

Scottish transport review

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SPECIAL THEME:

Integrated Transport – Implications for Competition, Ticketing, Information, and Services



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Latest Research Findings

Regional Transport Partnerships

Road Charging in Edinburgh

Integration priorities for the new ScotRail franchise

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Many people only find time to read one article in Scottish Transport Review each quarter. Read this one. It surmises that the Competition Commission do not understand the transport industry and by seeking to minimise travel cost

The Scottish Transport Studies Group (STSG)

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

through current approaches to regulation, they undermine the competitive position of the public transport industry by creating higher travel times than are necessary.

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Who decides what goes in STR?

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

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

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

Integration as a Key Goal of the ScotRail Franchise

By Gordon Dewar, Commercial Director, Firstgroup

Three weeks into the new First ScotRail franchise and the challenge for integration is a key path forward. Scottish policies on environment, economy and social inclusion all place transport integration and resultant modal shift as key levers for directing Scotland forward. The transport industry and its public sector partners simply must deliver.

The new First ScotRail franchise commitments and plans recognise the imperative but also the need to involve all stakeholders in the solution. That is why we are setting up regional forums to address local issues and aspirations and also special groups such as disabled access

groups and, of course, an integration group to seek consensus and establish ways of delivering the projects that have merit and support.

I start from an optimistic viewpoint. The gap between reality and vision is smaller than some might imagine. The 'physical elements' of integration, that is the actual services often already exist. How many bus services pass our train stations in towns and cities? The answer is lots! What is missing are the softer and management elements such as information (before and at time of travel), integrated ticketing and operational control that ensures our services work together and our customers are

advised of changes or options when there is any disruption.

I believe we can find new ways of bridging these gaps as part of our plans on investment and proactive development. I am convinced that First ScotRail can be a positive force for delivery so long as others are willing to put in the effort and we are all, on occasion, prepared to take some commercial risks for the greater good.

We hope to meet many like-minded individuals and organisations in our integration forums and I look forward to celebrating our partnership successes in the coming months and years.

A 21st Century Public Transport Information System in Dundee

By Phil Berczuk, Steer Davis Gleave

Home to DC Thompson, birthplace of Desperate Dan and famous for the 3J's of Jam, Jute and Journalism – Dundee may seem an unlikely place to find one of the UK's most ambitious and cutting edge transport information and infrastructure projects. However, thanks to a pioneering attitude from the Transport Department of Dundee City Council and a major Scottish Executive Public Transport Fund award, the city launched Stage I of the Bringing Confidence into Public Transport (BCPT) project in spring 2004.

The Public Transport Information System (PTIS) is part of Dundee's Bringing Confidence into Public Transport (BCPT) project. Awarded Best Information Project at the recent Scottish Transport Awards, the BCPT project delivered bespoke shelter designs for Ninewells Hospital and city centre bus interchanges, bus departure displays, on-street information kiosks with fully interactive mapping and journey planning, high quality printed information for all of the city's bus stops, city-wide real time information, and WAP/SMS journey planning and departure information.

Steer Davies Gleave was commissioned with partners Travel Info Systems, Region Services Limited and MPC Northern in January 2003 to deliver the kiosks, LED signage and Public Transport Information System (PTIS) and architects, Nichol Russell Studios, were commissioned to design the city centre shelters. In keeping with the aspirations of the council, an innovative and cutting edge solution was developed.

The Journey Planner uses a wizard approach with the interface and functionality honed through local user testing and focus groups. The journey planner is accessible through the internet and the on-street touch screen kiosks. Users can plan their journey from an interactive map or by typing in an address, postcode or place of interest. The high quality mapping enables seamless and fully scaleable exploration of the city. Bus stops or points of interest can be selected to display related information such as at-stop facilities, stop name, SMS code and next 3 departures. The departure information will transfer to real-time when the forthcoming system is launched towards the end of the year. This will allow users direct access to real time information from their desktop. The WAP site allows full journey planning features on mobile phones. And, acknowledging the needs of the visually impaired, the new city centre shelters are fitted with audio information triggered by smart cards held by local visually impaired users.

Supporting the PTIS is a paper-based information strategy. A schematic map of the city's bus network forms the basis of a comprehensive system of at-stop printed information – to be implemented at all bus stops in Dundee. The map has been developed with the support of the main local operators and responds to local needs. The project has helped revolutionise local bus services, bringing cutting-edge connectivity to this Scottish city.

Using the National Free Concessionary Travel Scheme to develop the Market for Smartcards

Iain Sherriff, Director of Transport,
Dundee City Council

In Scotland a free off-peak travel concession on buses was introduced in 30 September 2002 for women aged 60 and over, and for men aged 65 and over. On 1 April 2003 free travel was extended to men aged 60-64. Surveys in 2001 showed that the most important reason why elderly people do not use buses is because they have access to car. However surveys of off-peak boarding at bus stops has shown a 67% increase in concessionary trips and the increase is due to take-up of passes especially amongst those living in car-owning households.

Although car owning concessionary pass holders make less bus trips than those from non-car owning households, by increasing the bus travel of the new car owning pass holders their car use could be decreased further and thus assist in the achievement of sustainability targets. Importantly, the prospect that concessionary passes could be multi-application smartcards opens up opportunities for the cards to carry offers and provide incentives to use public transport.

This is a good example of one potential use of multi-application smartcards to reach new target groups for public transport. The first step is to build a core market for smartcard use. Putting a smartcard into the hands of concessionary travellers including socio-economic groups who have not been traditional public transport users can be a way of widening incentives to travel by public transport, particularly where the card has other applications in addition to being a public transport ticket.

Making Public Transport Personal – Information from Traveline Scotland

By John Elliot, Chief Executive, Traveline Scotland



Some transport operators produce very high quality timetables and maintain very high quality web sites. However, these normally only provide information about their own services and products. Many journeys require interchange from one bus to another, or involve a change of operator or mode. Faced with the complexity of getting and understanding all of the bits of information some people give up and get the car out of the garage.

Traveline provides impartial journey planning advice in as simple a way as possible. Through our call centre (open from 0700hrs to 2200hrs daily), our Web Site (always open) and our txt2traveline sms service public transport information is much more accessible.

The need for this integrated public transport information is now well proven based on usage. Traveline Scotland handles over 12,000 calls per week at our call centre, the demand for the service continues to grow with 30% year on year growth (75% in the last eight weeks as the effect of our marketing/awareness campaign has kicked in) and in excess of 30,000 weekly visits to our web site.

Integrated information is an essential baseline for development of integrated ticketing and Traveline will become even more essential as we

see integrated ticketing developments in the years ahead.

Making things happen is all about partnership. None of this would have happened were it not for the strong support of Scottish Executive, Public Transport Operators, and Local Authorities working together to make it happen. The complexity behind making information simple to public transport users and potential users is considerable. There have been difficulties, both technical and political along the way, and no doubt more are waiting round the next corner, but this strong partnership in Scotland, focussed on customer, delivery and quality will ensure continuing improvement.

It is stating the obvious to say that it is people who make journeys, but perhaps not so obvious that each has a personal need to get from somewhere to somewhere else and some will have a personal preference as to how they travel. Some people are happy to interchange to make a shorter journey and some prefer not to interchange. Making the information available in an impartial and comprehensive way lets people tune their journeys to their personal preferences just like we do when making a car journey. I cannot think of a better contribution Traveline Scotland can make than to make Public Transport personal.

Can Local Authorities Promote Integrated Ticketing? The View from the Association of Transport Co-ordinating Officers

By Roy Mitchell, West Lothian Council

ATCO Scotland firmly supports the introduction of integrated ticketing and applauds efforts by operators and local authorities to create more attractive products and encourage modal shift.

