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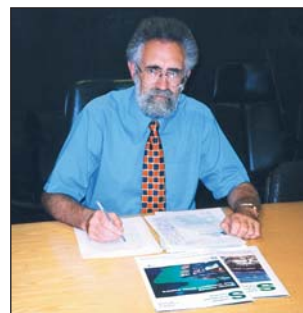
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**EDITORIAL**

The Special Theme of this issue, *Transport and Economic Development*, was chosen to reflect the need for consideration, in a Scottish context, of the Final Report of SACTRA which appeared in August and which received a brief mention in ISSUE 6. This Report received little attention in the Scottish press yet it contains arguments and evidence relevant for fitting Scottish transport to future requirements. These were aired at STSG's October Conference in Dundee and Derek Halden has added some particular thoughts on conclusions affecting Scotland (p 12). The Report appears to have influenced the *Scottish Strategic Roads Review* which finally appeared in November - mainly in the direction of the cancellation of some road schemes within the Central Belt (FastLink and the M80 Kelvin Valley Route) and the postponement of others pending multi-modal studies. Other schemes outwith the Central Belt have been approved on area development and political grounds rather than subjected to SACTRA's recommendations for detailed analysis of spatial 'winners' and 'losers' and of overall national impacts before approval of substantial transport projects. In these cases, the Scottish Executive has decided that 'over-analysis' is not realistic yet there is a danger of 'over-analysis' becoming a substitute for early decisions on Central Belt corridor programmes.



As the articles on *Tackling Congestion* and *Local Transport Strategies* illustrate, similar and related risks of paralysis by analysis are arising from the multiplicity of procedures and requirements arising from road pricing proposals and measures to influence local levels of road traffic - procedures and guidelines which are often being placed on Local Councils with insufficient relevant staff, low funding and boundaries too restricted for the evaluation of transport/land use and socio/economic strategies. Improvement will depend heavily on the attitudes and arrangements of the **Scottish Executive** and **Parliament** in dealing with the imminent Scottish Transport Bill and in pursuing cost-effective changes within existing powers.

**Tom Hart**, Editor

**Editorial Board**

T Hart, B Weddell, D Halden, I McMahon, S Lockley, Prof. H Kirby and R Pedersen

*The aims of the Scottish Transport Studies Group are "to stimulate interest in, and awareness of, the transport function and its importance for the Scottish economy; to encourage contacts between operators, public bodies, users, academia and other organisations and individuals with interests in transport in a Scottish context; to issue publications and organise conferences and seminars related to transport policy and research."*

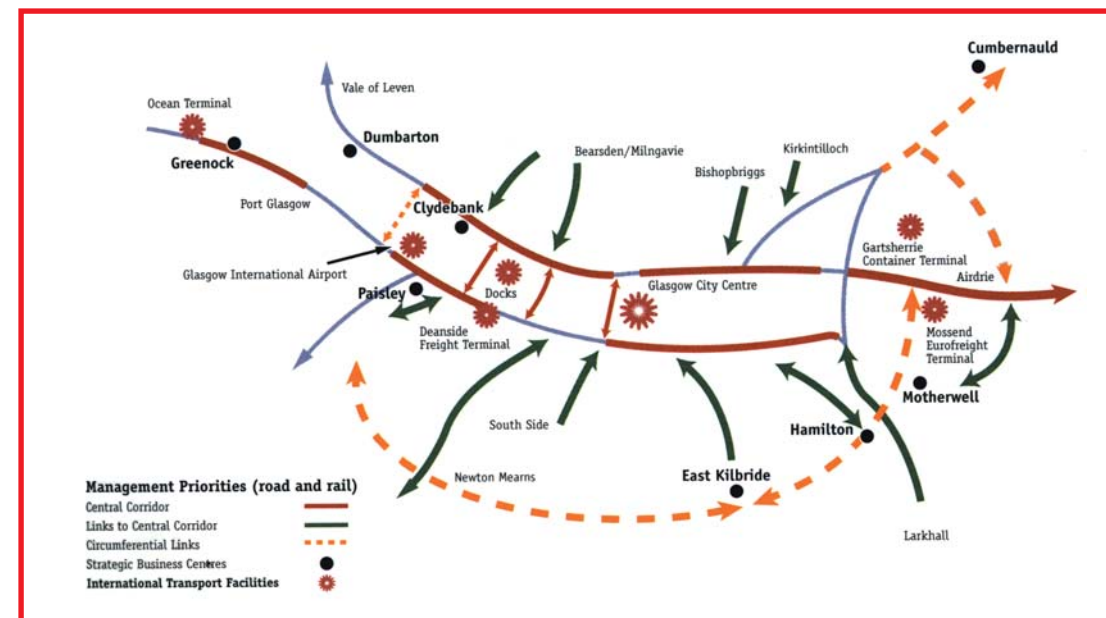
Contributions to the next issue should be sent to the Editor at Redwood House by **Friday, 21 January 2000** or by e-mail to [thstsg@aol.com](mailto:thstsg@aol.com)

**Cover Picture** by courtesy of Dundee City Council

**Glasgow and Clyde Valley Joint Structure Plan : Consultative Draft**

A Community based Long-term Strategy for the West of Scotland Metropolitan Area

Published on 1 October, this Draft should lead to a finalised submission to the Scottish Executive early in 2000. Responses were requested by 19 November. At 66 pages, the document is much shorter than previous Structure Plans and follows government advice to focus on key issues and policies. Eight Strategic Policies replace the more detailed policies of the present Structure Plan with an emphasis on **sustainable development** within a framework improving **social access, jobs and competitiveness** while reducing the need for car commuting with special reference to areas already having high levels of car use. The Plan is seen as part of a wider economic and social strategy aiming to enhance the global competitiveness of Metropolitan Glasgow while assisting social inclusion. There is some reference to issues affecting the more rural parts of the region - e.g. forestry, opencast coal - but the emphasis is on the metropolitan core and a development strategy capitalising on a **west to east corridor of growth** running from Inverclyde and the Vale of Leven through to West Lothian and Edinburgh. High reliance is placed on the ability to make effective use of large areas of **brownfield** land though some scope for **greenfield** development is recognised provided that it is well related to sustainable transport corridors. The strategy also includes **improved access from north and south to key sites on the west/east corridor**. By improving access to employment in areas to the east and west of central Glasgow, the intention is to reduce the need for longer commuting trips. Glasgow would remain the principal employment and educational zone but an increase is anticipated in residents living and working in Glasgow. **Urban regeneration**, interwoven with green corridors, has a high priority and 'flagship' development zones are identified on the **Clyde Waterfront**, at **Clyde Gateway** (M74 Extension) and **Ravenscraig** with linking plans for Wishaw and Motherwell. An integrated transport/land use framework would foster development of roads and public transport within the overarching west to east corridor theme. Another significant feature is the reference to the need for an effective strategy based on shared aims and connecting with arrangements for implementation involving full support (including public/private partnerships) from outside bodies as well as local councils.



Source :  
Glasgow and Clyde Valley  
Joint Structure Plan, p27

Shared aims and new approaches to implementation will clearly be vital for lending credibility to the Structure Plan. It is not evident that the plan strategy will have 'holding power' in the face of the more specific interests of individual local authorities and developers. The scale of 'pump-priming' public finance will also be relevant for implementation. While the Plan talks of a balanced accessibility strategy from pedestrian movement upwards, it endorses two major road proposals - completion of the **M8** and the **M74 Extension** - as central to the west to east corridor strategy but lacks public transport equivalents. This places it at odds with the Scottish Executive view (see p13) that road projects on these corridors should only proceed after fuller evaluation of alternatives raising the quality of public transport and reducing the need for car commuting. Realistic priorities are more likely to depend on a fusion of Structure Plan, SPT and road strategies under the suggested 'Ringmaster' approach to transport, land use and related strategies.

**COMING EVENTS**

- 29 November** Home Zones for Scotland, organised by Stirling Council, TRANSform Scotland, Save the Children, Lothian Safe Routes and Sustrans - **location**, Stirling Royal Infirmary, **Fees** £60 for corporate bodies and £25 for individuals **Contact**: Clare Collins or Margaret Robbie on 01786 430120 - this conference will look at how residential streets can become valued outdoor space where cars travel slowly and safely - reclaiming streets for social contact, children's play and independent movement by children
- 1 December** Road User Charging that the Public can Support, organised by Waterfront and **located** at Millbank Media Centre, London - **Fees** from £423 **Contact**: Frances Cumberland or Antonia Calvert 0171 233 7600
- 24 January 2000** Transport and the Scottish Parliament: The Way Ahead - re-arranged date for conference formerly scheduled for 27 October, speakers include Sarah Boyack - organised for The Smith Institute, 191 Victoria St, LONDON by HMC(Hobsbawm Macaulay Communications) of Edinburgh **Location** Sheraton Grand Hotel, Edinburgh **Contact**: Kirsten Oosterhop of HMC on 0131 446 9748
- 19-25 June 2000** The Millennium Event of the National Cycle Network - pre-meetings for Scottish arrangements will be held in Glasgow on **3 February** and in **March** - **Contact**: Isobel Stoddart, Ride the Net, 48 Gray's Inn Rd, LONDON WC1X 8LT 0171 831 3027

**LATE NEWS**

The expected **Transport Bill** was announced in the Queen's Speech. This will include arrangements for the transfer of rail supervisory powers in Scotland to the **Scottish Executive** and also a controversial 51% privatisation of **Air Traffic Control**. This has led to strong opposition from Labour MPs and many MSPs, seeking assurances on investment in the promised Air Traffic Control up-grade at **Prestwick** (H18&19 Nov) **SPT** has started action in the Court of Session in an effort to ensure through **Eurostar** services to Scotland **First Glasgow** reports a 3.5% rise in bus use since November 1998. This amounts to 4 million extra trips. Services 12 and 41 have joined Service 62 as 24 hour routes operating on 365 days a year (*Shandwick Press Release for First Glasgow, 9 November*)

**Travel Choices for Scotland : The Strategic Roads Review**, Scottish Executive, Nov., 1999, see p13  
**The Periodic Review of Railtrack's Access Charges : The Incentive Framework**, A Consultation Document, Office of Rail Regulator, October, 1999  
**Road Accidents Scotland, 1998**, Scottish Executive, 1999, HMSO £10

**Scottish Household Survey, Bulletin No. 2**, Scottish Executive CRU, Nov. 1999, HMSO £5 (see article on p16 - 17)  
**Environmental Impact Assessment, PAN 58**, Scottish Executive: Development Dept, Sept. 1999  
**Improving Town Centres, PAN 59**, Scottish Executive :Development Dept, 1999, see p7.  
**Land Use Planning under A Scottish Parliament: Overview of Responses to Consultation** Scottish Executive: Development Dept - Planning Division, October, 1999

**Consultative Draft Structure Plan, Glasgow and Clyde Valley Joint Structure Plan**, October 1999 (copies from Structure Plan Team, 10 Killermont St, GLASGOW G2 3NW 0141 331 2468) (see article on inside rear cover)  
**Join Us on a Journey : Interim Public Transport Strategy for SPT area**, SPT, July 1999 (as required by the Scottish Executive, each Local Council has also produced an **Interim Local Transport Strategy** as a prelude to finalised strategies by July 2000, see p15)

**Community Impact of Traffic Planning Schemes**, Report of Research for Scottish Executive CRU, £10, HMSO, 1999  
**West Lothian Local Plan, Consultative Draft**, September 1999 - for information, contact Gerry Cassidy or Malcolm Inkster at West Lothian Council 01506 775273 or 775263  
**Edinburgh's Transport Choices**, Edinburgh City Council, October 1999, - seeks public's views on 3 options for Edinburgh with replies on a FREEPOST questionnaire (see p12)

**Moving Forward : Local Government and the Scottish Parliament**, Report of Mackintosh Commission, Scottish Office - Local Government Division, June 1999  
**Decision Making in Local Government**, COSLA, October 1999 . This Report flowed from the Mackintosh Commission. It seeks to improve the working of Committees and considers the case for introducing a political Executive and a more active role in seeking the views of the public

**Indicators of Climate Change in the UK**, free from DETR 0870 1226 236 - includes assessment of prospects for Scottish ski industry - reviewed in Issue 1 of the new quarterly **SEPA View**, Autumn 1999  
**Sustainable Distribution**, ILT Discussion Paper, Sept 1999 - available from ILT Library, 80 Portland Pl, LONDON W1N 4DD  
**Promoting Sustainable Transport**, available from ILT at Earlstrees Court, Earlstrees Rd, CORBY NN17 4AX  
**T.O.P.L.E 1** (Transport Options for Penicuik and Loanhead to Edinburgh) First Newsletter of new group opposing plans for an A701 dual carriageway between the Edinburgh Bypass and Penicuik, Sept. 1999  
**Cityscape**, Autumn Newsletter of Cities, Competitiveness and Cohesion Programme, University of Glasgow - includes comparisons of Glasgow and Edinburgh and feature on 'Outward Migration - a Threat to Urban Development?'  
M Dupuis, J Dawson(eds) **European Cases in Retailing**, Blackwell, 1999 £21.99  
**Introducing the Targeted Transport Projects**, EC brochure on the seven projects in the THERMIE programme, available from Transport & Travel Research Ltd, 16 Bore St, LICHFIELD WS13 6LL  
**Performance Indicators for 2000/01 and implementing Best Value: A Consultation**, DETR - free from 0870 1226 236

**Exposing the Fuel Tax Escalator**, FTA, September 1999  
**Fuelling the Debate: What are the true costs of transport?**, TRANSform Scotland, September 1999 (argues for continuation of Fuel Tax Escalator)  
J G Fernald, **Roads to Prosperity?** American Economic Review, June 1999 concluded that US productivity gained from public road spending between the 1950s and 1980s but that the potential for further gains is falling

Ian Docherty, **Making Tracks:The Politics of Local Rail Transport** (in Strathclyde and Merseyside), Ashgate Publishing, 1999 (based on recent PhD at University of Glasgow)  
Vernon Murphy, **Scotland's Airports in the Deregulation Years**, STSG Occ. Paper 11, Oct 1999, £6  
Alfred J Baird , Napier University Maritime Research Unit, **A Comparative Study of the Ferry Industry in Japan and the UK**, Transport Reviews, 1999, Vol19 No 1 p33-55  
Peter Romilly, Abertay University, **Substitution of bus for car travel in urban Britain : an economic evaluation of bus and car exhaust emission and other costs**, Transportation Research Part D 4 (1999) p109-125  
**Better Buses : Improving Local Services for Consumers**, NCC, £12 0207 730 3469  
**Local Bus Procurement : A Guide to Good Practice**, TAS, £10, 01772 204988 - favours contracts over longer periods, preferably more than 3 years

**Transport and the Environment in Scotland**. This was the special theme of the 25 October issue of **Holyrood**, the new fortnightly magazine for Scotland's Parliament, A ScotRail2000 insert was included (Contact : Holyrood Magazine, 22 Chester St, EDINBURGH EH3 7RA 0131 220 6576)

**Rail Freight at Fort William and in the West Highlands**, Rail 22Sep p28-31  
**Magnificent Mallaig**, an up-to-date account of the Fort William-Mallaig line, Rail 20 Oct

Recent features in the fortnightly **Local Transport Today(LTT)** have included:-

26 Aug SACTRA's Appraisal Revamp for Transport Schemes  
9 Sept Will new funding get council rail plans back on track?(Andrew Forster)  
7 Oct New Best Value Indicators add to Monitoring Needs of Local Transport Plans  
21 Oct Combining Local Health and Transport Agendas

## UN and EU Policies

UN has published GEO-2000, the most authoritative report yet on the environmental crisis facing mankind. It calls for faster action to reduce a range of emissions and over-consumption of resources, including fish stocks (S16Sept) FoE(Scotland) has commended the report and urged action to set **Scottish targets for cuts in greenhouse gas emissions** (present UK aim is a 20% cut by 2010) (H29Sept) EU is considering experimental cuts in VAT to encourage labour intensive services and reduce the 'black' economy (FT13Sept) New EU draft directive will oblige major cities to monitor **noise levels** and produce maps showing the worst-affected areas. Brian Kelly of Glasgow City Council saw this as a difficult area for legislation while others have pressed for the directive to cover rural areas (S29Sept) EU and UK action is expected to cut **car prices** in Britain relative to the continent(H6Oct) EC has approved the **First Choice/ Airtours** merger provided that the latter sells off its **Unijet** airline (H6Oct)

## UK Policies

Recent policy issues have centred around fiscal policy, the new shape of the rail industry and safety. Critiques of the **Road Fuel Tax Escalator** and strong campaigns against it have been prominent features, culminating in the end of an automatic escalator in 2000. Pressure for this change has been increased by the general rise in crude oil prices, which has added 5.5p a litre to petrol prices since January,1999. Following the recommendations in the SACTRA Report on **Transport and the Economy**, there has been a policy shift from generalised taxation towards **hypothecated taxes** and similar treatment of new income from other forms of **road pricing** in congested areas and corridors.

