# Scottish transport review

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## The New National Transport Agency for Scotland
## High Speed Rail to Scotland

WHAT'S INSIDE:
Managing Travel Demand
Travel In The Ayrshire Corridor
Latest News Statistics and Research Findings

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## STR Supporters

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## The Scottish Transport Studies Group (STSG)

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

### Who decides what goes in STR?

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

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

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

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# Challenges for a National Transport Agency

*Iain Docherty, University of Glasgow*

At the outset, it should not be forgotten that the Executive has performed a very well executed – and broadly welcome – U-turn with regard to the structure of transport governance. After the first of two consultations in three years, the Executive appeared to stand firm against the growing calls to address the deficit in transport planning capacity many people had identified following the abolition of the regional councils. In 2000, the Executive made its position clear, stating that:

Some have argued that the existing voluntary arrangements should be replaced with new Regional Transport Authorities, which would operate independently of the existing local authorities, have their own budgets and be vested with specific statutory powers. The Executive recognises the force of this argument, but, on balance, it believes it would in general be counterproductive to impose a new layer of government between the local authorities and Executive and Parliament.

By 2003, however, fears over the capacity of the existing fragmented system to deliver the list of planned infrastructure projects precipitated a change of heart. Indeed, the current round of changes is centred on the creation of not one, but two new tiers – statutory regional partnerships and a new national agency – proposed as part of a far-reaching reform.

There is wide acceptance that the new structure has the potential to effect a step change in the speed and efficiency of transport delivery, in much the same way that similar policy interventions, such as the original creation of the Scottish Development Agency, have had in the past. However, the new institutions will need to address three distinct policy "gaps" that currently constrain our ability to deliver transport in Scotland if they are to fulfil their potential.

The first of these can be defined as a "strategy gap". Put simply, it is currently difficult to understand exactly what the strategic aims of Scottish transport policy actually are. For example, how serious is the commitment to stabilise road traffic at 2001 levels by 2021 given its vanishing profile in official policy statements? How real is the priority to ally transport investment to the promotion of economic growth? Can a capital programme focused on major showpiece schemes such as airport rail links really deliver better social inclusion?

Added to this is a second gap, the "policy gap". The Executive has clearly assembled a very ambitious list of project commitments. But how these projects, either individually or collectively, actually contribute to the de facto objectives of Scottish transport policy, in economic, environmental or social terms, is very difficult to ascertain. Not only are some projects obviously political in nature – the Waverley rail line, with its extraordinarily weak benefit-cost case is perhaps the prime example – but more generally it now seems that earlier aspirations to make a real change in the philosophies underlying transport policy are being diluted by political reality.

**"An arbitrary demarcation between a "policy" role of the Executive and the "delivery" responsibilities of the new national agency is likely to be counterproductive."**

Take as an example the significant intellectual and policy effort put into developing innovative new appraisal methodologies such as Scottish Transport Appraisal Guidance (STAG). Although - as for any similar policy tool - STAG could be improved, it nevertheless remains a robust foundation from which to assemble the case for implementing particular interventions according to real transport needs, rather than partisan or pork barrel demands for pet projects. But in reality, the way STAG and other policy directives are being delivered risks undermining the strategic changes they were designed to engineer in the first place. To "retrofit" STAG justification to specific scheme proposals, rather than use it as a means to identify solutions to wider transport problems, is contrary to the very logic underpinning the process.

The third gap is that in implementation. Scotland is out of practice in delivering major non-roads transport investment projects, in large part due to the damage done to transport governance in 1996. Currently, one relatively modest rail project – the Larkhall-Milngavie line – is testing the limits of our capacity to deliver. But the Executive's investment programme envisages a step change in the level of investment activity, which will require significantly increased project management resources if it is to succeed.

These are just some of the challenges that the new transport governance structure faces. Key to addressing these problems will be the realisation that an arbitrary demarcation between "policy" role of the Executive and the "delivery" responsibilities of the new national agency is likely to be counterproductive. The professionals inside the new institutions have a major contribution to make at all stages of the policy process. Harnessing these to improve the transport policy making process itself is likely to be just as important as the efficient delivery of those schemes already programmed for implementation over the next few years.

# The New National Long Term Transport Strategy- Getting it Right

*Peter Cockhead, NESTRANS*

During the extensive Scottish Executive's consultations in recent years on strengthening the planning and delivery of transport, one repeated request was for a national transport strategy. We now have that commitment from the Executive. It is uniformly welcomed. But what sort of national transport strategy are we going to get, and what do we want? As yet we have no real idea what the Executive are proposing.

First we need to understand and realise what we expect a national strategy to be, and to do.

The purpose of a strategy is to provide a clear process based on analysis of trends and futures, setting of high level goals, strategic direction to policy design, delivery and measurement of outcomes. And, a process that incorporates feedback and review.

Just over two years ago the Labour/Liberal Democrats Partnership Agreement gave a commitment to begin the next Ten Year Transport Plan. The Agreement also gave commitment leading to the establishment of the National Transport Agency and the proposed network of Regional Transport Partnerships.

By the time of the Transport White Paper a year later the 10 Year Plan had been retitled a National long-term Transport Strategy that would cover all modes and provide a framework for Council and Regional Partnership Plans. It was proposed that the National Transport Agency would prepare the National Transport Strategy. Further changes over the last year mean it is not now the Agency that will devise the strategy. The Scottish Executive's Transport Group is retaining that role but the Strategic Projects Review will be undertaken by the Agency.

Several Scottish papers from the last few years have shaped the ideas for a new National Transport Strategy. In 1998 the Travel Choices for Scotland White Paper (equivalent of the UK White Paper of 1998) and focused upon integration and then set out a statement of policy for each transport mode. Then in 2002 Scotland's Transport Delivering Improvements carried Wendy Alexander's imprint with a clear focus on tackling congestion in and around Scotland's cities and set the target of stabilising road traffic at 2001 levels by 2021 to be achieved through an integrated package of measures and 10 Priority Projects for Delivery. June 2004 Scotland's Transport White Paper paved the way for the Transport Bill and additionally included a lengthy context section on trends and policy which was very largely a consolidation of previous documents.

## The Next Scottish Transport Strategy Jigsaw

The new National Strategy will need to integrate vertically and horizontally with other current and proposed plans. There will need to be integration with other Scottish and UK policy documents. In Scotland particularly the National Planning Framework published last year which looks ahead to 2025, and the Framework for Economic Development in Scotland, also produced in 2004. All part of the Transport Strategy 'jigsaw'. In terms of transport we will be swamped with strategy preparation over the next 2 years, and consultation arrangements are going to need to be handled carefully to avoid confusion.

Thirty-two Local Transport Strategies are to be completed during 2006 each looking 3 years ahead, which is the advice in the recent Scottish Executive Guidance. Six new Regional Transport Partnerships will be preparing Regional Transport Strategies to be submitted by April 2007. They will be approved by Scottish ministers. Executive Guidance will be issued later this year. There is also a National Transport Strategy - soon to be initiated, due to be completed in 2006, covering 10-15 years, and separate Rail and Freight Strategy documents.