It acknowledges, however, that as a result of the Competition Act placing restrictions on joint working, introduction of joint schemes is proving difficult to achieve, and considers that if multi operator ticketing schemes were exempt from this legislative burden much more progress could be made.

ATCO Scotland also supports the introduction of a national concessionary travel scheme, provided that there is no reduction in funding for local authorities to enable local bus services to continue to be supported: a national free off peak bus travel scheme would unquestionably place more pressure on authorities to support more local bus services as residents in locations with few, or no, bus services would demand the same travel rights as other Council Tax Payers in the local authority area who do receive public transport facilities: therefore consideration should be given that Community Transport offers an alternative (and possibly cheaper) transport source.

The Integration and Competition Debate in the Scottish Parliament

Some interesting quotes from recent proceedings of the local government and transport committee.

Lothian Buses chief executive Neil Renilson when asked why council-owned Lothian does not run buses in West Lothian answered

“I know that if I run buses from Edinburgh to Livingston or Broxburn, First will regard that as an attack and will then run buses in the

city against mine. The reality is that I will not snap at their (First's) heels in case I get stood on. I will not start a bus war in West Lothian as I risk being squashed.”

“First had a good enough go at us last time, when we did nothing to provoke it, so I will not

provoke it by going out to West Lothian, unless there is some other good reason for doing so.”

Responding to Renilson, convener Bristow Muldoon said: “Forgive me, but that does not sound like competition; it sounds like an informal cartel.”

Competition in the UK Public Transport Industry

A Summary by the TAS Partnership

The Commission for Integrated Transport (CfIT) asked The TAS Partnership Ltd to provide advice on competition in the provision of public transport services in the UK. In summary, the key findings of this work are:

- The Government has set transport policy objectives designed to encourage greater use of public transport in preference to the private car for key journeys. It follows that public passenger transport modes must compete more effectively with the private car. The Government considers this to be in the public interest.
- Price alone is not the main determinant of demand for public transport, and should not therefore be viewed in isolation from other factors – best summarised through the concept of generalised cost. The maximum benefit to the public interest will come through the minimisation of generalised cost, which in simple terms means keeping fares as low as possible and reducing the time elements (waiting, journey time, access time to end destinations) of public transport.
- Improved co-ordination between operators and between transport modes reduces the generalised cost of public passenger transport journeys. Such co-ordination measures are therefore in the public interest: Co-ordination reduces perceived and actual journey time, particularly where a change of public transport mode or service is required to complete a journey. Co-ordination, which delivers through ticketing or network ticketing, reduces the fare price of journeys where a change of public transport mode or service is required to complete a journey. Network ticketing also reduces the marginal cost of additional journeys, in many cases to zero. Inter operator competition can reduce the generalised cost (predominantly through the fare price), but does not give the types of enhancements to service delivery offered through greater cooperation.
- Common ownership of different modes is not a necessary precondition for such co-ordination and integration, which can be delivered by co-operation and joint initiatives, whether promoted by local authorities and PTEs, by such organisations as Journey Solutions, or by two or more operators working together.
- Public transport operators have no alternative but to try to compete with the private car, because their existing core markets are shrinking (mainly as car ownership grows).
- On the other hand, the current structure of the market means that the switch of a very small proportion of trips from car to public transport would mean very significant increases in demand for operators. Therefore, the customer expectations of passengers who have a car available for their journey and potential passengers currently using a car are a key determinant of operator behaviour.
- There is strong evidence that, in the right market conditions, local bus services can, and do, compete with the private car.
- There is strong evidence that local rail services are in competition with the private car, and are proving effective in intercepting journeys into major urban centres. Indeed, the car may be a weak competitor for certain inter-city journeys and for trips starting or ending in central London, where rail may have some market power.
- The use of different modes for longer distance travel and for access to airports is determined by customers' income levels and valuation of their own time. There is therefore every prospect that both rail and coach can continue to co-exist profitably. There is no evidence that common ownership of competing modes has led to a diminution of cross-modal competition.
- The regulatory authorities and the Government are best placed to take decisions on the level of passenger rail services to be provided on a given route, balancing the interests of passenger and freight customers as well as the taxpayer and the wider transport policy objectives of the Government.
- The risk of internal competition between bus operators is a more effective influence on operator behaviour than is often appreciated.



How do travellers obtain journey planning information – Some Scottish Household Survey Results

By the Scottish Executive Transport Statistics branch

1. Introduction

1.1 This is the twenty-second in a series of short notes on transport-related results from the Scottish Household Survey (SHS). It discusses methods used to plan journeys made by car, motorcycle or bicycle, as well as sources of information on travel by bus, train or underground. Results are derived from over 10,000 interviews conducted with adults in households across Scotland between April and December 2003.

1.2 The interviewer asked the adult to think about the journeys he or she had made in the previous month. Showcards were used to prompt respondents as to what they had done to plan a journey by car, van, motorcycle or bicycle before setting out, and what they had done to get travel information or advice about journeys made by bus, train or underground. Each type of journey planning (such as “looked at a road map” or “telephoned Traveline”) mentioned by the person was recorded separately, but only one response was recorded if the answer was negative.

2. Journeys made by car, van, motorcycle or bicycle

2.1 21% of respondents had looked at a road map to plan a journey in the month prior to interview. The proportion was highest for men (25%), people aged 30-39 (29%), the self-employed (38%), those in higher managerial and professional occupations (41%), those with annual net household incomes in excess of £40,000 (41%), and people living in “accessible” rural areas (28%). These groups were also those with the highest proportion of people who drove every day (with one exception: the 40-49 age group had a slightly higher proportion who drove every day). 32% of those who drove every day, and 29-31% who drove less often, but at least once a week, had looked at a map, compared to just 6% of those who never drove. Chart 1 shows how the use of different methods of planning a journey varies with the frequency of driving.

2.2 9% of respondents had asked a friend in order to plan a journey. This proportion was highest for people aged 20-29 (17%), and those who were in further or higher education (18%). 8% had used route-planning software, or a journey planner on the internet. The groups who made the most use of such information technology were the same as those who made most use of a road map, with the exception of a slightly higher proportion of those employed full-time (14%) than the self-employed (13%) using I.T.

2.3 3.5% had contacted the venue they were visiting for directions, including 8% of those who were self-employed, and 11% in higher mana-

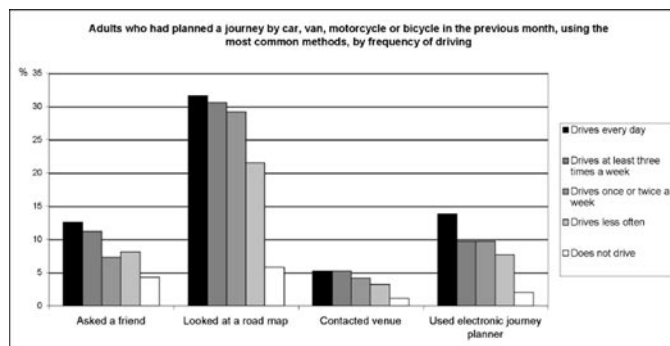
gerial and professional occupations. 1% had contacted the AA or RAC. 1% had checked Teletext for information on roadworks or congestion. Almost three quarters of adults had not used any method to plan a journey, mainly because they already knew the route (30%), had not made any journeys (23%), or said that someone else planned the route (10%).

3. Journeys made by bus, train or underground

3.1 11% of respondents had got information about bus, rail or underground services from timetables displayed at stations or bus stops. This proportion was the same for both sexes, and highest for those aged 20-29 (20%), those in further or higher education (24%), those with annual net household incomes in excess of £40,000 (14%), and those living in large urban areas (15%). Chart 2 shows the use of different sources of information and advice about bus, train or underground journeys, according to the frequency of use of local bus services.