The Chancellor announced in November that any **future real increases in road fuel prices will be earmarked for transport purposes**, including both roads and public transport. This has gone some way to meet **FTA** arguments against the penal effects of the escalator on road haulage but the issue of competition from foreign hauliers is still very much alive. Interest is bound to focus on the actual level of road fuel price increases in the **Spring Budget** and on whether further measures to place British hauliers in a better competitive position can be justified. **Transport 2000**, **TRANSform Scotland** and **FoE** have expressed concern that ending the escalator could aggravate the problem of meeting targets for emission reduction but have welcomed the proposals for earmarking provided that the great majority of extra funding goes to sustainable transport. The other significant fiscal changes in November were the easing of the proposed rates of **climate change levy** falling on industry and the announcement of a consultative exercise on **Air Passenger Duty** in relation to Highlands and Islands services. This has also raised the issue of possible earmarking of revenue. Industry is discussing with government a UK-wide scheme for **trading permits** to run alongside the climate change levy (S18Aug, 16,17&24Sept;H7,14,16,27&28Sept,28Oct,1,10&11Nov) For UK decisions introducing '**open skies**' from **Prestwick**, see p5 .



## EXPOSING THE FUEL ESCALATOR

Source : Freight Transport Association

The rail industry is now in the midst of reshaping as government moves to decisions on **Rail Track Access Charges** and **Rail Passenger Franchise** extensions and/or mergers. The **Rail Regulator**, Tom Winsor, is looking for improved commitments of private funding from Railtrack and others for rail infrastructure while **Sir Alastair Morton**, as Chair of the Shadow Strategic Rail Authority, is looking for substantial enhancements as part of franchise negotiation including more franchises running for 20 years. Though government may have unstated strategic projects, Alastair Morton - in a lengthy interview with 'Rail' magazine - left the impression that he was looking to see what was on offer rather than imposing a strategy. Reliance is being placed on competition between operators for future franchises which will themselves be affected by increased reliance on 'open access'. In return, there appears to be agreement with the Treasury that, if suitable packages are submitted, future franchises may have a reduced taper in the amounts paid annually **by government and, in some cases, re-use of what would otherwise be increased payments to the Treasury**. Where **PTEs** are involved (as in Strathclyde in Scotland), franchise extensions are expected to take longer. **ScotRail** may delay serious negotiations until closer to the end of its franchise in **March 2004**. All of this could involve delays until 'suitable' packages are gained and the process also raises important issues in relation to securing greater investment from **Railtrack** as a monopoly owner. A mix of 'sticks' and new incentives in the structure of rail track access charges is in prospect. Under statutory obligations, Eurotunnel is preparing plans for a second cross-channel link. Options are likely to include a road crossing or duplication of the existing rail tunnel, segregating freight and high-speed passenger services. Final decisions will rest with the British and French governments though a start of construction is unlikely before 2010 (Periodic Review of Rail Track Access Charges : A Consultation, Office of Rail Regulator, October, 1999, H18,23&28Sept,2Nov; Freight,Sept, Rail 6Oct&20Oct)

The **Paddington rail accident** produced a torrent of comment on rail safety and seems certain to accelerate investment in safety, Automatic Train Control and extension of a confidential 'whistleblower' system pioneered by ScotRail. Safety responsibility will be transferred away from Railtrack but details require close scrutiny to ensure real improvement on a high and improving safety record on the railways. Scottish Judge Lord Cullen has been appointed to report on the Ladbroke Grove accident outside Paddington (S21Oct; H11,9,11&25Oct) Contrasting with rail, there is growing interest in the use of **lower road speeds** - down to 20 mph and 5 mph in some areas - to reduce the number and severity of road accidents and to enhance the quality of urban life. However, the RAC and AA have expressed concern about specific limits unless reinforced by the character of the street (H15Sept&6Nov)

Chaired by **Richard Simmonds** (formerly with the Countryside Commission) and with **Terence Bendixson** of the Pedestrians Association as Secretary, the **Independent Transport Commission** has been launched. It will look at British transport needs to 2025 and shadow the work of the **Commission for Integrated Transport(CIT)**. The Independent Commission includes John Dawson from the AA and Lyn Sloman from Transport 2000 - further work is being done to provide assured funding(LTT 9Sept)

## Scottish Transport Policies

Scottish Transport and Environment Minister, **Sara Boyack**, has again faced problems arising from which the way in which the Scottish Executive is handling presentation. Apparent U-turns have taken place on two issues. After announcing that direct road tolls had been rejected on existing trunk roads, Sarah Boyack issued a later statement saying that tolls could be used on new roads such as the **M74 Extension** in Glasgow. 'Traffic diversion' risks were used as an argument against tolls on existing trunk roads yet this argument can also be used against direct tolls on new roads - fuller explanations of this anomaly have still to follow. The second problem related to the **Fuel Tax Escalator**. After Sarah Boyack defended it strongly in a speech to the Transport Conference of the Centre for Scottish Public Policy on 9 November, Chancellor Gordon Brown announced the ending

of an automatic fuel escalator on 10 November, relying on other measures - such as the climate change levy and road pricing- to meet reasonable targets for emission reduction and localised traffic reduction.



Source : The Scotsman 18 August 1999

These difficulties illustrate the continued teething problems of the **Scottish Parliament** and **Executive**, diverting attention away from more fundamental decisions on priorities and achieving 'best value' - an area where **Sarah Boyack** was on stronger ground when she criticised the **SNP** for lacking any sense of priority and refusing to say how transport projects would be funded given their acceptance of the need for extra spending in other areas. SNP's response that the Chancellor's 'war chest', along with innovative financing and the use of funds from congestion charging, was large enough to expand both the road programme and public transport while also improving the environment was less than convincing. Nevertheless, all parties have been reluctant to commit themselves to emission reduction targets for Scotland and have been more concerned to find area development reasons for justifying transport projects, including an increasing number of rail, air and ferry schemes (SH7Nov; SoS12Sept; S24Aug & 9Sept; H9,17,23&29Sept,4,5&8 Oct, 3&5Nov). Elsewhere in this issue, fuller coverage is given to the Strategic Roads Review, responses to **Tackling Congestion** and analysis of the **Local Council and SPT Interim Transport Strategies** which are now with the Scottish Executive (see pages 13 to 15) The Summary Report on the **Scottish Airports and Air Services Study, 2000-2030** is expected soon and will be used as a base for further consultation by the Scottish Executive and DETR.

Many varied groups (from both business and environmental lobbies) remain concerned at the slow progress towards perceived improvement despite desires for greater vision(S9,25&30Sept; SH7Nov). Ever-extending evaluations loom to slow actual decisions on financing and on legal and regulatory frameworks. **Enabling road pricing powers** are promised in the **Scottish Transport Bill** expected in January. This will also cover changes affecting the **bus industry** and may take steps to aid decision-taking and accounting on a regional basis within Scotland - easing the problems and delays which can arise from loose partnerships and a facilitating, rather than a lead, role from the centre. Part of these difficulties lie in the **nature of the devolution settlement**, reserving most tax powers to Westminster and providing the vast bulk of finance for Scotland through block grant arrangements. Even so, the Chancellor's Autumn Statement and pressures from within Scotland point to improved ways of working under the existing settlement. In particular, the **earmarking of future increases in road taxation** and the commitment to **statistical transparency** (see p18) brings a new prospect for early consultation with the Scottish Parliament on the **level and structure of road tax levels in Scotland** - an area much more self-contained in terms of movement than the various regions in England. Under such consultation, MSPs could influence the level of transport funding and gain the proceeds arising in Scotland. A harder issue to resolve is that of **rail funding**. The Scottish Executive, under UK legislation promised for 2000, will gain supervisory powers over the SRA and Rail Regulator with respect to services within Scotland but the financial implications of this remain blurred - will these still involve the Treasury or will the Scottish Executive and Parliament

gain full responsibility (including the provision of finance) over rail programmes in Scotland? A sub-issue here is the financial and regulatory arrangements affecting **prospective Transport/ Land Use Bodies** in Scotland - possibly including an expanded **SPT** and meeting local wishes for a **Regional Transport Body for the Highlands and Islands**. Watch this space over the next 12 months!

Meantime, some lesser increases in Local Council income may come from draft proposals to amend **council powers to charge for road-related functions** along lines already adopted in England. Replies to the consultation on these proposals should be sent by **30 November 1999** to Mrs Anne Titterton: Development Dept - Transport Division 3, 2F Victoria Quay, EDINBURGH EH6 6QQ 0131 244 0853. Glasgow City Council, as well as Edinburgh is now gaining from the net proceeds of decriminalised parking - (see p5).

**Second Round of Allocations from Public Transport Fund**

The **Scottish Executive** has allocated an extra £26m from this fund following the first allocation of £29m. A third allocation is due in 2000. The main emphasis falls on buses but aid also goes to airports, ferries, rail, cycling and walking. **SPT** has expressed disappointment that a larger allocation was not made for rail rolling stock for the west of Scotland. The **Stirling-Alloa** rail project was also rejected but there have been indications of greater support for rail in future grants and other government arrangements. Grants awarded will go to the Councils and projects shown below:-

<b>CENTRAL SCOTLAND</b>	
Glasgow City	£6.6m for improved bus priorities
SPT	£1.4m for rail rolling stock
Renfrew	£.65m for bus, cycling and walking projects
East Renfrewshire	£.5m for disabled access to stations
East Ayrshire	£.59 for improved bus stations at Kilmarnock and Cumnock
South Ayrshire	£1.85m for bus, walking, cycling and park+ride projects around Ayr
North Lanarkshire	£1.26m for new rail station at Gartcosh and park+ride
Falkirk	£.35m for bus priorities and bus station
Fife	£1m to make Inverkeithing station more accessible & for dedicated bus link to Edinburgh Airport
Stirling	£.45 for bus priorities
Edinburgh City	£.8m for bus priorities
Midlothian	£.8m for cycle and pedestrian bridge over Edinburgh Bypass
East Lothian	£.35m for improving rail stations
<b>SOUTHERN SCOTLAND</b>	
Dumfries and Galloway	£2.35m for ferry/rail/bus interchange at Stranraer
<b>NORTHERN SCOTLAND</b>	
Perth and Kinross	£.4m for bus and cycling projects
Dundee	£1.33 for bus priorities
Aberdeen	£3.3 for bus priorities and park+ride
Highland	£.26 for enlarged Corran Ferry
Orkney	£.3 for new runways at north isles airstrips

In addition, £500,000 has been allocated to Local Councils to take forward the **National Travel Timetable**

**Appointments at TRI Napier University**

**Margaret Grieco** will take up the newly created post of Professor of Transport and Society in January 2000. She is currently in the Business School of the University of North London, working on gender and transport issues for the World Bank and also on promotion of the worldwide web for personal interaction. **Helen Condie** took up the post of Development Officer on 1 October, replacing **Anke Sieker** who has moved to the University of Glasgow. **Michael Carreno** and **Martin Gibson** have joined as Research Students while **Alex Willis** and **Robert Kukla** are new research assistants on the PEDFLOW project

The **Centre for Transport Policy** at **The Robert Gordon University** has advertised a three-year initial appointment for a Professor of Transport Policy along with three other posts divided between Aberdeen and Edinburgh.

**John O'Brien**, former OPRAF Director, has become **Railtrack** Head of Property. **Dorothy Fenwick** has been appointed **Railtrack Public Affairs Manager in Scotland** following the departure of **Fiona Callison** to be Public Affairs Director for Shandwick Scotland. **Sandy Forrest** of Strathclyde Police has replaced the retiring **Stephen Mannion** as **British Transport Police** Commander in Scotland. **Nick Baker** has taken over from **James Vickers** as the ScotRail Franchise Manager for the Shadow Strategic Rail Authority

**Prof. Tony May** of the Institute of Transport Studies at Leeds University is now Policy Director at **MVA**

**Graham Ewer** is to be the new Chief Executive of the **Institute of Logistics and Transport (ILT)**

**Ron Beard** will be Regional Director at **Halcrow's** new Edinburgh office.

**Mike Hodgkinson** is replacing **Sir John Egan**, retiring **BAA** Chief Executive

**Alison Ingram** has moved from **Virgin Trains** to be Rail Projects Director for **Stagecoach**

**Bill Furness** is to succeed **Peter Stillwell** as Chief Executive of Edinburgh Chamber of Commerce and Enterprise from the end of March 2000

**John Webster** has become Secretary of **CRAG** (Capital Rail Action Group) 69 Mallyen Av, Balerno, EDINBURGH EH14 7EL 0131 449 5003

**Forward Scotland** has moved from St Vincent Crescent to 6th Floor, Portcullis House, 21 India St, GLASGOW G2 4PZ 0141 222 5600 Fax 0141 222 5601 e-mail forward.scotland@virgin.net

**Scottish Enterprise** is planning a tighter rein over the 13 LECs in an effort to cut duplication in the delivery of economic development services (H3Sept) Two senior appointments reflect the drive to increase Scottish competitiveness; **Alistair Grant** from Sun Microsystems is to be Head of Globalisation and **Stewart Brown**, joining from Innexus Consulting, becomes Head of Commercialisation (H25Oct)

**Ken Collins**, the former MEP with strong interests in the environment, is the new Chairman of **SEPA** (Scottish Environment Protection Agency)

Following the departure of **Prof Duncan Maclellan** to be Special Adviser to the Scottish Executive, **Ade Kearns** has become Acting Director of the **ESRC Cities, Competitiveness and Cohesion Project** at the University of Glasgow

**BAA** has been hit harder than expected by the ending of duty-free within the EU. However, buoyant income from other sources ensured half-year profits to September only £1m lower at £306m. Gatwick had been the most affected by the abolition of duty-free but **Edinburgh** had seen a 13.7% half-year rise in passengers (H2Nov) The end of duty-free has produced a sharp fall (11.5% for cars and more for coaches) in **Eurotunnel** shuttle traffic. Lorry traffic remains buoyant, contrasting with a 3% dip in tunnel rail freight. **Eurostar** passenger numbers were up 7.5% despite discounting by airlines (H21Oct)