The Strategy must provide a short/medium term framework as well as a long-term vision. It must make the case for continuing and increasing high-level investment in transport, building on the progress made in recent years. Must be realistic and yet also aspirational and also have a clear focus.

The Strategy should focus on the key issues, the Government's Five Objectives for transport - economic growth, social inclusion, environment, safety and integration. Focus should also examine demand management and road traffic reduction, possible national road pricing and land use planning. The key issue not listed here is getting the public onboard.

Next the strategy must link to delivery. It has to provide the framework for the National transport Agency and particularly the 2007 Strategic Projects Review. Likewise it has to provide a framework to the operation of Regional Transport Partnerships. It must generate focused policy and implementation programmes.

**Key points which are essential to getting on the right track:**

- be strategic and set out the long term direction
- take time to get it right
- focus on priorities and allocate resources accordingly
- deliver the strategy through policy and projects.

# High-Speed Rail - Where Rail Is Going

*Dick Dunmore, Steer Davies Gleave*

**The Need for High Speed Rail**

The latest in the Scottish Transport Studies Group's series of seminars on key transport issues facing Scotland on June 8th reviewed the possibilities of high-speed rail in the UK and Scotland. The seminar gave an opportunity to debate the potential costs and benefits and other policy implications of high-speed rail in Scotland.

High-speed rail has been a success in a number of countries, particularly France, Japan and Germany, US and China. High speed is internationally accepted to mean services running regularly at above 140mph (225km/h). In practice, trains can achieve up to 200mph (320km/h).

In 2004 a report commissioned by the government claimed that the intercity rail network would suffer severe overcrowding throughout the day unless work begins immediately on a dedicated high-speed line between London and Scotland. Trains on such a line could cut the journey time from London to Glasgow to 3 hours.

Unfortunately the construction costs are likely to be huge; according to reports, they range between £9bn for a basic line linking London to Birmingham and Stafford using existing routes into the city centres, to £32bn for a generally fully-segregated network across the UK. However the same report has estimated that a north-south high-speed line in the UK could generate benefit-cost ratios of between 1.4:1 and 3:1.

Britain's first 225 km/h domestic rail services are due to start in 2009 linking the Channel Tunnel Rail Link and stations in London with the international trains for which they were originally conceived. Even if a north-south high-speed line one day exists, passengers traveling between Edinburgh and Glasgow will be making journeys wholly within Scotland.

**Non-Stop**

The ideal railway service is non-stop. Passengers can expand into any empty space around them and focus, relax or even eat during a rapid, uninterrupted journey. Non-stop services can reach 200 kph or more even between cities and their airports, as in Oslo and Stockholm. Spanish AVE trains average 200 kph over 471 kilometres from Seville to Madrid. To Paris, Eurostars average 211 kph over 401 kilometres from Ashford in Kent, the fastest non-stop run from anywhere in Britain, 225 kph over 431 kilometres from Lyon and 245 kph over 750 kilometres from Marseille.

Total passenger volume to London from Edinburgh and Glasgow is more than enough to justify a non-stop train every half hour throughout the day, but there is no non-stop service, for two reasons. The first is that most passengers, around 18,000 a day, now fly. The second is the division of Anglo-Scottish services between east coast and west coast routes, which developed in the nineteenth century before air travel existed or speeds of even 200 kph were possible.

**The East and The West**

The east coast main line runs straight through relatively flat and empty countryside as far as York. North of York the country becomes hillier, and the route becomes more winding, with more tight curves around Newcastle station, from where it is only 200 kilometres to Edinburgh.

The west coast main line runs through more undulating terrain but its curves proved gentle enough for 160 kph services over most of the route. It avoids both hills and cities. The major English cities are on branches. At less than 300 kilometres from London, service frequency is more valuable to passengers than high speed, and air competition is weaker or absent.

Investment over the last 30 years has been divided, alternating between the two corridors, as shown in the table below, as successive technologies offered higher speeds. With the densest passenger flows in southern England, the normal pattern of each upgrade has been to start at London and work northwards. Scotland comes last.

The west coast route to Glasgow was comprehensively modernised by 1974 though the east coast soon overtook the west coast, with the 1975 introduction of the High Speed Train. The straight alignment as far as York allowed a fast run, but the combination of local demand and tight curves meant that almost all trains stopped both there and at Newcastle.

The west coast was briefly served by the Advanced Passenger Train, a tilting train designed for 250-kph operation and offering 200 kph through the curves. It was a premature use of

the technology but could, in principle, get from Glasgow to London in 4 hours 15 minutes. Even with that journey time, it would not have been able to maintain rail market share, which was steadily being lost to the airlines.

The already-faster east coast was electrified in 1991 with new trains capable of 225 kph. Even when limited to 200 kph, a non-stop demonstration run from London to Edinburgh was achieved in 3 hours 29 minutes and for a while the fastest timetabled service took less than 4 hours. Stops, including Newcastle and York, mean at least 2 intermediate stops and a typical journey time of 4 hours 20 minutes or more.

Despite proposals for a 225 kph service using Virgin's tilting Pendolinos, the west coast only regained 200 kph services this year, 30 years after they arrived on the east coast. For now at least, the Pendolinos offer a fastest journey time from London to Glasgow of 4 hours 45 minutes.

To justify further investment in higher speeds, the railways will have to find a lot of passengers travelling along the same corridor, ideally to points where they can be won back from air. As part of its 2000 bid for the east coast franchise, Virgin proposed segregated high-speed tracks along much of the east coast main line. This would have benefited York, Newcastle and Edinburgh, but the key to viability would be winning back most of the airline passengers. Experience on the continent, and on Eurostar, suggests that journey times to Edinburgh would have to be brought below 3 hours to do so, averaging the 211 kph available now between Ashford and Paris.

Given the difficult topography of the Pennines, any investment to increase speeds and recapture air passengers will still have to choose between east and west coasts. The numbers clearly favour the east, where 10,000 passengers a day fly between London and Edinburgh and 3,000 fly between London and Newcastle. The west coast has only 8,000 passengers a day flying between London and Glasgow and no other air-served city on the northern half of the route.

It was therefore no surprise that the Atkins report into a High Speed Line envisaged that even in the 2031 "end game", high speed services between London and Scotland would be confined to the east coast, with through – but not necessarily non-stop – times of 155 minutes to Edinburgh and 180 minutes to Glasgow. They estimate that there would be over 20,000 passengers a day as far as Edinburgh and over 10,000 from there to Glasgow. A west coast branch would not carry more than 10,000 passengers a day north of Crewe and would not extend beyond Carlisle.

Any investment in High Speed Rail would therefore, for the foreseeable future, be logically kept on the east coast and the fastest train links from Glasgow to the South would all pass through Edinburgh.

The purpose of high-speed rail in Scotland would be to create a step change in the mutual accessibility of Glasgow and Edinburgh, enabling greater integration of their economies, employment and retail and leisure activities. This could add not only routine commuting but also a range of other journeys to the existing travel markets. A link from the cities to Edinburgh airport would also be a favoured possibility for any link. The impact of such a change would be wider than only transport terms and could change the entire look and feel of the central belt.