3.2 The same groups also tended to have the highest proportion of users of the other sources of information or advice listed. 6% of respondents had asked a friend for information or advice about bus, train or underground services, although this proportion was highest for those aged 16-19 (18%), and there was very little variation according to income. 6% had used a timetable picked up at a station, or delivered through the door, with the proportion again highest for those aged 16-19 (9%). 5% of respondents had telephoned Traveline. This proportion was higher for women (6%) than men (4%). 4% had used the internet. Less than 1% had used any of the other responses listed.

3.3 Of adults who had used a local bus service in the month prior to the interview, who said that they had used a timetable displayed at a station or bus stop, 23% disagreed with the statement that the bus ran when it was needed, compared to 15% of those who had not used a timetable. Of adults who had used a local bus service and consulted a timetable picked up at a station or delivered through the door, only 8% disagreed with the statement that finding out about routes was easy, compared to 13% who had not used such a timetable. Conversely, 19% of bus users who had telephoned Traveline disagreed that finding out about routes was easy, compared to 12% who had not rung. Of those who had used a train service in the previous month, the proportions who disagreed with the statements that the trains were frequent, that they ran when needed, and that finding out about train routes and times was easy, were higher for those who had telephoned Traveline or accessed the internet for information than for those who had not.



4. Background and Further Information

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

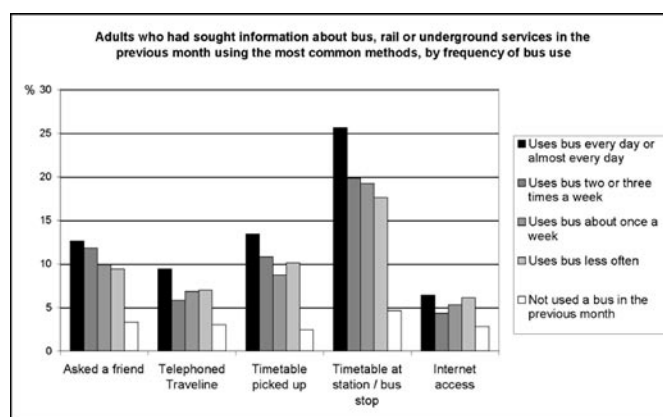
- Household Transport (latest edition: November 2004) - provides the results of most of the Transport questions (but not the Travel Diary) for Scotland as a whole;
- Transport across Scotland (latest edition: February 2004) - provides the results of the main Transport questions (but not the Travel Diary) for each Council area;
- SHS Travel Diary results (latest edition: May 2004) - provides the

main Travel Diary results for Scotland as a whole and for each Council area.

All are available from Blackwells bookshop, or at: www.scotland.gov.uk/transtat/latest.

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

Further information about the SHS can be found at www.scotland.gov.uk/shs. Enquiries should be made to the SHS Project Manager: Tel: 0131 244 8420 Fax: 0131 244 7573 Email: shs@scotland.gsi.gov.uk.



Scottish Transport Statistics Vol 23, 2004

Comment by Tom Hart

Scottish Transport Statistics (STS) was published on 27 August 2004 and starts with a Summary, which describes the trends for each mode of transport over the past ten years, compares some key statistics with the equivalent figures for Great Britain and provides some longer-term historical series. This is followed by chapters on Road transport vehicles, Bus and coach travel, Road freight, Toll bridges, Road network, Road traffic, Injury road accidents, Rail services, Air transport, Water transport, Finance and Personal and cross-modal travel.

New features in this issue of Scottish Transport Statistics include information on cross-border trips, train, air and ferry punctuality and both international and GB/Scotland comparisons. While press coverage concerning the statistics focused on gridlock fears as traffic and vehicle numbers again increased, the data shows that Scotland and England now share a large reduction in rates of road traffic growth with severe congestion confined to limited routes at limited times.

While several major roads and toll crossings show higher rates of growth, annual road traffic growth in Scotland barely exceeded 1%. Traffic is static or falling on rural roads and on many city streets. In this situation, there is credibility in the Executive's arguments that improved delivery and policy adjustments – including greater use of demand management – can further reduce traffic growth and ease congestion with related benefits for the economy and social access. The statistics also show Scotland following the pattern of advanced European countries where growth in car numbers has not been matched by increased use.

Bus trips have been rising considerably faster than car use while ScotRail passenger trips, recovering from the unique problems since 2000, have resumed the strong growth shown in the 1990s. Air travel is also replacing car travel and some rail travel in personal preferences. The appearance of a large rise in road deaths is likely to see intensified action to renew casualty reductions.

Category	Year				% Change	
	1993	1998	2002	2003	2002-2003	1998-2003
Motor vehicles registered (Million)	1.90	2.10	2.33	2.38	2.1	13.3
Vehicle kms major roads (Billion)	23.1	26.0	27.3	27.7	1.4	6.5
Vehicles on major bridges (Million)						
Forth	18.2	20.8	23.4	24.0	2.6	15
Tay	6.9	7.8	8.4	8.7	3.2	11
Erskine	6.8	8.0	9.5	9.7	2.1	21
Skye		0.66	0.72	0.76	5.6	15
Road Deaths	399	385	304	331	9	-12
Local bus trips	525	413	445	450	1	9
ScotRail trips	52	58.3	57.4	62.3	8	7
Air Passengers	11.1	15.2	19.8	21.1	6.5	45

Congestion Charging in Edinburgh – The Outcome of the Public Inquiry

Summary by Transport Initiatives Edinburgh TIE

The inquiry into charging in Edinburgh has found in favour of the proposals subject to Edinburgh residents outwith the outer cordon being subject to charging. In order to reach its conclusions the inquiry addressed a set of twenty questions relating to all aspects of the design and operation of the congestion charge as follows:

Q1. Is the Congestion Charge nothing more than a ‘tax’ on motorists?

The Inquiry rejected this contention recognising that the charge is ‘...tied directly to what routes are being used and when and how they are being used.’ Thus it is charging for the use of a resource and is not a tax.

Q2. Has the problem of current and forecast traffic congestion in Edinburgh been exaggerated?

The Inquiry found that the problem was real and that traffic congestion would increase. It noted that this view was shared ‘...by the business community for which efficient and reliable movement of goods and people is vital.’

Q3. Are there viable alternative strategies to dealing with congestion?

The Inquiry considered a number of alternative proposals and concluded, ‘None of the matters raised persuade us that any alternative approach (to congestion charging) is realistic.’

Q4. Is the scheme belated or premature?

The Inquiry found no reason why the Council should have pursued this course earlier and that whilst there were still some matters to be settled there was no reason to delay.

Q5. Is the Modelling an adequate basis on which to proceed?

The Council and tie (Transport Initiatives Edinburgh) made use of an extensive range of transport, land use and economic models. The Inquiry felt that these may have been too complex for the task but concluded that concerns about the modelling were not so great as to stop them forming a helpful contribution to the assessment of the merits of introducing a congestion charge.

Q6. Is the Automatic Number Plate Recognition technology the appropriate choice?

The Inquiry found that while better systems may be available in the future, ANPR was suitable for the task.

Q7. Is a licensing or zonal scheme preferable to a double cordon?

The Inquiry found that although other schemes seemed attractive they would inevitably

cost too much and stated, ‘Despite its limitations, the cordon basis of charging is the only practicable one at present.’

Q8. Is a single cordon of charging points preferable to a double cordon?

The Inquiry found that the double cordon arrangement was the best proposal both for reducing congestion and for making sure that revenues raised were sufficient to bring in the transport improvements for both Edinburgh and the neighbouring council areas. It concluded that if the scheme was to proceed at all, then the two cordon basis was the right one.

Q9. Are the charging points appropriately sited?

The reporters accepted both the cordons and made some suggestions for minor adjustments.

Q10. Is £2 an appropriate charge?

