

RIVAL BIDS FOR THE ECML FRANCHISE

Virgin and incumbent franchise holder GNER have made rival bids for a 20 year **East Coast Main Line** franchise. An SSRA decision is promised by the autumn. GNER has offered to replace existing rolling stock with new tilting trains offering higher capacity and able to run up to 140 mph. Best times to **Edinburgh from London** would fall to 3 hours 30 minutes and frequencies would be improved, including new non-electric trains for through services to **Aberdeen** and **Inverness**. Parkway stations would be provided at **Musselburgh**, near **Doncaster** and near the **M25** on the edge of London. The bid eases track capacity problems by a partnership with Railtrack to divert freight to alternative routes along with some grade separation and quadruple tracking at the notorious Welwyn bottleneck just north of London. This is similar to the Virgin strategy being applied to the WCML yet Virgin surprised many observers by going for a more radical ECML plan. The Virgin bid involves 120 miles of 205 mph new track (with one section bypassing Morpeth north of Newcastle), higher Scottish frequencies than proposed by ECML and three new Parkway stations at **Peterborough**, **Doncaster** and **Washington**. Freight and intermediate services would continue on the existing route through some additional alternative routes are also proposed. **London-Edinburgh** times would fall to 3 hrs 15 mins with new diesel locomotives employed to extend the new electric French-style **TGV** trains (re-named **VGV**) to Aberdeen and Inverness.

GNER starts with the advantage of a proven existing record (helped by acquiring a route only recently modernised) and has argued that its more cautious proposals are a deliverable financial package with options for further increases in maximum speed to 155mph. However, the Virgin proposals seem more attractive in dealing with capacity constraints and achieving the step change in level of service needed to attract significant numbers of the rising annual total of 9 million or so Anglo-Scottish air passengers. A much improved **London-Sheffield** service is also offered (with scope for extension to Manchester) but there are doubts about the logic of Parkway stations both on sustainable criteria and in terms of introducing stops on high-speed sections of new route. At **£4.7bn**, the total partnership investment required is much higher than GNER's **£1.3bn** while Virgin seems over-optimistic in expecting completion of the whole project by 2010. The Virgin plans also anticipate a higher financial contribution from government. Virgin has claimed an improving quality of service, soon to improve further with new trains for the WCML, and has argued that fears of monopoly if it gained the ECML franchise are countered by strong competition from the air sector.

SSRA as a government agency faces the difficult task of choosing between two very different approaches to the future ECML. There may be strong pressure for government to indicate a **preferred strategy** and then invite revised bids on this basis. This may postpone a final decision but a modified strategy closer to Virgin than GNER seems probable. In Scottish terms, this could involve adjustments allowing London-Edinburgh times to be cut to **3 hours** with Glasgow reached in a further 30 minutes via Lanarkshire (some 30 minutes less than probable WCML times on a route restricted to 140mph and also assisting a transformation in the quality of rail services on the important Glasgow - Lanarkshire - Livingston - Edinburgh corridor paralleling the **M8**). Links from Scotland to English cities other than London could be improved in a modified Virgin strategy also enhancing prospects for direct services from Scotland to continental Europe. There is scope to incorporate direct access to key airports, including the integration of **Edinburgh Airport** in the rail network in ways helping extension of electrification to **Aberdeen** in a **10 year transport strategy**. With a major review of **airports and air services** due in 2001, project financing could be eased through the earmarking of **Airport Passenger Duties** and **Airport Parking Charges** to develop domestic alternatives and improved public transport access to major airports already hit by road congestion (H&S8Feb; H11Feb; S6Mar; H7&10Mar; Rail 23Feb & 8Mar; Railway Gazette, April)



Metro March 7, 2000

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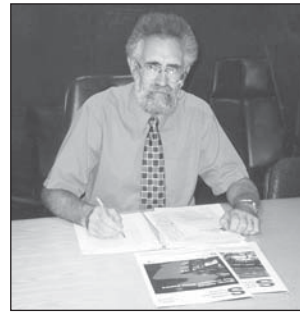
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EDITORIAL

This year, publication of the Scottish section of Railtrack's annual review of it's rolling Ten Year Strategy has coincided with other developments drawing attention to the fact that growth in rail use for passengers and freight is now exceeding road traffic growth and becoming a more powerful rival for shorter-distance air services. Rail prospects are improving over the spectrum from ECML refranchising to the much more local possibilities arising from government's revived interest in light rail. The Borders Rail Report has given a favourable wind for the first major rail reopening in Scotland at a time when the Scottish Executive is gaining more power over rail. Relationships between the Executive, the Treasury, Railtrack and the new (British) Strategic Rail Authority are still evolving. The Scottish dimension in the promised Ten Year Strategy for the UK transport should become clearer when this strategy is published in the summer



This Issue also introduces a regular new news brief in addition to the usual news digest. It continues the speculations on road traffic levels begun in Issue 8 and suggests that most growth in Scottish road traffic in now mainly on shorter-distance trips - unlike the pattern of increasing trip lengths which emerged in the period of national motorway construction.

Tom Hart, Editor

Editorial Board

T Hart, D Halden (Deputy Editor), B Weddell, I McMahon, S Lockley, Dr. Ron McQuaid and R Pedersen

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

Contributions to the next issue should be sent to the Editor at Redwood House by **Friday, 7 July 2000** or by e-mail to thstsg@aol.com

Cover Pictures By courtesy of Railtrack and Bill Wilson



TRI is involved with **DETR, The Treasury, the Open University and W S Atkins** in a study relating to **tax changes and green travel**. Contact: Dr. Tom Rye. There is also an involvement in **Edinburgh and Bristol** initiatives for **pilot road pricing schemes** as part of EU Fifth Programme research (LTT17Feb) Prof. **Margaret Grieco** is editing a special Autumn Edition of the Glasgow University publication, *Urban Studies*, dealing with **Intelligent Urban Development: The Emergence of 'wired' Government and Administration**. Other projects dealing with direct, electronic democracy under being developed (see STR ISSUE 8, p8-9) and will impinge on access and transport decision-taking. There is a wider Napier University collaboration with the designers of the lightweight **Fox One**, an electric, recyclable car intended for use in holiday resorts but with potential for urban use as a car and delivery van. Other TRI activity includes:-