**BA** has held its dividend despite an 83% fall in quarterly profits to £40m. The airline is facing intense competition and has opted for contraction, concentrating on premium passengers to maintain yields (H9Nov) BA's low cost subsidiary, **GO**, has reported losses of £20m in its first 17 months (S8Sept). In the search for new alliances, **Lufthansa** has acquired half of **Scandinavian Airlines** 40% share in **British Midland** (giving Lufthansa access to extra slots at Heathrow) British Midland has also had talks with Air France and KLM but Lufthansa was seen as having stronger US links. **KLM** is to launch a cut-price airline, Buzz, early next year. This will be based at Stansted and will involve a splitting of **KLM uk** (S 1,7,23&28Sept; H18&21Oct, 10Nov) The low cost airline, **Debonair**, has ceased

operation (H2Oct) but one of the leading cut-price operators, **Ryanair**, has reported a 17% rise in half-year profits(H10Nov)

**Brian Souter** and **Anne Gloag**, founders of the Stagecoach empire, are estimated to have increased their personal investment in **Suckling Airways** to £5m. The airline has taken the new name, **ScotAirways** and is to establish a call centre for ticket bookings at **Dundee**. Sources have hinted at major expansion plans (S&H13Oct and H2Nov) though there were late summer rumours that Stagecoach may sell **Prestwick Airport** to another transport operator, possibly **National Express**. However, the price does not appear to have been right (S31Aug; H10Sept) **Brintel and Bond Helicopters**, which merged earlier in 1999, are to be renamed **Scotia Helicopters** but still await DTI approval following a reference to the Competition Commission (H30Sept)

**Forth Ports** report a 7% rise in tonnage in half-year results but this has been influenced by strong performances at Tilbury and Dundee rather than at Edinburgh. Pre-tax profits rose 1.9% to £12.5m. Property development is expected to contribute further growth(S&H7Sept) **ABP**, owners of Ayr and Troon in Scotland, report a 7.5% drop in profits but is confident that property deals will lead to satisfactory results in the second half of the year (H9Sept)

**Railtrack** Chairman, Sir Philip Beck has revealed an increase in half-year profits to £236m and has accepted that the £27billion 10-year investment programme will need to be increased to cope with passenger growth now revised above the previous 30% estimate. Pressure from government for increased investment is also anticipated (H5Nov)

**Stagecoach** has sold the poorly performing Swedish operation, **Swebus**, at a slight loss on the acquisition price three years ago. Share prices are now lower than the 270p peak level of 1998, removing the company from the prestigious FTSE 100 index. However, Stagecoach has received approval by US regulators of the purchase of Coach USA and has confounded critics by floating a £400m euro-bond at keener rates than expected (S16&21Sept,2&8Oct; H14&21Sept,7&28Oct, 11Nov)

**First Group** Chairman, **Trevor Smallwood**, resigned abruptly in September, apparently due to personal preferences for a less hectic lifestyle. As Chief Executive, **Moir Lockhead** is continuing with expansion plans. Share prices had been sliding since the start of the year and moves are being made to restore investor confidence, especially after the further fall following the Paddington rail crash. Growth is expected in both bus and rail services in the UK with increases in bus quality partnerships and revised rail franchises. The US school bus market offered scope for efficiency gains with the acquisition of **Ryder**. Following the renaming of operations in Greater Glasgow as First Glasgow, the brand names **First Edinburgh** and **First Aberdeen** have been applied to services around Edinburgh and Aberdeen. Expansion opportunities in China, continental Europe and the USA are being examined (S13&21Sept,27Oct;10&21Sept,10Nov)

**National Express** has revealed a 12% rise in interim pre-tax profits to £39m. 1% growth in patronage had been achieved in the core West Midlands bus operation while passenger trips on rail franchises were up 7%. Further acquisitions had been made in the USA and in Australia. William Rollason has been appointed Finance Director to replace Colin Child who quit in July. 50 year old Phil White remains as Chief Executive (H10Sept&14)ct; S10Sept)

**Arriva** has had better than expected half-year profits, rising 8% to £51.6m. Operations now included buses in Denmark and Spain and trains in the Netherlands. More expansion is planned on the continent (S7Sept)

The long-delayed sale of **First Engineering to Morrison Construction** has foundered, reflecting falling profits in rail maintenance (S18Sept) but the Aberdeen-based **Abbots Group** has won a £3m contract for an intensive survey of the entire WCML as part of the line's modernisation (S1Oct) **Hunslet-Barclay** of Kilmarnock, now part of the Austrian group Auricon, is planning diversification into the lightweight tram market. An alliance has been made with **Liverpool Electric Tram Systems** to bid for trams to be built for Amsterdam and Philadelphia. Substantial potential is also seen in the UK market (H13Oct)

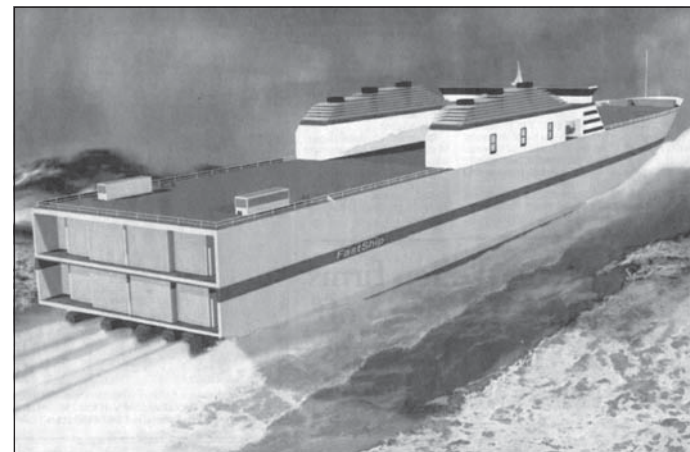
**Royal Bank of Scotland** has won the bidding for **Green Flag**, the roadside breakdown service which is number three in the market (H9Oct)

**Inveresk Paper** and domestic forestry firms have been hit by the high £, leading to lower profits and increase imports of paper and timber (H12Oct) **Caledonian Paper** has threatened closure of its Irvine mill if an energy tax is imposed without concessions for major energy users(H13Oct).

**Malcolm Group**, the transport subsidiary of Grampian Holdings, reports a near 25% rise in profits to £5.08m and is also gaining from experience of the new landfill regulations. Use of the 430 strong lorry fleet had been buoyant in the west of Scotland (H7Oct)

**Technology and Transport** Aided by a £620,000 grant from the Scottish Higher and Further Education Funding Council, **Glasgow and Strathclyde Universities** have pooled experience to create a world-class centre for generating **electricity from the wind, waves and sun** at reasonable prices. The key concept is a new-style grid taking power from many smaller, renewable low voltage sources. The Centre has been officially opened by Sarah Boyack, Minister for Transport and the Environment (H2Nov). One possible effect of the centre could be to increase the use of electricity for non-transport power, allowing oil to be conserved for transport purposes (though railways, trams and trolleybuses also make greater use of electric power). However, climate change considerations and reduced oil availability are producing worldwide interest in **alternatives to conventional power sources for motor vehicles** as well as in improved energy efficiency. **TRI** at Napier University is researching in this area as are world car companies investigating fuel cells and hybrid drives. Hydrogen, ethanol and methanol are potential cleaner fuels at the point of use though energy is involved in their creation (The Road Ahead, Tomorrow - Global Environment Business, October, p10-22). Addressing a Tourism Conference in Glasgow, **British Telecom** futurologist Ian Pearson speculated that interactive television and virtual reality technology could reduce the need for physical tourism and leisure trips(H8Nov)

**EU** is inviting tenders for studies of the **interaction between transport, the economy and the environment at regional level** as part of the Fifth Framework Programme (LTT 26Aug)



Fast Ship Design • Source : The Scotsman 27 August 1999

**Shipping** Rolls Royce has announced the biggest ever marine engine contract to power high-speed transatlantic container ships. Orders have been placed by Philadelphia based **FastShip Atlantic**. Ships will make the crossing in 4 days at 40 knots with an initial European terminal at Cherbourg (S27Aug) **The Maritime Research Unit** at Napier University has completed research for TRIP on **fast crossings across the Forth**. The most promising route is between Burntisland and Leith (using a terminal free of lock-gates) with integrated tickets and good connections. Using suitable vessels, weather is not likely to be a serious problem while brand marketing and targeting tourists as well as commuters could aid patronage. There is potential for attracting present car users though some users might divert from bus and rail. Any service would require some financial support in its initial years but further research could give more precise indications of demand and on assessing the value of shifts away from car use across the Forth (for further information, contact Dr Alfred Baird at the Maritime Research Unit, 0131 455 3337

**Traffic Calming** Ross Silcock Ltd and Social Research Associates have completed study for Scottish Executive CRU on the **Community Impact of Traffic Calming Schemes** Summary published by CRU as Research Findings No 68 endorses case for pre-scheme consultation to involve communities in appreciating the nature of schemes; finds that lower speeds encourage more walking and cycling and some play by children. Research included 8 case studies, 3 affecting local roads and 5 related to trunk roads

**DTZ PIEDA** has been commissioned by town centre consortia to assess the impact of accessibility on retail performance (LTT 4Nov)

**Contaminated Land** Tony Rush, former boss of Lilley Construction, has been working with Ash Consultants to develop schemes to make it easier to use contaminated land. The approach contains the pollution but is accompanied by regular audit with developers being covered by insurance (H6Nov)

**Road Pricing** Survey of the cordon pricing introduced in **Oslo** has shown a traffic reduction of 2% to 5% when other roads were still experiencing growth. The scheme has also helped stabilise public transport use while providing funding for extra road projects e.g underpasses. Travel times have been cut but there is some evidence of a shift of shopping to supermarkets outside the cordon (EURONET)

**Scottish Executive** has allocated £480,000 to 21 **community transport projects**, most of which are in the Highlands and Islands. **Fife Council** is studying improved targeting of **concession fares** and simplifying payments to operators. The scheme may be extended to single parents and the unemployed but this requires legislation (LTT 21Oct) **Colin Buchanan and Partners** have concluded in an interim report to the Scottish Executive that the impact of **Edinburgh greenways** in increasing bus use has been exaggerated. A final report is due in spring 2000. They have also assisted Edinburgh City Council in producing an Interim Local Transport Strategy (LTT 7Oct) Using **TAS** as consultants, **Stagecoach** has selected **Kilmarnock** as one of three British towns being examined in a study of improving growth in local bus services. **Reid Howie Associates** are well into their study for the Scottish Executive of **Women and Transport**. Strong efforts have been made to involve women directly and surveys are also being conducted. An outline of the study was presented by Sheila Henderson to the Autumn Meeting of SAPT in Stirling, chaired by Donna Heaney of the Scottish Consumer Council (Contact Sheila Henderson of Reid Howie at 01592 874677 for more information)

**TRI Research at Napier University**    
 Julian Hine, Austin Smyth and Jo Haynes have gained the Scottish Executive CRU contract for a study of **Transport and Social Exclusion in Urban Scotland** (due for completion, April 2000) Comparisons are being developed between **Belfast** and **Edinburgh** as Sustainable Cities. Barry Hutton is continuing with work piloting methodology for trip generation from mixed-use sites. A briefing note on transport has been prepared for the Transport and Environment Committee of the Scottish Parliament (copies available on request to Joanne Sibbald). A lunchtime seminar on attitudes to **road pricing** was held in Edinburgh on 19 October (for new appointments at TRI, see p21)

EXTERNAL

**AIR** New services have slowed since the burst of activity earlier in 1999 but **Suckling Airways** (now **ScotAirways** - see p21) is planning to expand services from **Dundee** to **London City Airport** and has added services from **Glasgow, Edinburgh-London City** services are also being considered. **Sabena** has been marketing incentives to use air links from Scotland to feed into other services at **Brussels** (H 17 Sept) Despite claims by **BA** than an **Inverness-Heathrow** route is not viable, Highland Council is hoping to persuade the EU to apply a Public Service Obligation(PSO) which would ringfence a slot at Heathrow for Inverness services (S 9Sept) Transport Minister Lord Macdonald has opened up prospects of expanded cargo services from **Prestwick** by allowing US airlines the 'fifth freedom' to load freight at Prestwick for delivery to other countries. This has attracted protests from air operators in England (S 26Aug) Unusually severe fog closed **Glasgow Airport** for nearly 36 hours on 9/11 November with flights diverted to Edinburgh and Prestwick.

**SHIPPING** Concerns have intensified about the future of the **Campbeltown-Ballycastle** summer ferry services but HIE is hopeful that a modified service may operate under new arrangements for public support (S 24Aug&29Sept; H 5Nov) **P&O** is to move freight services from **Ardrossan** to **Larne** to operate from an new £4.5m terminal provided by Associated British Ports at **Troon**, already the base for Seacat services to Belfast(H 2 Nov) Other options for amended Ayrshire/Kintyre/Ireland services are being investigated.

**RAIL** SPT is maintaining legal protests at the failure to use expensive and mothballed **Eurostar** trains built with aid from public funds to provide promised regional services north from London (H 27,28Oct & 11Nov) GNER may use some of these sets to provide extra London-York services, releasing capacity for service expansion between London and Edinburgh (Rail 20Oct). Scottish and DETR Transport Ministers have announced a **£9.7m freight grant for a new terminal at Grangemouth** allowing a major shift of petrochemical products from road to rail. The terminal is expected to handle 360,000 tonnes a year, including flows to Cardiff, Doncaster and Southampton, and will reduce road miles by more than 5.9million a year (H&S 14Sept; Freight, Oct). **Safeway** have taken delivery of 10 inter-modal swapbodies. These are the first temperature controlled swapbodies to operate in the UK and will be used on Safeway rail services to **Inverness** (Freight, October). The intensifying boom in **long-haul coal movement from Hunterston**, wagon shortages and restrictions on the Settle and Carlisle line while upgrading is completed have produced severe delays in coal movement and fears that **EWS** may concentrate on long-haul coal, allowing shorter hauls from opencast units in Scotland to revert to road or facing Scottish producers with the loss of markets in England (H 6&11Nov)

INTERNAL

**AIR** Following discussions with Western Isles Council, **British Regional Airlines** and **Loganair** are to introduce new timings from **Stornoway** to **Inverness** and **Edinburgh** early next year. These will facilitate day trips to Inverness and to Edinburgh. **Glasgow** flights are to be adjusted but will permit business day trips from Glasgow to Lewis (H&S 8Sept)

**FERRIES** Neil Kay, Professor of Business Economics at Strathclyde University, has speculated that changes on the Clyde could involve an undesirable withdrawal of **Caledonian MacBrayne** services to **Cowal** and **Bute**, leaving **Western Ferries** as the sole operator and threatening the existing ferries to **Wemyss Bay** and **Colintraive** (H 5Nov) MSPs are seeking a review of the structure of Caledonian MacBrayne fares and charges (H 14Oct) and the local MSP has sought lower fares for **Cumbrae** on the basis of the apparent profitability of the route from Largs(H 14Sept) **Highland Council** has backed plans for a short ferry crossing to St Margaret's Hope, **Orkney**, from a new terminal at Gills Bay, Caithness(H 30Sept)

**RAIL** Improved passenger services to **Stirling**, the **Glasgow Queen St-Edinburgh** quarter-hourly timetable and the extension of **Cumbernauld** trains to **Falkirk** were introduced as planned in late September but have produced some deterioration in reliability and an increase in customer complaints. ScotRail expects a return to former high levels of reliability once new rolling stock is fully delivered (H 18Oct & 4,5,8&12 Nov; S 24Sept,15&27Oct) With cascaded rolling stock, ScotRail plans to cut **Inverness-Thurso** trip times by 15 minutes next May. Various fare offers continue to increase passenger trips and total income.

