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The Scottish Transport Studies Group (STSG)

STR is the newsletter of the Scottish Transport Studies Group (STSG) and is largely funded from STSG membership subscriptions. STSG was formed in 1984 and now has corporate and individual members from transport operators, industry, national government, local government, universities, and consultants.

The aims of STSG are "to stimulate interest in, and awareness of, the transport function and its importance for the Scottish economy and society: to encourage contacts between operators, public bodies, users, academia and other organisations and individuals with interests in transport in a Scottish context; to issue publications and organise conferences and seminars related to transport policy and research". STSG is a charity registered in Scotland number SCO14720.

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Who decides what goes in STR?

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

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

If you can contribute to STR please e-mail editor@stsg.org

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Building Consensus on Concessionary Travel Scheme Delivery

Paul White CPT

The review of the National Concessionary Travel Scheme at this juncture in the seven year agreement is a welcome opportunity for all parties to examine the costs, successes and failures of the scheme and to measure how effectively the scheme is meeting the objectives set for it. The national scheme was preceded by sixteen local schemes across Scotland. These schemes varied in their operation and success, and provide no real comparator against which to measure the National Concessionary Travel Scheme. The national scheme is very much a new entity and the review rightly concentrates on the data collected from its first years in operation.

This is very much a learning process for all parties involved and disagreements on the best way forward are inevitable. However, CPT remains committed to working with other stakeholders to keep the National Concessionary Travel Scheme sustainable. In CPT's opinion, the review produced by Scottish Government is informed and balanced on most issues; although CPT feels that it missed an opportunity to review eligibility and manage demand. That aside, the review process has mapped out a plan of further work to look in more detail at issues that sparked disagreement between Steering Group members.

The review has also highlighted some of the early successes of the scheme. Bus patronage levels have increased, boosting social inclusion. Evidence also suggests that the scheme has contributed to at least 12 per cent 'full modal shift' and 47 per cent 'partial modal shift'. In fact, CPT notes that the evaluation of National Concessionary Travel in Scotland conducted by Halcrow found that the scheme 'contributes to all of the Scottish Government's strategic objectives.'

if the scheme's popularity threatens its sustainability then eligibility must be addressed

CPT notes the inclusion of seriously injured ex HM Forces veterans to the scheme from 1 April 2011. The issue of eligibility remains pertinent to the future of the scheme. The review states that 'it might be appropriate to examine the current eligibility criteria based on age.' CPT agrees that if the scheme's popularity threatens its sustainability then eligibility must be addressed.

Another issue that may require a closer look in the future is that of smartcards. The introduction of smartcards will potentially enable the Scottish Government to collate a more comprehensive range of data on travel patterns that will help inform future reviews of the scheme. It is also an important step towards integrated multi-modal travel. However, the data that can be collected and the potential for commercial through-ticketing are limited by the absence of exit readers.

Additionally, initial findings indicate that transaction times increase when passengers use smartcard readers. This will have an impact on punctuality and timetabling. As passengers adjust to the new transaction method the impact will hopefully lessen but it is unlikely to disappear. However, CPT remains supportive of the introduction of the smartcard system and recognises the potential long-term benefits.

One issue that definitely requires further work beyond the review is the reimbursement given to bus operators by the Scottish Government. The scheme enshrines the principle that bus operators should be 'no better or worse off' for participating in the scheme. However, the success of the scheme thus far has meant that bus operators have faced growing costs and budget uncertainty while the Scottish Government has been left with an increasing bill for funding the scheme.

This untenable situation was a central focus of the review, with all parties agreeing that a long term robust, evidence based, reimbursement model is required. CPT will continue to work with the Scottish Government towards this goal so that Scotland's passengers can continue to benefit from national concessionary travel.

Time for a Refresh of Transport and Social Policy?

Derek Halden, Scottish Transport Review Editor and Director DHC

Scotland is known around the world for its progressive social policies. International and UK surveys regularly highlight a stronger sense of community, and progressive social attitudes amongst the Scots. Some of the research findings in this issue of Scottish Transport Review are therefore quite worrying. Concessionary fares delivery and health transport investment could be increasing, rather than reducing the gap between the 'haves' and the 'have nots'. The recent research shows that although free concessionary travel and free hospital parking are already very expensive (and popular) policies, they increase funding pressures for socially necessary transport investment.

The transport profession has been poor at communicating social transport issues to elected members. Socially necessary transport investment is starved of funds. MSPs and lobby groups appear to recognise the problem, but faced with the complexity of transport and social policy issues, have perhaps unsurprisingly been cautious.

Transport and society is not an easy debate. The costs of transport failure to society, from employability to social cohesion impacts, are far greater than direct transport effects. Issues need to be considered broadly. However, the research has shown that clearer social policies can actually make the transport policy agenda more stable.

Leading delivery in some parts of the UK provides travel cards with stored value, and ensures much better targeting and availability of benefits such as free parking, concessionary travel, discounted taxi fares and investment in community transport. Culture change programmes such as the Government's smarter choices smarter places investment have the potential to connect communities with investment plans. Clear accountability within accessibility plans locally and nationally help to manage progress towards agreed social goals. Transport providers, travellers and government all have important roles in building healthy, strong, smart, safer, inclusive and greener places and communities. The lessons from research and leading practice show that the problems are growing and much more needs to be done.

Evaluation of National Concessionary Travel in Scotland

Extracts from the Final Report for Scottish Government by Halcrow

The Concessionary Travel Scheme

The Scotland-wide concessionary travel scheme for older and disabled people allows anyone aged 60 and over, and eligible disabled people, to travel free on both local registered services and long distance bus services in Scotland. The objectives of this policy are to:

- Allow older and disabled people (especially those on low incomes) improved access to services, facilities and social networks by “free” scheduled bus services; and so promote social inclusion;
- To improve health by promoting a more active lifestyle for the elderly and disabled;
- To remove the restrictions of the previous local off-peak concessionary fare scheme which produced differences in access to facilities in different areas of Scotland;
- Promote modal shift from private car to public transport;
- Maintain a “no better, no worse off” position for bus operators with a standard reimbursement rate;
- Provide opportunity for improvements to public transport (e.g. assist development of multi-operator ticketing; use of improved technology);
- Facilitate a more effective administration of the system with adoption of a standard reimbursement rate (73.6p for every pound of the ‘actual’ fare) and shift of operational responsibility from local authorities to Transport Scotland;
- Provide a stimulus to the introduction of SMARTCARD.

The Scotland-wide concessionary travel scheme for Young People was introduced on the 8th January 2007. This allows all 16 – 18 year olds and young full time volunteers up to the age of 25 concessionary travel on buses, rail and ferries. The key policy objectives are to:

- Provide young people in Scotland with better public transport access to work, education and social activities at reduced financial cost;



The NCT is held in very high regard by users

- Encouraging the use of public transport travel among young people and promote a viable and sustainable alternative to the private car;
- Maintain ‘no better, no worse off’ position for bus operators with standard reimbursement rate;
- Provide opportunity for improvements to public transport (e.g. assist development of multi-operator ticketing and use of improved technology).

Scheme Performance

The research has sought to measure performance of the national concessionary travel (NCT) scheme against a range of performance indicators in order to assess the success of the NCT against policy objectives.

