collapsed.

Aer Arann has also suspended plans for an Edinburgh-Derry service. In 2011, Thomson will start new charter flights from Glasgow to Cape Verde Islands, Dominica and Croatia.

FTA has warned than plans for a per-plane tax rather than passenger duty will hit air freight.

Inverness-based Highland Airways has gone into administration but Argyll and Bute Council has agreed with Hebridean Air Services on resumption of the former Highland subsidised services from Oban to Colonsay, Coll and Tiree.

Loganair is planning to expand air freight and routes outside Scotland.

FERRIES & SHIPPING

Scottish Government has given £3.2m towards an £8.2m provision of a deep water berth at Montrose which will help reduce trunk road freight.

To prevent service cuts, CalMac increased charges on Clyde and Hebrides routes by 4.4% in March. Northlink ferries from Aberdeen have been slowed to save fuel, adding up to an

hour to trip times. Lightly-used winter sailings may be cut. The pilot RET pricing on ferries to the Western Isles has produced a large rise in tourists and an upgrade of facilities at the Callanish Visitor Centre with numbers up 40%.

Brian Souter via a subsidiary company is joining Cowal Ferries(CalMac), Western Ferries and Clyde Marine as bidders for the Gourock-Dunoon route. Silvers Marine have taken over operation of the SPT Renfrew Ferry. New vessels and modes of operation will allow the service to operate without subsidy. The company has also re-introduced river services from Braehead to Glasgow and plans further expansion.

Scottish Enterprise is supporting a six month ferry service on Loch Lomond. Routes may eventually extend from Balloch to Tarbert including Balmaha and Rowardennan. A link from Helensburgh via Kilcreggan and Gourock to Blairmore has also been suggested by SAPT with a midibus link to the Benmore Botanic Garden. Routes would improve public transport links in the Loch Lomond and Trossachs National Park.

RAIL

In evidence to Holyrood's Transport Committee, Prof. Ian Docherty and David Gray have called for radical action to reverse ballooning rail costs since privatisation. The interim McNulty Report to DfT has concluded that the present level of rail financing is unsustainable and has drawn attention to radical changes or the alternative of steep rises in fares and service contraction.

The new coalition government has expressed continued support for high-speed rail but is examining options which could include direct access to Heathrow. With no new build north of Manchester, estimated times from London to Glasgow and Edinburgh would fall to under 3 hours 30 minutes.

DfT is seeking views on proposals to give incentives for rail franchise holders to be more innovative by allowing them to keep a portion of savings made from service cuts. Others have argued for full consultation on any such changes with a guarantee that a fair proportion of any savings made should be used to fund service improvements.

Road and rail links to Oban were disrupted for over a week in June due to a train derailment arising from a boulder fall on track at Loch Awe normally protected by special measures.

ScotRail funded lifts at Edinburgh Haymarket should open next year as part of a £30m station revamp. Glasgow Queen St Low Level is also to have escalators installed. £16m is to be spent on escalators and lifts from Edinburgh Waverley to Princes St., open by 2012.

The tram/rail/ bus interchange at Gogar is due to open late 2011 though it may open ahead of the tram service.

Work has started on an £18m electrification of the north tunnel between Waverley and Haymarket as the first part of the addition of Edinburgh-Falkirk-Glasgow electrification to the Airdrie-Bathgate-Edinburgh electrification and reopening project due to come into operation in December, 2010.

Dalmarnock station has gained £8-£9m towards major upgrading for the 2014 Commonwealth Games. Five stations, including Cupar and Kilmarnock, have been awarded £168,000 from the Station Community Regeneration Fund. Five groups have expressed interest in constructing and maintaining the Central Borders rail route.

Abandonment of the Glasgow Airport Rail link has continued to attract both supportive and critical comment. Abortive costs are around £40m and the Labour Party has committed to restoring the link as part of Glasgow Crossrail if it regains power in the 2011 Scottish election.