While the reporters noted that, ‘There are powerful arguments to be deployed in favour of imposing a higher charge’ they stated that, ‘...an addition of £2 to a journey to work or to shop would not be disproportionate.’

Q11. Are the methods of payment customer friendly?

The Inquiry found that the Council had thought about payment, ‘...in nearly every feasible way that could be considered...’ However, it did suggest extending the period allowed for payment to the end of the next working day. This will now be considered.

Q12. Are the charge times set appropriately?

The Inquiry decided that the times proposed by the Council gave the best balance of start and finish times.

Q13. Are the non-chargeable vehicles/exemptions correctly identified?

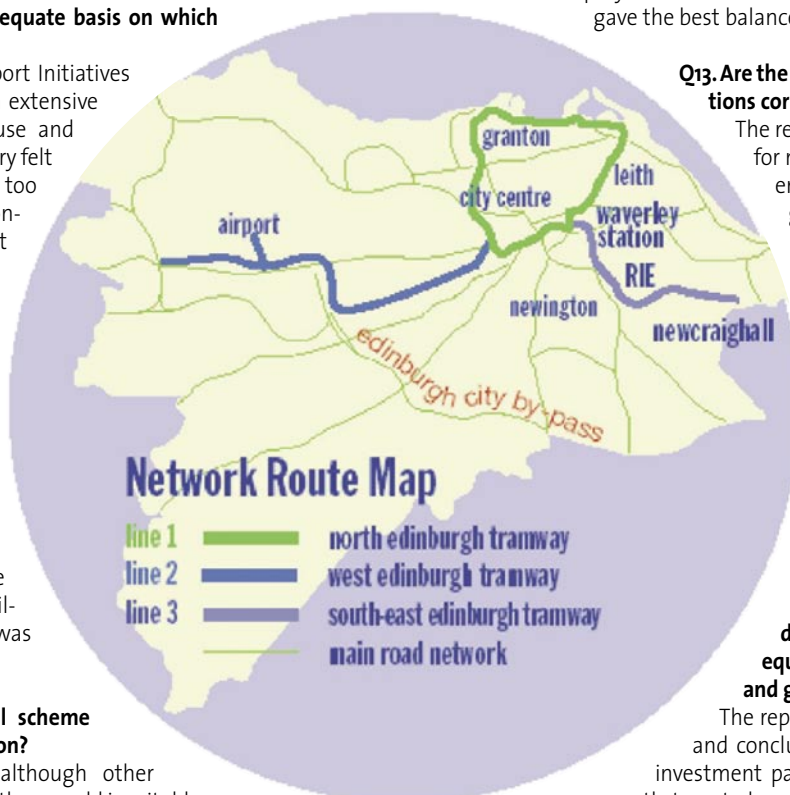
The reporters agree with the proposals for motor cycles, disabled drivers and emergency vehicles but have suggested that the charge should be extended to other vehicles such as taxis and buses. This will be considered before the report goes to Council.

Q14. Are the amount and content of the Pre-Charging Investment Package adequate?

The Inquiry found no reason to disagree with the amount or content of the package.

Q15. Is the amount of the Additional Investment Package adequate and is it sufficiently defined and genuinely additional?

The reports explored this in some depth and concluded that in all major areas the investment package was appropriate and correctly targeted.





Q16. In particular has sufficient thought been given to cycling, walking, car parking, park and ride and heavy rail?

The Inquiry found that while there was still potential to develop greater use of cycling and that the use of heavy rail may have been underestimated overall the balance was about right.

Q17. Would the scheme achieve its objectives in reducing congestion and/or noise and emissions?

The reporters recognised that the Congestion Charging Scheme would not cause any dramatic overnight changes but that they would have a useful effect and stated that, '...that most of the road network in the city would experience less traffic and associated noise and air pollution...' and 'In sum, we see the scheme as likely to provide worthwhile alleviation of increasing congestion, especially in the environmentally and economically sensitive city centre.'

Q18. What would be the impacts on local and regional economies and spatial planning?

The Inquiry report states, 'Overall we do not consider that the modelling results can be held to indicate any significant adverse effects on the city region's economy.' And firmly states that '...it seems unlikely that traffic changes caused by the scheme would significantly restrain the general growth in property values in Edinburgh.' (A report on the impact of the congestion charge on the retail sector has been commissioned by the Edinburgh City Centre Management Company and is now in the final stages of preparation.)

Q19. Has the process of consultation been inadequate?

The reporters state that, 'We find no evidence to support claims that the public consultation was deliberately obscure in content and fragmented in delivery, in order to distort the public reaction to congestion charging,' and concludes, '...We consider that CEC could not have done a great deal more to meet the expectations for consultation...'

Q20. What effects would there be on the problem of social exclusion?

Although this is not a primary aim of the scheme it is in the Local Transport Plan and thus part of the inquiry. The reporters concluded, '...the transport improvements achievable by congestion charging would tend to reduce rather than increase problems of social exclusion.'

The reporters also probed the scheme for compliance with National Policy and Guidance on Transport. Here it was judged against four criteria.

1. That the scheme will reduce congestion and/or noise and emissions.

The reporters stated 'We are persuaded that the scheme would be likely to have beneficial effects overall in all these categories...'

2. That the net revenues from charging will be additional.

The reporters found that while the Council had a genuine intent with regard to this it was impossible to form conclusions based on future facts rather than current intentions.

3. That there is a fair treatment of those who pay the charge (and/or suffer the congestion or environmental problem) and those who would benefit from the scheme.

The inquiry states, 'Whilst there would be a minority of losers in terms of residential environment, the degree of loss would be too moderate to be regarded as unfair in view of the overall benefits.' They also recommended that the exemption for Edinburgh residents living outside the outer cordon be removed. This will be considered before the report goes to full council.

4. That a range of public transport improvements are in place before charging is introduced, with further improvements to follow.

The inquiry finds, 'The scheme meets the first part of this criterion, in that it includes proposals, of several kinds, for pre-charging improvements to public transport.' Some of these are already in place. And, 'Since it also included more far-reaching proposals for improvements thereafter, it also meets the second part of this criterion.'

News Briefing

This section highlights interesting transport news stories that have appeared in the general and technical press. The STR team does not have the resources to check the accuracy of this information and we suggest that readers use it as a lead from which to find out more – and when you complete this research tell others by sending an article for the next issue of STR, for which the closing date for material is 1 February 2004. We particularly welcome short articles of less than 500 words.

Funding, Planning and Management

The Spending Review outlined programmes until 2007-08. Transport spend is up 14% a year over the next 3 years compared to 30% for education (including universities) and 8% for health. Plans include a doubling of the Air Route Development Fund and funding towards airport rail links, motorway network completion and the Aberdeen Western Bypass.

The Association of Transport Co-ordinating Officers has expressed concern to the Scottish Parliament transport and environment committee that unwarranted assumptions are being made that a massive rise in concession fare support will give good value in relation to social inclusion and access objectives.

£2million funding has been announced to support school travel co-ordinators in local authorities. The Transport Minister Nicol Stephen announced that funding was to rise to over £20million per year by 2007/08 for cycling walking, safer streets and 20 mph speed limits around schools and related safety projects. The school travel co-ordinators are important for efficient management of this funding.

The Scottish Ambulance Service Annual report has noted a rise in air ambulance usage and costs due to the trend towards centralisation in specialist hospitals.

All Scottish rural petrol stations are being brought within the Executive's support scheme to up-grade pumps and add LPG facilities. 60 rural filling stations have received grants totalling £2.7m since the scheme started in 1998. Previously grants were only given if a station was further than 8 miles from another pump.

The Executive has commissioned sustainable



transport charity Sustrans to manage Active Travel Scotland.

Research by Dr Tom Rye of Napier University TRi for Edinburgh City Development Department has shown that 50% of staff drive to work compared to the site target of 34% and only 3.7% walk compared to a target of 18%.