The new DfT investigation into the high-speed network will also be considering magnetic levitation (maglev) technology, as currently developed by German company Transrapid. British company UK Ultraspeed are promoting a staged construction of a 500-mile maglev network linking London and Heathrow to Glasgow via Birmingham, Manchester, Leeds, Newcastle and Edinburgh.

# UK Ultraspeed - 500km/h ground transport for Britain

*Alan James, UK Ultraspeed*

UK Ultraspeed brings 500km/h (311mph) ground transport to Britain. It uses the Transrapid magnetic levitation, maglev system to slash intercity journey times. Indicative times including stops are:

| | |
|---|---|
| **London–Birmingham** | 30 min |
| **Tyneside – Leeds**<br>Inc Manchester,Leeds,Teesside | 25 min |
| **Merseyside – Tyneside** | 60 min |
| **Glasgow – Edinburgh** | 15 min |
| **London – Tyneside**<br>Inc Birmingham, Manchester, Leeds, Teesside | 100 min |

The route shown on the map is not definitive at this stage, it did form the basis of the detailed pre-feasibility studies which have already been presented to Government. These studies produced the approximate journey times listed on this page.

**Technology**

Ultraspeed uses German Transrapid magnetic levitation, not rail, technology. This leapfrogs the much slower (300km/h) high speed rail systems by which many of Britain's competitors will be constrained for the next 100-150 years.

Transrapid is the only ground transport system in the world safety certified to carry passengers at 500km/h in regular commercial service. The system has three main elements:

A fixed guideway housing an electro-magnetic linear motor. This can be built at ground level, or elevated up to 20m above the ground, thus passing over existing infrastructure without complex and costly civil engineering.

Transrapid vehicles, with up to 10 carriages, which are capable of seating up to 1,200 passengers in total, although around 840 passengers per vehicle will be a UK norm. The vehicles levitate above the guideway and are steered along it by electromagnetic 'cushions'. They are propelled and braked by variable electrical current passed through the linear motor.

A highly automated Operational Control System [OCS]. This engineers in levels of safety and reliability which are impossible to achieve in rail, air or road transport. The OCS constantly monitors every vehicle's speed and position and adjusts propulsion power supplied through the guideway to ensure that every vehicle operates at the prescribed speed for each route section, maintains the correct separation from other vehicles and operates precisely to a timetable defined to the second.

**Maglev In Use**
The world's first ultra high speed maglev entered public service in December 2003 in Shanghai, China. The Shanghai route also uses the Transrapid maglev system. It was constructed in under two years. The Shanghai route has a normal operating speed of 430km/h (267mph) and completes the 30km (19 mile) journey in just eight minutes. By car, this journey can take up to an hour at busy times.

On 12 November 2003, a Shanghai Transrapid carried its passengers to a new world record for standard-specification ground transport vehicles: 501km/h (311.3mph). These speeds are not reached in daily operation due to the relatively short distance of the route. In Shanghai, Transrapid maglev is delivering, in regular service, the world's most punctual and reliable passenger transport system – it is currently operating at 100% availability. Intercity Transrapid routes in China are now in development.

**Transforming Britain**
UK Ultraspeed will be the most significant investment in Britain's strategic transport infrastructure since the Victorian era. Ultraspeed services will be faster than short haul jet travel on most UK domestic routes, between two and a half and five times faster than rail, and between four and eight times faster than driving.

UK Ultraspeed will transform Britain. The unprecedented combination of speed, frequency and capacity will enable Scotland and the English regions to compete powerfully in the global economy, whilst simultaneously relieving overheating and overcrowding in London and the South East.

The sheer speed of Transrapid maglev allows Ultraspeed to serve all the major population centres along the North – South spine with just one main line route. This avoids the inefficient and costly split into 'East Coast' and 'West Coast' routes which has shaped Britain's road and rail networks.

Sheer speed over a longer route with higher capacity vehicles has another important advantage: Ultraspeed moves more people, and moves them faster and further than rail. It takes only half the number of maglev units (trains in railway terms) to produce the same number of seat-km of transport capacity.

**Rebalancing Britain**
Ultraspeed is good for economic development. On the national scale, massively upgrading Britain's strategic transport enables the UK as a whole to compete even more strongly against other countries for investment and jobs. The state of the transport network is the single most frequently cited reason for not investing in Britain: Ultraspeed solves the problem.

Ultraspeed also radically changes the regional balance between North and South. By slashing journey times, Ultraspeed fully unlocks the potential of Scotland and the North of England as prime business locations. To give two examples, an Ultraspeed trip from Heathrow to the brownfield regeneration areas of the Tees Valley will take about the same time (85 mins) as a trip using 2005 public transport from Heathrow to Canary Wharf. With a 15-minute journey, Ultraspeed could also bind together Glasgow and Edinburgh into single world-class business location.

By transforming access to the key global gateway at Heathrow, Ultraspeed makes Britain's regional economies as attractive for business as Greater London is today. Many regional airports will also become much more accessible for millions of people. Manchester Airport, for instance, will be only 45 minutes from both the M25 and Tyneside. And, with an Ultraspeed journey of less than 10 minutes, Liverpool and Manchester airports could be joined to form a three-runway superhub to power Northern economic growth – without building an inch of new runway.

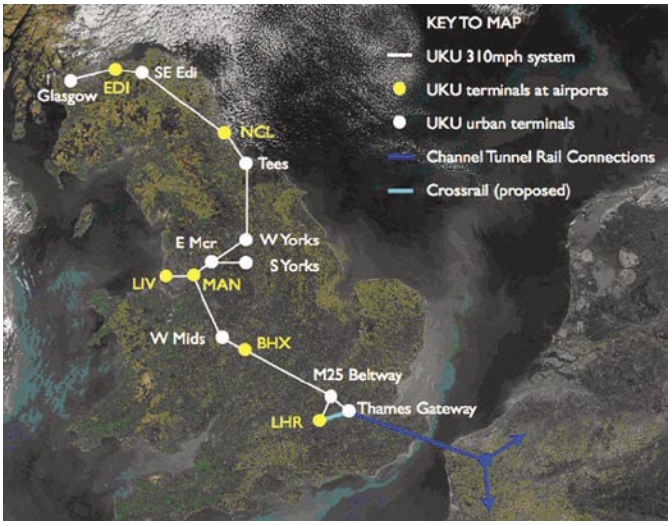
**Enhancing Britain's Environment**
Ultraspeed is good for the environment. Specific primary energy consumption per seat-km is around a third that of car travel. Transrapid maglev produces zero emissions at point of use. Taking into account the power stations generating the electricity used for levitation, propulsion and guidance, Ultraspeed produces as little as 20% of the emissions of short-haul air travel per seat-km, assuming today's means of electricity generation.

Increasing the proportion of electricity generated by renewable and carbon-free sources will progressively reduce emissions still further. Fully carbon-free power generation would ultimately allow Ultraspeed to deliver zero emissions intercity transport.

Ultraspeed will provide a compelling alternative to the car for many trips, with journeys being typically between four and eight times quicker. This will reduce both road traffic emissions and congestion.