- the **Role of Transport in Social Inclusion in Urban Scotland** (completed in April for the Scottish Executive, Contact: Dr. J Hine)
- **Investigation and Analysis of the Influence of Social Exclusion Road Traffic Accidents** (a research studentship for Scottish Executive with completion October 2001)
- projects relating to **Driver Behaviour** (for DETR, contact: Prof. S Stradling)

- **The Ageing Driver** (for DETR, completion August 2000, contact Prof. S Stradling)
- **Assessing Consumer, Business and Developer Responses to Sustainable Development Initiatives** (for EPSRC, completion August 2001 Contacts: Profs A Smyth and H Kirby)
- **Road-Use Pricing Levels : Technical and Political Feasibility** (research studentship for DETR/Scottish Executive, completion October 2002)
- **Effectiveness of Strategies to encourage Walking and Cycling** (TRI Research studentship, completion October 2001, contacts: Dr. T Rye, Dr. J Hine and P Gaffron)
- **Green Commuter Plans: Do they work?** (for Scottish Executive, completed February, Dr. T Rye)
- **Developer Responses to Transport Demand Management** (TRI Research studentship, completion, September 2000 Contact: Dr. J Hine)
- **Informing the Traveller II** Scottish strand for Centre for Exploitation of Science and Technology, completion, June 2000, contacts Profs. H Kirby and S Stradling)
- **Influences on Quality of Spatial Information about Urban Public Transport** (ESRC, completion, February 2001, contact: Dr. A Morrison, University of Glasgow)
- **PEDFLOW a tool to aid design of pedestrian networks** (EPSRC, completion, August 2002, contact, Prof. J Kerridge)
- **Pedestrian Behaviour** (TRI Research studentship, completion November 2003)
- **Scottish Freight Data Study** (for Scottish Enterprise, completed February 2000, contact A Baird)
- **Logistical Structure and Rail Freight Development in Britain** (completion September 2000, contacts: A Woodburn, Dr. R McQuaid, Prof. M Maher)
- **Strategic Study of the North Sea Region** (EC INTERREG Programme, completion 2001, contact: A Baird)

A fuller list of TRI activity can be found in the **Annual Research Report** contained in the May issue of *Traffic Engineering and Control (TEC)*

COMING EVENTS

23 May - Driving Change : Meeting the Challenge, ILT Scottish Conference and Exhibition, sponsored by FirstGroup and SPT, - features discussion on the Scottish Integrated Transport Bill and Congestion Charging ; - also Three Track Sessions on Careers in Transport and Logistics, E-commerce in Logistics and Transport and Change Management, Stirling University Management Centre, Fees from £100+VAT (£35+VAT for students), details from Heather Ellison, Regional Support Executive, ILT, PO Box 5787, CORBY NN17 4XQ (01536 740116)

30 May - Workplace Parking: Charging Ahead? RGU Conference with BAA sponsorship on Workplace Parking Levies, Millennium Gloucester Hotel, London, £195 to £295, details from Claire Beasant, Conference Section, Centre for Transport Policy, RGU, Kepplestone Mansion, Viewfield Rd., ABERDEEN AB15 7AW (01224 263134)

31 May - 2 June High Speed Rail 2000, One Whitehall Place, London, speakers include Chris Green, Chief Executive, Virgin Trains, fees from £695+VAT, details from AiC Worldwide, 2nd Floor, 100 Hatton Garden, LONDON EC1N 8NX (207 242 2324)

6 June - Rail Freight 2000, London Marriott Hotel, fees from £360+VAT, contact Frances Cumberland or Antonia Calvert, the Waterfront Company, 9 Grosvenor Gardens, LONDON SW1W 0BD (207 493 1232)

21 June - Grand Opening of National Cycle Network - simultaneous events in Edinburgh, Belfast, Cardiff, London and Birmingham - contact Lucy Keeler, Sustrans, 35 King St, BRISTOL BS1 4DZ 0117 915 0136 - associated with Sustrans Ride the Net 2000, 19-25 June (Scottish contact, Andy Dunn 01505 614302) and Bike Festivals in Edinburgh, Aberdeen and Glasgow, 25 June (contacts Mark James 0131 334 2653 (evenings), David Marsh 0141 287 9374, Jessica Bailey (01224 523316)

LATE NEWS ■ LATE NEWS ■ LATE NEWS ■ LATE NEWS ■ LATE NEWS

Scottish Executive has announced an extensive consultation on spending programmes for 2001-02. Provisional transport spending is £310m compared to £283m planned for 2000-01 (H20Apr). Under arrangements in the **Scottish Integrated Transport Bill, Forth Road Bridge Tolls** may rise to £2 with most income being used for road improvements according to **Road Bridge Board chair, Councillor Brian Houston** (H22Apr). **Motorola** is to takeover the mothballed Hyundai factory at **east Dunfermline**, making a major investment for the next generation of mobile phones. However, no expansion is now likely at the **Motorola East Kilbride** factory and the existing **South Queensferry** plant will close (H20&21Apr).

Survey by **Experian** has confirmed **Glasgow** as the most popular shopping centre in **Britain** after central **London** but **Edinburgh** has fallen to 12th place, after the **London** suburbs of **Bromley** and **Kingston**. **Chester** takes 7th place with **Nottingham, Leeds, Birmingham & Manchester** following **Glasgow** (H22Apr).

The **Scottish Executive and Rail Regulator** have invited applications by 22 May for a successor part-time Chairperson for the **Rail Users' Consultative Committee for Scotland**. **Scottish Executive** is consulting urgently on how to adapt **Caledonian MacBrayne Ferry Services** to EU franchising requirements Responses are sought by **30 June** to Jessica Smith, Transport Division 4, Victoria Quay Edinburgh EH6 6QR (Copies of consultation £2.95 HMSO)

The Integrated Transport Bill :The Executive's Proposals, Consultation Paper, Scottish Executive, Feb.
Response to the Integrated Transport Bill, SCC, March
Integrated Transport for Scotland, SAPT Position Paper 3, March, £2, a response to the **Integrated Transport Bill**
On Track for Road Traffic Reduction, SAPT Position Paper 4, March, £2. Outlines Proposals for first 5 years of a replacement **ScotRail** franchise.
Guidance on Local Transport Strategies and Road Traffic Reduction Reports, Scottish Executive, Feb.
Audit of Preliminary Local Transport Strategies and Road Traffic Reduction Reports, Patrick Hetherington, Scottish Executive, February
Central Scotland Transport Model (CSTM3), Explanatory Leaflet, for further information, contact Bill Smith, Transport Division 1 0131 244 7260 or Kevin Lumsden, MVA 0131 557 5533 - extra copies can be obtained from Jim Sherriff 0131 244 7271