A developer contribution of £1,500 will be levied on every house built in parts of the Borders from 1 November to pay for the proposed re-opening of the Edinburgh to Galashiels rail line. Scottish Borders Council have approved the flat rate charge which will apply to new and existing residential buildings for residential use for the north and south Roxburgh housing market areas, near the proposed rail terminus at Tweedbank. Affordable housing and low-cost rented accommodation will be excluded. The Council hopes to raise £7.4 million towards the £129 million cost of reopening the line between Tweedbank and Edinburgh. Payments will be held by the council and in the event of the project not proceeding within ten years of being authorised, it is proposed that all payments will be refunded with interest. There are doubts about whether it would be practical to return the funds to the house buyers who will bear the initial cost.

Rail Update

Opinions vary on the UK rail review with support for wider public ownership contrasting with fuller involvement of private operators under competitive conditions. Chris Cheek of the TAS Partnership noted that 'It's an open question as to whether Mr Darling's review will turn out to have helped or hindered rail improvements' Benefits may become clearer when the Railways Bill is published (scheduled for November).

The Railway Bill may also clarify funding responsibilities for rail compliance with the Disability Discrimination Act where there remains confusion about the role of operators, track/station providers and other public bodies. Uncertainty has also been expressed about funding responsibilities and commitments for Anglo-Scottish services.

The annual number killed on Scottish railways

has risen, mainly due to a rise in suicides from 8 to 20 and to deaths at level crossings from 7 to 15. Rail staff deaths were up from 6 to 9 but no rail passengers were killed.

Stagecoach/Virgin has re-entered the contest for the East Coast mainline refranchising from April 2005 and there are hopes that Scottish Executive influence may modify plans for service reductions north of Newcastle. Dunbar may lose some GNER services but gain Virgin Cross-country stops.

Under the new ScotRail franchise First must cancel no more than 0.8% of daily trains and comply with over 40 other quality targets or face potential penalties of up to £8m. Good performance is rewarded with bonuses of up to £2m. It is expected that most passengers will not have to stand for more than 10 minutes by next April. Monitoring will be undertaken to ensure fair competition with buses on 21 specified routes in the Glasgow and Edinburgh areas. Moir Lockhead of Aberdeen-based First has stated aims for greater and user beneficial integration of bus and rail under the new franchise and longer term aims for greater control of the track.

Existing steps to cut fare-dodging on ScotRail have brought substantial gains in peak revenues with plans for further action under the new franchise. New MD Mary Dickson has stressed her determination to improve quality levels on rail and give close personal attention to detailed performance.

Reopening Laurencekirk has been costed at £3.2m and NESTRAN has promised a viable option for Aberdeen Crossrail by December.

Buses and Trams Update

Lothian Buses has stated that pensioner concessions cost ordinary bus passengers 27p a day in enforced cross-subsidy.

Pressure continues for further improvement in frequencies to cross-suburban routes to Edinburgh Royal Infirmary.

First has withdrawn the bus service from Haddington connecting with rail at Newcraighall, ending a brief venture in bus/rail integration.

Patronage has stayed too low despite promotional efforts while the half-hourly rail frequency and unreliability also created problems in achieving a high quality of urban service.

Proposals for a Holyrood bus shuttle costing £75,000 a year have been criticised on the grounds that funding would be better used elsewhere and that the site has sufficient commercial potential to justify better access through adjustment of existing bus services.

In an agreement with Stagecoach Bluebird, Aberdeenshire's dial-a-bus service has been extended into Strathdon. Users must book at least a day before travel.

West Lothian Council and First are in crisis talks on improving what is seen as poor quality buses and services. First is claiming significant improvement since July.

The first Scottish guided busway, alongside the rail approach to Edinburgh from the west and Fife is nearing completion with services likely to start early in 2005. Better enforcement of existing bus lanes and faster delivery of new schemes is being sought.

STR26 stated that WESTRANS and Glasgow City Council were examining tram and busway mass transit options for the Clyde Waterfront but Councillor Alistair Watson has pointed out that the project is being led by SPT and Glasgow City Council with WESTRANS support.

Freight Update

Freight Magazine suggests that the EU working time directive (cutting hours from 55 to 48 per week), and requirements for digital tachographs by 5 August 2005 will generate a demand for between 21 and 26 thousand new drivers in the UK.

The Freight Transport Association report that EU rules ensuring the full liberalisation of international rail freight and cabotage by January 2007 could lay the foundation for a rail freight renaissance.

GB Freight has been chosen by Royal Mail to pilot a return of Anglo-Scottish mail by rail over the Christmas period with options for permanent restoration. Major expansion of the James Jones Lockerbie sawmill offers potential for rail freight.

Malcolm is expanding rail freight with interlinking services from England and Aberdeen to its Grangemouth base and experimental services linking Grangemouth with the west coast port of Greenock, avoiding road conges-

tion through Glasgow.

EWS is now providing on-line rail freight timetables.

Road Update

FETA has commissioned work on the installa-



tion of a new electronic charging system on the Forth Bridge with the potential for time-differentiated tolls. Equipment will be in position by early 2006 though the option of manual toll collection from tourists and other less regular users is being retained.

An Audit Scotland report on the condition of Scottish trunk and other roads has found that a £1.7 billion cash injection is required to bring maintenance up to acceptable standards. Local council roads were found particularly deficient though with much variation between councils.

Road deaths rose from 304 in 2003 to 331 in 2004 with the rise in motor-cycling and drink-driving by women being causal factors.

40% of cars driven by the 17-21 age group are gifts from parents and more households need space to park up to 4 cars as children acquire cars and stay longer at home.

The first full survey of Forth Road Bridge cables has found some broken cable strands and corrosion. No safety issue arise but the 40 year old bridge appears to be deteriorating faster than similar suspension bridges in USA.

Air Update

CSA Czech Airlines started a new route from Glasgow to Prague on 31 October in addition to the service from Edinburgh.

FlyGlobespan has announced extra flights from Glasgow and Edinburgh to Spain plus daily flights from Glasgow to Prague from next summer.

Hapag-Lloyd Express is introducing three flights a week between Edinburgh and Hamburg from December.

New routes from Glasgow to Canada, the Middle East and Mediterranean boosted

Glasgow's monthly growth rate (at 8.4%) above Edinburgh (6.6%)

Continental is cutting its daily Edinburgh-Newark service to 5 days a week over the winter. Islanders fear that if Loganair loses its air ambulance contract from 2006, there could be adverse impacts on Loganair's scheduled services to and between the islands. Tavish Scott MSP has suggested that islanders might operate their own services

Prestwick Airport is to invest up to £3m in improved facilities but issue of future ownership and improvement of the airport rail station is being examined by a working group set up by Transport Minister Nicol Stephen.

A new 2000 space multi-storey car park opened at Edinburgh Airport on 27 September. Parking fees have risen up to 23%.

Easy-jet has alleged that airport landing charges have forced it to pay little attention to Scotland and develop hubs in England including Newcastle

BAA masterplans for Edinburgh and Glasgow Airports are expected by December.

Loch Lomond Seaplanes are conducting trials for possible services between Glasgow, Bute, Arran and Inveraray. In Glasgow, seaplanes would land in the Braehead-Yorkhill area. Fares would be around £40 per single trip.

Shipping Update

The Scottish Executive is studying a new ferry link between South Uist and Mallaig.

Western Ferries is considering a Cowal-Bute ferry plus a return to Islay and options to transfer the Cowal terminal of its Clyde crossing from Hunter's Quay to Dunoon.

Options for possible local or regional control over ferries and air services are being examined by HITRANS and HIE as part of new transport frameworks for the Highlands & Islands.