1. IMPROVING ACCESS TO SERVICES, FACILITIES AND SOCIAL NETWORKS

- The largest increase in take-up and use of the concession since the introduction of the NCT scheme has been amongst those aged 60 – 69, those on higher incomes and those with access to a car.
- There appears to be little additionality with respect to the trips made to access services, facilities and social networks compared to the benefits enjoyed under the previous local arrangements.
- The major perceived benefits relate to leisure travel, including small numbers who regard the free bus trip itself as a leisure activity.
- There is a perception that the availability of universal free bus travel is liberating, reduces a sense of isolation and provides reassurance to those who fear the possibility that they may not always be able to drive.
- The NCT is held in very high regard by users. The simplicity of a national scheme without geographic boundaries within Scotland is also highly valued, even by those who have never taken advantage of that facility.
- The take-up and use by eligible people under the Young Person and Volunteer scheme, is significantly lower than the older and disabled scheme. Many young people observed that equivalent fares reductions could be obtained from multi-ride tickets offered by operators.
- The majority of respondents to the user survey indicated that they would still make journeys by bus in the absence of the NCT scheme.
- Rail and ferry concessions have extended the range of services these young people have been able to access.

2. PROMOTE SOCIAL INCLUSION AND IMPROVE HEALTH

- There is evidence which suggests that the NCT scheme is successfully promoting social inclusion and improving health by promoting a more active lifestyle amongst users.
- The least affluent are observed to have made the greatest use of the extension of the scheme outside the former local scheme boundaries.
- The impact of the enhanced NCT scheme amongst those in the most deprived groups was less than the increase in concessionary pass take-up observed amongst the least deprived.
- The change in possession and use of concessionary travel passes by employment status is greatest amongst those in employment.
- There has been an increase in frequency of use amongst those classed

as permanently sick or disabled since the introduction of the NCT scheme.

- There are more walking trips being made by eligible users and this appears to be taking place alongside increased concessionary bus travel, with an increase in active mobility apparent.
- There is clear evidence of increased levels of activity and the potential to improve health when assessing the change in walking habits and indeed modal shift, from private car to more sustainable transport, amongst users. It is not clear that this is a consequence of the NCT and it may have other causes.
- Behavioural changes by those who are yet eligible to join the scheme suggests social trends have contributed to this outcome alongside the availability of the concession.

3. PROMOTE MODAL SHIFT FROM PRIVATE CAR TO BUS

- There is clear evidence that bus trips have substituted car trips in both the older person and disabled groups. A proportion of users are travelling less by car and travelling more miles by bus because they have a NEC. While the reduction in car travel is more evident for long distance trips than for local travel, the increase in journeys by all forms of public transport and bus in particular is observed for the majority of users including a high proportion of those who either own or have access to a car.
- A small proportion of users claim that they had discontinued car ownership as a result of obtaining the travel concession.
- The introduction of the NCT scheme has promoted modal shift from private car to bus amongst the eligible groups regardless of income or age.

Financial implications of the NCT scheme will be very volatile and unpredictable

4. PROMOTE IMPROVEMENTS TO PUBLIC TRANSPORT

- There have been network changes as a direct consequence of changing market demands arising from concessionary travellers.
- An increase in travel by concessionary travellers has combined with rising demand from fare-paying passengers, resulting in a virtuous circle in which rising demand has been supported by and reinforced by improving services.
- The NCT programme has included provision for on-bus SMARTCARD readers on virtually all buses. Operators share a common concern that the version of SMARTCARD selected by Transport Scotland will increase transaction times leading to increased dwell times as passengers take longer to get on buses.
- Widespread introduction of SMARTCARD will facilitate multi-operator ticketing this in the future.

5. MAINTAIN "NO BETTER, NO WORSE OFF" POSITION FOR OPERATORS

- The income operators have received from concessionary travel compensation has increased by 35% from 2005/6 to 2006/7 whilst the number of trips increased by only 6.1%.
- Fares have remained constant in real terms and commercial mileage has increased, implying that additional income has been ploughed back into higher service levels.
- The estimation of generated trips from various studies has shown that the levels are highly variable between areas, operators and routes, and are affected by social factors including incomes, car ownership, service availability and costs of alternative travel options. These factors not only vary by location, but are also unstable over time.
- A theoretical analysis of how reimbursement can change in response

to even modest changes to a local network demonstrates that compensation payments under the present national formula can be highly volatile.

- In the face of so much intrinsic local variability, a national average figure freely negotiated may be considered to be the pragmatic and rational approach.

6. DEVELOP AN EFFECTIVE NATIONAL CONCESSIONARY TRAVEL SCHEME ADMINISTRATION

- The NCT Scheme administration process operated by Transport Scotland is effective and efficient in dealing with the application process, enquiries and in dealing with claims from operators. It has not been possible however to compare the administration costs of the present national scheme with the aggregate cost of the 16 local authority schemes it has replaced.
- There is substantial geographic variation of the level of take-up by card type for disabled cardholders implying some inconsistency in the interpretation of the eligibility criteria.

- Awareness of the NCT scheme for older people is high with awareness of the disability entitlement lower and limited knowledge amongst some people of the young person's scheme.

7. FORECASTING FUTURE DEMAND

- Take-up of concessionary travel passes can be expected to rise by between 31% and 39% from 2008 to 2021, and by something between 54% and 62% from 2008 to 2031
- Financial implications of the NCT scheme will be very volatile and unpredictable since the compensation formula is very sensitive to changes in the network of services as well as the patterns of travel by concessionary travellers. These network changes are an inevitable response to the market, of which a very substantial part is no longer constrained by the cost of travel.

Conclusion

The NCT scheme and associated impacts contributes to the Government's Purpose and Strategic Objectives of a 'Wealthier and Fairer', 'Healthier', 'Safer and Stronger', 'Smarter' and 'Greener' Scotland.

The scheme enables all people in eligible groups to increase their mobility. The NCT schemes contribute positively to social inclusion, active lifestyles and modal shift from private car to public transport and in particular, bus.

The NCT scheme aims to address equity considerations by improving access to services, facilities and social networks for groups viewed as being relatively less socially included or vulnerable compared to the rest of Scottish Society. Whilst all groups have taken some benefit from the ending of peak period restrictions, and extending free travel across the whole country, it is those in employment, those on higher incomes and car owners who have taken the greatest advantage of these new opportunities. The benefits derived from the NCT are largely found in terms of increased leisure and recreational travel, largely by those least excluded by their financial circumstances.

Free Hospital Car Parking - A Victory for Common Sense?

*Richard Armitage, Principal at Richard Armitage Transport Consultancy Ltd.
(www.ratransport.co.uk).*

Should car parking at hospitals be free to patients, staff and visitors? MSPs think so. Following the lead set by the Welsh Assembly Government, on 2 September 2008, Health Secretary Nicola Sturgeon announced that hospital parking charges were to be abolished (excluding three Private Finance Initiative car parks in Dundee, Glasgow and Edinburgh) on 31 December 2008. This measure affected 14 Scottish hospitals, as the remainder had not started making charges.

The Health Secretary said: "Put bluntly, a car parking charge is often the last thing people need." She was supported enthusiastically by a charity, Macmillan Cancer Support for Scotland, and a trades union, Unison, whose Glasgow Regional Officer, Matt McLoughlin said: "Staff are forced to pay what is effectively an extra tax to come to work."

So, there you have it: a victory for common sense, of benefit to the environment and people's health, with a bit of enlightened fiscal policy thrown in for good measure.