**BUS and TAXI** **Western Isles Council** has been commended for changes in supported bus services raising usage on **Lewis and Harris** by 50% since 1994 and by 270% on the **Uists** and 480% on **Barra**. The council has been short-listed for the **1999 Bus Industry Award** in the rural category (H 6Oct) **SPT** has claimed that First Group's '**Overground**' network in Glasgow (see ISSUE 6) has led to service contractions elsewhere, pointing to a need for greater control over bus operations. In **Renfrewshire**, bus operators (principally **Arriva**) have changed networks to access the new **Braehead Shopping Centre** but contractions have taken place in north-west Paisley. Arriva have claimed that these were solely due to problems of vandalism and attacks on bus drivers ((H 9Sept; Transit 17Sept). The **Glasgow-Wide Taxi Owners Association** is to purchase a £1million Global Positioning System(GPS) to improve the quality of service offered by 900 black cabs and reduce operating costs (H24Sept)

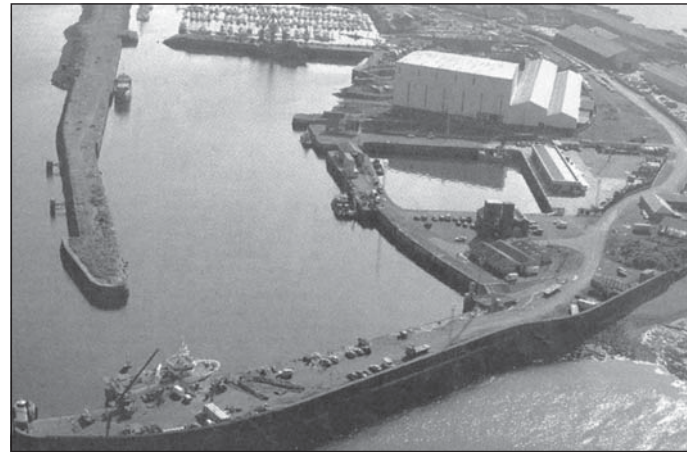
**ROADS & QUALITY OF SERVICE** Following Edinburgh, **Glasgow City Council** has taken over parking control from the police. A team of 105 traffic attendants (up from the former 78 wardens) will administer the new system under which parking fines have been doubled. Net income of £4m. a year is expected, going direct to the City Council (H4Oct) **Road and pavement resurfacing, and related road narrowing**, is improving the air quality and local environment of central Glasgow under the Millennium Project. Car traffic in Hope St to the south of the 'bus gate' has fallen by 55% with an 82% fall in Gordon St outside Central Station (H6Oct). However, several residents and shopkeeper groups in Edinburgh and Glasgow are maintaining pressure against bus lanes, underused cycle lanes and excessive restraints on car use. **Stagecoach** is pioneering **smartcards** for seamless bus and rail travel covering all operators (H24Sept). Stagecoach has also applied the 'Scotland the Brand' symbol to its express buses (S 24Aug). Prominent publicity on every bus for the **LRT Daycard** has helped increase usage in Edinburgh and **add-on fares** have been introduced allowing rail users to use local buses in Dundee and Edinburgh (with plans for extensions to other Scottish cities). For other grants to improve public transport, walking and cycling, see p4. Highland Council has been given permission to extend **Gaelic/English road signs** throughout the region (H 7Oct). Pressure is mounting for government to take action to bring the **prices of cars** sold in Britain closer to those found on the continent.



Source : The Scotsman 24 August 1999

**AIRPORTS** The main **Glasgow Airport** runway has closed at night over the winter for an £8.7m resurfacing project (H18Oct)

**PORTS** ABPorts is investing £4.5m at **Troon** to improve facilities for Irish traffic



Troon Harbour • Source : The Herald 9 September 1999

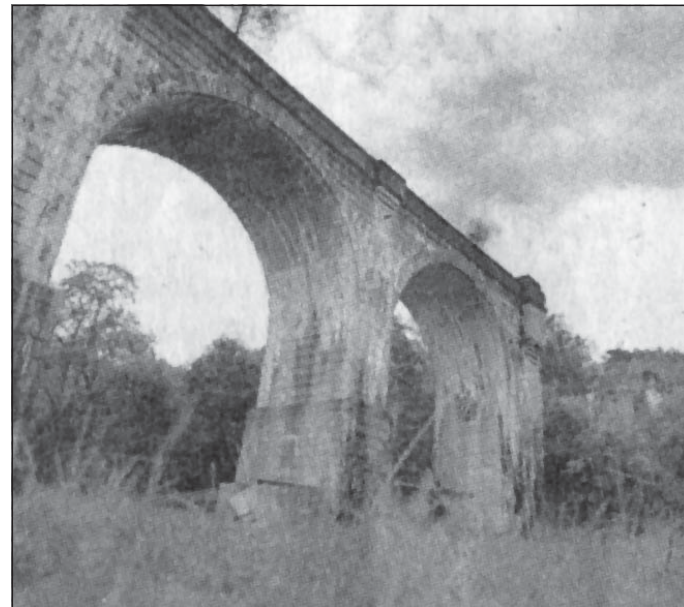
**RAIL** Railtrack has completed bridge renewals between Gretna and Glasgow as part **WCML** modernisation (Rail 20Oct) 'Construction News' reports that **Railtrack** spent 79% less on new projects in the past twelve months, with spending in Scotland down from £162m to £62m. **Jarvis** has been awarded a £280m contract by Railtrack towards work on the £2 billion WCML up-grading but the Rail Regulator has expressed concern at the rate of progress on WCML plans. Delays may arise due to the selection of an appropriate signalling system for 140 mph services though 125 mph operation should be possible by 2002 (S 28Sept; H 5&6Nov) Problems in agreeing a PFI package for the **Hamilton-Larkhall** and **Maryhill-Anniesland** rail extensions mean that these cannot be complete by 2001; traditional financing may become the favoured option (H24Sept&12Oct). SPT has decided to proceed with a new station at **Howwood** with part funding from a housing developer. Work has started on the £14.8m **Cairngorm funicular railway** with Morrison Construction and Austrian company Dopplemayer gaining contracts. Opening will be in 2001 (S 11Aug&21Aug; H3Sept).

Sensing prospects for increased funding, campaigning has intensified for other rail projects. Much press attention, in advance of the Scottish Executive report due in December, has focused on reopening of part - and possibly all - of the **Borders railway** but projects such as the **Stirling-Alloa-Dunfermline** link and branches to **StAndrews** and **Penicuik** have also gained mention (S 10&15Sept; 13,15,18&20Oct). In **Edinburgh**, CRAG launched proposals for a heavy rail 'figure of eight' suburban system plus trams serving the area between Leith and Haymarket and also running to south Edinburgh (details from John Webster, Secretary, CRAG, 69 Malleny Av, Balerno, Edinburgh EH14 7EL). The RDS has revived plans for **rail electrification between Glasgow and Edinburgh and northwards to Aberdeen** associated with opening of the **Glasgow CrossRail link** via the StEnoch Bridge and direct access to **Glasgow Airport** (H24Sept & 28Oct; S 1Oct)

**ROADS & BUSWAYS** R J McLeod has completed for **Fife Council** the £7.8m Bothwell St A823 dual carriageway on the south approach to **Dunfermline** and a contract has been awarded for a £650,000 safety fence on the 5.6m stretch of the **A77** dual carriageway between Fenwick and the Bellfield Interchange, Kilmarnock. Major works to raise the **Kingston Bridge** in Glasgow took place without a hitch and more speedily than expected on two weekend closures (H 12&25Oct) Following the Strategic Road Review (see p13), council leaders and business interests in the West of Scotland are hopeful that a way may be found to proceed with the **M74 Extension**. Charles Gordon, leader of Glasgow City Council, has accused the GDA of mendacity over plans for joint funding of a £6m

**Clyde Bridge at Finnieston** and has threatened to transfer City Council funding to the M74 (H 10&12Nov) Having increased PFI funding for education, **Midlothian** plans conventional financing for a £20m dual carriageway alongside the existing **A701** between Straiton and Penicuik. This scheme has still to secure Scottish Executive approval and has attracted strong opposition from local groups and from Edinburgh City Council (LTT 7Oct; S 10&18Sept). George Kirkbride, former Director of Roads for Grampian Regional Council, has queried local support for an **Aberdeen Bypass or Western Peripheral Road** on the grounds that the great majority of traffic has origins or destinations in Aberdeen itself (S 13Sept). **Dundee** will introduce bus priorities at traffic lights in spring 2000, following a study by JMP consultants. In **Belfast**, a 1.4km busway has been opened on the hard shoulder of the M1 at a cost of £400,000. The new £2.2m **Stirling Bus Station** was officially opened by Transport and Environment Minister Sarah Boyack on 13 September. It is incorporated in the expanded town centre shopping mall adjacent to the rail station.

**CYCLEWAYS** The 7km **Colleges Cycle Route** in **Glasgow**, costing £135,000, was officially opened by Glasgow City Council on 7 September. At a cost of £55,000 a missing span on the historic Kendrum Viaduct at **Lochearnhead** is to be restored as part of the National Cycle Network (H 27Sept)



Kendrum Viaduct • Source : The Herald 27 September 1999

**CANALS** Visiting the **Caledonian Canal**, Deputy PM John Prescott made it clear that a £20m renovation of the canal will be completed over the next six years. £80m was also being spent reopening the **Forth and Clyde and Union Canals**(H 14Sept)

**WALKING** Extensive pavement up-grading and widenings are nearing completion in **Central Glasgow** as part of the City Council's Millennium Projects. NTS has used millennium funding to build an internal relief road in **Culzean Country Park**, giving pedestrians priority on the main approach to the Caste.

## Air Traffic Commentary

*Comment:* **Aberdeen** saw a continuing fall in overall levels of traffic as a result of the downturn in the oil industry. Oil prices have now recovered but it will be sometime before oil industry activity picks up as there is always a lag in traffic following any significant change in oil prices. Aberdeen's traffic is obviously closely tied to the fortunes of the oil industry and is likely to remain so for some time to come.

**Edinburgh** continues to see significant increases in traffic, reaping the benefit of the passenger numbers associated with the new international scheduled services which commenced to Frankfurt, Vienna and Basle as well as a significant increase in capacity on Paris. Domestic traffic also continues to grow well, mainly as a result of traffic associated with the "low cost" carriers. The July - September period includes Go which was not operating from Edinburgh last Summer.

**Glasgow** has seen healthy growth in the international scheduled programme, mainly as a result of new services to Paris and increased activity to other European scheduled points. The July - September period saw the second similar period with traffic from Continental Airlines although, this Summer, Continental offered more capacity as a result of increasing the aircraft size on the route. International charter growth was healthy during the period.

**Prestwick's** gain was assisted by the new Paris service which did not start till late 1998. Some recovery has begun at **Inverness** after the loss of Heathrow services but traffic at **other H and I airports** is still falling.

## SCOTTISH ROAD FLOWS AUGUST 1999 and % change on 1998

(thousand vehicles per day Monday to Friday daily averages)

	Bus	Cars	LGVs	HGVs	TOTAL	% change on 1998
<b>Central Scotland</b>						
A720 Dregghorn			Not Available			
M8 Claylands	.19	48.8	5.4	5.8	60.2	9.5%
M8 Harthill	.40	38.4	5.8	7.0	51.6	-3.0%
M8 Arkleston	.62	83.4	9.0	7.4	100.4	
M80 Bankhead	.20	28.2	3.2	5.0	36.6	1.1%
A9 Blackford			Not Available			
M90 Kelty	.18	24.6	2.6	3.0	30.4	3.7%
M9 Linlithgow	.08	23.8	2.6	2.2	27.7	3.0%
M74 Uddingston	.54	59.0	7.2	10.2	76.9	No 1998 data
A77 Kilmarnock	.10	21.0	2.2	1.0	24.3	-1.6%
A737 Lochside	.13	17.8	1.8	1.8	21.5	7.5%
<b>North-east Scotland</b>						
A90 Forfar	.09	12.6	2.0	3.4	18.1	6.0%
A90 Bridge of Don	.14	16.5	1.8	1.8	20.2	-2.0%
A96 Forres	.07	8.6	1.0	1.2	10.9	1.8%
<b>Rural Trunk(North)</b>						
A9 Tomatin	.12	11.2	1.4	1.5	14.2	30.0%
A9 Kessock Bridge			Not Available			
A9 Berriedale	.03	1.9	0.3	0.3	2.5	13.6%
A82 Crianlarich	.06	4.0	0.6	0.5	5.2	-2.0%
A830 Lochailort	.01	1.5	.2	.1	1.8	Nil
A87 Kyle	.04	3.9	.5	.3	4.7	7.0%
<b>Rural Trunk(South)</b>						
A1 Grantshouse	.05	5.4	.7	1.6	7.8	-2.5%
A7 Langholm	.02	3.0	.4	.5	3.9	22.0%
A75 Carsluith			Not Available			
A77 Glenapp	.07	2.8	.3	0.5	3.7	-7.5%

Source: Scottish Executive Automatic Road Counts

*Comment:* Yearly changes on a monthly basis are always affected by random factors but the data points to some downward movement for day leisure trips and tourism apart from strong growth to Inverness and the Far North and Skye from Kyle. The A77 at Glenapp may have been affected by the new Irish Seacat service direct to Troon while there is evidence of a shift in Forth Road Bridge traffic to approach Edinburgh and the City Bypass via The Newbridge underpass and the M8 at Claylands (with increased HGV movement on this route due to restriction at Cramond Bridge).