Options for the future Ferry Service between Gourock and Dunoon, Scottish, Scottish Executive, April
South Ayrshire Transport Initiative(SATIN) : Summary Document, South Ayrshire Council
South Ayrshire Transport Initiative(SATIN) : Full Document, South Ayrshire Council
A Vision for Genuine Travel Choice: Interim Local Transport Strategy, South Lanarkshire Council
Roads and Transport Services: Interim Local Transport Strategy, South Lanarkshire Council
Draft Master Plan for Waterfront Granton, Llewelyn-Davies for City of Edinburgh Council, Lothian & Edinburgh Enterprise & Scottish Homes, Jan.
Local Transport Strategy: Interim Consultative Document, Fife Council.
Fife Structure Plan, Consultative Draft. Fife Council, February
A New Strategy for Scottish Tourism, Scottish Executive, HMSO
Planning for Fife: Structure Plan Background Paper 2. Transport and Travel, Fife Council, February

Cimate Change : Draft UK Programme, DETR, Scot Execut., National Assembly for Wales and DoE(Northern Ireland), March
Scottish Climate Change Programme Consultation, Scottish Executive, March
 (responses to both of the above consultations are invited by 2 June, 2000)

Greenhouse Gas Inventories for England, Scotland, Wales and Ireland, 1990 & 1995, Nectcen, November 1999
Trunk Road Biodiversity Action Plan (TRBAP), Scottish Executive, 1999, £10 - comments on this consultation paper are sought by 31 August 2000
Air Quality (Scotland) Regulations. Scottish Executive, March - Sets revised Air Quality Standards for Scotland

Guidance on Methodology for Multi-modal Studies, free from DETR 0870 1226 236

Ensuring that Railtrack maintain and renew the railway network, NAO, HMSO, £11.10
Rail Passenger Franchise Replacement : A Fair Price, CRUCC, 020 7505 9090 - seek simplified fares as part of the process of franchise replacement - could cost at little as £20m in first year
Financial,operational and demand comparison of light rail, guided buses, busways and bus lanes, ETP for DETR,April, £45 01273 540955
Review of Regional Eurostar Services, A D Little for DETR, £22, Cambertown, 01709 891318
2000 Network Management Statement for Great Britain : Part 1 Sustaining and Developing Britain's Rail Network; Part 2 Detailed route proposals, Railtrack, 0845 711 4141 or www.railtrack.co.uk

Developing Scotland's Railway, Railtrack Scotland, March
Developing Rail Services in Scotland: Customer Plans, Zone Plan and Route Strategies, Railtrack Scotland, March
Scottish Borders Railway Feasibility Study : Summary Report, Scott Wilson in association with KPMG and MVA, February
The Bathgate to Airdrie Railway : A Case for Reopening, RDS(Scotland) Report to West Lothian Council,March

Rail Freight Handbook 2000, £50, Rail Freight Group
Transport Yearbook 2000, £40, HMSO, January
Transport Trends, DETR, (£30.50, HMSO) surveys recent trends within GB
Travel Trends, provides summary of travel patterns to and from Britain in 1998, December 1999, HMSO, £39.50

The Role of the Coach in the Economy, CPT, www.cpt-uk.org.uk - urges more positive local council attitudes to value of coaches 020 7240 3131
Investing in Britain's Prosperity. BRF - Calls For near doubling of road investments in Britain over next 10 years
British Government Panel on Sustainable Development, Sixth and Final Report, February (this group is being replaced by the Sustainable Development Commission)
Sustainable Development and the Consumer, SCC, £12.50, January - points to the needs to ensure that sustainable development policies take account of social inclusion objectives
Reducing Travel? A Case Study of Edinburgh, D Mittler, Built Environment, Vol 25, No 2 - see also **Sustaining Edinburgh**, Scottish Affairs, No 29, Autumn 1999 - argues that Edinburgh City Council needs to take stronger action to reduce car traffic and align economic development models with reducing car dependency.
2020 Visions for the Future of Transport, RICS Research Foundation, 020 7334 3895

Home Zones for Scotland : Conference Report, TRANSform Scotland and Stirling Council, available for £7.50 from Stirling Council, Play & Out of School Care, 58 Cornton Rd, STIRLING FK9 5ATTransport **Transport Corridors - A Blind Alley?**, CPRE, £30 (or £3 summary) - expresses concerns that a transport corridor approach could lead to excessive greenfield encroachment on 'preferred' corridors
Encouraging Walking: Advice to Local Authorities, DETR free literature 0870 1226 236 (this long awaited advice on walking omits national targets to increase walking, contrasting with national policy seeking a quadrupling of cycle use between 1996 and 2012)
To-morrow's Roads : Safer for Everyone, DETR free literature 0870 1226 236
New Directions for Speed Management, DETR free literature 0870 1226 236

Charging Ahead, MVA checklist for appraisal of road pricing schemes - free from 01483 728051 or at www.mva-group.com

Bus Fare Elasticities, TAS/TSU at UCL for DETR, £20 - finds that bus demand is especially fare sensitive outside the major cities; long-term loss of patronage from higher fares can be double short-term loss

Privatisation and Deregulation of Transport, Bill Bradshaw(ed), Macmillan, £60

News Brief

REFORMS FOR LOCAL GOVERNMENT

NEW MONEY FOR TRANSPORT BUT STILL NO VISION

The Chancellor did not raise road fuel duty in real terms to provide a new ring fenced income stream for transport. But £16 million extra for transport is being made available by the Scottish Executive as a result of the budget. Whilst this money has been welcomed it falls short of Barnett Formula expectations and the hopes of many in the transport industry. Since future increases will be ring fenced for transport, an affordable approach for integrated transport is now a realistic prospect. Each penny per litre real increase in fuel price is estimated to yield over £20 million for Scotland. A dependable income stream on this scale could start to fund a new transport vision. (p. 4)

However, recent research for the Scottish Executive has identified that most local transport strategies are at an early stage (feature p. 10). In the absence of a vision of what integrated transport could deliver in Scotland, the public cannot be expected to welcome further increases in fuel duty. One of the reasons given by local authorities for this lack of progress is that there is no money to fund transport improvements. There is now the potential for a short term mechanism providing an efficient and practical way to fund integrated transport. However, for the public to want to purchase integrated transport through this mechanism, there is a long wait to go to define the product and market it.