WHAT HAS BEEN LEARNED FROM RECENTLY COMPLETED RESEARCH – A ROUND-UP OF THE KEY POINTS

Is rural transport investment delivering value for money?

By *Tim Steiner, Steer Davies Gleave*

During 2004, Steer Davies Gleave has helped the Scottish Executive to assess the value of their investment in rural transport. As separate commissions they have evaluated the benefits arising from the Rural Community Transport Initiative (RCTI) and the Rural Petrol Stations Grant Scheme (RPSGS). These (along with the Rural Public Passenger Transport Grant) are components of the Rural Transport Fund, first introduced in 1998.

Subject to certain eligibility criteria, the RCTI provides financial support to communities that wish to improve transport in order to meet specific locally identified needs while the RPSGS assists small filling stations with the cost of essential capital improvement works. At the time of the evaluations, nearly 150 community transport schemes and over 50 petrol stations had benefited from the funding.

Both schemes provide social, economic and environmental benefits to the communities that they serve and hence, during the studies, a framework was developed that could assess these benefits arising from each fund. Following each evaluation, it was found that both schemes were successful in contributing to their objectives, are providing substantial benefits to their local communities and are making efficient use of public funds.

Nevertheless, as with many initiatives that have been in place for some time, options that could achieve further benefits and improved efficiency of funding could be identified. Therefore, an appraisal process consistent with Scottish Transport Appraisal Guidance was developed. From this, recommendations for improvements were made.

Based on these, a number of changes to the schemes are now in place. The RCTI now includes a special Small Projects Fund, which provides a straightforward application procedure for smaller schemes. Additionally, increased marketing of the scheme is being undertaken, in order to raise awareness of the potential benefits that can arise.

The funding applications for RPSGS will now be assessed in more detail in order to prioritise those schemes that give the biggest benefits. Meanwhile, the eligibility criteria for the scheme have been relaxed. Previously, a minimum distance to next nearest station was set. This has now been removed to enable more communities to retain their local fuel outlets, as the evaluation showed that these additional schemes would generate further benefits.

KEY FINDINGS FROM RECENTLY COMPLETED RESEARCH

EDINBURGH VISITOR SURVEY 2004

Lynn Jones Research Ltd has been collecting the e-mail addresses of visitors to Edinburgh and directing them to the survey using Visitrac®, their own online survey and reporting system. Edinburgh visitors are asked over 40 questions on a wide range of subjects including transport.

	Origin			Age Group		
	All	Domestic	Overseas	<35	35-54	55+
Transport	N=639	N=237	N=402	N=251	N=280	N=108
Plane	30%	30%	30%	29%	32%	26%
Train	21%	22%	20%	27%	16%	17%
Private Car	20%	33%	12%	14%	25%	22%
Hired Car	11%	4%	15%	8%	12%	17%
Public Bus	8%	5%	10%	10%	8%	6%
Private Coach	7%	3%	9%	8%	5%	10%

Of the 639 visitors surveyed who visited Edinburgh between May and August 2004, 30% arrived by plane, 21% by train etc.

GOOD PRACTICE IN DEVELOPING AN INTER-AGENCY APPROACH TO ROAD SAFETY

A study to research and prepare guidelines on good practice in ensuring road safety is factored into major regeneration developments was

commissioned from Colin Buchanan & Partners by the Scottish Executive. The Guidelines have now been published and they were launched in October at the Scottish Road Safety Campaign's Annual Conference in Dunblane.

SHIPPING HUB DEVELOPMENT REPORT

Research for the Scottish Executive by Dr Alf Baird, Transport Research Institute, Napier University found that two major freight shipping hubs at Hunterston and Scapa Flow, Orkney would be able to economically handle the new generation of larger container ships (with only Felixstowe and Southampton also currently being able to handle such large ships in the UK). The report argues that the two Scottish ports need not be in direct competition if both were developed. Such hubs can offer significant cost savings compared to current destination-to-destination transport by large cargo ships sailing from the Far East to European ports.

REVIEW OF RURAL PETROL STATIONS GRANT SCHEME

(Scottish Executive Development Department Research Findings 2004 No. 186).

The Rural Petrol Stations Grant Scheme has been in place since 1998 with the objective "to support the retention of a sustainable and accessible network of fuel supply in rural Scotland". This study, by Steer Davies Gleave, evaluated the funding mechanism of the grant and the benefits that arise from it. Options for future changes to the scheme were identified and appraised, and from these, recommendations made. Following the review the Scottish Minister for Transport announced an expansion of the scheme from 1 October 2004.

MOTORCYCLE ACCIDENTS AND CASUALTIES IN SCOTLAND 1992-2002

(Scottish Executive Development Department Research Findings 2004 No .194). Published:27/10/04

The key aim of this research by TRL Ltd was to investigate motorcycle accident trends and identify measures that could be taken to reduce the number and severity of motorcycle accidents in Scotland. The number of motorcycle accidents in Scotland is increasing. The rate of increase from 1996 to 2002 is approaching 9% per year for killed and serious (KSI) casualties and just over 6% per year for all casualties. The observed increase in motorcycle casualties is closely associated with the increased number of licensed motorcycles. The casualty rate per million kilometres and per 1,000 licensed bikes is not increasing. The number of accidents involving younger riders has fallen, but the number of accidents involving 31-45 year olds has increased.

PARENTAL ATTITUDES TO ROAD SAFETY EDUCATION

(Scottish Executive Development Department Research Findings 2004 No 190). Published: 27/10/04

The main findings of this research by ODS Ltd were that parents perceive themselves as having the main responsibility to develop road safety awareness and skills in their children. Their most prevalent approach to road safety education is by example in "real life" situations. While they tend to use key road safety messages such as "Stop, look, listen", generally approaches to road safety education by parents are ad hoc. Most parents change their own behaviour when in road related situations when they are accompanied by their children to act as "role models". Parents have a high level of confidence in their children's road user skills, with the main risks faced by children perceived as external factors, such as "speeding motorists", rather than the behaviour of their child. Some parents expressed concern that road safety awareness deteriorated as children became teenagers or when they were with friends. There is a need for educational initiatives to "target" certain groups of parents whose children may be more at risk of involvement in a road accident.

EVALUATION OF THE 2003/2004 FESTIVE DRINK DRIVE CAMPAIGN

(Scottish Executive Development Department Research Findings 2004 No 191). Published: 27/10/04

Contractor: MRUK's research was aimed at evaluating the 2003 drink drive festive campaign and the broader 'Don't risk it' drink drive campaign. Findings included: almost all (94%) respondents drink alcohol either regularly or occasionally when socialising. Binge drinking occurs amongst both men and women and is more prevalent amongst men and in particular amongst men in the 17 - 29 year old age range. The majority (98%) of respondents agreed it would be better not to drink at all if driving and disagreed that it was acceptable to drink and drive if only going a short distance (91%). Drinking and driving was deemed acceptable amongst some respondents if certain caveats were applied. Discussions revealed that individuals will make a judgement on factors such as size, gender, body weight, and driving experience when considering whether to drive after drinking. A third (34%) of respondents had driven within a few hours of having a drink. Eighteen per cent of respondents had driven when they perceived themselves to be over the limit.

BARNARDOS'S SCOTLAND SURVEY

This suggests that children stay indoors due to fears of speeding traffic. More use of 20 mph speed limits and local play areas is recommended

LEX PARTNERSHIP ANALYSIS

Analysis in support of ScotRail franchising, has concluded that 60% of rail growth in SPT area in the 1990s was due to SPT actions. The other significant factors were GDP growth, population change and road traffic trends. Train service performance and fare changes had much smaller impacts

NEWLY COMPLETED RESEARCH PROJECTS

Casualty Rates: Narrowing The Range. Whilst at the national level the number of casualties in road accidents has fallen in line with the target, there is a wide variation in the performance of individual local authorities. This research from 2004-2005 seeks to find out why there is this large variation in casualty reductions and to highlight good practice in the administration of road safety within local authorities and to identify transferable lessons that can be applied across the country. To obtain the necessary information, a survey of all councils in Scotland is being carried out and this will be followed up with a number of representative case studies to allow for a more detailed appraisal of current practice. It was commissioned by the Scottish Executive from Colin Buchanan & Partners.