Rail strikes over the extension of driver operation of train doors have had little impact on ScotRail services though the dispute remains to be resolved. A planned strike by rail signalmen has been delayed by a court injunction. RMT agreed a 3.7% pay rise from 1 April.

Opening of the Airdrie-Bathgate line will create 130 extra jobs. Rising fraud has led to many ticket machines being restricted to credit cards. Overall rail crime in Scotland has fallen for the sixth consecutive year but concerns remain over sectarian behaviour on some trains.

Consumer satisfaction with ScotRail is running at 90%, well above the British average.

Fife Council has restricted pensioner concessions for rail travel while Edinburgh has withdrawn its present rail concession. SPT has raised the minimum concession charge for rail travel from 40p to 60p for up to 10 miles but with a new £1 return fare. There is contrary pressure to extend pensioner and disabled free bus travel to local rail services and the Edinburgh tram as part of strategic reforms in concession policy.

BUS, TRAM & TAXI

SPT has prepared a case for phased modernisation of the Glasgow Subway at a cost around £290m.

This includes driverless trains and changed working practices. Delay would involve increased maintenance costs, falling usage, a rising annual deficit and potential closure. In the interim, some stations are to be modernised and new branding with flexible ticketing adopted. Evening frequencies have been reduced but frequencies between 3 and 4 pm have been increased to every 5 minutes.

TIE has confirmed major delays and increased costs for the Edinburgh tram route while refusing to give details for reasons of commercial confidentiality. Sections of route may still open late in 2011 but more likely is for opening from Edinburgh Airport via the Gogar Interchange to Haymarket or to St Andrew's Square in 2012. Full completion to Leith may not be achieved until 2013/14. Only one-fifth of construction had been completed by June 2010. The first tram is now on display in Edinburgh with all trams built by the end of the year. They may have an interim use in Croydon.

While free bus travel throughout Scotland for concession groups has been seen as maintaining a better network than would otherwise exist, many areas have no services or very infrequent buses, especially in the evenings. With economic pressures rising, there have been increasing calls for a major rethink of bus support to better meet objectives for modal shift and social access.

Alexander Dennis, the Falkirk bus builder has called for a UK bus scrappage scheme to safeguard jobs and remove older, less accessible and more polluting vehicles.

Arriva has extended its Largs-Paisley service to Glasgow Airport with new buses and a new 800 route number. Stagecoach has introduced new low-floor double-deckers on the busy route from Kilmarnock to Ardrossan.

Lothian Buses is now running state-of-the-art double deckers of the increasingly used Airlink service from the airport to central Edinburgh. Each bus costs £200,000 and has leather seating, 'mood' lighting and wi-fi facilities.

Appearing before Parliament's Transport Committee, CPT and bus operators have stated that they experience no significant delays on the present Forth road bridge but that service quality and usage was being hampered by scant attention to the provision of bus priorities both south and north of the bridge. Priority for addressing this issue was more important than an additional Forth crossing.

The Scottish Government has indicated that more support will be available for a Fastlink bus service on the Renfrew-Southern General Hospital-central Glasgow corridor with options to extend into the East End.

Stagecoach, SPT and South Ayrshire Council are co-operating on a major park and ride on the A77 corridor just north of Monkton.

Lothian Buses are to expand late night bus services during the Edinburgh Festival. However, bus operators are also increasing the pace of proposals to withdraw lightly used services, putting pressure on SPT and local authority budgets for bus support.

85% of bus services in Dumfries and Galloway are now subsidised with SWESTRANS commencing a major review of the network and means of support to cut costs. Both SPT and SWESTRANS are increasing the direct purchase of buses available for lease to operators of subsidised services. This is producing significant cost-savings and better quality vehicles.

SPT and Renfrewshire Council are introducing a Statutory Quality Bus Partnership in Paisley in October. A similar scheme is expected for Glasgow in 2011. The contract requires 90% of buses to be low-floor and includes specifications on emission levels, driver training and adherence to published timetables.