CoSLA is pushing for reforms of committee structures and local government finance (News Digest page 5). The proposed 3-year budgets have been welcome by many transport officials. The greater stability is expected to help with planning of programmes and should improve value for money in service delivery. However, expenditure on Roads and Transport by Councils in Scotland has fallen by over 50% since local Government reorganisation in 1996. At current levels of expenditure the steady decline in the condition of local roads and in transport services is likely to continue. CoSLA has therefore called for an urgent review of funding for local government as recommended to the Scottish executive by the MacIntosh Committee who looked at the relationship between the Scottish Parliament and local government.

Sarah Boyack has reiterated that Councils are central to the delivery of integrated transport. However Council officials highlight that they cannot deliver the quality of service needed with current resources. CoSLA emphasise the need to respect flexibility of Councils to determine spending priorities yet their own research has identified serious weaknesses in Council arrangements to monitor and evaluate spending. Scottish Executive require greater accountability from Councils from any new funding for integrated transport but current procedures are regarded as inefficient and restrictive. Public frustration with these administrative problems continues to grow.

NEW ROAD SAFETY TARGETS

A cut in road deaths and serious injuries of 40% by 2010 has been proposed by the Government. A cut of 50% in child casualties has also been set. The targets follow a major review of road safety policy throughout the UK. This review included separate research projects on key issues such as pedestrian safety issues and the impacts of vehicle speed. The targets in England and Scotland are the same despite the current level of child casualties being very much worse in Scotland. Scottish research had proposed that the Scottish Executive should take action over and above that in England to reduce Scottish casualty levels closer to the national average.

There has been wide criticism of the Executive about the lack of funding incentives for local authorities to introduce the new safety measures. Whereas in England funding of home zones, 20 mph zones and other safety measures can be underpinned by local transport plan funding, there is no similar mechanism proposed in Scotland. However Sarah Boyack has said that she hopes that local authorities will take account of the new targets within their local transport strategies.

BOYACK PROMISES INTEGRATION SUMMIT

Speaking to the Scottish Association for Public Transport on 18 March, Sarah Boyack the Scottish Transport and Environment Minister, announced that she would be hosting a summit to promote integrated ticketing amongst Scotland's bus and rail operators. The work will be monitored by a new Expert Group and complements other work on national public transport information to be completed this year.

However, SAPT has suggested that a "People's Contract for Access" is needed rather than dealing with the needs of public transport users and motorists separately. Car is the access mode for more than a third of rail trips and bus park and ride has untapped potential in Scottish cities.

NEW RAIL VISION PUBLISHED

Fund assembly for Edinburgh's Crossrail project has been completed (New Digest p. 8) but year on year the funding gap grows to achieve Railtrack's needs assessment in their network management Statement (p. 12). The Borders Rail Link, Stirling-Alloa-Dunfermline and new links to Glasgow and Edinburgh Airports are just a few of the major schemes within Railtracks' proposed new £2.3 billion investment programme for Scotland. However it is not clear how this programme will be funded, with Railtrack suggesting "innovative use" of public and private sector funding involving the rail industry, the Scottish Executive, Local Authorities and other bodies.

OPPOSITION TO BUS SCHEMES

In Glasgow the new bus priority measures for the east-west corridor have attracted criticism from local traders who fear that the lack of parking outside shops will not be balanced by increases in trade from walkers and cyclists. In the City centre major enhancements area are also being made to bus and pedestrian priority.

In Edinburgh it has been suggested that the CERT busway scheme should be dropped in favour of a rail based approach. The Cockburn Association and the SNP Group on the City Council have questioned whether the current bus scheme is appropriate. The current project is expected to be complete in summer 2002.

FINAL REMINDER

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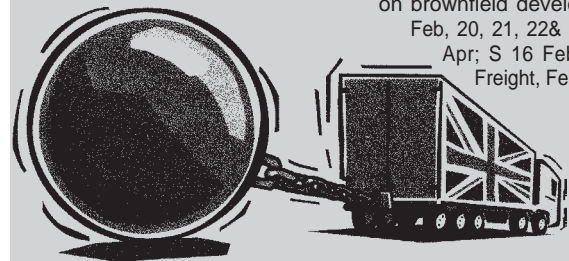
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UK Policies

The BUDGET and TRANSPORT

Contrary to expectations, the Chancellor did not use the Budget to increase **Road Fuel Duty** substantially in excess of inflation. He argued that the steep rise in oil prices and representations from a range of bodies made it unnecessary to increase fuel taxation to meet commitments to greenhouse gas savings. The opportunity was taken to reduce **Vehicle Licences** for 2+3 axle 40 tonne heavy lorries by £1800 (these lorries are the ones most affected by foreign competition) with smaller cuts in some other categories. **44 tonne lorries** for general use will be permitted from January 2001. Tax-rates were also adjusted to encourage **low-sulphur petrol** and more **fuel-efficient vehicles**. **Airport Passenger Duty** exemption was extended to cover all flights within, and from, the Highlands and Islands The Chancellor is backing EU action to secure international agreement on the introduction of an **aviation fuel tax**. The present £10 duty on flights within or from the UK is to be cut to £5 for **economy flights** from next April (though this will mean maintenance of the present charge of £10 for return flights within the UK). **Business flights** to the EU will stay at £10 but rise to £40 for extra EU destinations. **The Climate Change Levy** for industrial sectors (excluding transport) will start in 2001 and a further **levy on the quarrying of sand, gravel and aggregates** will be introduced from 2002 with the proceeds used to reduce **National Insurance** levels. These measures encourage recycling and less encroachment on greenfield areas. Consideration is to be given to reduced **stamp duty** on brownfield development (H7 Feb, 20, 21, 22& 30 Mar, 1 & 7 Apr; S 16 Feb & 22 Mar, Freight, Feb & April)



Comment Overall, the Budget missed the opportunity to assist the economy through **higher, but hypothecated, rises in Fuel Duty**. To compensate for the lack of the promised hypothecation of any real increase in Fuel Duty, an extra £280 million of transport spending (with £16 million applying to Scotland) was announced but most interest groups consider this inadequate in relation to the promised **10 year strategy for transport** (due to be announced in summer, 2000). Scottish public spending on transport remains severely constrained with continued concern at the impact on remoter areas of national rises in Fuel Duty and related VAT. While press and politicians have been vocal supporters of stabilised or reduced Fuel Duty, they have also advocated increased transport spending while accepting the priority for education and health. This leaves a substantial funding gap which has not been addressed and which can be filled by an earmarked increase in Fuel Duty. A real increase of **1p per litre** could yield **£20 to £25 million** every year in Scotland, allowing more flexible yet effective programmes combining real help for remoter areas with more extensive support for local fares, local access and a broader range of road and transport investments. Adverse impacts on lorries could be avoided by downward adjustments in Lorry Licence Duties.