The Scottish Executive commissioned Halcrow in October 2004 to undertake a project on Green **Travel Planning in Scotland**. This 6 month project will map Green Travel Plans across Scotland, identify barriers and solutions, produce detailed examples of good practice in private and public organisations and make recommendations on how green travel planning might be better supported by a range of stakeholders.

Real Time Passenger Information. This involves research into public attitudes and bus operations with a focus on identifying the impact of the introduction of real time bus information system on a quality bus corridor in Edinburgh. This was commissioned from Colin Buchanan & Partners by the City of Edinburgh Council and the Scottish Executive. Contact: David McGuigan, CBP.

Accessibility – Scottish Household Survey Topic Report. This work has been commissioned by the Scottish Executive from a consortium comprising, Napier University TRI, DHC, MORI, University of Strathclyde, and Robert Gordon University. Completion is programmed for March 2005.

Western Isles Ferry Fare Mechanisms Study. Comhairle nan Eilean Siar (Western Isles Council) has commissioned the Employment and Transport Research Institutes, Napier University, and Roy Pederson to carry out a study to: identify potential models for alternative fare mechanisms that could be applied to Western Isles ferry routes; assess the economic and social impact of the introduction of alternative fare mechanisms on Western Isles ferry routes; make recommendations in regard to most effective form of fare mechanism on Western Isles ferry routes in order to stimulate increased economic activity and greater social stabilisation within the Western Isles. Contact: Malcolm Greig, Napier University.

The Bus Passenger Satisfaction Surveys 2003-2005, was commissioned from Colin Buchanan & Partners by the Scottish Executive. Early in 2004 CBP submitted their first report on the first of 3 telephone interview surveys for 2003, 2004 and 2005 to measure and monitor levels of passenger satisfaction among bus users. The November 2004 survey is currently underway.

Acorp has commissioned AEA Technology Rail to look at future options for **rolling stock for regional services** – including diesel light rail or tramtrains.

Business Headlines at a Glance

- HIAL had a loss of £643,000 in the year to 31 March compared to £1.3m the previous year.
- BA reports concerns at declines in business class travel, though economy class continues to rise due to BA's response to low-cost rivals.
- After recent difficulties, Edinburgh-based aviation and distribution service supplier John Menzies reports sales up 7% and profits up from £3.9m to £13.4m.
- Stagecoach has set up a £250,000 telemarketing campaign unit at its Perth headquarters. The aim is to boost bus use in selected geographical areas with a focus for the potential for increased commuting and travel by mothers with young children.
- Bus Industry Monitor 2004 reports that the largest pre-tax bus profits are in the conurbations. PTE areas in England show average 13.8% profit compared to 9.5% for Scotland and 7.7% for the English shires.
- Alexander Dennis, the rescued Scottish bus manufacturer with Jim Hastie as chief executive, is finalising a £10m investment plan on the back of £40m of new orders.
- New products include the first bus to reduce carbon emissions by 30%. The Scottish plant will shed 30 out of 790 jobs.
- Forth Ports saw profits dip 6.6% over the half year due to lower storage income at Tilbury and reduced North Sea oil volumes at Grangemouth.
- Renfrewshire-based Malcolm Group report a profit rise to £4.7m and increasing confidence that it can adjust to new drivers hours and higher fuel prices. Turnover in the core logistics division including road and rail had risen 6.5% to £37.7m. Rail freight had expanded, including a new daily train from Aberdeen to Grangemouth
- Dundee-based auto-transporter Richard Lawson Auto Logistics has gone into administration.
- P&O has announced major job losses and cuts in ferry services but Scottish routes from Loch Ryan are largely unaffected. Cuts are concentrated on English Channel services
- TRi Napier University has moved from Redwood House to the Sighthill Campus, EDINBURGH EH11 4BN

Winners at the Annual Scottish Transport Awards

By Tom Hart, Chair of the Judging Panel

These Awards organised by the RGU Centre for Transport Policy in association with the Scottish Executive, STSG and CPT aim to encourage innovation and good practice.

Winners in each category were:

- Fife Council are Scottish Local Authority of the Year in recognition of an energetic approach to transport ranging from road maintenance to ferry development, and including better bus stations, new rail halts, park & ride and walking and cycling initiatives.
- Aberdeen City Council won the Road Safety category to for an impressive performance in reducing road accidents faster than national targets and setting its own targets for further gains. National target reductions for 2010 have already been met.
- Dundee City Council hard work in improving information and bus access arrangements for the Ninewells regional hospital topped the Travel Information category.
- Dumfries & Galloway Council for cumulative efforts to improve rural transport and access won the Rural Transport category
- The Transport Integration award went to City of Edinburgh Council for Edinburgh Park Station as part of a wider aim to develop transport integration in the West Edinburgh growth zone.
- Most Innovative Transport Project award was for Stagecoach plc for the megabus.com project. This commercial project, first developed by Stagecoach in Scotland, uses on-line booking on high-capacity, low fare

coaches to boost travel by longer-distance coach services. Megabus has proved attractive to car owners as well as providing a better service for those lacking car access.

- Other winners were: Technology to GNER, Freight to Aberdeenshire Council, First Aberdeen as Scottish Public Transport Operator of the Year, Arriva Scotland West as Scottish Transport Team of the Year.

Personal awards were also given to:

- Dr Malcolm Reed for his Lifetime Contribution to Scottish Transport in recognition of his recent major work as leader of the joint Scottish Executive/SPT Rail Passenger Re-franchising Team.
- Sandra Whitelaw as Young Transport Researcher/Professional of the Year



Winning Team Scoops 2004 Saltire Awards for Civil Engineering



The £34M A1 Haddington to Dunbar Expressway, which was opened earlier this year received a commendation. The project team comprised the Scottish Executive, Balfour Beatty, Carl Bro and Scott Wilson. The commendation was given "in recognition of the detailed planning, design and execution of a major highways project which sensitively enhances the road network. In particular it recognises the outstanding achievement in delivering the Tyne Bridge." Carl Bro acted as Engineer under a Design and Build contract.

The £23M A8 Baillieston to Newhouse, which was also opened earlier this year, received a commendation. The project team comprised the Scottish Executive, Balfour Beatty, Carl Bro and Scott Wilson. The commendation was given "in recognition of the outstanding teamwork, detailed planning, attention to safety and skill in the execution of the upgrading of a key component of the Country's infrastructure."