Renfrewshire Council will be investing in new bus shelters, CCTV, electronic passenger information and bus traffic priorities. Small companies have attacked the plan as favouring bigger operators.

Lothian buses has applied distinctive liveries to buses on principal bus routes. Edinburgh City Council has ended free school travel for children living between 2 and 3 miles from their catchment secondary school.

Dundee has been congratulated on the high quality of bus shelters. Using a special key fob or smartcard, blind passengers will be able to get talking directions on bus routes and real time arrivals at selected bus stops in Edinburgh.

The Traffic Commissioner is to investigate claims that First, Arriva and SA Coaches have been poaching passengers and causing traffic hold-ups in central Glasgow. This follows complaints from Glasgow City Council which had been monitoring the situation.

Coach operators have been reminded of the need to inform passengers of the requirement to wear seatbelts but will not face prosecution if a passenger declines to do so but dies in an accident. This follows on from a recent school outing fatality in Lanarkshire.

Operators of a taxi booking service and radio base now require a local authority licence as part of anti-laundering measures. Glasgow-based Network Private Hire has complained of a police vendetta against the company. A further five cab firms in Glasgow have been denied licences with three shut down immediately.

West Lothian Council has introduced a new style of licensing plate to make it easier to distinguish private hire vehicles from taxis. Edinburgh City Council has frozen taxi charges for 18 months despite protests from cabbies.

DfT has expressed doubts about the value for money of using yellow school buses to cut car use. A more probable impact was cuts in children walking or cycling to school when policy was seeking to increase such modes for health and other reasons.

ROADS & PARKING

With only 3 dissenting, MSPs have approved the Forth Crossing though details of financing have yet to be settled. Campaigners opposing a new crossing claim that it would cost every taxpayer in Scotland £780 and lead to cancellation or cuts in other spending.

A possible legal challenge may delay the Aberdeen Western Bypass by two years though this project has also still to have financing clarified.

The Society of Chief Officers of Transportation Scotland (SCOTS) has warned of a huge backlog of road repairs, aggravated by the winter weather. SCOTS is urging a debate on privatised

maintenance of principal local roads. Councils were spending only £123m a year on local roads compared to the £168m required to ensure no further deterioration.

Major construction work is now evident on the urbanM74 through south Glasgow. This £692m project claims it will directly support or create 3,000 jobs and assist creation of a further 1,500 in the Clyde Gateway zone.

Glasgow Airport is proceeding with a £2m scheme to improve confusing and congested pick-up and drop-off zones.

Glasgow is to impose legal 20mph limits in residential areas.

Locals in Cupar are being invited to take part in a community speedwatch pilot allowing residents to use handheld radar guns and pass information to the police.

'Fatter' cars are leading to more accidents on rural roads and more hazards from parked cars.

Glasgow is set to have a council-backed car club with 70 cars. Glasgow and Edinburgh are also encouraging residents to allow communal vehicles to park on driveways. The Edinburgh car club now has more than 3500 members.

Edinburgh City Council is threatening to clamp persistent parking offenders and increase fines. Controlled parking is to be extended to the Grange area due to commuter abuse.

After a petition from 297 residents, Argyll and Bute Council has decided not to introduce parking charges in Tobermory.

Aberdeen City Council is considering increased charges on drivers in the city centre in order to meet air quality targets.

WALKING & CYCLING

Local businesses and campaigners are gaining support for cars to be banned from the historic Shore zone in Leith.

SPOKES sees little hope of reaching the target of 10 of trips by cycle by 2020 unless funding and other measures supportive of cycling are increased substantially. Many schools remain lukewarm on cycling and walking opportunities.

81 Edinburgh businesses have signed up to incentives to encourage staff to cycle as part of the Climate Change funded Edinburgh Bike Station project.