Or is it? The NHS financial hit for car parking runs into millions. But how much does it actually cost? By removing charges from the toolbox, Free car parking means that parking demand at hospitals will continue to rise unchecked, and that the solutions to deal with the problems will be underfunded. All the evidence and experience of the last decade shows car parking charges form part of a successful hospital travel plan to manage efficient and affordable access to hospital. At the same time, a potential source of revenue to pay for sustainable travel actions has been lost, together with the removal of an important disincentive to park.

There are just over 200 hospitals in Scotland, some of which are small cottage hospitals. Some hospitals are quite small, but the bigger ones have thousands of staff and hundreds of thousands of outpatient appointments.



The multi-storey car park at Ninewells Hospital paid for by car park charges

*car parking charges form
part of a successful hospital
travel plan to manage
efficient and affordable
access to hospital*

We know that the 11 hospitals in Glasgow have 6,857 parking spaces between them. As a broad average each parking space will have annual revenue costs of over £300, and there is an average of 200 spaces per hospital at 170 sites. I therefore estimate parking in Scottish hospitals costs over £10 million per annum. How many cancer services employing how many nurses could you get for £10 million per annum? The result of the MSPs' decision will either be reduced patient care or increased taxes.

Parking at hospitals requires active and firm management for it to work. Nicola Sturgeon says: "It's simply not fair to expect patients or visitors to

have to pay when they come to hospital." But free parking does not create more parking spaces. They still have to be rationed in some way or other. Good parking policy is one which allocates parking according to a hierarchy of needs. First come, first served is the most unfair policy of all. As many of the staff get to hospital before the patients start arriving, they get the spaces, leaving patients to fend for themselves further away from the entrance or out on nearby streets.

Even before free car parking was introduced on 1st January 2009 the cost of car parking was already a burden. "NHS car parks take £1m but fees are £4000 short of costs" ran one headline in The Herald in 2008 reporting statistics for Greater Glasgow and Clyde Health Board (NHSGG&C) area. The Herald newspaper did the maths and showed the NHS was seeking to avoid funds for patient care being raided to pay for car parking. The Herald figures also exclude the cost of the land on which the cars are parked. In a 2008 report submitted to Scottish Government, Glasgow's hospital managers said car parking cost £1,108,500 p.a., of which only £258,500 was Capital Repayment. Planned infrastructure developments, such as more or better car parks, "may be suspended as there is no immediate income stream or revenue resource" and "proposed green and alternative travel investments will either be significantly reduced or completely cancelled." The Board policy, the report told MSPs, is to provide these services "without diverting money allocated for patient care". They concluded: "Abolishing car park charges would have a negative impact on the internal economy of NHSGG&C."

In all well managed hospitals, regular hospital car park users - whether they are staff, patients or visitors - could already obtain discounts on parking charges under the previous charging régimes. The idea that a regular cancer patient would pay the full tariff on every visit does not make sense. Macmillan refer to 60 hospital visits by the cancer patient, but all hospitals I have ever worked in have a reduced or free tariff for such patients.

The real unfairness is that free parking subsidises car users, whilst no new subsidy is proposed for people who arrive at hospital by public transport, cycling or walking, or actively car share. It is likely that hospitals will have to develop costly new methods of managing car parks, in order for patients and visitors to be able to park.



Patients arriving for appointments at St John's Hospital in Livingston often find the car park full.

The strange thing is that the new policy was not affordable at the outset so PFI hospitals were excluded. For these hospitals contracts would have needed to be re-negotiated. In January 2009, at Edinburgh Royal Infirmary, the PFI contractor asked for £14.5 million to make its multi-storey car park free. MSPs expressed outrage, but why? Car parking infrastructure is expensive. A recent

*How many cancer services
employing how many
nurses could you get for
£10 million per annum?*

quotation for a multi-storey car park came in at £4.8 million for 400 spaces, or £12,000 per parking space.

MSPs, health charities and trades unions may have correctly identified problems with unmanaged costs of parking at hospitals. However they are making a big mistake with the solution. The decision is wrong-headed on all the fronts for which they claim its

justification: it is not going to be fair, it is not going to create a consistent car parking policy for hospitals, it is not going to be financially sound, it will be of no help to staff, patients or their supporters, it does nothing for people without access to a car. it will lead to higher taxation and worse health services, and it does nothing for the environment or sustainable travel. And pity the poor hospital estates manager: he or she now has the worst job in Scotland, a job that will only get worse as long as this policy remains in place.



Improving Scotland's Health – Transport's Role

Tim Steiner, JMP

The role that transport can play in combating environmental problems and climate change is well established and strongly influences most planners' thinking. But transport's potential to improve the health of Scotland's population remains undervalued. In 2006, the Scottish Government published the findings of its research into 'Joined up Policy and Practice in Health and Transport' (summarised by Deborah Andrew in STR31). Three years on, what progress has been made?

A stronger evidence base

We certainly benefit from a stronger evidence base of the importance of links between transport and health than was available then. The 2007 Foresight report predicts that, on current trends, over half of adults and a quarter of children could be obese by 2050. That this is caused largely because of a dramatic increase in sedentary lifestyles, rather than diet, is indicated by NHS statistics that show that average energy intake from food has *fallen* by around 20% in the last three decades¹.

Only 41% of Scottish male adults and 31% of females get the recommended 5 x 30 minutes of moderate intensity physical activity per week². Increased levels of physical activity can be effective at all stages of disease prevention: it can reduce the development of disease (primary prevention), it can slow the progression of disease and emergence of symptoms (secondary prevention) and it can lessen the negative impact of established disease, restoring function and reducing complications (tertiary prevention).

The benefits are stark. For example, moderate intensity physical activity can help reduce the risk of coronary heart disease and of stroke by

up to 50% as well as reduce the risks of cancer and diabetes. More active elderly people are much less prone to injury-inducing falls. There is also a strong correlation between physical activity and mental health. Nine percent of the adult Scottish population have a prescription for anti-depressant medication, but even a limited amount of physical activity has been proven to promote mental wellbeing.

Most Local Authorities have improved health somewhere within their SOAs, what better way to justify increased maintenance funding for foot- and cycleways

Despite all this, too many people still equate health and transport integration with access to healthcare facilities. As we all know, though, prevention is better than cure; transport planners have the opportunity to improve the health of the population and reduce the need of individuals to access those facilities.

The right time to achieve a change

The potential to change behaviour towards healthier transport modes is of course improved by the increased public awareness of climate change issues; although the outcomes may be very different, the contribution that we in the transport sector can make comes from mostly similar interventions.

At a time of economic concern for many, the opportunity to travel more by cheap or free active modes should be compelling. Active travel is something that more many people can be readily incorporated into everyday lifestyles without substantial increased time burden. People wishing to save on the cost of other exercise-related activities (particularly gym membership) can be readily convinced to change travel behaviour.

Progress?

There certainly are some good examples of how transport planners are working to improve health in Scotland.

The Scottish Government's Smarter Choices, Smarter Places programme has health improvement at its core. It is now starting to deliver improvements that will increase activity levels in seven towns and cities in Scotland and, given by the number of expressions of interest received during the application process, many other parts of Scotland are interested in delivering similar projects. At this stage, we can only hope that, at the end of the SCSP funding period in Mar 2011, the projects have shown evidence of the value of the investment and that Government and local authorities are convinced of the merits of mainstreaming this type of activity.

Many other initiatives abound throughout Scotland, and many are making real differences to peoples' activity levels. Through targeted activities, some schools are seeing substantial increases in the numbers of children arriving by active modes. Many of their parents will be also be benefiting from increased activity levels as a result.