Amongst a wide range of other environmental benefits, Ultraspeed will be virtually silent in built-up areas, can follow existing transport corridors to minimise landscape impact, and can take up 45 times less land than a 3-lane motorway.

**Further information can be found on UK Ultraspeeds project website www.500kmh.com.**



# Managing Travel Demand in Scotland

*John Pinkard, Vipre UK Ltd*

Communities from around Scotland are grappling with problems created by increasingly high levels of motor vehicle traffic, including increasing traffic congestion, declining environmental quality and issues related to accessibility.

Traditionally, the approach used to tackle these problems has been to build more roads and to put in more infrastructure to support increasing levels of car use. Whilst "supply" solutions like this continue to have a role in tackling transport problems, there is a growing awareness of and investment in demand management (also known as "mobility management") measures that aim to make travel and transport more efficient. There is strong and growing evidence that demand management responses to transport problems can be highly effective.

Demand management strategies of this kind aim to reduce the negative impacts of car-based mobility by increasing the number of non-motorised and multiple occupancy vehicle trips and the range and accessibility of non-motorised and multiple occupancy vehicle travel options that are available and the overall efficiency of the transportation system. Demand management strategies can focus on regulation, policy and pricing, land use management policies and practices, minor infrastructure, awareness, and travel behavior.

Without doubt, in Scotland there is an increasing emphasis on demand management measures at a national, regional and local level. What is clear, however, is that there is a long way to go in terms of exploiting the full potential of demand-led solutions to traffic and transport problems. Despite the growth in its acceptance as a tool for change, travel demand management is still a comparatively 'young' discipline. As a result, in the years to come, transport practitioners can expect to see advances in the range and effectiveness of demand-management techniques that are currently available.

**Dyce Transport Management Organisation**

In late autumn 2004 an innovative, not-for-profit partnership was formed by a core group of employers in the Dyce area, with input from representatives of the Dyce Community Council. The purpose of this group is to increase the use of alternatives to solo car commuting. Initial funding for the TMO was provided by NESTRANS with hands-on input from the City of Aberdeen, and Vipre UK Ltd was retained to facilitate the development and implementation of the scheme. Whilst NESTRANS continue to have input, an increasing component of the cost of operating the TMO is now funded by its membership. That funding provides for a full time TMO Manager who is based at one of the member companies in Dyce. The Manager's role is to implement the strategies laid out in the Travel Plan. A Board of Directors is responsible for developing and refining the policies to be implemented in the Dyce area. Beyond this, members have demonstrated a clear willingness to contribute towards the success of the TMO.

**Area-wide Travel Plan**

One of the first tasks for the TMO was to develop a Travel Plan for the Dyce area, and this was completed in late 2004. Research that was conducted in support of the Travel Plan demonstrated a clear potential for travel behavior change to occur. For example, a staff travel survey showed that 76% of all employees drove to Dyce on their own. Of those, 40% said they would consider car sharing as an alternative to solo commuting. A broad range of other strategies were also identified and refined through the travel planning process, and challenging targets have been set, such as a branded car sharing scheme, the provision of small self-drive minibuses for clusters of employees, shuttle bus connections to Park and Ride sites and better access to Dyce railway station. Some of the key milestones achieved to date include 16 companies joining the organization and a car share database with over 300 members.

The intention of the TMO is to continue to focus on improving conditions for all modes of transport for the community and commuters of Dyce and to increase the overall levels of accessibility to all areas of Dyce.

**John Pinkard recently joined Vipre UK Ltd as a Principal Consultant. He can be contacted via email at jpinkard@vipre.com or phone on 0776 542 6639.**

# Transport to Ayrshire - A Neglected Corridor

*Tom Hart*

The links between Ayrshire, Glasgow and the rest of the Central Belt have been a neglected feature in Scottish transport and planning studies. Back in the early 1960s when the Central Scotland White Paper was published, a further New Town based on Irvine/Kilwinning was anticipated but there were no plans for improved road and rail links to Ayrshire. The Glasgow-Kilwinning-Ayr/Largs railway was electrified and frequency improved in the 1980s but road spending was concentrated on a dual carriageway triangle within Ayrshire (A77 south of Fenwick to south of Ayr) A71 Irvine-Kilmarnock and A78 (Monkton to Kilwinning) on the assumption that Ayrshire would remain an economy largely independent of the central belt but with growing use of road links (and increasing car use) in the Ayrshire core triangle.

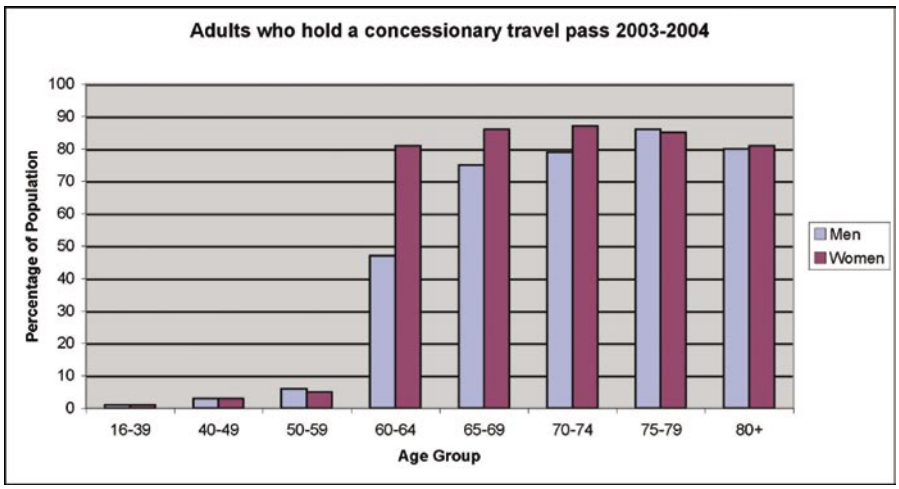
In reality, the New Town grew less than expected and major economic difficulties remained, including the rundown of ICI at Ardeer and the near cessation of passenger traffic at Prestwick Airport in the early 1990s. Commuting and other trips to and from the Central Belt rose and, from the mid-1990s, cheap air travel and SPT policy encouraged a substantial growth of traffic from the new Prestwick Airport station partly financed by Enterprise Ayrshire. The transformation of Hunterston into a coal and (potential) container port also produced large increases in coal flows by rail to Scottish and English destinations, further increased by opencast sites.

This changing pattern received some recognition in the Roads Review of 1999 with Ayrshire gaining 2 out of 5 priority projects in Scotland – the M77 extension to Fenwick (and related Glasgow Southern Orbital Spur to East Kilbride) and the A78 Ardrossan/ Saltcoats/Stevenston Bypass. The latter was a legacy of earlier plans for shifts to car-commuting around an Ayrshire core. It provided no improvement in road access to the Erskine Bridge and west Glasgow while, on the improved M77/GSO corridor, minutes gained could be lost in congestion when joining the M8 in central Glasgow and between East Kilbride and the M74 at Raith and the A8 at Shawhead. As Transport and Planning Minister, Sarak Boyack had recognised this problem by requiring that the M77 Extension should be linked with measures to ensure no growth in single-occupant car-commuting on the M77. Data presented at the M77 and A78 Three Towns Bypass Public Inquiries also confirmed that rail passenger use between Ayrshire and the Central Belt had been rising more strongly than car use since 1990 while express coaches had also developed. There was a clear need for a multi-modal strategy.