East Renfrewshire Council has introduced mountain bike training as part of the PE curriculum. This council, and others in Glasgow, East Dunbartonshire, North Lanarkshire and Edinburgh are also promoting increased cycling to school, are also promoting more cycling to school.

OTHER

To accelerate emission reductions, EU is considering proposals for a carbon tax in addition to the expansion of emissions trading. By 64 to 62 votes, MSPs have rejected initial yearly targets set under the Scottish Climate Change Act for cuts in greenhouse gas emissions as too low. Initial targets were set in the zero to 1% range but MSPs want earlier progress towards the 3% annual target. The recession is thought to have produced cuts around 1.5% a year since 2008 with the challenge being to improve on this figure without adverse impacts on economic recovery.

The Glasgow Transport Museum has closed to facilitate relocation of the contents to the expanded Museum due to open at the Clyde/Kelvin junction in 2011

Glasgow City Council has announced a £600,000 plan to revamp Argyle St as a shopping and leisure destination

Practical Road Pricing to Close the Funding Gap?

Research by Ian Mulheirn and David Furness published by The Social Market Foundation, 11 Tufton Street, London SW1P 3QB has proposed voucher mutualisation of the road network

The Social Market Foundation (SMF) research identifies that the £167bn black hole in the public finances could lead to increased road congestion. This has many adverse effects on the economy and society and emissions are twice as high in congested traffic as they are for vehicles on free-flowing roads. The research suggests that road pricing is the only way forward but is stalled by a policy debate which seems to be "stuck in the dark ages".

The SMF think that markets offer a solution because they give price signals to ensure that the use of scarce resources is prioritised. This would mean that road pricing could encourage drivers to make better collective decisions for mutual benefit. However road charging is not a solution if the public will not support it so the research proposes a way forward to give citizens incentives to support these market based solutions. This consists of presenting a policy that makes road pricing something that is in voter interests because they directly from the proceeds. Under the research proposals:

- Citizens must retain ownership of the roads rather than seeing them sold off to private financiers.
- Every citizen should be issued with a free share in the Strategic Roads Network and Vehicle Excise Duty would be scrapped.

- Holding companies, owned by citizens, would be responsible for operating the roads and charging for their use.
- Citizen owners of the road network who retain their share would receive any profits from their operation.
- Individuals would be free to trade their share as they wished. Some might prefer to sell and profit immediately from their stake. Others would keep hold of their share and benefit from the profits made by holding companies. No citizen would be disadvantaged as shares would be issued for free. Every citizen would therefore be able to make a profit.

If this approach was adopted the research asserts that market mechanisms could achieve the socially valuable goal of reduced congestion. The SMF voucher-mutualisation-plus-road-pricing model is considered potentially successful since the political case is saleable, and road pricing releases value in the economy that is distributed fairly.

The review notes that this is not a new idea. Voucher mutualisation of the UK's road network would be similar to a group of policies deployed elsewhere in the world in the 1990s, known as voucher privatisation. Often trialled in transition economies moving from state socialism to capitalism,

Adopt a Station in Action – Bridge of Allan Celebrates 25 Years

John Yellowlees, FirstScotRail

"Was it really that long ago?" is the standard reaction when people are told that the modern era of station openings on ScotRail began over a quarter of a century ago. But 13 May 1985 saw the unveiling of a plaque by Cllr James Anderson, Convenor of Central Regional Council, to mark the opening of a new station replacing one closed twenty years earlier at Bridge of Allan. Unfortunately years later the plaque went missing, so how appropriate it is that the Friends of Bridge of Allan who since October 2009 have embraced the station under ScotRail's Adopt a Station policy were able to commission a replacement plaque and even invite Mr Anderson back to unveil it on 13 May 2010.

The 'Friends' also organised the donation of three splendid new benches to the station. Their patron Dr Richard Simpson MSP led pupils of Beaconsfield School in planting trees, and the village's other distinguished political resident former Presiding Officer Rt Hon George Reid addressed pupils of Bridge of Allan Primary School on the merits and excitements of rail travel.