Some GPs are prescribing increased physical activity to patients that would benefit. It is recognised though that this presents challenges in the surgery: many patients will expect a 'quick fix' pharmaceutical solution to their problem, rather than one that involves perceived substantial time and effort on their part.

Many local authorities and RTPs continue to invest in the development of infrastructure suitable for use by active modes. However, whilst maintenance of existing infrastructure is so poor in some parts of Scotland many of these improvements will be treated with a level of scepticism. Why should we expect



What is Smarter Choices, Smarter Places?

Ian Maxwell, Scottish Government. SCSP Programme Manager

Smarter Choices Smarter Places (SCSP) is a Scottish Government partnership project with COSLA. The demonstration programme is designed to reduce car use, increase active travel and public transport use, and tackle transport emissions and health problems caused by lack of regular exercise.

This will be accomplished by a combination of infrastructure improvements and public behaviour change campaigns in each of the project communities. A wide range of interventions will be tried, including personal travel planning in local households, workplaces and schools, walking and cycling promotion, bus try-outs and active travel prescriptions through GPs and health centres.

SCSP project communities are Kirkwall, Glasgow East End, central Dundee, Stenhousemuir/Larbert, Kirkintilloch/Lenzie, Barrhead and Dumfries, ranging in size from 10,000 to 37,000 residents

Each project is developing its own brand and identity, some linked to existing campaigns such as 'Better Barrhead', and others stressing health or other benefits, such as 'Travel Active' in Dundee, 'Take The Right Route' in Larbert/Stenhousemuir and 'Healthy Habits' in Kirkintilloch/Lenzie.

The total cost of the programme over its three years (2009-2012) is £15m: £10m from Scottish Government plus £5m match funding from the participating local authorities and other local funders.

Across the seven communities, infrastructure improvements (cycle/walking paths, public realm work and public transport enhancements) were the main focus in the first eight months following the announcement in August 2008. The main behaviour change measures started in May 2009 following completion of a baseline profile of local travel behaviours and attitudes to change.

The table below summarises the allocation of funding into various categories across the seven SCSP projects:

As part of the SCSP programme, a centrally managed monitoring and evaluation study is being carried out by an Aberdeen University led consortium across the seven communities involved in the programme. The purpose of the study is to assess and analyse the impacts of the SCSP initiatives within and across each community to ascertain whether the objectives of the SCSP programme have been met.

A key question that the final evaluation will aim to address is 'what next for SCSP, or sustainable transport initiatives more generally, in Scotland?'. The evaluation will hopefully have been able to ascertain what impacts certain types of initiatives have had, how the impacts have differed in various parts of Scotland, and what the reasons have been for how successful it has been in changing active travel behaviours.

Given the range of initiatives being evaluated, it should also have built up a keen understanding

of where to strike the balance between combinations of hard/infrastructure, soft/marketing and complementary/lifestyle measures.

One end result will be an informed set of recommendations that can be used to suggest what types of initiatives tend to work best in certain types of areas, and whether or not it would be desirable to roll them out in other parts of Scotland.

For further information contact the SCSP Programme Manager at ian.maxwell@scotland.gsi.gov.uk or see <http://www.scotland.gov.uk/Topics/Transport/sustainable-transport>

Cycling/walking infrastructure	36%
Bus infrastructure	19%
Personal travel planning	12%
Public realm improvement	6%
Travel information	6%
General promotion/ branding	5%
Cycle hire	3%
Health linked projects	3%
Speed reduction	2%
Research	1%
Cycle training	1%
School-based projects	1%
Other projects*	1%
Parking control measures	1%
Workplace travel planning	1%
Car club	1%
Signposting and mapping	1%

* includes travel training, path rangers and volunteer involvement

people to walk or cycle when footways have cracked slabs and no drop kerbs, cycle routes have cars parked on them or are strewn with broken glass, and where drainage or winter maintenance are poor?

However, these various initiative are mostly small scale, locally based and, whilst welcome, inadequate to facilitate real change at a national level; Scotland-wide health indicators suggest that the schemes that have been implemented are insufficient even to counter the ill-effects on health of car-dependent developments.

The Opportunities

Given that active travel will always have a

cross-cutting remit between the NHS and Local Authorities, it is essential that effective partnership working can ensue. This requires strong support from senior staff in all relevant organisations, and a willingness to share costs and/or budgets.

Nestrans and NHS Grampian are showing that this is possible to deliver; both transport and healthcare providers are showing a real willingness to work together to achieve common goals, drawing in land-use planners and health promotion expertise.

Increasing active travel is one area where Single Outcome Agreements can help lever in more

funding for transport. Given that most Local Authorities have improved health somewhere within their SOAs, what better way to justify increased maintenance funding for foot- and cycleways, or to justify the streetscape enhancement?

Through careful consideration, transport planners have a great opportunity to help improve the health of Scotland's population in the future.

1 NHS Information Centre 2006. Statistics on obesity, physical activity and diet (England).
2 Scottish Health Survey

Digest of Transport in the Scottish News

Summarised by Tom Hart

AVIATION

Capacity on scheduled flights from Glasgow is expected to fall 10.6% between January and August but rise 5% at Edinburgh.

Lufthansa has cut Edinburgh-Frankfurt flights from 3 to 2 a day but is introducing a direct summer service to Inverness.

Jet2.com is to launch 5 new services from Edinburgh to Dusseldorf, Ibiza, Menorca, Sardinia and Venice.

BA has cut Edinburgh-London City services from 8 to 6 per day.

Ryanair has threatened to reduce routes from Prestwick but has introduced services from Edinburgh to 10 new destinations. Ryanair is replacing ticket check-in with customers printing out their own boarding passes. A new charge of £10 applies to traditional check-in for return flights. A bag-drop area is being provided for tagging luggage.

Flyglobespan is introducing a direct Glasgow-Sharm El Sheik service this winter. Application has been made for a 1000 space car park on land adjacent to Aberdeen Airport. 29 May marked the 75th anniversary of the first internal UK air mail from Inverness to Orkney.

PORTS & SHIPPING

Freight Transport Association has welcomed the greater attention to freight given in the new Norfolkline service from Rosyth to Zeebrugge operated by the new vessel, Scottish Viking. The company plans year round operation and a shift to daily services if demand warrants. Tourist use is also being promoted.

Edinburgh Napier University has started consultative work for the Scottish Government on the Internal Ferries Review. There are conflicting arguments over reduced ferry support and the need for new routes, new ships and timetables offering higher frequency and extended hours of operation.

Jura residents, business and tourism have been hit by delays in provision of an alternative vehicle ferry following a vessel breakdown on the short link from Islay supported by Argyll and Bute Council.

British Waterways has launched a debate on transfer of state-owned canals to a voluntary-sector trust.

The trust-leased Sir Walter Scott has returned to service on Loch Katrine after conversion to near-smokeless biofuel.

RAIL

The Scottish Government and a wide-based lobby group led by the Scottish Chambers of Commerce are seeking a clear strategy for Anglo-Scottish high-speed rail development. The aim is times around 3 hours from both Glasgow and Edinburgh to London.

The West of Scotland Conurbation Public Transport Study has reported in favour of an integrated development of Heavy Rail, light rail, bus rapid transit (BRT) and 10 other core bus corridors over the next 15 years. Detailed programmes will depend on further discussion between SPT, Transport Scotland and other stakeholders on priorities and finance.