**Scottish Economy** Scottish Chambers of Commerce survey shows modest recovery (H14Oct) but retail sales are down 1.7% (H16Sept). For Britain, Whitbread reports a 1% turnover fall at outlets such as Brewers Fayre, attributed to a shift from eating out to rising spend on mobile phones, personal computers and foreign holidays (H28Oct). Scottish forecasts by Business Strategies expect Scottish manufacturing to achieve improved annual growth of 0.9% compared to a UK-wide fall of 0.7%. However, non-manufacturing output is forecast to grow by 1.8% compared to UK growth of 2.2% (H18Oct). Some improvement is seen in **tourism** prospects though 1998 figures show a 3% fall in visits to top tourist attractions in Scotland. Tourism has fallen more sharply in the Highlands and Islands. An interim response has been to develop golf holidays but a full review of tourism strategy should be complete by mid 2000. New hotels and rising occupancy rates in Edinburgh and Glasgow are leading a tourist revival. Spending by UK tourists in Scotland has risen 6% in the first six months of 1999 despite visitor numbers from within the UK continuing to fall (H23,25&30Sept, 3Nov;S31Aug)

**Official Statistics** Government published its response to the February 1998 Green Paper, **Statistics : A Matter of Trust**, in October. An independent **Statistics Commission** is to be set up along with enhanced procedures to consult users. The Commission will advise on integrity issues and help achieve the objectives of transparency and accountability. The Scottish Executive is to produce an **Annual Programme for the development and maintenance of official statistics**. The relevant minister will be Finance Minister, Jack McConnell (Contact: Rob Wishart, Chief Statistician 0131 244 0302; Scot. Execut. Press Release 21 Oct)

**Revised Forecasts of Movement and Modal Share** featured at the Transport Conference organised by the Centre for Scottish Public Policy in Glasgow on 5 November. These were based on corridor assessments within a range of policy assumptions with the following tentative results:-

**Port, Rail and Bus Statistics** Apart from **Leith** and **Stranraer** (affected by Seacat's new service to Troon), **port traffic** has been on a rising trend. Oil traffic has risen and **Hunterston** has had strong growth in coal traffic. Dry cargo at **Dundee** (mainly newsprint and argicultural tonnage) has risen 30% (S7Sept). **Passenger rail trips** in Britain rose 7% in the first quarter of 99/00 though the passenger mile has been lower. The Scottish position seems close to this trend though separate data has not been published (Bulletin of Rail Statistics, Qtr 1 99/00 DETR 0171 890 4448). **Taxi/minicab use** is well up on the mid 1980s but, despite improved services, overall **bus use** in Scotland is not yet on a clear growth pattern. Trend decline has been slowed substantially but rises in car ownership (helped by low prices for second hand cars) continue to lead to losses of bus users in traditionally high usage cities

**Road Safety** Annual Report for Scotland shows a 2% rise in deaths to 385 in 1998 though total accidents were 1% below 1997. Deaths are now 40% below the 1981-85 average but there is a need for further action to maintain improvement (H&S28Oct)

Caledonian MacBrayne Ferries			
<i>(Source: Caledonian MacBrayne)</i>			
	July/September 1999	July/September 1998	%change
Passengers (thousands)	1993	2007	-0.7%
Cars (thousands)	333	342	-2.6%
Commercial vehicles	22,481	22,054	1.9%
Buses and coaches	5,475	5,390	1.6%

Movement at Scottish boundary (excluding oil, stone and coal by water and trips under 25 miles)											
	Tonnes	% Growth	Modal Share		Passengers	% Growth	Modal Share				
			ROAD	OTHER			AIR	RAIL	BUS	CAR	SHIP
<b>2000</b>	57m		61%	39%	44m		34%	13%	9%	39%	5%
<b>2020</b>	(a)100m (b) 70m	76% 23%	47% 40%	53% 60%	84m 55m	92% 25%	40% 25%	17% 36%	7% 13%	31% 18%	5% 8%
(a) Modified Business as Usual Policies (b) Strong Sustainable Development Policies											
<i>Source: Paper by Tom Hart to Centre for Scottish Public Policy Conference, 5 November</i>											

The paper also estimated that some 87% of all miles travelled by Scottish residents will be within Scotland in 2000 with this proportion likely to stay over 80% in 2020. Trunk movement within Scotland was expected to grow at a much slower rate than external movement though with some freight shifts to rail and water and larger passenger shifts from cars to public transport.

Air Passengers (thousands) July-September 1999 (with %change on 1998)						
	ABERDEEN		EDINBURGH		GLASGOW	
	Domestic	453	-3.7%	1069	6.9%	961
Internat. Scheduled	96	-0.6%	304	37.9%	318	11.5%
Internat. Charter	42	0.1%	173	31.3%	903	6.0%
Helicopter	96	-21.4%				
<b>TOTAL</b>	<b>688</b>	<b>-6.0%</b>	<b>1546</b>	<b>14.3%</b>	<b>2182</b>	<b>4.1%</b>
	PRESTWICK		INVERNESS		OTHER H&I	
<b>TOTAL</b>	<b>216</b>	<b>31%</b>	<b>101</b>	<b>2%</b>	<b>151</b>	<b>-7%</b>
<i>Source: Scottish Airports, Glasgow Prestwick International and Highlands &amp; Islands Airports - For commentary, see p19</i>						

## Planning Issues

The revised draft **transport and planning guidelines** for England (PPG13) differ from those of 1994 in pushing for more multi-modal assessment, setting maximum standards for parking and introducing compulsory green travel plans (available free from DETR 0870 1226 236 or at www.DETR.govt.uk). England has also seen increased opposition to greenfield encroachment but views expressed at the **Scottish Property Conference** on 3 November indicated a greater divide between proponents of **urban regeneration** and those (including housebuilders and some business interests) seeking a **relaxation of greenfield controls** in Scotland with more scope for car use and business parks (H26&28Oct;4&8Nov; S 1,19&28Oct). Richard Slipper of **Hillier Parker** has criticised the coercing of developers to make a 'transport gain' payment before receiving planning permission; he suggests that Green Travel Plans could be encouraged through ringfenced increases in taxes paid by all occupiers, not just new developers (H4Nov). Surveys of **call centre prospects** suggest that up to 40% of call-centre jobs could be replaced by further development in talking computers(FT23Aug). Call centre jobs in Scotland are still rising with Airdrie the latest recipient of 1000 extra jobs through the **Cogent Communications** project (H18Sept).

For comment of the **Draft Joint Structure Plan for Glasgow and the Clyde Valley**, see inside rear cover.

## Town Centre and Inner City Development

**Improving Town Centres, PAN 59, Scottish Executive.** This new advice note includes 22 case studies of how town centres can be improved and safeguarded. **D M Hall** has reported signs of a shift back to town centre retailing in **Glasgow** and a marked reduction of interest in out-of-town carpet and furniture stores (H9Sept). Also in Glasgow, **Atlas Investments** has received planning permission for a £50m leisure/retail development at the top of Buchanan St and a 250 room **Radisson SAS** hotel is to be built on Argyle St. just west of Central Station (H29Sept&14Oct). The expansion of **Stirling** town centre has been completed and Stirling Council is planning a £26m sports village on a 137 acre site at Forthbank (H9Sept). The Glasgow Alliance has lauched ambitious plans for a major expansion of middle income housing into the rundown **Ruchill** and **Keppoch** inner areas in north-west Glasgow. These are seen as essential for urban regeneration and population growth but the plans have been attacked for lack of consultation with allegations of 'social cleansing' of existing householders(H29&30Oct, 6Nov). Following a critical report from consultants EDAW, **Scottish Enterprise** is to develop a new framework for supporting projects in town and city centres. The consultants called for a strategic regeneration framework rather than 'stand-alone' environmental schemes (Urban Environment Today 30Oct). **Harvey Nichols** has gained planning permission for a new store in central **Edinburgh** but serious complaints have arisen over the temporary relocation of services from the on-site bus station. Following discussions with property owners, bus operators may now make use of temporary stops in Waterloo St (S 11&20Aug, S21Oct;H28&30Sept, 5Oct). Differing views on the merits of a shopping mall under **Princes St** are being aired at the current public inquiry (S8,11&14Sept, 13Oct).

## Fringe-of-town Development

The £285m **Braehead Shopping Mall** on the Clyde east of Renfrew opened in September and was followed in November by the **Ikea** furniture store on the Edinburgh Bypass at Straiton. Both have extensive parking but are also hoping for a reasonable level of public transport access. Glasgow city centre is not expected to suffer substantially as a result of the Braehead opening but there is a greater threat to existing shopping in Renfrew and Paisley (S20Sept; H 22Sept & 30Oct; H5Nov). The **Halifax** bank has chosen **Edinburgh Park** for an on-line banking centre with 500 jobs and a tele-zone is also being developed to attract users to an adjacent **South Gyle** site(H30Sept&9Oct). New plans may allow an enlarged role for the large Royal Ordnance site at **Bishopton** with part of the land being redeveloped for other purposes (H6Nov). The Westerwood Hotel, Golf and Country Club outside **Cumbernauld** has gone into liquidation (H11Nov).

## Rural Issues



Source : The Herald 8 September 1999

Scotland's latest factory outlet, **Gretna Gateway**, was opened by **OCI** on 20 September bringing 400 much needed jobs to Dumfries and Galloway. The centre has 33 shops adjacent to the M74. Permission was granted in October for a Phase 2, raising the number of shops to 53 (H8Sept&19Oct). **Freepoint Leisure**, Britain's leading factory outlet developer, expanded visitor numbers by 11% in 1998/99 despite overall difficulties in the retail trade. Gross profit at the Scottish site at **Westwood**, Livingston, rose by 3% but a decision is still awaited on plans for extension (H15Sept). The **Maid of the Loch** will open to the public as a static ship at Balloch Pier in 2000 and further grants may permit a restart of cruising by 2001. The Maid will move to the £60m Loch Lomond project based at Drumkinnon Bay (H18Oct). **Scottish Borders Council** is planning to aid a depressed economy through a substantial expansion of housing and commuting to Edinburgh. Population growth from 106,000 to 125,000 by 2020 is projected based on two new villages (the first being at **Cardrona**) and expansion of existing settlements. FoE(Scotland) expressed horror at these proposals and said that they contradicted government policy (S1Oct). **Unst** faces a massive population decline and unused new housing following confirmation of the rundown of RAF Saxa Vord. The area may be aided by building a new causeway link from **Yell** (H28Oct).

# TRANSPORT and ECONOMIC DEVELOPMENT

Report on STSG Dundee Conference, 1 October, 1999 with support from Scottish Enterprise, Scottish Enterprise Tayside and the Centre for Business History in Scotland at the University of Glasgow

The morning speakers were **Mary McLaughlin** of Scottish Enterprise, **Nick Crafts** of the London School of Economics, **Derek Little**, Industrial Engineering Manager, IBM, and **David Graham** of the Royal Bank of Scotland

## Introduction

Mary said that **Scottish Enterprise** was responsible for developing Scotland's competitiveness and has a total annual budget of £450 m. In a fast-changing world, there was no room for complacency in Scottish business. A positive image, world-class communications, an appropriate educational structure, encouragement for enterprise and quality of life were all important. Scotland would remain a very small market by world standards and had to be adept at promoting exports of goods and services while enhancing in-tourism. Indigenous industry had to be aware of this situation and the strength of world competition. There had been major successes, as in production of 80% of workstations for Europe, in biotechnology and in food and drink exports. Edinburgh and Glasgow had international reputations and provided a case for further development in the Scottish central belt and further afield in Scotland. 50% of graduates still went elsewhere so there was still a lot of potential for employing them at home.

Due to the situation of Scotland in world markets, transport and communications were essential ingredients in future success. Increasing band availability in communication was one area of concern but there was also a requirement for reliable, high-quality movement of goods and people by sea, air, road and rail. Rather than tackling the whole range of transport, Scottish Enterprise had a focus on these external transport issues while also giving attention to reducing problems of congestion within Scotland, including better access to airports, ports and railheads. An interest in 'hard' property issues was being replaced by a more flexible approach including brownfield development but also some greenfield options for 'flagship' projects.

Much work was being done of developing direct 'city pair' air routes and improved connections to international European hub airports. The Glasgow-New York(Newark) service had been very successful and Prestwick now had 'Fifth Freedoms' for air freight. Several firms were now interested in direct 28 knot ferries to mainland Europe with 16 hour trip times. Hopefully, such a service would be available from 2002, helping to keep Scottish movements free of anticipated increases in road congestion in England. Rail freight was being developing through new grants, new wagons and study of increased clearances for 'piggyback' operation. A new strategy for transport and tourism would be finalised shortly and Scottish Enterprise was maintaining pressure for completion of strategic road links such as the M74 through Glasgow. Transport also had a social inclusion dimension but the problems of social inclusion were much wider and transport could only be part of the solution.

Despite masses of traffic statistics, there was an outstanding need for more data on actual movement by commodity, corridor and area. Napier and Heriot-Watt Universities had been commissioned to improve this situation. The SACTRA Report on *Transport and the Economy* had been too technical and theoretical to deal with these urgent issues. It needed more concise conclusions related to the real world. Likewise, *Tackling*

*Congestion* had too much of a focus on issues internal to Scotland rather than looking at how to raise the quality of external links. However, there was a need to raise understanding of why extra funding for transport was needed from road pricing and how best to use it.

## Transport and Economic Development : The SACTRA Report

As a member of SACTRA, **Professor Crafts** reminded the audience that the report has dealt with principles affecting transport and the economy though much of the actual content had dealt with road traffic. Given the imperfect competition existing in transport, the Report had concluded that present methods of cost-benefit analysis had limitations in assessing the economic impact of transport schemes (both exaggerating and understating the impact depending on particular situations) but this should be used to refine, not abandon, cost-benefit analysis. On balance, he felt that present methods of appraisal missed some of the wider benefits of transport schemes - especially in a network context.



Suckling Airways (now Scot Airways) plane as used on new service linking Dundee with London City Airport

Source : The Herald 13 October 1999

In considering research on these issues, SACTRA felt that *Aschauer* had overstated the benefits of the massive transport investments often found in mainland Europe yet regions could still make competitive gains from well-considered schemes improving internal and external links (*Fernald* in American Economic Review, June 1999 and *McKinnon*). *Cecchini* had stressed the benefits of the Single Market in increasing competitive pressures but had given less attention to possible imbalance in spatial gains. Theory suggested that most gains would go to 'core zones' rather than peripheries. *Krugman* and *Venables* had strengthened the theoretical evidence in favour of 'core' benefits and the need for explicit assessment of possible 'winners' and 'losers' from transport schemes. Again, the evidence suggested a switch of emphasis to intra-regional transport schemes to secure maximum benefits. In this connection, the Scottish Central Belt could be seen as a core region with greater potential than several parts of England. The Irish example also pointed to the scope for a peripheral area securing higher economic growth than core regions on mainland Europe. He agreed with Mary's point about the need for evidence of actual commodity flows and a stronger practical slant in research.

### 3. Adults Walking and Cycling

- The SHS asks on how many of the previous seven days did the respondent walk or cycle (where walking includes jogging and walking the dog). The results reported here may not be representative of the year as a whole, because they are from interviews conducted between February and June. Analysis of seasonal variation in walking and cycling will be possible when data from a year's interviews are available.
- The first row of *Table 2* shows that 19% of the 6,075 adults interviewed (excluding the 'don't knows') said that they walked as a means of transport (i.e. to go somewhere) on 1 or 2 days of the previous week, 18% on 3 to 5 days, and 16% on 6 or 7 days of the previous week. In addition, 17% of adults walked for pleasure or to keep fit on 1 or 2 days of the previous week, 10% on 3 to 5 days, and 14% on 6 or 7 days of the previous week.
- Men tend to walk for pleasure or to keep fit more often than women: 45% of men said that they did so on at least one day of the previous week compared to 39% of women. Indeed, 16% of men had walked for pleasure or to keep fit on 6 or 7 days of the previous week, compared with 12% of women.
- The table also shows how walking patterns differ with age, with those aged 16 to 30 tending to use walking as a means of transport more

than older people. 23% of those aged 16 to 30 walked as a means of transport on 6 or 7 days of the week, compared with 14% of those aged over 60.

- There is some variation in walking patterns with household income. Those in lower income households tended to walk as a means of transport more often than those in households with higher incomes: about 20% of adults in households with an annual net income of £10,000 and under said that they had walked as a means of transport on 6 or 7 days of the previous week, compared to 14% of those in households with an annual net income of over £25,000. Conversely, adults in higher income households tended to walk for pleasure more frequently than those in households with lower incomes: 53% of those in households with an annual net income of over £25,000 said that they had walked for pleasure in the previous week, compared to around 35% of those in households with an annual net income of £10,000 and under.
- Very few adults interviewed said that they had cycled in the previous week: just 3% had cycled as a means of transport and 4% for pleasure or to keep fit. More men (5%) cycled for pleasure than women (3%). The percentage of adults who said that they had cycled for pleasure in the previous week was higher in the 31-40 age-group (6%) than in any other age-group; and was higher in households with an annual net income of more than £25,000 (8%) than in any other income band.