The openings era had begun with Kilmaurs, Auchinleck, Dyce and Livingston South in 1984. Bridge of Allan was one of six new stations in 1985, the others being South Gyle, Portlethen, Loch Awe, Loch Eil Outward Bound and Dunrobin Castle. New routes including Bathgate, Paisley Canal, Whifflet and Maryhill helped swell the total to fifty by 1994, and after a gap during rail privatisation and local government reorganisation progress resumed with eight achieved under the National Express franchise and so far seven under First ScotRail - including Alloa which notched up 750,000 journeys in its first two years and Laurencekirk which managed 56,000 in its first year.

With Transport Scotland's focus now on reducing journey times, proposals such as the Gogar interchange between the Fife line and the trams to Edinburgh Airport may be the exception to the rule that future possibilities are most likely to be found on new or reopened lines.

Airdrie-Bathgate will bring three new stations at Caldercruix, Blackridge and Armadale, and the Borders railway provides for a further seven.



there are potential pitfalls since they led to an oligarchy that exploited the poverty of fellow citizens.

The SMF thing that richer countries have been put off this solution but there are good reasons to suppose that these problems would not occur in the UK since citizens are relatively wealthy and many people would not have to sell their share as soon as they received it, and as a mature democracy, the UK has experience of effective regulation.

In practical terms the research suggests that at 10p per mile for road pricing each citizen's share could be worth to be worth some £1,500 on the open market. The research reports survey data demonstrating that the average driver would be significantly better off paying around £75 per year less in tolls than they currently do in road tax. The increased costs would be borne by heavy road users, but for them the savings in time congestion would be relatively more important. Additional revenue would also be received from foreign hauliers, who currently use UK roads for free.

European Transport Conference comes to Glasgow

Tom van Vuren, Chairman of the Association for European Transport

Between 11 and 13 October 2010 the Crowne Plaza Hotel in Glasgow will be the venue for the European Transport Conference, where around 400-500 international transport specialists will present and debate the latest developments in European research and practice. 16 Scottish papers are woven throughout the 3-day proceedings.

On Monday there are whole day sessions on funding dealing covering parking, pricing, and value capturing. An all day session on cycling looks at demonstration towns and public bicycle schemes.

Tuesday sees all-day sessions on electric vehicles and low emission technology, and on tourism and events. There will be speakers on Beijing 2008, South Africa 2010 and Glasgow 2014.

The all day streams on Wednesday cover carbon reduction and climate change, appraisal, high speed rail and transport and health.

There will be other parallel sessions on transport modelling, both methodological innovations and practical applications. And a large number of submitted abstracts on freight and logistics has enabled the organisers to create a full three-day session on this important topic for Scotland.

For the full programme and joining instructions visit the website of the Association for European Transport, the organisers of the conference (www.aetransport.org). A full accompanying social programme will maximise your opportunities for networking. The main sponsor for the Conference is Transport Scotland, but there are plenty of opportunities to sponsor and profile your organisation. Contact Christine Carr (christinec@etransport.org) for more details.

Understanding Why Some People Do Not Use Buses

Key findings from research for Scottish Government by Fiona Dobbie, Susan McConville and Rachel Ormston of the Scottish Centre for Social Research

Discussion of buses through focus groups and in-depth interviews tended to focus on the negative issues. Barriers identified by participants included:

- Bad driving behaviour and poor driver attitudes
- Concerns about other passengers committing anti-social or criminal behaviour
- Fears about the physical condition of buses making them unsafe, unreliable or inaccessible (for participants with mobility problems), as well as concerns about cleanliness and comfort on board.
- Concerns about personal safety, comfort and the adequacy of information at bus stops
- The perceived length of bus journeys, as well as the appropriateness of timetables for the journeys participants needed to make
- A belief that buses cannot be relied on to stick to their timetables
- A perceived lack of direct and/or appropriate routes, as well as concerns about routes travelling through 'undesirable' areas
- A belief that fares are too high, as well as complaints about the inconvenience of having to find exact change.