Laurencekirk station reopened in May.

Highland Council has offered £500,000 towards a rail halt at Conon Bridge.

New station lifts have opened at Kirkcaldy and Rutherglen

Friends of the West Highland Line are seeking better frequency and marketing over a wider tourist season and have questioned the need for buses to duplicate Fort William-Mallaig rail services.

Halcrow has recommended to HITRANS that Glasgow-Oban trains be increased to 5 per day.

Passenger Focus has attacked rail fare hikes and 'illogical and confusing'.

Smartcards will be introduced on the Glasgow-Falkirk-Edinburgh line this autumn.

National Express is experiencing severe financial problems due to reduced income growth and rising payments to government under the East Coast Main Line franchise.

BUS, TRAM & TAXI

The first tram tracks in Edinburgh were laid in Princes St in June but delays make it likely that Tram Route 1a from the Airport to Newhaven will now open later than summer 2011. Plans for Tram Route 1a to Granton have been shelved due to cost pressures and studies indicating a stronger case for a tram route to south-east Edinburgh.

Light rail for Glasgow is included in the conurbation public transport report but the main emphasis falls on Bus Rapid Transit and on developing a core bus network with frequencies no less than every 10 minutes and good interchange with other buses and with rail and the Subway.

SPT faces severe difficulty in funding Subway modernisation but priority is being given to a £20m upgrade of five stations in advance of the Commonwealth Games. The minimum cost of wider modernisation is £100m but property deals will bring added funds as the economy revives. Funding issues continue to delay work on the initial Fastlink bus route from the city centre to Renfrew.

Edinburgh City Council has shown interest in suggestions that buses temporarily diverted from Princes St should not return to it. The Princes St priority would be for pedestrians, cyclists and trams with buses permanently diverted to a traffic-reduced George St to the immediate north of Princes St.

Megabus has introduced £1 fares plus 50p booking fee between Edinburgh and Newcastle. Stagecoach has reintroduced two Inverness-Caithness bus trips per day in less than 4 hours. On-bus toilets have been added. In Edinburgh, Hermiston P+R is 80% full with Ingliston and Sheriffhall at 50% and Straiton at 34%. Falkirk Council has funded partial replacement of late night bus services between Falkirk and Bonnybridge withdrawn by First

Brian Juffs, formerly with First Bus, has been seconded from CPT to the Scottish Government Transport Directorate to improve liaison between bus companies and local authorities. He will not have regulatory powers but will identify problems to be tackled with special reference to improving bus punctuality and reliability.

OFT is investigating the local bus sector in Britain since nearly two-thirds of services are now controlled by five large operators. Interested parties were invited to comment by 8 May.

Malcolm Bruce MP is seeking a private bill to strengthen the law on school bus safety – including a ban on the overtaking of stationary school buses.

Royal Mail reforms have led to withdrawal of 5 Highland post-bus routes, leaving only 14 in Scotland – 85% down on 2005.

ROADS & PARKING

The last single-track section on the A830 Fort William-Mallaig road has been widened. Improvements on the A77 at Glenapp and on the A76 south of Menzies have been completed.

A decision is expected late this year on the public inquiry report on plans for 8.2km of widening on the M8/M73 and M74 in east Glasgow costing at £53m to £64m

Technical details of the new Forth crossing approaches have been agreed after further consultation. An enabling bill is expected later this year.

Following the announcement of another 2p per litre rise in fuel duty in September, FTA has intensified the argument for haulier rebates.

Transport Minister Stewart Stevenson has supported LibDem pleas for cuts in rural petrol prices as allowed in EU law.

The £2000 car-scrappage incentive has brought some rise in car sales while motorists could soon be offered grants up to £5000 for a switch to all-electric cars.

The Edinburgh Car Club reports doubled membership in the past year and plans to expand into Glasgow.

Edinburgh has ditched proposals for a large extension of controlled parking zones on the grounds of little evidence of commuters using park and ride and the problem of having to raise resident parking permits to cover additional costs.

WALKING & CYCLING

Transport and business organisations have welcomed Glasgow City Council plans to extend

KEY STATISTICS

AIR Passengers at Scottish airports fell 3.1% to 24.3m in 2008. Prestwick and Edinburgh had the lowest falls (0.3% and 0.5%) but Glasgow was down 6.8%. Usage of remoter HIAL airports gained from the air fares discount scheme in 2008 but usage has fallen 4% in 2009 though with a fall of less than 1% at Inverness. Passengers between Scotland and London fell to a greater extent than longer-haul routes. Long haul travel on routes east continued to rise. 2009 has seen steeper decline with March usage down 3.6% at Edinburgh, 8% at Aberdeen and 13% at Glasgow (partly due to Easter coming later). Overseas visitors to the UK fell 7% in the year to March 2009. Domestic air travel in the UK fell 8.6% compared to March 2008. Scottish residents travelling abroad are switching away from the eurozone. Visits further afield rose 18% over the year with high gains for Turkey, Egypt and Cuba but March saw an 11% fall in intra-EU trips.

FERRIES Passengers between Stranraer and Belfast fell 10% in 2008 with more people switching to cheap airlines. CalMac car and passenger traffic has been stable in recent years but there has been stronger growth on the Northlink services to Orkney and Shetland aided by new ships and tourist promotion.

RAIL ScotRail passengers rose 4% in 2008 and there was 8% growth on Anglo-Scottish franchised routes despite lengthy weekend closures for modernisation and track renewal. The running total for yearly passenger growth in the SPT area was around 2% by March 2009 with recession expected to have further adverse influences, though less so than in the London commuter belt. In the first year of operation, the reopened Stirling-Alloa service recorded 400,000 passenger trips compared to a forecast of 155,000

BUSES Local bus trips in Scotland rose just over 1% to 513m in 2007/08. After strong recent growth, tramworks and recession have led to passenger decline in Edinburgh but SPT and First Group are aiming for 4% annual growth in Glasgow.

ROAD TRAFFIC Across Britain, road traffic fell 1% in 2007-08 with car use down 1.7% and HGVs down 2%. Light goods rose 2.7%. Scottish data for 2007 shows 1.2% growth in total traffic. Car traffic was down 1% on motorway and A roads but up 0.2% on other roads. Removal of Forth Bridge tolls has raised usage around 2%. GB data for Qtr 1 of 2009 shows a 3.5% fall in road traffic (partly due to heavy snow). Car use was down 3% with LGVs down 2% and HGVs 12%. A record low in truck registrations is expected in 2009 and rail freight has also moved into decline. Road fuel costs have risen above £1 a litre, after a sharp fall from the peak level of early summer 2008. Car registrations have also fallen sharply but the scrappage scheme has led to a greater recovery of May car sales in Scotland than in other parts of the UK. Early evidence points to strong revival of tourism within Britain in 2009 with Scotland and the Lake District having inquiries well ahead of 2008.

pedestrianisation in George Square and in Gordon St adjacent to Central Station but SPT has expressed concern at the need for better arrangements for those previously able to access Central Station by car once present parking spaces and drop-off points in the station close as part of plans for platform extensions to accommodate Glasgow Airport and other expanded rail services.

Edinburgh City Council has announced £19m plans for improved maintenance of roads and pavements as well as a separate initiative on bike hire.

Halfords reports a 50% rise in bike sales in the past year while Cycling Scotland is raising the profile of the health and financial benefits of regular cycling to work and for other purposes

apart from the leisure purposes which are still the main use of many bikes.