Table 2: Adults walking, cycling: days in the previous week<sup>1</sup> Scotland: February-June 1999 (SHS)

	As a means of transport (ie to go somewhere - eg work, shopping or friends)					Just for pleasure or to keep fit <sup>2</sup>					Sample size <sup>3</sup> (=100%)
	None	1 - 2 days	3 - 5 days	6 - 7 days	One or more days	None	1 - 2 days	3 - 5 days	6 - 7 days	One or more days	
<i>row percentages</i>											<i>N =</i>
<b>Walking</b>											
All people aged 16+	47	19	18	16	53	59	17	10	14	41	6,075
by sex											
Men	48	18	17	17	52	55	18	11	16	45	2,596
Women	46	20	19	16	54	61	17	10	12	39	3,479
by age <sup>*</sup>											
16 - 30	33	19	25	23	67	60	18	11	11	40	1,099
31 - 40	46	19	20	15	54	55	21	12	12	45	1,238
41 - 50	48	21	18	13	52	56	19	11	14	44	928
51 - 60	48	19	17	16	52	57	16	9	17	43	935
Over 60	57	17	12	14	43	62	13	10	15	38	1,872
by net household income <sup>*</sup>											
up to £5,000 p.a.	46	15	18	21	54	66	11	7	17	34	357
£5,001 - £10,000	47	18	15	20	53	64	12	9	14	36	1,022
£10,001 - £15,000	45	18	19	18	55	60	17	10	13	40	673
£15,001 - £20,000	47	22	18	13	53	56	21	10	14	44	402
£20,001 - £25,000	43	20	20	17	57	54	20	14	11	46	201
Over £25,000	46	23	17	14	54	47	22	15	16	53	321
<b>Cycling</b>											
All people aged 16+	97	1	1	1	3	96	3	1	0	4	6,104
by sex											
Men	96	1	2	1	4	95	4	1	1	5	2,606
Women	98	1	1	0	2	97	2	1	0	3	3,498
by age <sup>*</sup>											
16 - 30	95	1	2	1	5	96	3	1	1	4	1,104
31 - 40	96	2	1	1	4	94	5	2	0	6	1,240
41 - 50	98	1	1	1	2	95	4	1	0	5	932
51 - 60	98	1	1	0	2	97	2	1	0	3	931
Over 60	98	1	1	0	2	99	1	0	0	1	1,894
by net household income <sup>*</sup>											
up to £5,000 p.a.	99	1	0	0	1	97	2	0	0	3	360
£5,001 - £10,000	98	1	1	1	2	99	1	0	0	1	1,024
£10,001 - £15,000	97	1	1	0	3	96	3	1	0	4	674
£15,001 - £20,000	97	1	1	0	3	96	4	0	0	4	402
£20,001 - £25,000	96	1	2	1	4	95	4	1	0	5	200
Over £25,000	97	3	0	0	3	92	5	2	0	8	321

1 the number of days in the previous week on which the person made a trip of more than a quarter of a mile by foot or by bike (as appropriate in each case) for the specified purpose  
 2 for "walking", this category includes jogging and walking a dog  
 3 The unweighted number of people interviewed.  
 \* excluding "not known" and "not stated" cases

### 4. Further Information

- The quarterly "Scottish Household Survey Bulletin" is available (price £5) from The Stationery Office (ISSN 1467 7393), and usually includes some analyses involving transport topics. Forthcoming publications containing results from the SHS will include further quarterly bulletins, a detailed annual report, and statistical bulletins of transport-related results. SHS results will also appear in "Scottish Transport Statistics 2000"<sup>2</sup>.
- Enquiries about the SHS should be made to Louise Finlayson  
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Scottish Executive Central Research Unit  
Victoria Quay  
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### References

- "Travel by Scottish residents: some National Travel Survey results" is a Statistical Bulletin, published in March 1999, available price £2 from The Stationery Office.
- "Scottish Transport Statistics" is an annual statistical volume, available price £10 from The Stationery Office.



A Summary supplied by the Scottish Executive Development Department

1. Background

- This is the second in a series of short notes on transport-related results from the Scottish Household Survey (SHS). It describes some results from the first two quarters' interviews. The SHS, which started in February 1999, collects information to help the Scottish Parliament to develop and monitor policies. It covers many topics, particularly transport, local government and social inclusion. SHS questions on transport were listed in Issue 5 of "Scottish Transport Review" (page 19) and some preliminary results appeared in Issue 6 (page 16).
- MORI and System Three, who are conducting the survey on behalf of the Scottish Executive, will interview over 15,000 households each year. Anonymised copies of each year's data will be given to Councils and to the ESRC Data Archive. Results from the survey will be available on a quarterly basis for Scotland (but not for areas within Scotland). In due course, SHS results will show seasonal variation and year-to-year changes for Scotland, and provide annual sub-Scotland analyses, which the National Travel Survey cannot do (see the recent "Travel by Scottish residents" statistical bulletin).

3 This note analyses the results from questions which were answered by one randomly-chosen adult per household. The results are weighted to take account of differences in selection probabilities. It should be remembered that, as with all such surveys, factors such as sampling variability and non-response bias may affect the results.

2. Adults with limited mobility, and adults with Orange Badges

- The SHS only asks adults with a long-standing limiting illness, health problem, or disability if there are activities that they would normally find difficult to manage on their own, such as walking, and using a car, a bus, a train, or a taxi. Therefore, in this analysis, other people are counted as not having such difficulties.
- The first row of Table 1 shows that, of the 6,125 adults interviewed, 10% said that they had a long-standing limiting illness, health problem, or disability and that they had difficulty walking for at least 10 minutes. Also, 7% similarly said that they found it difficult to use a bus, 5% to use a train, 2% to use a car, and 2% had difficulty using a taxi. Overall, 11% of people said that they had a long-standing limiting illness, health problem, or disability and that they had difficulty with one or more of these activities: 5% would normally find it difficult to manage one of the activities on their own; 5% would have difficulty with two or three; and 2% with four or five of these activities.

Table 1: Adults with limited mobility<sup>1</sup>, and adults with Orange Badges Scotland: February-June 1999 (SHS)

	Activities which the person would normally find it difficult to manage on his / her own					The number of such activities which a person would normally find difficult to manage on his / her own					All	Sample size <sup>2</sup> (=100%)
	Walking for at least 10 minutes	Using a ...				None	1	2 or 3	4 or 5	1 or more		
	car	taxi	bus	train								
<b>Adults</b>	<i>row percentages</i>											<i>N =</i>
All people aged 16+	10	2	2	7	5	89	5	5	2	11	100	6,125
<i>by sex</i>												
Men	9	2	2	5	3	90	6	3	1	10	100	2,615
Women	11	3	2	8	6	88	4	5	3	12	100	3,510
<i>by age*</i>												
16 - 30	1	1	0	1	1	98	1	1	0	2	100	1,106
31 - 40	4	2	1	3	2	95	2	2	1	5	100	1,240
41 - 50	7	1	1	4	3	93	3	3	1	7	100	934
51 - 60	13	2	2	7	5	86	7	5	2	14	100	939
61 - 70	17	3	4	9	6	81	9	6	3	19	100	902
71 - 80	22	4	3	16	11	73	12	12	3	27	100	722
Over 80	34	14	12	33	30	60	6	21	13	40	100	279
<i>by net household income</i>												
up to £5,000 p.a.	13	2	3	7	5	86	7	4	2	14	100	361
£5,001 - £10,000	16	3	3	9	7	81	10	7	2	19	100	1,027
£10,001 - £15,000	12	3	4	10	8	85	5	7	3	15	100	678
£15,001 - £20,000	6	2	2	4	3	92	3	3	1	8	100	402
£20,001 - £25,000	1	1	0	0	0	98	2	0	0	2	100	201
Over £25,000	3	1	1	3	2	97	0	2	1	3	100	321
<b>Adults who have Orange Badges</b>	<i>percentages of the corresponding population<sup>3</sup></i>											
All aged 16+	3	1	1	2	2	1	1	2	1	3	4	
<i>by sex</i>												
Men	3	0	0	2	1	1	1	2	0	3	4	
Women	3	1	1	3	2	1	1	2	1	3	4	
<i>by age*</i>												
16 - 30	0	0	0	0	0	0	0	0	0	0	0	
31 - 40	0	0	0	0	0	0	0	0	0	0	1	
41 - 50	2	0	0	2	1	0	0	1	0	2	2	
51 - 60	3	1	1	3	2	1	1	2	1	4	4	
61 - 70	6	1	1	4	3	2	2	3	2	6	8	
71 - 80	7	2	1	6	4	3	2	5	2	8	11	
Over 80	8	2	3	8	8	3	0	6	3	9	12	
<i>by net household income</i>												
up to £5,000 p.a.	2	0	1	1	1	2	1	1	1	2	4	
£5,001 - £10,000	5	1	1	4	3	2	2	3	1	5	7	
£10,001 - £15,000	5	1	1	5	4	1	1	3	2	5	6	
£15,001 - £20,000	3	1	1	2	1	0	1	1	1	3	3	
£20,001 - £25,000	1	0	0	0	0	0	1	0	0	1	1	
Over £25,000	1	1	1	1	1	0	0	1	1	1	1	

1 Only people with a long-standing limiting illness, health problem or disability are asked if there are activities that they would normally find difficult to manage on their own. Therefore, in this analysis, other people are counted as not having such difficulties.  
 2 The unweighted number of people interviewed.  
 3 i.e. "100%" is all people of the specified sex, in the same age-group or with the same net household income - the same as in the first part of the table - and not just those people who have an Orange Badge  
 \* excluding "not known" and "not stated" cases

Turning to micro-policy issues such as regeneration, SACTRA disagreed with the DETR view that this could not be quantified. Many local economic studies were sub-standard, double-counted benefits and ignored possible competitive gains to external regions. There was room to improve quantification. On the theme of traffic reduction, the Report confirmed that many road users in congested areas were paying well below the costs which they created at the time of use. Present fuel taxation worked as a blanket instrument and there was a need to move to much more specific pricing and regulation at busy periods. This could lead to localised traffic reductions without economic damage. A more important economic issue was the way in which arising income was used. This revenue would be substantial and there was a strong case for keeping most of it in the area in which it arose. However, economic 'best value' would be more likely to come from locally reduced taxation than from grandiose transport schemes. Because of this need to check on 'best value', Nick was dubious of claims that road traffic reduction would result in a double dividend of less traffic and acceleration of other schemes giving local economic benefits. There was considerable potential for a misuse of funds rather than a double dividend. Comment was also made on the weaknesses of the concept of 'transport intensity' but there was a theoretical case for comparing movement with Net Domestic Product rather than Gross Product. Yet the difficulties of doing this and making allowances for 'quality of life' were substantial with further research being more useful in other areas.

Freight Logistics

Derek Little spoke from his experience in IBM at Greenock - especially the emphasis on the total supply chain network which was a major part of IBM's strategy towards a total customer solutions company. A brief history of the Site at Greenock was provided and the Site Mission explained. The manufacturing and supply chain effort from Greenock was focused on the EMEA markets i.e. European, Middle East and Africa. Not only did the Site manufacture goods but recent activity had also been directed to ensure that the Site could fulfil all customer requirements through excellence in logistics and distribution organisation. This had resulted in 2.5million units being shipped during 1998, with 85% destined for the EMEA market. Other parts of the site were illustrated, including the Personal Computer Help Centre, European Order Desks and the General Services centre.

Delivery to customers had to be guaranteed on time within controlled costs and had to attain high quality standards. Plans had also to take into account the skewing of products made and shipped from Greenock, notably the Christmas bulge in orders. Reliability was all-important and arrangements for ensuring this were illustrated through maps of the supply chain sector both for incoming and outgoing finished goods.

Derek emphasised that the road network was by far the predominant means of moving goods with approximately 95% moving this way. Air freight was less used as the products now built in Greenock did not need this type of transport. The company would gain considerably if 24 hour deliveries to Zealand and 72 hour deliveries to Italy could be guaranteed. These times could already be achieved but there was a need for consistent attainment of this level of reliability to ensure that the Scottish connection was not impaired from a logistics perspective.

To ensure reliable service, IBM continually reviewed other modes of transport. Hence the company's interest in a direct sea link to continental Europe and in a substantial rise in the quality of continental rail freight services. The Site was located on a rail line yet, at present, made no use of it for goods movement - though there was an on-site passenger station but with only an hourly service.

The presentation concluded with Derek commenting on the need for Scottish businesses to respond to the challenges of the expanding globalisation of the market place. Scottish economic and infrastructure policy had to support industries to meet these needs. Operational

excellence in the new supply chains had to be geared to the complex patterns needed to maximise value-added rather than the straight line supply chain of the past. Future competition would be between the quality of supply chains.

Passenger Logistics



Prize-winning City Centre re-generation and road traffic reduction in Dundee.

Source : Dundee City Council

David Graham said that similar considerations of total costs and quality affected the Royal Bank of Scotland. The bank was heavily involved in bulk procurement, new services, the implications of globalisation and the hard advantages of environmental awareness for business efficiency. A close watch was maintained on air travel costs and on other transport costs within the business. The bank had moved into train ownership and leasing (Angel trains) and had a keen interest in a variety of transport projects. The main focus of his talk, however, would be on the bank's handling of the traffic and parking problems arising from the huge new site at South Gyle in west Edinburgh. Development of this site had started in 1990 but a large additional office had just been completed, raising on-site RBS staff from 1500 to 2500. Total employment in the zone was heading over 10,000. Parking problems were acute before work started on the new building and it was evident that a new travel initiative was required. Meetings had been held with other firms in the area to improve access reliability, to avoid parking spilling onto streets and to develop alternatives to single car use.

The principal initiatives had concentrated on the bank's own staff and had included 'contract' buses and improvements in conventional bus services. Yet usage had been poor, leading to a cutback in extra trips from 12 to 5 per day. Nevertheless, data from staff was being used to lobby bus companies for improvements. The local rail station (at South Gyle) was seen as too far away for comfortable walking and also raised issues of safety perception, especially among female staff. The proposed station at Edinburgh Park would have similar problems though eased by links into the planned CERT system (still passing at some distance from the bank). Experiments had been made with flexitime but with limited success due to the fixed nature of school times and the impact on family routines.

The greatest success had come from an expansion of car-sharing based on a voluntary intra-net operated by employees and matching trips which often came from 20 miles away or further. Senior management were still allocated preferential parking spaces but, of 1862 spaces allocated, 480 went to car sharers (accounting for 1079 staff). The 1862 allocations exceeded the 1167 spaces available yet, due to shift work, these spaces had been adequate to control 'spillover' parking (though this was still happening due to weaknesses in the travel plans of other employers). The scheme had cut worker stress and monitoring prevented abuse. No charge was made for permits and the scheme was a practical example of the *green commuter plans* advocated by DETR (on which a free booklet was available from DETR).

In a brief discussion before lunch, the main questions related to business views on the workplace parking levies suggested in *Tackling Congestion*. The RBS argued that extension of its travel initiative to the whole Gyle area could control parking without the need to resort to controversial systems of workplace charging. On the other hand, *Tackling Congestion* had argued that regulation alone had limited impacts on congestion, creating a requirement (also accepted in SACTRA) to apply road pricing as a means of reducing road traffic in busy suburban development zones as well as in city centres. Prior to lunch and a civic reception, **Lord Provost Helen Wright** welcomed delegates for coming the 'roads and the miles to Dundee' and noted the city's interest in both a quality environment with less traffic (as in the award-winning city centre) and in the improvement of the external links so important for the image of Dundee.