Due to difficulties in delivering a multi-modal approach on the Ayrshire corridor, no significant infrastructure investment in the Ayrshire rail corridors has been made since 1995 – despite rising use and increased overcrowding (including off-peak overcrowding due to air passengers using the Prestwick rail service). New electric rolling stock was provided but this cut available seats by 10% because of DDAct requirements and higher proportions of 4 across rather than 5 across seating. Though over £160 million has been spent on the two major trunk road schemes serving Ayrshire since 2000, rail plans to raise Glasgow-Kilwinning frequency from 4 to 6 trains an hour (with 3 instead of 2 proceeding to Ayr) and to raise Glasgow-Kilmarnock frequency from hourly to half-hourly are still grinding through a protracted process. In the roads budget, plans for bypasses and other works on the busy A737 Garnock Valley link to Paisley and Glasgow have been delayed by the puzzling preference for the Three Towns Bypass. Under strategies now being considered by the Scottish Executive and Regional Partnerships, greater priority is likely to go to rail (including through services beyond Glasgow), quality bus corridors, selected A737 schemes, integrated peak road pricing (including motorways) and specific schemes for modal shift from car use and for more equitable access to facilities for the substantial numbers in Ayrshire lacking cars. Until now, however, Ayrshire has provided an example of failure to deliver on integrated objectives for transport and access.

# CONCESSIONARY TRAVEL PASSES

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




**Take-up of concessionary passes**

From 1st April 2003, the national minimum standard of free off-peak local bus travel for elderly and disabled people in Scotland was extended to all adults aged 60 and above. Results from over 20,000 interviews between April 2003 and September 2004 found that 26% of the adult population of Scotland have a concessionary travel pass allowing them free travel on off-peak local bus services, though 78% of those aged 60 and above have a pass. The highest uptake is amongst those aged 75-79. 31% of those aged 16-59 who describe themselves as being unable to work because they are 'permanently sick or disabled' have a concessionary pass.

Since the change to the national minimum standard the take-up by the affected group, age 60-64, has been substantially higher for women than men. Only 47% of men aged 60-64 have a pass, compared to 81% of women.

Not surprisingly, among those eligible for a pass, possession is highest for those for whom free bus travel makes the biggest difference. 48% of adults, and 82% of those aged 60 and above, living in households with a net annual income of less than £10,000 per year have a pass, compared with 8% of adults, and 66% of those aged 60 and above, with an income in excess of £20,000 per year.

The ability to drive also has an effect on the uptake of passes. 86% of those aged 60 and above without a driving licence, and 84% of those with a licence who drive less than once a week have a pass, compared to 64% of those who drive every day. There is also a marked difference between urban and rural areas: 83-85% of those aged 60 and above living in urban areas have a pass, compared to 56% of those in remote rural areas, where bus services are not as good.

**Use of concessionary travel passes**

Interviews held between April 2003 and September 2004 asked about journeys the respondent made on the day prior to the interview. 7% of those with a pass aged 60 and above made an off-peak local bus journey on the day prior to the interview, making a total of 11 journeys per 100 population aged 60 and above. However, including those without a pass, 14 off-peak local bus journeys were made by those aged 60 and above per 100 population, suggesting there are a number of people who are eligible for a pass who are paying for off peak bus travel.

Those aged 60 and above who were still in employment made almost as many off-peak local bus journeys as those retired but made far fewer of them with passes: 7 per 100 population, compared to 12 per 100. Similarly, those aged 60 and above in households with an income of over £20,000 per annum made less off-peak local bus journeys than those in households with an income below £20,000 per annum

**Modal share of pass holders' journeys**

Possession of a concessionary pass does not imply that bus becomes the main mode of travel for short journeys. 20% of the journeys analysed of under 20 km, starting after 9:30 a.m. on a weekday, or at any time at the weekend, made by people possessing a pass were on the bus. However, 55% were made by car, 33% of these as the driver. This compares to 8% being made by bus by non-pass holders, and 71% made by car (56% as driver). Most of the other journeys were made on foot. Adults aged 59 and under with a pass used the bus for a greater share of their off-peak journeys than those aged 60 and above. 13% of off-peak journeys made by 60-64 year old pass holders were by bus, compared to 22-23% for those aged over 70. Before 9:30 a.m. on weekdays, pass holders made 15% of their journeys by bus, compared to 9% for non-pass holders.

**Background and Further Information**

This is the twenty-fourth in a series of short notes on transport-related results from the Scottish Household Survey (SHS). Interviews were conducted with randomly-selected adults in households across Scotland. Results are derived from over 20,000 interviews conducted between April 2003 and September 2004. However, some of the results for the different age-groups are based on small numbers, so could be subject to large sampling errors.

**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.**

## STATISTICS MONITOR

### Roads

GB road traffic fell by 0.2% in the first quarter of 2005, confirming a trend for actual traffic to be considerably lower than traffic forecasting models suggest. In the first quarter, car traffic fell 1% but light van traffic rose 5% and vehicles over 3.5 tonnes by 6%. GB motorway traffic rose 2% but A road traffic fell 3% in urban areas and 1% elsewhere. 2004 saw a 7% drop in Scottish road deaths to 307. Those seriously injured fell 8% but 75 pedestrians, 12 more than in 2003, were killed in road accidents mainly in urban areas

### Air

Overall, passengers at BAA Scottish Airports rose 3.6%. International growth at Glasgow was particularly strong. In contrast, Edinburgh's international traffic was static but domestic flights were buoyant. Revival at Aberdeen was marked and, though moderated in winter, Inverness continued a pattern of stronger growth. Total growth at Prestwick remained the highest in Scotland but was entirely accounted for by international traffic

| | Number of flights Jan-March 2005 | % change 2004-05 |
|---|---|---|
| **Aberdeen** | 604,000 | 7.3 |
| **Edinburgh** | 1,770,000 | 2.7 |
| **Glasgow** | 1,614,000 | 3.1 |
| **Prestwick** | 479,000 | 10 |
| **Inverness** | 116,000 | 5 |
| **Other, H&I** | 98,000 | 0.4 |

### Bus and Rail

Apart from high growth in London, bus use continues to be fairly stable though with modest annual increases in Scotland (higher in the cities). Rail freight remains stable overall but passenger kilometres in 2004 were the highest since 1946. Since 1990, passenger kilometres are up 45% on regional railways and 27% around London but inter-city routes have shown no change due to trunk route disruption and the rise of cheap air travel. SPT rail passengers rose from 42m in 2003 to 44.86m in 2004 (+6.9%). Edinburgh-Fife rail passengers grew by 18%.