The 'Squiggly Bridge' for walkers and cyclists linking the Broomielaw and Tradeston has opened in Glasgow as part of Clyde riverside improvements.

Scotland's fifth national long-distance walking route, the Kintyre Way from Tarbert to Southend, has received £150,000 of added funding from SNH and other bodies and trusts in Argyll.

A survey by Sustrans shows that just over half of children walk or cycle to school with progress being made under the £5.8m grant to schools to encourage more children to cycle. Nevertheless, actions were still too piecemeal with a strong need for greater but well-planned spending.

Bus and Coach Statistics 2007-08

A note from Julie-Ann Goodlet-Rowley of the Scottish Government

Introduction

At the end of March 2009, the Scottish Government published its biennial Bus and Coach Bulletin. The bulletin (<http://www.scotland.gov.uk/stats/bulletins/00728>) presented a range of bus statistics including Department for Transport Scottish bus operator data, Transport Scotland concessionary bus fare data and further analysis of individual's bus use collected by the Scottish Household Survey.

Local operator statistics

Scottish bus and coach services travelled 556 million vehicle kilometres in 2007-08. The distance travelled by local bus services in Scotland in 2007-08 was 399 million vehicle kilometres and there were 513 million passenger journeys (boardings) on local bus services in 2007-08. Since 1997-98 there has been an increase in the number of single deckers (including coaches) but the number of double deckers has decreased.

Scottish bus and coach services travelled 556 million vehicle kilometres in 2007-08, 11 per cent more than in the previous year. This represented an increase of 2 per cent since 1997-98, similar to the GB increase of 3 per cent.

In comparison, the distance travelled on local bus services is now higher in Scotland than those recorded in 1975 and has been rising since the mid '80s.

The distance travelled by local bus services in Scotland in 2007-08 was 399 million vehicle kilometres, a 6 per cent rise on the previous year and an 8 per cent rise on 1997-98. There was a corresponding 7 per cent increase in the distance travelled over the past ten years by local bus services in GB.

In Scotland, there were 513 million passenger journeys (boardings) on local bus services in 2007-08. This was 1 per cent higher than in the previous year, similar to the results for GB as a whole.

Although there has been a recent increase in the number of passenger journeys (since 1998-99), there was a sustained period of decreasing passenger journeys (Figure 1). Passenger journeys are still significantly below their 1975 values.

In 2007-08 there was a 12 per cent rise in the overall total number of buses and coaches in Scotland from the previous year, and 12 per cent higher than ten years earlier. In comparison, there was a 4 per cent increase in the

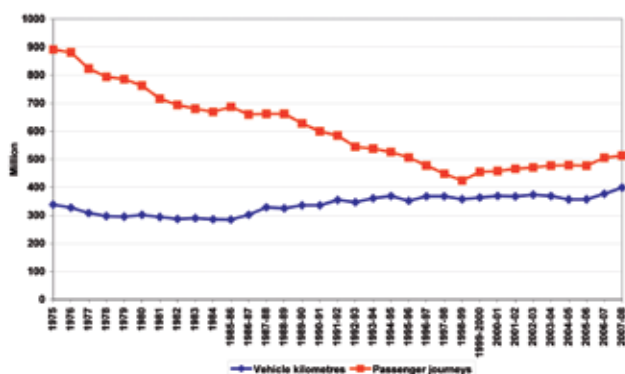


Figure 1: Passenger journeys and distance travelled on Scottish local bus services

total number of buses and coaches over the past ten years across GB (79.4 thousand and 76.2 thousand, respectively).

Since 1997-98 there has been a 21 per cent increase in the number of single deckers (including coaches), from 7,000 to 8,500. The number of double deckers has decreased over the past ten years, falling from 2,100 in 1997-98 to 1,700 in 2007-08 (Figure 2).

Accessibility and users views

In 2007, 12 per cent of respondents used their local bus service regularly. Young women (16 – 19) were much more likely to regularly use their local service than young men. Bus use decreased as household income increased. Eighty-five per cent of respondents in 2007 lived within 6 mins of the nearest bus stop. Large urban areas had a much higher provision of service than remote rural areas. Respondents who lived in rural areas were more likely to have not used the bus in the previous month than respondents who lived in large urban areas.

Bus Users

In 2007, 12 per cent of respondents used their local bus service regularly (almost or every day), a stable trend since 1999. The percentage not using the bus in the previous month had fallen 4 percentage points since 1999 to 55 per cent in 2007.

Adults aged 16 – 29 were the most likely to have regularly used the bus in the previous month (20 – 25 per cent). Young women (16 – 19) were much more likely to regularly use their local service than young men (32 per cent and 19 per cent, respectively). Respondents aged 16 – 29 were the most likely to use the bus in the evening and 80+ were the least likely.

Bus use decreased as household income increased. Low income households (annual net income below £10,000 p.a.) were much more likely to have used the bus in the previous month than high incomes households (annual net income above £40,000 p.a.).

Primary aged children (ages 4 – 11) were significantly less likely to travel to school by bus than secondary aged children (ages 12 – 18). This may be due to the age of the child and the location of schools, i.e. primary schools are usually nearer home than secondary schools.

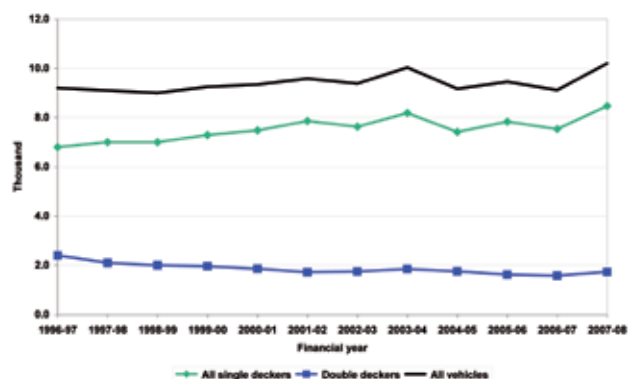


Figure 2: Vehicle stock - Scotland

Car Scrapping schemes – a doubtful gain for the environment?

John Stephens, Director (Economics), Atkins Transport Planning

While the UK government has followed several European governments in introducing a car scrapping scheme, we should be under no illusions about the potential impact of these schemes on carbon emissions. Even where the incentives are in place to ensure that scrapped vehicles are replaced by more fuel efficient new ones (and this varies by country), the net impacts on total emissions will be negligible, and could even be counter-productive.

The reasons are simple. First, cars last a long time and every year some will be replaced without an incentive scheme, so the real additionality of the scheme is likely to be lower than the actual changes taking place in terms of cars scrapped and replaced; a poorly designed scheme could give rise to high levels of deadweight and even increase emissions if it allows the purchase of a vehicle with higher emissions than the one being scrapped.

Second, the scheme is simply adjusting the stock of vehicles – a very large number – by a small amount each year; given how long cars last, it would take upwards of 15 years to replace the whole car fleet, and within that fleet the older cars would be relatively inefficient compared with new ones being produced in 15 years time. In the initial years the cumulative effect of scrapping a small number of older vehicles with (possibly only slightly) more efficient new models will be small – the real impacts will come later, when the scrapped vehicles are replaced by electric vehicles – here assuming significant decarbonisation of the process of generating the electricity,

Third, the production and distribution of additional cars to replace those scrapped is itself a carbon producing process. Therefore, while tail-pipe emissions should be reduced as older cars are scrapped, the car production and distribution process could add more CO₂ back in than is saved.