**REPORTS ON WORKSHOP SESSIONS**

**Personal Logistics -  
Facilitator : Graham U'ren, Royal  
Town Planning Institute, Scotland**

The six invited contributors provided good nuggets for analysis. **Ian Docherty**, University of Glasgow, dealt with research on passenger movement, city economies and performance while **Mike Galloway**, Planning Dept, Dundee, stressed both the value and limitations of the Interim Local Transport Strategies produced for the Scottish Executive with a fuller review next year. **Pat McKeown**, Scottish Enterprise Tayside, mentioned some of the transport policies which might aid social inclusion and employment access in both rural and urban areas. **Marjory Roberts** of CPT gave examples of policies being developed to encourage bus use, integration and green commuting. **Allan McLean**, Virgin Rail, had noted the major long-distance rail improvements coming on stream but placed a special priority on the need to develop seamless travel assisted by through ticketing and higher service frequencies. **Ian McMahan**, Scottish Airports, drew attention to the value of improved and direct air services for the Scottish economy - including inwards tourism - and referred to the need for improvements in surface access to airports for cars, buses and trains.

Reviewing these contributions, **Graham U'ren** felt that there was a need for a clearer concept of what was meant by integration and what longer-term objectives were. The goal seemed to be more selective car use (as on the Continent) moderated by the requirements of social inclusion. Much work had still to be done on the challenge of modal change, influences on attitudes and systems integration. Raising the quality of options for using public transport, walking or cycling seemed more important than cost though this should not preclude measures to ensure that car users met full costs at the time of use. He also suggested a need to look at sub-

sectors within transport and the scope for change within these sectors e.g. commuting and leisure/social movement; long-distance movement.

Common themes had included the need for better strategic planning and more of a sense of national and regional vision rather than the fragmented and uncertain approach of many Interim Local Transport Strategies from councils with substantial movement across their boundaries.

**Freight Logistics -  
Facilitator : Prof. Alan McKinnon,  
Heriot-Watt University**

This workshop had four invited contributors. **Bob Armstrong**, FTA, called for a resumption of the Scottish road programme on economic grounds; industry should be exposed to more competition but there was also a need for an immediate review of taxation structures affecting transport. The Fuel Tax Escalator had proved ineffective and there was no alternative to the vast majority of short trips which lorries were able to provide in Scotland. **David Roberts**, EWS Railway, argued that Bob's points did not preclude the economic and social benefits of a large increase in rail freight - possibly a tripling or even more in Scotland. This could be attained through sustained attention to rolling stock and track capacity, terminals, an enhanced loading gauge and a raising of service quality. **Allan Woodburn**, TRI Napier, urged the need to take a supply chain approach to decisions affecting freight. This could enhance rail potential, notably on longer-distance services. **Alfred Baird**, Napier University Maritime Research Unit, called for increased awareness of the transformation of shipping potential with the growth of fast ferries. A direct service from Scotland to continental Europe was becoming very attractive and subsequent expansion could include routes within the UK..

**Alan McKinnon** concluded that freight facilities were still falling below desirable standards - there was a need for more investment, including roads but also incorporating measures to make better use of existing roads. Road freight had been a victim of the explosion of car traffic with SACTRA pointing to market and pricing defects which needed to be corrected with net gains for freight movement. Ireland was an interesting case which deserved more research. Success had come despite poor internal infrastructure and longer links to the main markets in Europe. Tax policies may have helped but these were now coming under competitive scrutiny from the EU. Therefore, well selected transport spending and public intervention could be more important for both Ireland and Scotland. Seamless and reliable goods movement, as well as passenger movement, had to be the aim and stronger responses were needed to growing problems of congestion, mainly outside Scotland. IBM was able to handle its distribution well in the current context but there had to be concerns that it, and other firms, could face future problems. This again pointed to a requirement for greater vision in developing, and implementing, policies for Scotland's internal and external links.

Each Local Council and the SPT have prepared **Interim Local Transport Strategies** as required by the Scottish Executive. These were due for submission by the end of July though some were completed and published later than this date. They also take account of statutory requirements to explore the scope for **road traffic reduction**, explain the issues and evidence involved and EITHER outline local targets for reduction OR explain why these are not appropriate. More detailed strategies are expected by July 2000.

These strategies are similar to the **Local Transport Plans** required by DETR in England (though financial arrangements differ). In preliminary evaluations of these plans, DETR has criticised many for lacking overall vision and failing to test alternatives which could be more effective in reducing road traffic. DETR is looking for more evidence of linkage between local transport strategies for health, social inclusion and land use policies. Plans were seen as weak on targets and monitoring. Further evaluation of Local Transport Plans is being carried out by a sub-group of the **Commission for Integrated Transport** with a report expected by the end of November (LTT 7 Oct)

Evaluation in Scotland is running somewhat behind the English schedule, reflecting the later submission of interim strategies. Internal evaluations are being conducted by the **Scottish Executive** while **MVA** has been commissioned to report on more technical aspects of evaluation. The STR office still lacks copies of several of the Scottish Local Transport Strategies but those received confirm the assessments made by DETR. Quantitative staff shortage, tight timetables for submission and qualitative issues relating to the range of staff expertise have led to considerable variation in the content of strategies. Several make use of earlier work and often repeat the general principles of government policy without much progress in applying these to the local context. Detailed proposals for local improvement are lacking or limited, justified by problems of assessment and inadequate funding allocations to permit assessment and implementation. Councils serving more rural areas, as envisaged in government guidelines, tend to see no need for overall traffic reductions within their areas. Indeed, some anticipate growth while elaborating on the problems of justifying localised traffic reduction in smaller towns and villages unless more funding is available for bypasses or relief roads. However, there is a recognition that traffic calming measures, by reducing speeds on both trunk and other roads in urban areas, may promote local amenity and reduced accidents and pollution.

A few strategies - such as those for **Edinburgh, Aberdeen, Stirling and Falkirk** - seem more successful in assembling evidence, clarifying objectives and setting specific targets but with severe qualifications on the availability of finance. Edinburgh City Council has taken forward the debate on transport options by publishing and distributing a concise leaflet inviting public views on *Edinburgh's Transport Choices* (see p12). The **SPT Interim Transport Strategy** targets a **25% rise in public transport's share of total trips by 2010** but does not state the starting base or develop the policy and programme implications of this target in terms of modal share and service provision on particular corridors and at peak periods. **Edinburgh** gives the more precise targets of a 10% cut in total road vehicle miles by 2010 (rising to 30% in the city centre -also the target sought by **Glasgow**) Cycling, Walking and Public transport shares of trips would rise to 6%, 26% and 23% by 2010 with work trip shares (exclusive of working at home) rising to 10%, 18% and 38%. Targets are also set for increases in walking and cycling to school. SPT, Glasgow and Edinburgh recognise the data problems in moving from 'trip' figures to 'person mile' figures (taking account of trip lengths) with expectations that the **Scottish Household Survey** can help improve future information and monitoring.

These targets reflect the previous expertise and integrated transport/land use policies developed in Lothian Region but, on the whole, other areas in the Central Belt, are having less success in developing policy integration and multi-modal comparisons. This has been one of the losses from local government reorganisation, pointing to action to restore an integrated approach either at **Joint Structure Plan** and **Regional Partnership** levels or through a more 'hands-on' **Scottish Executive** approach. Criticism of Local Councils needs to be balanced by appraisal of the Executive's own performance.



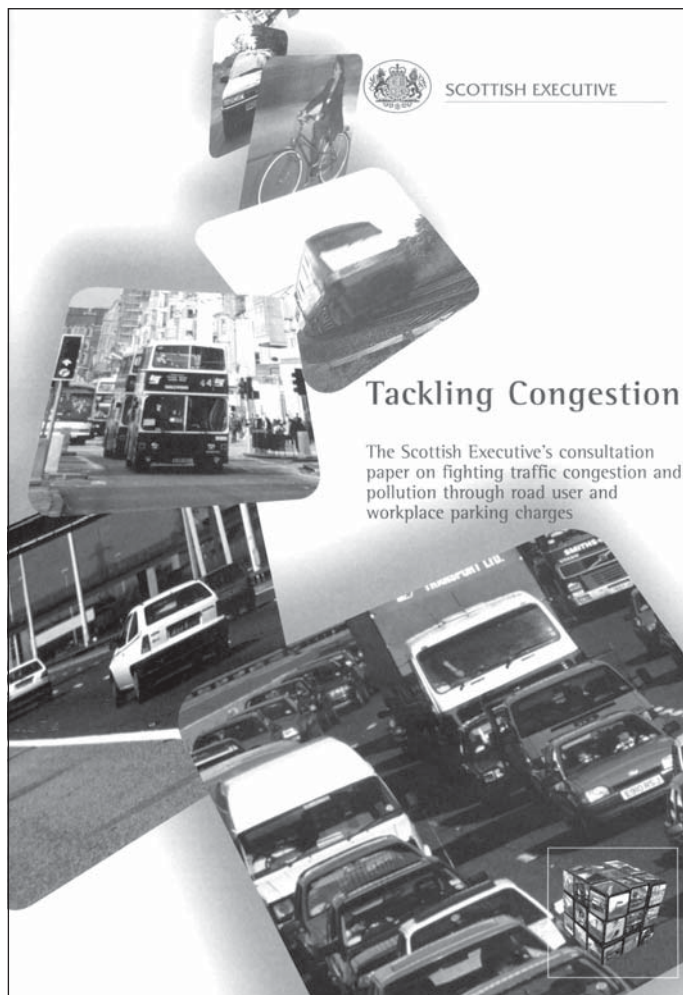
170 responses were received to this **Scottish Executive** consultation which is expected to be followed through in a Scottish Transport Bill due in January. Consultation concentrated on three issues - **trunk road pricing, congestion charging and workplace parking levies**. The first proposal has now been dropped taking account of comments during the consultation. There were fears that direct tolling of roads such as the inter-city M8 could lead to diversions to unsuitable alternative routes while business interests were not satisfied that trunk road tolling could be justified in the absence of transparency between the amounts already raised in road taxation and costs properly attributable to roads. The issues may be revived once UK and EU compatible systems of electronic road pricing come into operation in 5 to 10 years time; meanwhile the Scottish Executive is continuing with electronic pricing pilot projects on the M8 (involving assessing the impact of shadow tolls on volunteers).



One way to clear traffic! Glasgow's Kingston Bridge during temporary closure. Source : The Scotsman 25 October 1999

**Congestion charging** was found to be more widely acceptable provided that the proceeds were fully available for local road and transport projects. Interim possibilities include paper-based **'cordon' charges** (as in Oslo) or **Area Licences** (ranging from yearly to Day Permits) for car or motor vehicle use in congested areas. Views differed on whether Permits should apply only to cars or to all vehicles, possibly excluding buses and taxis. One advantage of Area Licences over 'cordon' charges is that the former could capture cars used for local trips within cities at peak periods as well as cars coming into cities. Views varied on the areas to benefit from income from such charges though there was some support for a regional approach (linking with **Regional Transport Partnerships**) rather than use of the income within more narrowly defined areas. Another possibility was variation of existing **Forth Road Bridge Tolls** to facilitate transport projects within the Lothians and Fife, including public transport and a new link road from the Forth Road Bridge to the M9. Subsequently, it has become apparent that a small number of new roads - such as an M74 Extension - might be financed from **direct tolls under the Transport and Works Act** as an alternative to the application of congestion charging. **Edinburgh and Aberdeen Councils** inclined towards congestion charging as an immediate priority but **Glasgow City Council** was opposed.

**Workplace parking levies** attracted extensive comment and a wide variety of views. **The business community** and many Local Authorities were opposed to workplace levies as a major source of irritation involving many procedural and political difficulties, especially if not applied on a regional basis. **West Lothian Council** made a detailed case against workplace parking levies outwith city controlled parking zones. 'Spillover' impacts on street parking were predicted and procedures to determine designated numbers of commuter parking spaces and to enforce Parking Licences were likely to be time-consuming, counter-productive and expensive. On the other hand, environmental groups such as **TRANSform Scotland** favoured workplace parking levies as a means of bringing home the full costs arising from urban car use and encouraging modal shift. Indeed, they suggested an extension of charging to cover **major retail outlets**. There was concern that charges would not be paid directly by users, falling instead on businesses. However, the process could aid business perceptions of total travel costs and accelerate examination of cost reductions. **Glasgow City Council** favoured workplace parking levies



and considers that a charge of £5 a week could raise £4.5m a year and have a significant effect on peak period traffic(H7Oct) Opportunities were seen for some linkages between income from charges and the use of such income by firms as well as by local councils to assist **Green Travel Plans**. **CPT** favoured a joint application of both congestion charging and workplace parking levies but also emphasised the case for more rapid progress in introducing effective bus priorities. Quality partnerships and reduced congestion, rather than bus regulation, were seen as vital to increase bus use yet **SPT** took a view stressing the importance of increased regulatory powers over bus operation.

Finally, various comments were made on the narrow base of the consultation and on the need to examine wider issues of fiscal policy, regulation, social inclusion and transport/land use planning. **SAPT** submitted that greener travel could be promoted by an **early shift of National Car Licences to Fuel Duty** in association with replacement of the Fuel Tax Escalator by a **Fuel Surcharge in urbanised Scotland** where requested by Local Councils. **HIE** suggested that the Treasury should return for use in the Highlands and Islands the £12m annually raised from the Fuel Tax Escalator while the £6m from Air Passenger Duty could be used to improve air services in the area (S21 Oct). While accepting that economic instruments could moderate congestion, the **Scottish Consumer Council** warned of the need to avoid unfair impacts on low income users who may be forced to use cars because of the lack of reasonable alternatives. **TRI** urged a more sophisticated and incremental approach to charging under modified enabling legislation. This could explore the potential of 'smartcard' technology and moves from the current fixed-cost basis for licensing vehicles and charging third party insurance. Usage based charging would be more effective and could be part of a comprehensive review of fuel taxes. The **Scottish Council (Development and Industry)** expressed concern that the details of road pricing were being discussed in the absence of an overall transport strategy. However, it accepted the case for congestion pricing within towns and cities but rejected workplace parking levies due to high administrative costs and doubts that this approach represented an efficient approach to tackling congestion.

## CONCLUDING DISCUSSION

This centred on final views, transport/GDP links and the alternative merits of monopoly and/or public planning versus competition in the Scottish context for transport and distribution. Reference was made to the SACTRA tables relating car movement and HGV traffic to GDP. These pointed to a marked change around 1995 from car traffic increasing well above GDP growth to increases slightly below GDP growth. In the case of HGVs, growth was below GDP from 1965 to 1985, markedly above it from 1985 to 1995 and expected to be increasingly below it from 2000. Doubts were cast on the basis of these British figures and it was noted that specific forecasts for Scotland - including all movement and external links - were lacking. On monopoly and mergers, **David Graham** was cautious about increased scale but noted that mergers could still co-exist with substantial global competition. **Mary McLaughlin** had concerns about tendencies to monopoly but was emphatic that there was a need for stronger public intervention with a clear strategy to benefit Scotland and lever private investment through the use of public partnership funds. **Nick Crafts** pointed out that monopolies could internalise many externalities but raised other tricky problems. The essential point was to get to grips with externalities and his Scottish visit had given him a new awareness of how issues were perceived from the north. The potential for spatial gainers and spatial losers from transport schemes had to be kept in mind and included in all assessments of transport projects. **Derek Little** said his impression was that the conference had confirmed the importance of moves towards public passenger transport along with greater consciousness of the global nature of markets and goods distribution. **Alan McKinnon** said that SACTRA had drawn attention to the importance of further research on the nature of freight movement, allowing moves to 'real' models rather than the theoretical models which still dominated much academic work on transport. **Graham U'ren** felt that one of the main messages coming through was the need to fuse thinking about transport and land uses in a regional context leading to revised Structure Plans with a new capability to influence strategic implementation.