### Ferries

Changes in traffic on CalMac Ferries is as follows:

| CalMac Ferry Traffic | Jan to March 2005 | Change from 2004 |
|---|---|---|
| **Passengers** | 771,510 | 6.6% |
| **Cars** | 182,006 | 5.3% |
| **Commercial Vehicles** | 20,476 | -0.5% |

### Economy & Tourism

CBI expects Scottish economy to worsen in coming months but Bank of Scotland claims that the financial sector is outstripping other parts of UK Scottish Council Foundation is preparing a 'happiness barometer' giving a better indication of quality of life than GDP. Scottish Executive data shows that overseas visitors to Scotland rose 20% to 1.88m in 2004, better than the 13% UK average growth. Growth in EU visitors has been especially strong, aided by direct and cheaper flights.

### Pollution

UK greenhouse gas emissions rose by 1.3% in 2004, above the EU average of 1.1%. More effort is being sought to ensure absolute cuts. Scotland lags

the UK with cuts of just 5.7% between 1990 and 2002 compared to a UK cut of 14.9%. International air travel is now a major source of increase yet omitted from national data. The shift to diesel cars plus emissions from buses have led to increases in particulates in urban air – including a 25% rise at Glasgow's Hope St monitoring site.

### Passenger Movement

National Travel Survey results shows that average annual miles per person (exclusive of trips beyond UK) rose from 4,476 in 1972/73 to 6,439 in 1993/94 but growth slowed to 6,855 in 2002/03. Cars accounted for 86 per cent of the increase in the distance travelled since 1975/76. In 2002/2003, cars accounted for about three quarters of the total distance travelled per person.

### Recent Publications

Scottish Household Survey Travel Diary results. Topics covered include the means of transport used by different types of people, the purposes for which people travel, the distances that they go, the times of day at which trips start, the duration of journeys, the days of the week on which people travel, car occupancy, journey origins and destinations, and journeys into and within Edinburgh and Glasgow. Published Annually. Price: £2.00

Travel by Scottish residents: some National Travel Survey results. Trends in the average number of journeys and average distance travelled per person per year, and the average length of journey, by the main mode of travel and by the purpose of the journey. Published Triennially. Price: £2.00

Key Road Accidents Statistics. The number of accidents, casualties by severity, type of road, mode of transport, and child casualties, including trends in recent years and progress towards the casualty reduction targets for the year 2010. Published Annually. Price: £2.00

Scottish Transport Statistics. 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. Includes a section on International Comparisons. Published Annually. Price: £10.00

## Rail Update

GB Rail freight has gained a one-year contract for rail mail between London and Motherwell.

EWS is spraying gel on coal trains to reduce dust problems and has unveiled plans for the new Raithes Farm Freight Terminal near Dyce. This could aid shift of long-haul trips from lorry to rail.

Despite some fines for not meeting franchise standards, First ScotRail's punctuality performance has shown a marked improvement, particularly around Edinburgh. Catering has been brought in-house.

Pleas have been made for better quality trains on longer Scottish routes. From December, the early morning Glasgow commuter train will start from Arrochar. Some summer Oban trains are to be strengthened to 4 coaches.

An 8-day closure of the Forth Rail Bridge for essential repairs will take place from the end of July.

The £3m Gartcosh station opened in May with parking for 100 cars.

Stranraer station is to be relocated closer to the town centre with improved links to local buses and to the Cairnryan ferry terminal.

Details of £6.6m escalators, lifts and canopies at Waverley steps have been announced along with two extra platforms due for completion in 2007.

After talks with Network Rail on insurance risks, work on the delayed £13m Partick interchange improvement is due to start within weeks.
thgRAIL is seeking changes to the Glasgow Airport Rail Link . The project is welcomed but the group claims that it uses aspects of their own plans. SPT is concerned that further studies could cause delays and has lodged an airport rail bill in the Scottish Parliament with action on Glasgow Crossrail coming later.

A four-day Glasgow subway strike was avoided by an agreement on pay rises of 10% by 2006/07, taking salaries to the £16,107/£19,948 range.

## Ferry and Shipping Update

James Lowe of the Shipbrokers Institute in Scotland sees an enlarged role for marine motorways, with links from Inverness and Aberdeen to Grangemouth for transfers to Europe. Forth Ports is spending £4m on a second container super-crane at Grangemouth.

Bill Burns of Clydeport has called for more public money to create a level playing field to assist the development of container ports. Glasgow City Council has been criticised for spending £500,000 on a rarely used pontoon on the upper Clyde.

Angus Campbell of Tarbert is planning high-speed day trips to St Kilda at £80 return for specialist tourists.

The Queen Mary 2 has paid its first visit to Invergordon on a northern cruise.

The Waverley paddle-steamer operator is seeking some relief on berthing piers of £50,000 a year as part of CalMac franchising.

East Dunbartonshire is experimenting with a canal freight barge between Bishopbriggs and Twechar. The hope is to prove some non time-sensitive lorry trips could be replaced by barges.

## Bus Update

Stagecoach has increased express bus frequencies from Glasgow to Ayr and has introduced more doubledeck coaches.

The £6m rebuilt East Kilbride bus station, an SPT/Land Securities joint venture, opened on 3 June. The contractor was RJ McLeod.

Dundee City Council has completed a 3-year plan for improved bus information in Dundee and a Ninewells Hospital interchange. The fleet is now 100% low floor and plans include the development of Smartbus ticketing.

Despite a crackdown by police and bus companies, Edinburgh reports a 50% rise in bus crime and vandalism. Marketing director Iain Coupar considers that much of this increase is related to the greater efforts to focus on the problem and take action.

Edinburgh's expanding real time Bustracker bus information has been affected by technical difficulties. There have also been complaints that the information screens are too high and difficult to read and that the price of off-peak day tickets has risen well above inflation rates since 2002 (up from £1.50 to £2.30). Lothian Buses claim that this is part of a simplified fare system desired by local residents and tourists.

Charles Gordon, the former leader of Glasgow City Council, is heading a new company to provide guided buses from central Glasgow to Partick via the Clyde Waterfront with options for further expansion and conversion of some routes to trams at a later date. SPT and FirstGroup are also involved in this project.

## Road Update

The legal challenge to the urban M74 is likely to involve a one-year delay and some shift in spending programmes.

Approval has been given for the second Kincardine Bridge, estimated at £100-£120m and expected to open in 2008.

COSLA has claimed that Ministers could face corporate killing charges due to deteriorating trunk road maintenance but local authorities have also been accused of giving low priority to road maintenance in their spending.

Work has started on a £4m replacement for a 1931 bridge on the A82 in Glencoe.

FETA has decided to proceed with studies for an extra road bridge at Queensferry in addition to shorter-term action to ease congestion. Plans for peak tolls of £1.50 (£3 for single occupant cars) have been delayed from 2006 to 2007 pending inquiries. The £35m replacement road for the A8000 approach to the road bridge is now expected to open in 2008. Current fears are that structural weakness may force closure of the present road bridge by 2025 – or even 2015. However extra bridge capacity may only encourage traffic growth, greenbelt erosion and problems elsewhere on the road network.

Cars are now banned from Princes St between 7 am and 8 pm.

SPOKES is concerned that Edinburgh City Council is reducing spending on cycling despite the aim of raising bikes to 10% of all work trips by 2010.

Easdale residents are opposing plans for a bridge to their car-free island but larger and adjacent Luing is seeking a bridge or tunnel as an alternative to the present ferry. They claim that out-of-hours medical care from Oban strengthens the case for a fixed link.