There must also be doubts on whether the narrow range of the band widths proposed for future **Car Licences** (with higher rates for vehicles with higher CO2 emissions) will be sufficient to give any marked impetus to fuel efficiency and to awareness of the cost of travel alternatives. A direct shift from Car Licences to **Fuel Duty** should be more effective, reinforced by direct road pricing and workplace charging in the major travel to work areas with rising traffic and congestion. However, higher fuel taxation (and present exchange rates) could exacerbate cross-border price differences causing significant purchases of fuel for UK use on continental Europe and in the Republic of Ireland (S 24 Mar). This points to the importance of EU agreement on higher levels of transport fuel taxation and/or on the more rapid introduction of direct pricing on trunk as well as urban roads. The former is currently opposed by the Scottish Executive while the Treasury cites EU rules barring differential Road Fuel Duties despite introducing two rates for Air Passenger Duty on intra-EU flights.

AIR TRAFFIC CONTROL

Government plans to sell off 51% of NATS (National Air Traffic Services) continue to attract opposition, partly on safety grounds, but it seems likely that the necessary powers will be granted in the British Transport Bill (H 18 Feb, 27,29 & 30 Mar)

RAIL PASSENGER FRANCHISING

The implications of the **GNER** and **Virgin** bids for a long-term **ECML franchise** are considered on the outside rear cover. For Britain as a whole, the **SSRA** has indicated that it would like to see a smaller number of rail passenger franchises but for longer periods. **ScotRail** is already the dominant operator of internal Scottish services but is known to be keen on a longer franchise. Guidelines for this are now a matter for the Scottish Executive (see p. 11). The **Welsh Assembly** has expressed interest in a **WalesRail** franchise similar to Scotland and **Prism** has outlined proposals for this including integrated bus links. However, cross-boundary issues are more substantial in Wales than in Scotland due to the larger number of services running to and from England (Rail, 9 Feb)

RAIL STRATEGY

Railtrack's Annual Network Management Statement has up-dated 10 year programmes to increase total investment with provision to improve safety, tackle bottlenecks and provide for up-rated traffic forecasts (See p. 12). The **SSRA** anticipates further rises in rail investment with priority for improving existing routes rather than substantial network extensions. The change of attitude, first announced in December 1999 giving greater priority to **urban light rail** schemes has become more pronounced with Deputy Prime Minister, John Prescott, seeing 'light rail as the transport mode of the 21st century' (LTT 13 Apr) and with further funding announced after the Budget (see p. 20). Most light rail schemes are likely to be funded through local partnerships rather than through applications to the SSRA.

RAIL and ROAD SAFETY

Government has decided that **Railtrack** will retain responsibility for **rail safety** subject to HSE taking future decisions on safety relating to rail operating companies. However, Railtrack will be obliged to form a subsidiary company with responsibilities for the safety of rail track and signalling. This decision attracted strong criticism after earlier government promises to remove safety responsibilities from Railtrack. It has been argued that, a government decision should have been made after the results of the Cullen Inquiry into the Paddington rail crash (H 23 & 25 Feb; S 25Feb). Media comment has given the erroneous impression of a serious decline in rail safety and has obscured the fact that the direct providers of track and services cannot be relieved of responsibility for safety. A more informed debate might have concentrated on government plans for a unified responsibility for transport safety with stronger and more effective supervision (not direct operating responsibility) for either a restructured **HSE** or a **separate supervisory body for transport safety** with HSE retaining a role in relation to employee safety.

Government has published new targets for **road safety**. English and Scottish targets are similar with the aim of cutting road deaths and serious injuries by 40% by 2010 (on the 1994-98 average) with a 50% cut for children. However, only a 10% cut in lesser injuries is considered feasible and, due to high safety levels on present motorways and grade-separated roads, it is anticipated that these will have lesser cuts (around 30%) in KSI(killed and serious injury) levels. The main safety advances will be on other roads with much improvement depending on local authority programmes and policing. Decisions on **more varied speed limits** have been left to local councils though greater use of **20 mph zones**, especially around schools, is expected along with some expansion of **home zones** designed to discourage speeds over **10 mph**. Local councils will be able to propose more varied maximum speeds on rural roads (LTT 2& 16 Mar). In Scotland, there has been criticism at the lack of funding incentives for improvements (H 1& 2Mar) Government is expected to propose that provisional drivers should not be allowed to sit tests for a full licence until reaching 18 (H 8Feb; S 9Feb) Police forces are giving a greater priority to cuts in speeding and Glasgow City Council and Strathclyde Police have joined in a pilot scheme allowing fines to be used to fund new cameras and improved processing (H 3 Apr) On the other hand, adoption by the Scottish Executive of the European Convention on Human Rights has made it more difficult to ensure speeding and other traffic-related convictions by upholding the right of silence(H 9Feb).

SCOTTISH EXECUTIVE: DEVELOPMENT DEPARTMENT

A **Transport Division 4** has been created by the **Scottish Executive**. Headed by **David Hart**, this Division has assumed the **Caledonian MacBrayne** and **Northern Isles** shipping responsibilities formerly in Division 2 along with air services and local public transport. **Fiona Harris** deals with Caledonian MacBrayne and **Andrew MacLaren** with the Northern Isles. Division 2, under Bill McQueen, will also be developing overall policies for **freight**.

The first government corporate strategy for information has been published, entitled '**E-Government**'. It sets targets for delivery of government services online and develops the original Cabinet Office paper of 1996. Stronger powers for the **Cabinet Office** to ensure UK delivery are proposed.