It is possible to examine the potential cost effectiveness of scrapping schemes in terms of the cost per tonne of CO₂ saved by looking at cumulative emissions impacts as the car stock changes over time. Even on

a tail-pipe basis, this cost – the amount of money paid out to incentivise scrapping – could be between £1500 and £2500 per tonne of CO₂ saved when the emissions impacts are calculated over a 20 year period. The costs per tonne depend on the degree to which new cars are more efficient than those they replace, the rate of take up of any scheme and the amount of the incentive provided. The replacement of one fossil fuel vehicle with another provides marginal emissions impact and is therefore a hugely inefficient use of resources. The cost of the intervention is very high when compared to the environmental cost per tonne of CO₂ which is around £26.50.

If the objective is to reduce CO₂ tailpipe emissions, there seems little chance of implementing a more cost effective scheme until there is a real step-change in technology. More immediately cost effective measures include changing the way we drive – high speeds and cycles of acceleration and braking significantly increase fuel consumption per mile – our choice of mode, and how far we have to drive to access employment and services. At the same time, the introduction of annually reducing emissions ceilings for existing cars and stricter annual vehicle testing for emissions and other safety tests could accelerate the “natural” rate of scrappage, improving local air quality and safety as well as CO₂ emissions, while not automatically leading to the production and purchase of a replacement vehicle.

This is not to argue that a car scrapping scheme is pointless as a measure to mitigate impacts on climate change, rather that there are more cost effective measures available now, and that the time is not right for a major effort to change the vehicle fleet. The cost effectiveness of making significant changes in the car fleet becomes more attractive when there is a real step change in tailpipe emissions, for example when electric vehicles become a real and acceptable alternative and when power generation is also decarbonised. However, car production and distribution is not CO₂ free, and appraisal of a future scheme to make deep and rapid cuts in the number of fossil fuel vehicles will have to take full account of emissions over the whole life cycle.

Unsurprisingly, respondents who drove their car every day were significantly more likely to have not used the bus in the previous month than respondents who held a licence but never drove (76 per cent and 30 per cent, respectively).

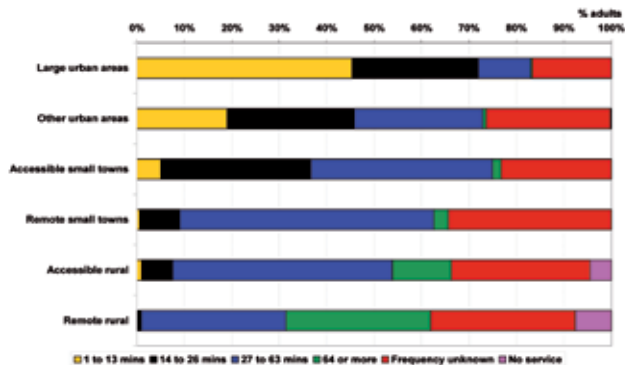


Figure 3: Perceived Frequency of local bus service, 2007

Geography

Eighty-five percent of respondents in 2007 said they lived within 6 mins walking time to the nearest bus stop, although this may not necessarily be the bus stop that they regularly use. More respondents thought they had access to a **regular bus service**¹ (5 or more per hour) in 2007 than in 1999 (24 per cent and 20 per cent, respectively) but the percentage perceiving they have **no bus service** has been stable at 1 per cent since 1999.

Large urban areas had a much higher provision of service than remote rural areas (45 per cent of large urban areas had 5+ buses per hour compared to almost none in remote rural areas; Figure 3). Respondents who lived in **rural areas** were more likely to have not used the bus in the previous month than respondents who lived in **large urban areas** (75 – 80 per cent and 39 per cent, respectively). This may be directly linked to the bus service provisions in rural areas.

¹ Taken to be the frequency of the service at their nearest bus stop.

Independent Sustainable Travel in Kirkwall

*Robbie Yates and Lynda McClurg,
Atkins Transport Planning*

Orkney Island Council's successful bid to become one of the Scottish Government's seven Sustainable Travel demonstration towns included the provision of independent travel training for residents and visitors with special needs. The aim of this project is to help ensure that all residents of and visitors to Kirkwall and its surrounding area can make the most of the transport network, both independently and sustainably.

Atkins was commissioned to deliver this initiative in January 2009 and is working in partnership with Bradford College Travel Training Unit and Voluntary Action Orkney to provide training to a dedicated band of Kirkwallians who are currently involved in caring for vulnerable members of the community. The project will also benefit from the input of one of the most effective providers of independent travel training in the UK, the Ravenscliffe School in Halifax, Yorkshire.

The team are greatly encouraged by the level of interest and it is clear that the sense of community in Orkney will be of benefit to this project. The uptake has been excellent demonstrating commitment to the community based initiative, with 18 attendees from a wide range of organisation, community groups and individuals.

The next steps are:

- A core team of trainers will be identified who will coordinate and monitor the extent of training being delivered in Kirkwall
- The team has provisionally organised an "open bus" morning

There will be a visit by Deputy Head at Ravenscliffe Special School to meet the local trainers to share, discuss and debate the practicality of setting up a travel training programme.

This innovative project will be training local people with special needs each year so that they may make better use of active and sustainable travel options.

Understanding and Analysing Walking as a Smarter Mode

Stephen Metcalfe-Wood, Atkins Intelligent Space, and Steven Fraser, Atkins Transport Planning Scotland

Walking has often been thought of as a leisure pursuit or a last resort when considered as a mode of transport. However, there is now growing recognition that walking is a key pillar of sustainable travel and a smarter choice. It is especially suited to urban use and shorter distances, as well as providing numerous health and environmental benefits. Moreover, regardless of the primary mode of transport for any particular journey, part of that journey will usually be made on foot.

Annually, over 25% of all journeys are made completely on foot (DfT). Of these, the most common journeys are those to schools and other educational centres (accounting for around 42%). In Scotland in 2001, 13% of adults walked to work and 52% of children walked to school (Scottish Transport Statistics No.21).

To unlock the value of walking, there are a number of challenges that must be addressed to create an integrated walking network.

The spatial structure of a city's street configuration has an important influence on supporting pedestrian movement. Pedestrians are sensitive to the complexity of routes and tend to choose simple, more direct options over complicated, indirect routes. This means that the urban design of an area can have an important effect on supporting or hindering pedestrian movement. The layout of streets can either provide simple and well connected routes that are easy to use for pedestrians, or it can provide more complicated and confusing routes which are much harder to use.

Another significant element to support walking is the available infrastructure. The street space available for pedestrians is a key factor in encouraging or hindering walking. Pavement space (in particular width) represents the key infrastructure support for pedestrians. Capacity is important as low quality pavements of inadequate width are an active deterrent to walking. The influence of footway capacity on pedestrian flows has been well established since Fruin formalised the Level of Service concept for walkways (Fruin 1971), showing that reduced capacity leads to congestion and thereby reduced flows.

The Atkins team called Intelligent Space, have analysed how to help improve public space, minimise social risks and maximize economic benefits. The analysis shows how pedestrian movement is a tangible and manageable asset. The modelling tools provide the stakeholders in transport strategies and urban development masterplans with effective pedestrian movement and safety strategies.