## Aviation Update

High fuel prices, potential taxation and growing scrutiny of conflicts between air travel growth, environmental sustainability and commercial returns have increased doubts over the high growth projections of the 2003 Aviation White Paper. An early second runway at Stansted now looks unlikely while direct routes from Scotland may grow more slowly. UK government advisor Rod Eddington, former BA Chief Executive, has urged a shift of short-haul air travel to rail with better airport rail connections.

BAA Scotland has published a draft masterplan for a £1 billion development of Edinburgh Airport to 2030, including a second runway and a trebling of use to 26 million passengers. A £500m railway through the airport is expected to open by 2011. Senior Virgin executive Will Whitehorn still sees Glasgow remaining the main airport hub in Scotland.

The Highland Rail Partnership has proposed a rail halt on the Inverness-Aberdeen line serving Inverness Airport. The Scottish Executive is involved in a £25m buyout of the PFI Inverness Air Terminal. This means that future growth in traffic will no longer involve extra PFI payments. New services from Inverness to Bristol and Belfast have been introduced and further direct European links are planned.

## Legislation, Funding and Management

Following the General Election, Transport Secretary Alistair Darling has moved quickly to indicate his support for major reforms in road pricing. DfT envisages trials within five years. Nicol Stephen is thought to be sympathetic to part of Scotland being a trial area.

The GCV Structure Plan revision for 2005-25 indicates a preference for influencing road demand through strategic parking measures – with road pricing as a fallback if the parking approach fails to deliver.

ATOC has proposed wider use of congestion charging on overcrowded rail routes provided that income is used to enhance rail capacity.

The Scottish Toll Bridge Review, expected by the end of the year, is examining both variable charges and future management structures for the Erskine, Forth and Tay Road Bridges. Erskine is presently the only toll bridge under direct Scottish Executive control and views have been sought on a possible transfer to WESTRANS. Local interests are seeking abolition of Erskine tolls to deflect traffic from the Clyde Tunnel.

Prof Phil Goodwin has criticised Edinburgh and Glasgow for bad decisions on transport strategy and tactics. 'Edinburgh will certainly either revisit road charging or seek other effective measures for reducing traffic. Glasgow will either reverse its motorway plans or, much later, come to regret them', (LTT, 28Apr).

## Land Use Planning Update

Leaks suggest that the Planning White Paper may reject third party rights of appeal and give the Scottish Executive wide powers to 'fast-track' strategic projects. Business is increasingly concerned at delays in the planning process and with major transport projects.

Both the River Clyde and Edinburgh Waterfronts now have urban regeneration projects, each involving over £1 billion of private finance, for transit improvements and road modifications.

Developers have proposed a 10,000 household development, Castle Stuart, at Dalcross, south of Inverness Airport, and broadly in line with Highland Council plans to extend Inverness on the corridor towards Nairn. The region's population could rise from 435,000 to 500,000 over the next 20 years.

## BUSINESS HEADLINES

BA reports an 80% rise in annual pre-tax profits to £415m, but Ryanair claims that it will soon have more passengers than BA and remain in substantial profit through close attention to costs and marketing. Half-year losses at easyJet have risen to £31m. Rising airport usage and retailing has raised BAA Scotland operating profits by 21% to £64m.

Network Rail has cut losses from £1 billion to £164m. There was an operating profit of £407m but a large debt to service. First and Stagecoach both report improving results, especially from their rail divisions. GNER first quarter profits are up over 30%. Brian Souter is planning megatrain.com, cheap tickets on part-owned Virgin Trains next year.

R J McLeod, one of Scotland's largest civil engineering contractors, has slipped into the red after rising competition for contracts. AEA Technology is suffering losses due to problems with a new battery for the army but is seeking to increase consultancy work, including rail projects. The Jarvis share price has slumped due to refinancing problems but W S Atkins, the transport consultants, has enjoyed a 31% rise in profits helped by a strong year in Scotland where it employs 400.

Peelports (owner of Clydeport) has acquired Mersey Docks. Clydeport's Tom Allison, based in Glasgow, will now overview developments on the Mersey.

DHC Consultancy has merged offices in Stirling and Edinburgh in a new Edinburgh base at 26 Palmerston Place, EDINBURGH EH12 5AL Phone 0810 350 4201 Fax 0871 250 4200. The official address of STSG has also moved from the DHC office at Melville Terrace in Stirling to 26 Palmerston Place.

The Canadian consultancy MRC has acquired McLean Hazel and plans to develop activity in Scotland and Europe.

The Institution of Railway Operators has reached agreement with Glasgow Caledonain University on a new BSc degree and diploma course on railway operating, performance and policy.

The replacement Lower Portrack rail viaduct near Dumfries has won the Saltire Society's Award for Civil Engineering.

## PERSONNEL

Dr.Mike Mitchell is moving from FirstGroup to be Director-General:Rail at DfT.

Nicol Stephen has replaced Jim Wallace as LibDem leader and Deputy Prime Minister in the Labour/LicDem Scottish Parliament coalition.

John Russell, chair of Scottish-based John G Russell Transport, a strong advocate of multimodal freight, is the new FTA President.

Bill Ure has become Scottish spokesman for the Rail Freight Group.

The Scottish Executive has appointed Janet Egdell to deal with rail aspects of the Scottish Strategic Transport Review – other appointments in the rail section of the Executive and in the National Transport Agency are imminent.

Dr Malcolm Reed has moved from SPT to head the NTA. SPT has advertised for a European Officer and Policy Officer.

Steven Purcell has taken over from Charles Gordon as leader of Glasgow City Council.

Tina Woolnough, a strong opponent of city council plans for congestion charging and trams, has launched the Edinburgh Traffic Forum to promote practical action to cut traffic and improve bus services.

## Coming Events

| | |
|---|---|
| 2-4 August | Successes and Failures of Traffic Demand Management, Merchiston Campus, TRi, Napier University - details at www.tri.naper.ac.uk or contact d.mcewan@napier.ac.uk |
| 12 September | Driven to extinction? How transport policy can save the world, Transport, Health and Climate Change Conference, Churchill College, Cambridge – contact Annie Cowley of Waterfront on 020 7787 1210 |
| 28 November | Scottish Transport Awards Dinner, Sheraton Hotel, Edinburgh |
| 29 November | Annual Scottish Transport Conference, Sheraton Hotel, Edinburgh– contact Robert Gordon University Centre for Transport Policy. |

## Projects Newly Awarded

**Dumfries Transport Links to Motorway Network** – STAG Appraisal. MVA has been appointed to lead a multi-disciplinary team, with Ironside Farrar and David Simmonds Consultancy, to prepare a STAG Appraisal for potential new road links between Dumfries and the M74. The project would look to improve journey time reliability for business traffic to Northern Ireland and the attractiveness of Dumfries and Galloway for tourists. To be completed in March 2006.

**Survey of Cycling in Scotland**. TNS have been commissioned by the Scottish Executive to collect up to date information on cycling in Scotland. In 1997 and 2001, cycling surveys were carried out to gauge the extent of cycling in Scotland, and to establish attitudes to cycling as a leisure pursuit and a transport mode. This research will employ a similar methodology to the previous two surveys. To be completed in October 2005.