Sue Essex is the new **Transport and Environment Minister** in the **Welsh Assembly**. **Peter Law** has lost transport responsibilities but retains local government. **Robin Shaw** is to head a Transport Directorate merging Highways and Transport Policy.

Anne Mearns of Lothian and Edinburgh Enterprise is to be the new chair of **Forward Scotland**, the company promoting sustainable development projects. **LEEL** has changed name to **Lothian and Edinburgh Enterprise** while the former Glasgow and Lanarkshire Development Agencies have become **Scottish Enterprise Lanarkshire** and **Scottish Enterprise Glasgow**. **Stuart Gulliver** is to step down as GDA chair in June and will expand his academic interests in urban regeneration and co-operation between Glasgow and Edinburgh as Professor of Urban Studies at **Glasgow University**. At **Scottish Enterprise**, **Robert Crawford** has taken over from **Crawford Beveridge** as Chief Executive.

Alison Magee, Highland Council, is the new **COSLA** transport spokesperson - taking over from **David Hamilton**, Midlothian Council, who retains his role as spokesperson on economic development & tourism.

Martin Hulse is the new **Cockburn Association** Secretary.

A cross-party grouping of MSPs called the **Clyde Coast Initiative** has been formed to promote regeneration on the Clyde estuary with tourism and transport at the top of the agenda. Leading members are Liberal Democrat MSP **George Lyon** and Labour Ayrshire MSP **Allan Wilson**

Toby Rackcliff, from TORG at the University of Newcastle, is the new rail development officer for **Dumfries and Galloway Council**. His remit will cover both passengers and freight

Claire Walsh has joined the **Ayrshire Joint Structure Plan Team** with responsibility for transport. This reflects the extension of Structure Plan activities to include joint approaches to Ayrshire transport.

Professors **Felix FitzRoy**, **Christopher Jensen-Butler** and **Dr Ian Smith** of St Andrews University, **Dr Alastair Morrison** and **Tom Hart** of Glasgow University and **Dr John Farrington** of Aberdeen University have become Associate Members of **TRI Napier University**.

Sue Clark, Scottish Power's Corporate Affairs Director, is to join **Railtrack** as Head of Corporate Affairs

Falling profits have forced the resignation of **Bob Ayling** as Chief Executive of **BA Ryanair** is seeking to benefit from BA's policy of moving up-market and is planning a share placing to fund expansion including 10 new aircraft. Ryanair profits rose 20% in the December quarter (S9Feb & H8Mar)

Ocean Group has agreed to merge with **NFC** to form a £2.75billion logistics group with the world's second highest revenues. The new company is to be known as **Exel**.

AB Ports profits have fallen, influenced by difficulties at its US subsidiary. **Forth Ports** has acquired **Rosyth** from Rosyth 2000 in a £5.6m cash deal. Full year profits rose 6% to £29.6m with strong performances at **Tilbury** and **Dundee** making up for a downturn at **Leith**. Property development at Leith should improve future results (H28Mar) **Clydeport** profits rose 23% in 1999 to £12.2m but serious problems have been encountered in coping with coal expansion at **Hunterston**. Train cancellations by EWS have forced the diversion of several coal cargoes

to the Merseyside port at Garston. Coal traffic at Hunterston in 1999 rose to 3.4 m tonnes but is expected to fall back to 3m tonnes in 2000 unless rail difficulties are resolved. 50% of total profits are expected to come from property within three years, including waterfront development in Glasgow (H16Mar) There is speculation that **Mersey Docks** (with annual profits over £50m) may acquire either Clydeport or Forth Ports (H16Feb)

Stagecoach has run into exceptional difficulties. Chief Executive **Mike Kinski** (joining less than two years ago from Scottish Power) resigned in February after reported disagreements with Chairman **Brian Souter**. Finance Director, **Keith Cochrane**, became Chief Executive but City pressures continued to erode share prices. Faced with major funding needs for new trains and **Virgin** modernisation, Stagecoach has sold its **Porterbrook** rail leasing company to **Abbey National** for £1.4bn. This sale, accompanied by a profits warning, produced a **collapse of Stagecoach shares in early April**. Company worth fell from £2.01bn to £1.05bn in two days. Problems have arisen in driving down costs in newly acquired **Coach USA** and opportunities for improving bus profits in Britain were seen as poor with most cost cuts already made and reduced scope for passenger growth. **Prestwick Airport** has been made available for sale. Share prices now undervalue the company and there is a possibility that the Chairman may take the company private on the Branson model. In Scotland, a succession of one-day strikes on **Stagecoach Western** have added to problems (H15Feb; 4&20Mar; 4,5,10,13&14Apr)

FirstGroup reports performance in newly acquired US companies has been in line with expectations but shares have edged down. FirstGroup and **National Express** have denied merger discussions but flagging share prices and pressures for short-term profitability have been creating a merger climate. National Express is planning further expansion in **France** and **Spain** and is now the third largest operator of school buses in the USA. Pre-tax profits for 1999 rose from £97.7m to £ 107.4m pushing shares slightly higher. Profits in the trains division (including **ScotRail**) rose 8% to £28m aided by higher patronage. Bus profits rose 8.7% to £47.6 m but passenger numbers rose only 1%. The company is keen to move to longer rail franchises (H9Feb, 15Mar; S9Feb&16&21Mar) **Arriva** has attracted takeover speculation because of weak share prices. 1999 profits rose only marginally from £94.5m to £95.2m. The **Merseyside** rail franchise has been acquired but this has little time to run (S9Mar) Bus operator **Metroline** (operating the **Scottish Citylink** brand as well as London services) has been sold for £74m to the Far East-based transport group **DelGro** (H19Feb) National Express is to buy 10% of **Prepayment Cards**, the smartcard venture set up by major bus operators last year (S10Feb) The 25 British train operating companies plan to introduce a **simpler rail ticketing** system in September, with 5 or 6 ticket types rather than 90. Ticketing problems in Scotland are less acute since ScotRail is the main operating company (S16Mar)