Publications

Sustainability and the government's second response to the Report from the House of Commons Environmental Audit Committee, Department for Transport Aviation Division – This suggests that voluntary emission payments might be made by passengers but expects technical change to ease conflicts between aviation growth and targets for overall cuts in CO2 emissions

A Draft Practical Guide to the Strategic Environment Assessment Directive - ODPM, Welsh Assembly Government, Scottish Executive, Dept. of Environment Northern Ireland, July 2004

On the move – the changing face of the Scottish Bus Industry – incorporating Key Facts 2004, CPT August 2004 contact 0131 272 2150 or email marjory@mrodger.freeseve.co.uk

Bus Industry Monitor 2004, TAS Partnership

Light Rail, a guide to the practical, financial and legal issues, Nabarro Nathanson and Reg Harman – available on request to m.bonar@nabarro.com August 2004

Rail Map for People with Reduced Mobility, a National Rail publication with support from RPC & SRA www.nationalrail.co.uk - indicates levels of access at rail stations and interchanges with insert maps for more populated areas. Unlike Birmingham, where the national map shows an air/rail interchange at Birmingham

Airport, the Prestwick interchange is only shown on the Glasgow area insert

Outdoor Access Strategies – A Guide to Good Practice, SNH

Your Route to a Better High Street, Transport 2000

The Right Track, Issue 20 Summer 2004, Paths for All Partnership

A Sustainable Forth Crossing Strategy, SAPT, September – available from mail@sapt.org.uk

Consultations

Department for Transport Consultation on new prohibitions on some vehicles using right hand lane on three or more lane motorways – respond to Lesley Reed by 30 November 020 7944 2452 or email lesley.reed@dft.gsi.gov.uk

Consultation on Strategic Environmental Assessment Bill – responses were sought by 29 October – contact SEA Bill Team, Mail Point 4, Area 1 –G(N), Victoria Quay 0131 244 0242 or email SEA.Gateway@scotland.gsi.gov.uk

Scotland's Transport Future : Proposals for Statutory Regional Transport Partnerships – responses sought by 19 January 2005 to transport@scotland.gsi.gov.uk or to Ian Kernohan, Scottish Executive, Transport Strategy & Legislation Division, Victoria Quay, EDINBURGH EH6 6QQ - phone 0131 244 0840

People on the Move

- **Mike Lunan** has been re-appointed as RPC Scotland Convener
- **Alexis Burnett** has joined Network Rail as Media Relations Manager Scotland.
- **Eddie Toal** has retired as ScotRail Media Relations Manager.
- **Gordon Dewar** is Commercial Director for First ScotRail.
- **Gordon Ross** is the new Managing Director of Western Ferries following the retirement of Ken Cadenhead
- **Paula McClements** has replaced Stephen Hinchcliffe in the Transport Statistics section of the Scottish Executive.
- **Michael McDonnell** has taken over from Fiona Murray as Director of the Scottish Road Safety Campaign.
- **Brian Starkie** has moved from Midlothian Council to be Senior Adviser, Transport Policy, with Edinburgh City Council. His public transport post at Midlothian has been filled by Karl Vanter.
- SDG has appointed **Alex Sneddon** as Development Manager Scotland based in Edinburgh. Alex was formerly Research Director for Faber Maunsell in Scotland.
- **Jason Sellars** becomes assistant development manager for SDG Scotland.
- **Dr Jonathan Cowie** has moved from Glasgow Caledonian University to be transport lecturer at TRI Napier University.
- At Glasgow University, **Dr Iain Docherty** has moved from Urban Studies to be senior lecturer in the School of Business and Management in the Gilbert Scott Building. Phone 0141 330 3668 email i.docherty@mgt.gla.ac.uk

Coming Events

- | | |
|---------------|---|
| 25 Nov 25 | SPOKES Autumn Public meeting: Bikes & Trams Speaker - Hugh McClintock of Nottingham University and Nottingham cycle campaign group - Britain's expert on bike/tram integration following his government-sponsored university research project looking at existing British and European trams. This is an opportunity to discover how the Edinburgh tram system could be designed to be fully bike-friendly, and to discuss how to ensure this happens. Place: Council Chamber, City Chambers, High Street, Edinburgh. Time: 7.30 (open from 6.45 for information stalls, etc) Further details: imaxwell@gn.apc.org |
| 29 Nov | Freight, Road Congestion and Transport Modelling, TRI and Transport Statistics Users Group Seminar, TRI Napier University Sighthill Campus, - free to TSUG members, otherwise £30. Contact Debbie McEwan 0131 455 5140 or email d.mcewan@napier.ac.uk |
| 7 Dec | CILT evening meeting Joan Aitken on The Role of the Traffic Commissioner. The City Chambers, High Street, Edinburgh, EH1 1YJ |
| 11 Jan 2005 | CILT evening meeting Fergus Ewing on SNP Transport Vision – The City Chambers, High Street, Edinburgh, EH1 1YJ |
| 26 April 2005 | First Annual Scottish Transport Applications and Research Conference, Glasgow Royal Concert Hall |



PROPOSALS FOR STATUTORY REGIONAL TRANSPORT PARTNERSHIPS

A summary by Ian Kernohan, Scottish Executive

Scotland's Transport Future, the white paper published in June, set out the Scottish Executive's proposals for improving transport governance in Scotland and its intention to establish a network of statutory regional transport partnerships to plan transport regionally. The white paper promised further consultation on the detail of what statutory regional transport partnerships would look like.

A consultation paper *Proposals for Statutory Regional Transport Partnerships* was published on 27 October, the same day that the Executive's Transport Bill was introduced to the Scottish Parliament. Participants' views will help to inform policy development and, importantly, the Parliament's scrutiny of the Bill. The Transport Bill provides the legislative framework for regional transport partnerships to be established.

Transport is a key public service that is important for the economy, for our communities and for every individual who uses it. Delivering services and networks that are well-planned and integrated depends on the public sector taking a partnership approach, particularly at a regional level.

Working with local authorities and the new national transport agency, RTPs will develop a regional transport strategy, building on the good work that has been done already by HITRANS, SESTRAN, NESTRANS, WESTRANS and SPT.

In the responses to the consultation in September 2003 *Proposals for a New Approach to Transport in Scotland* <http://www.scotland.gov.uk/library5/enterprise/stnats-00.asp> there was a clear message that "one size would not fit all", so the proposals offer flexibility. It will be the partnerships, through consultation, that will decide priorities, what goes in the regional transport strategy and which transport functions they will require to deliver it.

The new statutory bodies will also bring to the table other interests, including the business sector. No less than 30% of their members will be drawn from these other non-local government sectors, but in formal decision-making local government will never have less than two-thirds of the votes.

If the Parliament passes the legislation, statutory partnerships will be a reality in 2006. By getting organisational structures right at the national level, increasing planning and delivery capacity at regional level and by working with local authorities, the delivery of transport services for Scotland can be enhanced.

The consultation ends on 19 January. Views on the boundaries, constitution, functions and funding of RTPs are welcome from all those with an interest in transport and the consultation paper is available at <http://www.scotland.gov.uk/consultations/transport/rtpc-00.asp>

SESTRAN Conference

Most organisations are still formulating their positions for this consultation and therefore were unable to send STR their initial thoughts in time for publication. However a conference was organised by SESTRAN to discuss the issues on 8 November and views were summarised by workshop leaders.

The debate on the way forward has been structured around three questions about the boundaries, functions, funding, and accountabilities of RTPs. Three models are suggested:

- Model 1 - Regional Strategy and limited transport powers
- Model 2 - Regional Strategy and some transport powers transferred - negotiating and managing contracts for supported bus services, acting as an agent for delivery of some projects, responsibility for parking policy, integrated ticketing schemes, and specific roads functions.
- Model 3 - Regional Strategy and Significant powers transferred - Integration of roads and transport policy formulation and delivery at a regional level.

Whilst there was a desire to aim for Models 2 or 3 the summaries of the discussion identified many unresolved issues such as:

- Who should be the external representatives on partnerships and how can we inject more business involvement into transport decision making whilst maintaining accountability?
- What lessons have been learned from joint project delivery - how was the 20 year deadlock on the A801 Avon Gorge overcome and what role did or should SESTRAN have played, could Oneticket have been delivered without SESTRAN?
- How should the Partnerships be funded and can the proposals for requisitioning funds from local authorities be supported?
- Can the arrangements avoid duplication of roles and can discreet functions be defined for regional action?
- Is the consultation approach appropriate - defining boundaries and establishing appropriate functions at these levels. Or should the partnerships be defined around delivery needs for specific projects and full accountability retained locally and nationally?
- Will the Partnerships fix the inertia in transport delivery or will they create confusion blocking progress (or darkness using the Minister's analogy)?

Agreement on the answers to these questions will not be easy to achieve.

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