**Aberdeenshire Park and Ride.** Aberdeenshire Council has commissioned The University of Aberdeen and DHC to carry out an evaluation of Ellon Park and Ride - an unusual "long range" Park & Ride scheme serving the area north of Aberdeen. The work will review scheme history and policy background. It will use monitoring data and user surveys to evaluate the scheme's outcomes, before making suggestions for future development.

Effectiveness of Road Policing. The Department for Transport have awarded TRi. Napier University (Robert Raeside, Phil Darby and Derek Barker) a project to construct a database that will allow the determination of links between motoring offences, police enforcement and road casualty and accident data. May to October 2005

Risk and Motorcyclists. TRL have been commissioned by the Scottish Executive to investigate risk assessment and attitudes towards risk taking amongst different groups of motorcyclists in Scotland. The research will lead to a more effective targeting of road safety information. The research will be completed in October 2005.

Watching Walkers. Prof. Jon Kerridge, TRi, in collaboration with Irisys Ltd., has been awarded funding by the EPSRC to further develop the Pedestrian Flow Calculation System. This will be involve creating a presentation environment comprising five display banners and a plasma screen to show pedestrian trajectories as people walk under two infra red sensors mounted above the display area. The primary aim of the presentation will be to get people to interact with the sensor system and associated display so that their interest is aroused. November 2005 to October 2006.

**Devolution of Transport to Employment**. The Highland Council and Scottish Executive have funded TRi to carry out this project. EMIRES has developed a web based tool for interrogating job vacancy information from the national Jobcentre Plus database and finding information on how the user can access the job location using Public Transport. The work will include practical application, supply of transport service to business and services in East Sutherland. March 2005 to October 2006

Significant Unmet Demand Study. James Cooper, on behalf of the TRi Taxi Studies Group has been commissioned by Glasgow Taxis Ltd to undertake an investigation for the presence of Significant Unmet Demand (SUD) for taxi services in the City of Glasgow. The proposed work sets out to measure the presence of SUD using the observation of waiting times as the principle methodology. The aim of this study is to set taxi standards that suggest an optimum service level to provide the best possible opportunities to customers, at the same time as ensuring continuing and long term development of the taxi industry. April to June 2005.

Evaluation of People's Attitudes towards Edinburgh's proposed Road User Charging Scheme. Being undertaken by MORI and aims to understand what influenced people's attitudes towards Edinburgh's recent road user charging scheme, will be completed in November 2005.

## Research News

Nicol Stephen has appointed Arup to conduct a Scottish Rail Planning Assessment over the next 20 years as part of the Scottish Transport Strategic Review. This will complement work being carried out by Network Rail on a Rail Route Utilisation Strategy for Scotland over the next 10 years

Research by Linda Mountain and Mark Hirst of Napier University's Civil Engineering Dept. suggests that road humps are more effective than safety cameras in saving lives on roads with 30 mph speed limits.

## Completed Projects and Findings

**Transport And Rural Economies**
Recent work for the Countryside Agency by DHC in association with Napier University Employment Research Institute sought to identify a more comprehensive framework for considering relationships between transport and economic development in rural areas. Using case studies across England, in conjunction with relevant data and literature, a framework was identified for considering economic impacts from small schemes such as Wheels to Work to large projects including major road improvements.

The work concluded that relationships between transport and rural economies are defined both by accessibility and by the capacity and skills of people and businesses. Key factors influencing these relationships are:

- Infrastructure, people and knowledge networks
- Quality and reliability of service provision
- Skills and training
- Culture and expectations
- Legislation, administration and taxation.

Whilst efficiency in urban areas can more often benefit from economies of scale, in rural areas there are relatively greater benefits from widening the scope of service delivery. However this requires better joint working between firms, and public agencies than has been common practice in the past.

The research identified that there are key challenges to resolve in rural areas that are not necessarily receiving the attention they deserve. These include:

- More Freight Quality Partnerships are needed to raise quality and reliability standards for couriers, which is of crucial importance to

many of the small and cottage businesses that define the growing economy of rural areas.

- Local road congestion problems need to be taken seriously. Local authorities often perceive that urban congestion is greater and focus attention there, but this is distorting the balance between local and strategic accessibility.

- The balance between transport investment and rural development should recognise changing patterns of activity and ensure consistency between land use patterns and infrastructure supply. Quiet roads and attractive environments in rural areas can be perceived as underutilised economic resources to exploit, but this can undermine rural economies if new development does not cover its full internal and external costs, including those for transport infrastructure.

- More and better partnership approaches are needed to improve the quality and reliability of transport services.

- Spreading best practice: Innovative initiatives have often been funded on an experimental project basis but the transfer of these into widespread mainstream practice remains slow. Action is needed to provide incentives for cross-sectoral projects.

- New people, knowledge and training networks are needed in rural areas which are relevant to the modern national and global economy, and there is a need to recognise changing patterns of service delivery and link into developing economic structures and supply chains.

**The full report can be viewed at www.dhc1.co.uk/countryside.htm**

**Western Isles Ferry Fares Mechanism Report**
Comhairle nan Eilean Siar/ Western Isles Council. Napier University's, Edinburgh Employment Research Institute and Transport Research Institute Maritime Research group, in partnership with Pedersen Consulting studied alternative ferry fare mechanisms in the Western Isles. The key purpose of this study was to examine the methods and benefits of re-casting the fares and charges regime in the Western Isles, with the aim of increasing traffic volume and income on island ferry services and thereby enhance the economic performance of the Western Isles. Some fifty routes were compared world wide and while Western Isles passenger fares are around the middle of the comparative range they are high compared with other subsidised routes. Car rates are relatively high compared with all routes and significantly higher than other subsidised routes, and Commercial Vehicle charges are significantly (about three times higher) than the general trend for other subsidised routes. The impacts of alternative options upon the economy were considered.

**Edinburgh and Forth Valley Corridor Study**
MVA led a consortium of consultants, including Scott Wilson, David Simmonds Consultancy and Hargest & Wallace Planning, to undertake integrated transport corridor studies on five corridors around Edinburgh and the Forth Valley. The study involved a combination of park and ride modelling, highway demand management, public and stakeholder consultation, bus priority design, microsimulation modelling, accessibility analyis, TRAM/DELTA LUTI modelling, highway engineering, Public Transport operations design and STAG appraisal.

## Selected Publications

**Tolled Bridges Review – Phase 2 Consultation, Scottish Executive, April 2005**

**Public Participation in Environmental Impact Assessment: Consultation Paper, Scottish Executive, May 2005**

**Key 2004 Road Accident Statistics, Scottish Executive Statistical Bulletin, Transport Series, Trn/2005/4 June 2005. Cost:£2**

**Report on Inquiry into Climate Change, Environment and Rural Development Committee, 5th Report, 2005 (Session 2) SP Paper 342**

**Glasgow and the Clyde Valley 2025: Consultative Draft Structure Plan, May 2005, GCV Structure Plan Joint Committee**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