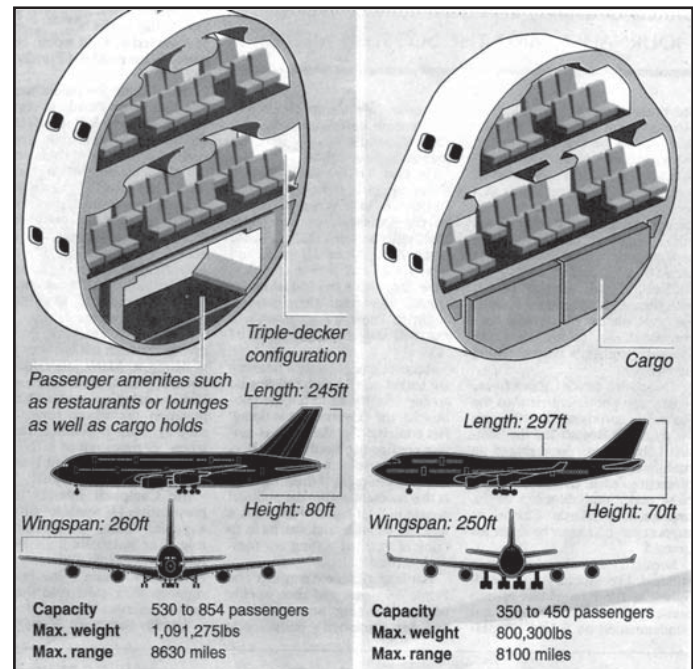
Jim Hastie, chief executive of Glasgow-based **Albion**, has been named as Chief Executive of Falkirk bus builder, **Alexander**. Former Chief Executive **Bill Cameron** has become chairman of Alexander. Bus orders have expanded the Alexander workforce from 600 to 1100 with an additional £17m deal now agreed with the Dublin Bus Company (H&S24Feb;H5Mar) However, **BAe's** Govan shipyard may face severe contraction or closure unless major new orders are secured. The company has lost out on MoD orders for 6 ro-ro ferries(H10&15Apr) **Babcock International**, owner of Rosyth dockyard, has moved into the ferry business, acquiring **FBM Marine Holdings** in a £7.4m deal. The yard is a premier site for the production of high-speed ferries and military craft up to 65m in length. Larger ferries can be built at Birkenhead (S18Mar)

Edinburgh-based **Morrison Construction** is moving into facilities management by building 20 serviced offices across the UK. The company has also won a £150m contract to maintain **Transco** gas pipelines in the south of England. In another deal, Morrison will take over the municipal services of the city of Norwich for 10 years. An alliance has been formed with US-based **Edison Capital** to make further inroads into the PFI market (S11Feb; H22Feb & 5&11Apr)

Thomson Travel is seeking to counter a poor year by moving into online marketing. German firm **C&N Touristic** has made a hostile takeover bid for Thomson Travel. **BA** is to set up an online travel agency while **Avis** is moving into online car sales. **Airtours** admits being hit by misjudging the millennium period but has bought a leading US travel firm, **TSI**, for £240m. TSI has a leading role in cruise sales and in European car hire for North American residents (H17,22&24Feb, 3Mar)

Vehicle Tracking GPS is continuing to expand. Developments include new sensors on ScotRail Turbostars allowing immediate information on the approximate loading of trains. After allowance for unladen train weight, sensors supplied by **AEA technology** can determine passenger loadings. This will help **ScotRail** meet its franchise requirement to provide the **SRA** with detailed passenger numbers for each of its daily services at least once per year (S9Mar) Since April, GPS has also been recording every movement of the 900 black cabs in Glasgow, assisting a central computer in allocating intending users to individual cabs. This **Despatcher Three** system has been introduced by the **Glasgow-wide Taxi Owners' Association** but has sparked 'Big Brother' fears by drivers previously able to decide when they wanted their position to be known (S21Feb) **SPT** is examining Dutch experience of 'intelligent bus stations' allowing computer systems to ensure better use of bus loading bays, reducing space requirements and improving passenger convenience. This approach may be applied in bus station improvements in **Hamilton, East Kilbride, Cumbernauld** and **Kilmarnock** (LTT13Apr)

Aircraft Innovation European-based **Airbus** is planning to develop a £7.5 billion super-jumbo design able to carry more passengers and freight in various configurations improving quality and cutting fuel costs per passenger. This project is in competition with **Boeing** plans and is likely to involve disputes on potential levels of government aid from the **US** and **EU** (H&S 14Mar)



Herald, 14 March 00

Light Rail Developments

Two separate features are apparent in growing interest in the advantages of light rail in serving urban needs and providing acceptable and cost-effective alternatives to car use. One strand is the expansion of **fully segregated driverless systems** on the pattern of **Lille, the London Docklands** and **Vancouver**. The capacity of such systems is being increased, allowing them to handle the heavy volumes of conventional metros (Railway Gazette, March, p. 155-158). The other strand involves a **mix of segregated and street operation** and has been commended in the **ETP** report to **DETR** on comparisons of light rail, guided buses, busways and bus lanes (LTT 30April). UK policy has begun to shift the emphasis from buses to light rail in medium-term programmes to reverse increases in city and suburban movement by car. The **London Planning Advisory Committee** expects to achieve a 15% cut in London road traffic by 2020. Light rail gained a substantial share of the extra £280 m for transport announced in the Budget. This includes extension of the London Docklands system and major expansion of the **Manchester** tram network with provision for further examination of the 'Karlsruhe concept' of joint operation of heavy rail and light rail on certain sections of route. **SPT** has been examining this possibility for the past three years. **DETR** has appointed **MVA** and European consultants to carry out further investigation of Light Rail systems (LTT17Feb)

COMMISSION FOR INTEGRATED TRANSPORT

Research for CfIT has confirmed a small net economic and environmental advantage in the general use of **44 tonne lorries** provided that other measures are also undertaken to encourage shifts to rail. CfIT expect total miles by heavy lorries to fall if 44 tonnes is allowed but **EWS** argues that this underestimates potential damage to rail. CfIT has suggested that **emissions from older vehicles** could be curbed by further changes in tax structures, encouraging retrofitting of catalysts and accelerated scrapping of older vehicles (LTT 16Mar; H7Mar) Further CfIT studies are considering the **impact of IT and e-commerce on transport and travel patterns** as an input to the government's 10 year strategy for transport (LTT13Apr).