Finally, STSG chair **Tom Hart** thanked all the speakers and contributors to the workshop and plenary sessions for an illuminating conference which had begun to build bridges from theory to the practical concerns of the many interests involved in transport issues and the Scottish economy. The conference had confirmed the view that the Scottish debate was moving from roads and the economy to a wider agenda for internal accessibility and added emphasis on a reliable and improving range of external links. Unlike the trends shown in the SACTRA Report, his impression was that Scotland had more opportunities in the future for internal movement by car falling below rates of GDP growth while goods movement (for all modes and measured on a value basis) was more likely to increase at rates above UK growth as Scotland's external links expanded.

Figure 6.1 Car traffic growth less GDP growth (5 year moving average)

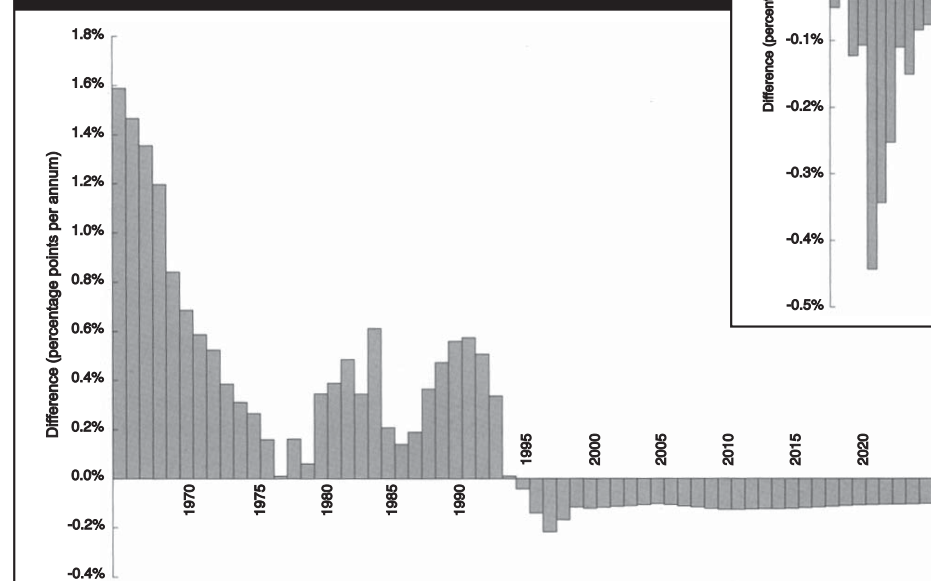
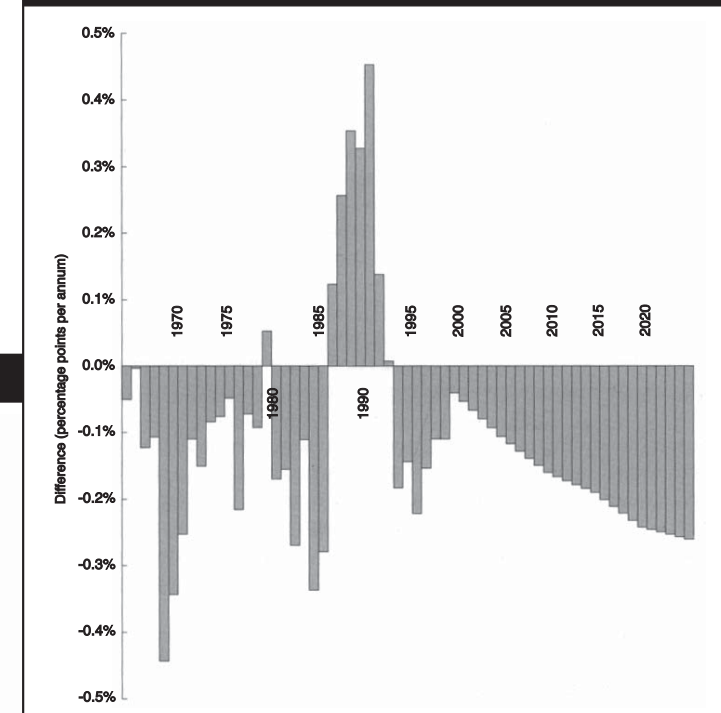


Figure 6.2 HGV traffic growth less GDP growth (5 year moving average)



Source : SACTRA Report p129

## Transport and the Economy - How should the SACTRA conclusions affect appraisal practice in Scotland?

Some personal thoughts by Derek Halden, STSG Secretary

Better appraisal of transport and economic development issues is essential for the future success of Scotland. As a small country competing in a global marketplace, Scotland needs appropriate transport links. The key question for appraisal is how do we define "appropriate" at national, regional and local levels.

When the brief was issued to SACTRA in 1996, it appeared to be suggesting a rather narrow theoretical study linking transport scheme investment with GDP. It was not clear why such a complex approach was considered potentially useful, particularly when competing investment priorities such as building new schools are not appraised in this way. As a country we need well educated people and efficient transport systems, so it is important that our appraisal approaches reflect these objectives. Thankfully SACTRA were able to widen their terms of reference as explained in their 1999 report "Transport and the Economy".

SACTRA highlight that in Britain, we move more goods, and people travel more miles, as a proportion of our GDP than most of our international competitors. This suggests that we should be able to improve our competitiveness by travelling more efficiently. So does the report provide a way forward to help appraise transport efficiency in Scotland? The 51 recommendations in the report can appear daunting, since major research projects are called for, which will be both expensive and time consuming. There is also a large amount of economic theory, sometimes giving the impression that the Committee has drifted away from practical appraisal issues. However the strength of the report is that it provides a structure for encouraging the practical application of new approaches to economic appraisal, set within an integrated policy approach to transport.

It emphasises that improvements are required in appraisal practice. Although traditional cost benefit analysis should continue to be an important part of the appraisal process, SACTRA highlight many conditions for fully specified cost benefit analysis which are very difficult to meet including: accurate representation of real travel behaviour, a perfectly competitive economy, and sufficiently wide geographical coverage. The Committee also conclude that sweeping generalisations about transport and the economy are not helpful, and that effective policy and scheme appraisal should look at both the positive and negative impacts of schemes.

Their report highlights a number of deficiencies with past appraisal practice. One particular impact of Scottish significance is that "network effects" may have been underestimated in appraisal. It is therefore interesting to consider that the dual carriageway to Aberdeen, the new A9 between Perth and Inverness, and the Glasgow to Gretna motorway have dominated road investment, but all proceeded despite their relative cost benefit analysis ratings rather than because of them. It may be that we will find that better appraisal based upon the SACTRA recommendations will have a greater impact on the political priorities for investment.

SACTRA suggest a broad based appraisal approach, which recognises the strengths and weaknesses of cost benefit analysis, and sets such analysis within a wider context. Probably the greatest strength of the SACTRA conclusions is that appraisal can be as simple or as complex as demanded by the individual situation. However there should be four key strands:

- \* To identify the rationale for intervention
- \* To calculate the benefits/disbenefits of the intervention using conventional transport cost benefit analysis
- \* To identify what other economic impacts need to be included
- \* To define the pattern of gains and losses, in both economic activity and jobs, which will arise from the intervention?

Such analysis will allow the important economic impacts of a policy or scheme to be identified explicitly. The development of guidance for the recommended "Economic Impact Reports" in Scotland need not await further research about potential new complex analytical tools. It should be recognised that while new tools may lead to more robust appraisal in the future, guidance can be issued now to standardise the existing qualitative and quantitative analysis approaches.

It has sometimes been noted that SACTRA are given jobs that reach the "too difficult" basket within the Department of Transport. At first sight the report which they have produced as the output from their work might also reach the "too difficult" basket. However, the Committee's conclusions are far too important to be ignored if Scotland is to be increasingly competitive at a global level. Their report provides a structure within which future appraisal can be both accurate understandable. If Scotland is to attain integrated transport systems, which are at least as efficient as its major competitors, then decisions need to be based on sound political judgement informed by robust and consistent appraisal.

### Edinburgh's Transport Choices, Edinburgh City Council, October 1999

The leaflet outlines three broad choices, all involving some shift to walking, cycling and public transport but with increased finance from local road pricing offering much more scope for increasing the quality of these alternatives to the car. **Option 1**, based on a **£1 a day charge at the city boundary** or a **£1a day city centre permit** raising £30m a year would allow a network of rapid transit routes, a full cycle network, improved bus services at all times of the day and major regional rail improvements including Fife and Galashiels. **Option 2**, based on **workplace charging** at £200 a space per year (raising £5m) permits more frequent buses, one or two more bus expressways, one-third of the proposed cycle network, park+ride and reopening of the South Suburban railway. **Option 3**, based on present funding, includes more bus lanes, one extra bus expressway, park+ride and opening of one-fifth of proposed cycle network. All options have **20mph speed limits** in residential areas but with varied quality in the level of traffic calming. The wording is arranged to encourage preferences for Option 1 and to focus attention on the extent of measures needed to produce acceptable alternatives to car use while improving public transport and street conditions for existing users, residents and visitors. FREEPOST is provided for replies to the City Council.



Free from Scottish Executive, November, 1999  
(12 page Summary & 124 page main document)

Published on 4 November, this long anticipated document contained some surprises. Ayrshire was the main winner with 2 of the 5 schemes proceeding to construction over the next 3 years - the **M77 extension** south from Malletsheugh and the **A78 Ardrossan-Saltcoats-Stevenston Bypass**. The other main schemes are the **A1 Expressway** from Haddington to Dunbar, the last link in improving the **A830(Arisaig to Kinsadel)** and the **A96 Fochabers-Mosstodloch Bypass**. Apart from the M77, which will be a PFI project, all of these will be conventionally financed and benefit from the additional £35m for road building (over 3 years) announced by Finance Minister Jack McConnell on 6 October. No commitments are made for the core Central Belt area though completion of the **M8** and **M80** will receive further analysis as part of multi-modal corridor studies. In the case of the M80, the **Kelvin Valley route** option has been rejected and plans for the **Fastlink** (from Bathgate to the M74 at Millbank) have been abandoned. Preparatory work on an additional **Kincardine Bridge** will continue and future funding may be released for this project. Three schemes have been delayed pending further multi-modal appraisal - the **A68 Dalkeith Northern Bypass**, the **A90 dualling Balmedie-Tipperty** and the **A985 Rosyth Bypass**. Finally, three other trunk road schemes are to be replaced by less expensive variants - the **A9 Ord of Caithness** improvement, the **A92 Preston-Balfarg** section in Fife and the **A96 Keith Bypass**. Outwith the trunk road programme, the relevant local authorities have been asked to consider taking forward proposals on the **M74 Extension corridor** and on the **A8000 corridor** (linking the Forth Road Bridge to the M9).

	Estimated Capital Costs	Probable start-date
M77 Extension	£60m	2002
A78 Bypass	£26m	2002
A1 Expressway	£32m	2001
A830	£10m	2000-01
A96	£12m	2003
M8 completion	£100-£108m	subject to further study
M80 completion	£130m	"
Kincardine Bridge	£60m	"
Dalkeith Bypass	£22m	"
Rosyth Bypass	£17m	"
A90	£18m	"
M74 Extension	£180m	referred to local authorities
Forth to M9	£15m	"

*Note: Within the Roads Budget, maintenance expenditure has been increased and priority has also been given to smaller schemes aiding safety e.g on Perth - Dundee road and on Forfar Bypass.*

In the full Review Report, Chs 2 to 4 deal with **maintenance, network management** and **safety** issues while **appraisal** (including environmental issues) and links between **trunk roads and the economy** are dealt with in Chs 5 to 7. ANNEX 1 is concerned with the 73 responses to the previous consultation on appraisal and ANNEX 2 expands on the **New Appraisal Methodology(NAM)**. The five key criteria are *Integration, Economy, Safety, Environment* and *Accessibility*. Reference is made to the SACTRA Report (see p8 an 12) and stress is laid on the need to evaluate the role of public transport in urban regeneration and on 'working with business and planning authorities to identify ways in which the traffic generating impact

of new economic development can be minimised. Businesses should locate in places readily supported by attractive, high quality public transport'. There should be greater awareness that 'developments that generate additional traffic on congested roads can lead to significant environmental and economic costs'.

These sentiments and the priorities selected in the Review give an indication of the direction of Executive thinking. The crucial decision in the Review has been to progress comparatively inexpensive projects (though several still depend on completion of statutory procedures) serving more rural parts of Scotland where there is less potential for modal shift than in the Central Belt and the approaches to Aberdeen. Even so, the scale of **A1** up-grading and the emphasis on **Ayrshire** seems to have more to do with political considerations and local lobbying than with the application of NAM. So far as the **Central Belt** is concerned, there has been disappointment at a continuation of 'reviews' and an inability to determine priority projects within a multi-modal approach which government adopted more than two years ago. One reason for this delay has been the very different structures applying to roads and railways in Scotland and the lack of progress in applying corridor evaluation. For example, the Review quotes the **Railtrack** expectation of 30% passenger growth over the next 10 years without appreciating that this is a general forecast already being revised upwards by Railtrack and incorporating much higher growth (and modal shift) on corridors such as the principal Scottish corridor from Ayrshire through Glasgow and Lanarkshire to Edinburgh, Fife, Dundee and Aberdeen. The present basis of NAM needs to be varied to include a sharper focus on what should be included in multi-mode action programmes within the next 5 years as well as in the longer-term. Pragmatically, the Executive may be delaying action because - given present tight budgets - it sees an imperative to place an onus on local councils (notably Edinburgh, Glasgow and Aberdeen) to achieve more funding through **road pricing**. Movement on this issue could then be linked with **rail franchise/track access re-negotiations** and with new funding released to the Scottish Executive through Treasury reallocations and an **earmarked Fuel Escalator** (see p3) closer to the next UK election. The risk here is that further delays and a lack of strategic vision will increase congestion and related costs. Rather than decisions taken in 2001 or 2002, strong arguments can be advanced that decisions on key Central Belt priorities should come in the next 6 to 12 months. These could include the first moves on differentiated and earmarked road pricing linked with multi-modal programmes including **high-quality rail services from Ayrshire to Edinburgh and from Edinburgh to Aberdeen, airport links, a rail freight connection to Fife** (including Rosyth) from Stirling, a replacement for the **A8000**, mainly on-line completion of the **M8** and the **M80** and agreement on an **extended Clydeside Expressway** (replacing the M74 Extension) from the Clyde Gateway at Cambuslang to the M8 and Clyde Waterfront west of the Kingston Bridge \*. Similarly, a scaled down M77 Extension could facilitate earlier funding of improved rail links to **Kilmarnock** and earlier construction of the commercially and environmentally important **Glasgow South Orbital Link** from Malletsheugh to East Kilbride. This is the agenda which needs to be opened up and which would ensure application of the principles incorporated in the Strategic Roads Review.

(for press comment, see H29Sept 7,8&29Oct,5Nov; S5Nov)

\* See outline and analysis of Glasgow and Clyde Valley Structure Plan on inside rear cover.