In comparison with trains, buses were seen as less reliable/predictable, slower, and less safe primarily because of the presence of conductors to 'police' behaviour on trains). It was also suggested that information about stops both on board and at stations is clearer for trains than for buses.

The car dominated as participants' preferred mode of transport to work. Reasons for preferring the car centred on its perceived 'convenience' and 'reliability'. Key reasons the car was seen as more 'convenient' than the bus for commuting to work included the belief that cars were:

- Quicker and more direct ('door to door')
- Easier/quicker for multi-stage/multiple journeys
- Easier for carrying equipment or paperwork.

Cars were also preferred on grounds of their perceived greater 'reliability' - doubt over whether buses would get participants to work on time was

a key barrier to their use for commuting. Cars were generally seen as giving participants more freedom and control over their journeys and over the 'travel environment'. Participants also suggested that it was cheaper to travel to work by car, though comparisons of cost tended to take the costs of purchasing, maintaining or insuring a car as a 'given' - only petrol costs were taken into account when working out whether the car or bus was the cheapest option.

In terms of attitudes to using the bus more often in the future, there was a general belief among employed participants that it would not be possible to use the bus to get to work. Analysis of the range of opinions expressed in relation to future bus use suggests that infrequent or non-users fall into three broad groups according to their attachment to the car, willingness to try the bus and identification with environmental problems:

- 'Bus refusers' were strongly attached to their cars and did not wish to use the bus more often under any circumstances, even if substantial improvements were made
- 'Bus pessimists', if pushed, say they would like to use the bus more often, but do not see the bus as an attractive option currently and do not appear to have a strong desire to make this change
- Those who are 'Willing to be convinced' would like to use the bus more and cite positive reasons for doing so (dislike of car travel and/or personal and environmental advantages to bus travel), but still think there are substantial barriers preventing them from doing so.

The findings suggest that attempts to 'convert' those who are 'willing to be convinced' of the merits of bus travel need to do three main things:

- Highlight the advantages - both personal and environmental - of bus travel
- Mitigate or challenge views of the disadvantages - addressing particularly the key issues of journey time and reliability
- Make it as easy as possible to use the bus - including making it easier for infrequent and non-users to find out about times, fares and routes and removing the need to have the exact fare.

Watt Car – The Role of Electric Vehicles in Scotland

Key findings from research by WWF Scotland

Electric vehicles (EVs) have an important role to play in Scotland's future transport sector if we are to achieve the 2020 target of at least 42% emissions reduction and the 2050 target of at least 80%. Emissions are approximately 50% lower for an EV powered from the current UK grid than from the average internal combustion engine (ICE) car. This figure should improve to more than 80% less

by 2030 as the power sector is decarbonised. For the transport sector to make a proportionate contribution towards Scotland's 2020 target of at least a 42% reduction in emissions we will need to see at least 290,000 EVs on the roads of Scotland by this date (around 11% of the Scottish car fleet).

To meet this goal:

- EV sales must achieve 20% of the new car sales market by 2020. If we fail to stabilise car km, the total number of electric vehicles required to meet the target shoots up to over 1.5 million cars by the same date.

- In order that EVs make the greatest impact towards the 2020 targets, they must be seen as part of an overall package to stabilise road traffic levels and almost decarbonise the power sector by 2030.
- Urban homes in Aberdeen, Glasgow and Edinburgh are less likely to have adequate offstreet parking to allow for home charging of EVs than the rest of Scotland. Between just 22% and 46% of houses have access to off-street parking that would allow home charging.
- Charging infrastructure must be targeted so as to ensure it has the greatest possible utility and therefore the lowest associated cost and most significant impact on driving distances of EVs.