To assist with the analysis 'Fathom' software is used to quantify visibility and accessibility for pedestrians in street networks. The software uses a technique known as 'Visibility Graph Analysis' to calculate the visual field for a pedestrian at any point in the public space network. From this it is possible to identify pedestrian 'desire-lines' within the street network and therefore provide an assessment of the natural

wayfinding within an urban space. It can help to assess the impact of footway capacity on pedestrian comfort.

The methods are being used in Dundee City to provide a robust evidence base for the discussion of key walking networks, route hierarchy and priorities for infrastructure improvements.



Representing pedestrian visibility using fathom Software (red is most visible, through to blue is least visible)

Car-sharing in Scotland - An Update

Kerry Lane, Liftshare and Dave Kinnaird, Travel Plan Consultant

Introduction

Car-sharing is taking off in Scotland in a big way. The country's membership of *liftshare*, the UK's largest online car-sharing network, has risen by a phenomenal 76% since October 2007.

The interesting article 'Making Car Travel More Efficient' in the previous edition outlined the preliminary findings from new car-sharing questions in the 2007 Scottish Household Survey (SHS). However, as the increased membership suggests, there have been considerable developments related to car-sharing in Scotland since 2007. This article offers a brief update on the current situation.

Falling car occupancy

The SHS has found that the car occupancy rate in Scotland dropped significantly between 1999 and 2007 - from an average of 1.68 to 1.58. This is a worrying trend as it has a significant influence on the overall level of traffic on our roads.

For this reason, the encouragement and support of car-sharing, particularly on commuting journeys, has a crucial role to play in creating a more sustainable environment.

Perceived Barriers

The 2007 SHS showed that two thirds of the respondents said nothing would encourage them to car-share. This initial response is regularly encountered by *liftshare*, but experience suggests it is in fact often based on misconceptions. For example, the main barriers to car-sharing are often described as the lack of awareness of others making a similar journey and the perceived inability to share due to irregular shift patterns.

To overcome the perception that finding someone to share with can be a barrier, each of the seven Regional Transport Partnerships (RTPs) in Scotland are now offering a web-based, matching system to help people find others who are making similar journeys. *liftshare* is currently working in partnership with five of the RTPs to provide and maintain these regional schemes and

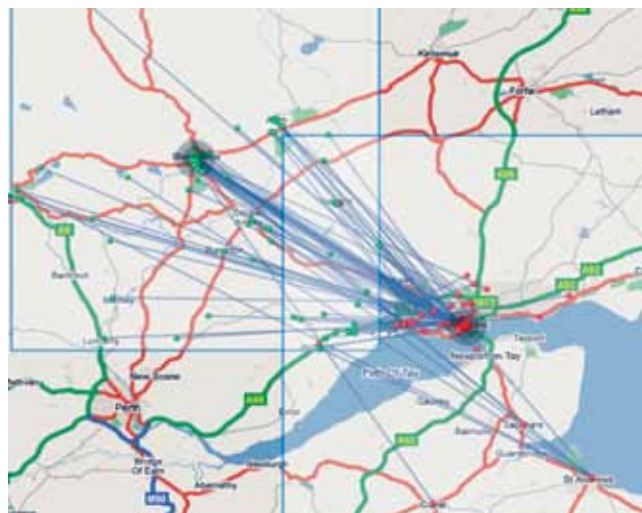


Figure 1: A map of journeys registered from Blairgowrie to Dundee showing a spread of potential matching requests. (*liftshare*, May 2009)

also with 25 Councils, 8 NHS trusts, 11 higher education establishments and 15 large private employers, a number of whom operate multi-shift patterns, but are still successful in encouraging staff to car share.



The experience of *liftshare* also suggests that, despite the SHS 2007 findings, volatile fuel prices do encourage people to car-share. The volume of registrations on *liftshare* are noticeably influenced by fuel prices and their stability and in a recent survey of Scottish members (Oct 08), 75% of respondents chose saving money as one of the main reasons for car-sharing (Figure 2).

This survey also revealed that 54% thought that support and help from their employer would be a good incentive to car-share (*this contrasts with the 4% found in the SHS 2007*).

Car-sharing in Scotland since 2007

Since 2007 there has been a substantial increase in car-sharing in Scotland.

All seven of the RTPs now have an online car-sharing scheme, compared to only three in 2007. The membership of the original three schemes has increased by 44% since the end of 2007. The regional schemes are proving very successful with an impressive 52% of members in the north-east finding a suitable car-share match.

Across Scotland as a whole, membership of *liftshare* and its schemes has increased by 76% between October 2007 and February 2009 with over 15,800 people now signed up in Scotland.

It will be interesting to find out if the results of the 2008 SHS reflect the recent boom in car-sharing that *liftshare* is experiencing.

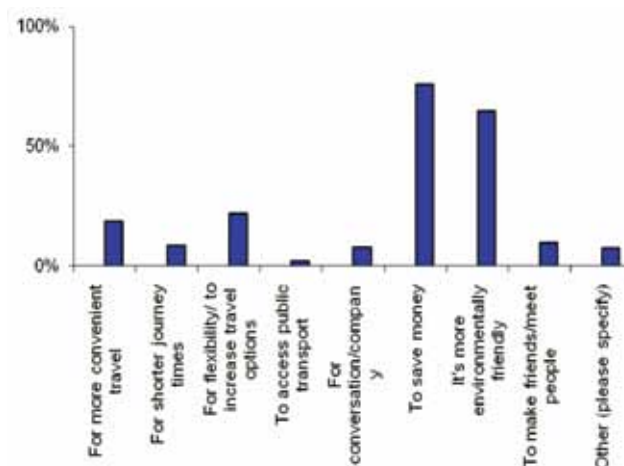


Figure 2: Why people registered to share their car journeys (*liftshare*, 2008)

Rail Renaissance in Scotland

John Yellowlees, First ScotRail

The era of modern station openings began on 12 May 1984 with Auchinleck and Kilmaurs. Twenty-five years on, Laurencekirk on the 24-mile stretch between Montrose and Stonehaven became ScotRail's 65th new station in that time, and the 15th since privatisation, when trains commenced calling on 17 May 2009.

The previous station there had closed in September 1967, but the original building has been restored to use in a £4M project funded by Transport Scotland with Aberdeenshire Council which also sees provision of CCTV, a Customer Information System, a Ticket Vending Machine, a 100-space carpark and a Dial A Bus service to adjoining villages in the Howe of the Mearns.

On weekdays there are ten trains a day southbound, and eleven northbound, linking Laurencekirk with Aberdeen, Dundee, Edinburgh and Glasgow.



More Trains for Alloa

Over 400,000 passengers have used the new Stirling Alloa Kincardine railway in its first year. Passenger services returned to Alloa when the new Alloa station opened on May 15, 2008. Stewart Stevenson says that the new services have provided new education and employment opportunities for communities across central Scotland and have played an important role in creating sustainable economic growth for the area.

In addition to the direct Alloa to Glasgow services, from 17 May a new direct morning commuter service to Edinburgh will depart Alloa at 07.38, with a return train from Edinburgh to Alloa at 17.33. In addition, the 23.18 Glasgow to Stirling service will be extended to Alloa, providing a new late service to the town.

Clackmannanshire Council say they always believed that the case to reopen the line was compelling, and these numbers prove that it is a necessary and valuable link. The reopening of the line is already making a significant contribution to the economic regeneration of Clackmannanshire and this progress looks set to continue.

SESTRANS is investigating the feasibility of extending the route from Alloa to Dunfermline to build on the success of the Stirling Alloa Kincardine railway.



Images © Jonathan McGurk railway photographer