The increased electricity demand resulting from a new fleet of EVs is relatively modest. However, this new demand must be fully integrated into a smart energy system that ensures demand follows supply availability rather than adding to existing peak demand and in turn driving supply.

Better Value Transport Investment

Summarised from STSG Occasional paper 2010/1 available at www.stsg.org

Efficient transport investment cannot be separated from wider investment decisions. Transport serves the needs of public policy for economic efficiency, employability, health, education, social inclusion, and environmental improvement. To identify ways of improving the value of transport investment, Occasional Paper 2010/1 was published as a draft for discussion at the STSG thinktank event on 23rd June 2010. It identified three main areas where the value of transport investment can be improved:

- Balance transport supply and demand more efficiently – It is neither practical nor good value to invest in transport supply without complementary action to stimulate some transport demand, and suppress other demand. Empty buses are expensive and congested roads are inefficient, but well run efficient public transport makes a profit. Marketing is used in most industries to balance supply and demand yet marketing of efficient travel choices has been lacking. The gap between public understanding of transport policy and planned transport delivery leads to compound inefficiencies and demands a smarter approach.
- Integrate transport networks into the community – Drivers want their home street to have traffic calming and everyone else's to allow higher speeds, and barriers to public transport use start at the house door not the rail station. Approaches to develop partnerships between users, beneficiaries and providers of transport have been highly successful. These build local ownership and attract local investment and include: safe routes to school, safe routes to stations, community home zones, safe routes to bus stops, and safe routes to hospital. Although highly successful where they have been implemented, cultural and sectoral barriers have in the past led many transport organisations to prefer narrow single sector, single mode investment.
- Although Scottish transport policy has many differences from elsewhere in the UK to reflect Scottish needs, the Scottish Parliament has yet to align Scottish taxation and charging regimes to fit its policies. Currently charges and taxation often work against policy leading to waste.

The gap between public understanding of transport policy and planned transport delivery leads to compound inefficiencies and demands a smarter approach

Transport spending is undervalued as a way of delivering programmes for regeneration, health, employability, education, social policy and improving the built environment. At the same time it can be overvalued as a way of saving people and businesses money, since unplanned consequences of spending sometimes erode the intended benefits. In both cases better value is achieved by integrating transport investment with wider programmes with "smart" delivery of cross-sector programmes locking in planned benefits. Wider delivery of smarter approaches: draws in more resources, makes transport delivery more achievable, and fosters more efficient use of the networks that the users have helped to design and implement.

The starting point to make these improvements more achievable, is better marketing, and community engagement. Until the marketing of deliverable transport choices catches up with other industries, transport investment will continue to be inefficient and unsustainable. Current approaches to transport education will be a good place to start widening driving skills training and cycle training to include more local travel awareness. Cycle training already relies heavily on local volunteers and shows how community involvement in transport can be expanded through public policy delivery.

Better value delivering the Government's core objectives through transport spending could also be achieved with more emphasis on:

- Better distribution of benefits through inclusive networks - Seamless journeys use local links as well as the high speed arteries such as motorways and fast rail services. Networks which can be used by more of the population deliver better value so investment should recognise the diversity of needs within the transport economy and society.
- Wider social and economic outcomes, including employability, health, climate change and social inclusion, as explicit deliverables of transport programmes.
- Smarter choices - Effective partnership working in transport delivery with those in other sectors, backed by well-managed evidence-based approaches and using appropriate technology, secures cross sectoral programmes and balances supply and demand.
- Personalised information and budgets, valuing land used for parking, community led investment, and attractive pricing of seamless journeys.

With the current tightening of public finances it is hoped that the STSG debate on the value of transport spending will help to challenge budget holders to look for new partnerships to improve the value of investment in Scottish transport so that it can deliver for all people in all parts of the country. Deferring action relative to easier single sector spending priorities is no longer an option in the face of current budget constraints.