Edinburgh City Council is using microsimulation of air quality to ensure localised improvements. The new **RICS Research Foundation** has concluded that zero traffic growth is likely to involve 70% of the population living in virtually car-free cities. Weaker policies would produce 50% growth by 2020 and 'business as usual' would produce 100% growth (LTT30Mar). However, these findings conflict with the **SFTE** study, published in 1999, on *Transport Policy Options for a Sustainable Scotland*. This found road traffic growth ranging from -20% to +40% depending on policies adopted in the years to 2020.

Corridor Evaluations The **Scottish Executive** has appointed **MVA** to conduct further evaluation of the methodology of corridor studies and specific evaluations relating to the Glasgow-Edinburgh (M8) and Glasgow-Falkirk/Stirling (M80) corridors. These will examine the scope for beneficial shifts to rail and other public transport as well as other options to reduce trip lengths (H8Apr) The **Borders Rail Study** (see p.13) for the Scottish Executive has favoured rail options for improved Edinburgh-Central Borders links rather than improved bus services and major road upgrading. The **Audit Committee** of the **Scottish Parliament** has concluded that the use of **PFI** to complete the rural stretch of the **M74** is producing 'at best only marginal financial gain'. The Scottish Executive will be responding to this report (S&H18Mar). The **EKOS** study for **Scottish Enterprise** of the **M74 Glasgow extension** has now been published after a two year delay but **JAM74** has criticised the estimates of job-saving and job-creation made in the study (LTT3Feb)

Traffic and Retailing According to **Edinburgh City Council**, the £3.1 m central area traffic management scheme will add £26m a year to retail spending in the area (LTT17Feb).

Road Safety A study by John Hopkins University has found that **accidents involving young drivers** increase when they also have teenage passengers. The study has recommended a **graduated licensing system** for teenage drivers (H22Mar) Teenage drivers in the Highlands are being targeted in a **Highland Health Board** project to cut the death and injury toll. Youth workers are to be involved in promoting safe attitudes to vehicle use before youngsters gain a licence (S24Jan) Lives on Scottish roads could be saved by a TRL-devised **intelligent sign** system warning drivers if they are travelling too fast to take corners. The £4000 electronic signs are already used at 50 locations in England. **Glasgow City Council** has expressed interest (H17Mar)

Oscar Faber is to study east **Belfast** bus priorities for the Northern Ireland Roads Service (LRR3Feb). A study by **TAS** for **CPT&ATOC (Assoc.** of Train Operating Companies) has identified 450 British locations where **dedicated bus links to rail** could be provided. The second stage of the study will cover means of implementation (LTT2Mar) **Halcrow Fox** is to model Kirkwall traffic flows for **Orkney Council** (LTT 16Mar) following the introduction of the first traffic crossing north of mainland Scotland. The **Scottish Executive Development Department** has published a research programme for 2000-01. **Reid Howie Associates** has completed research for the Scottish Executive on **the transport access needs of the disabled**. Research has been completed by: **Derek Halden Consultancy** has completed research and draft guidance on the application of **accessibility analysis techniques** in Scotland.

(for TRI Research, see inside rear cover)

MONOPOLY AND COMPETITION ISSUES

The **Competition Act**, seeking stronger promotion of competition, came into force in March and raised immediate concerns from CfIT that it could conflict with transport integration by reversing progress on integrated ticketing, information and quality bus partnerships (LTT 3 Feb). CfIT Chair, David Begg, has raised this issue directly with Deputy Prime Minister John Prescott, seeking suitable modifications in the current **Transport Bill**. Competition/integration tensions also arise in expected consolidations of existing rail passenger franchises. Combined bus and rail companies have already been required to dispose of part of their undertakings to prevent domination of any one area - the most recent example being the directive for **Arriva** to dispose of one of its main bus garages in Liverpool after acquiring the Merseyside rail franchise. Government measures to promote competition or impose regulation on car sales are expected to cut prices by 10%, less than the level previously thought possible. Prices to private buyers are likely to fall by larger amounts, due to government pressure to extend the discount to fleet purchasers (H 11 Apr) OPEC has eased limits on oil outputs but rising demand and slower progress in replacing declining oil fields will stop significant cut in world **oil prices** (H 11Apr)

SCOTTISH POLICIES

GOVERNANCE, TAXATION and FINANCING : WAYS FORWARD for SCOTLAND

Developments in **global e-commerce** and **virtual money** are threatening the ability of governments to raise taxation and influence economic trends while the unstable attraction of internet stocks has depressed the share values (and ability to raise capital on reasonable terms) of traditional companies, including the major privatised transport undertakings (H 4&13Mar). One of the most promising areas for actual increases in tax take lies in the transport sector through the combined application of road pricing and travel taxes on air travel and possibly also on longer-distance rail trips. Such changes can fit a strategy for green taxation (including tax cuts in other taxes such as National Insurance) but are also raising stronger demands for large increases in **transparent hypothecation** of taxes and charges with income becoming directly available to units of devolved government rather than to the Treasury (S 1 Mar).

The longer-term impact on transport of these structural changes in governance, taxation and charging is still uncertain but a new debate on fundamentals is emerging. A more immediate issue in Scotland is the way in which tensions between local councils, the Scottish Parliament and other interest groups will be tackled (H 15 Mar). **COSLA** has been seeking to reform and enlarge its profile (H & S 4Mar), pushing for major reforms of committee structures and of local government finance (including 3-year budgets) but insisting on the merits of flexibility for councils to determine their own spending priorities (H 26Feb). Cabinet-stye local government and proportional representation are now on the political agenda (H 10Feb) '**Community planning**' is being developed as a means towards more effective 'total service' delivery with a greater local council role in social and area economic development issues. To some extent, this approach has been supported by the revised strategy of **Scottish Enterprise National**. This highlights the need to focus on improving the global position of the Scottish economy while encouraging contacts between local government and LECS in preparing, and delivering, area programmes (H 10 Feb; 3 25 Mar)

Against this view, there are also major criticisms of the ability of local councils to deliver effective government, exacerbated by the small areas of local government units across central Scotland. The **EKOS** report, commissioned by **COSLA**, has found serious weaknesses in council arrangements to monitor and evaluate spending (H 15Feb) Democratic accountability has to reflect the realities of changing concepts of 'communities' and the potential offered by the new age of telematics and electronic communication and voting (see Grieco/Kirby/ Turner article in STR ISSUE 8, p 8/9). The methodology of 'community planning' has come under strong attack, especially in relation to the resources available and area fragmentation. In the case of transport, there is a wide range of opinion that direct accounting for transport and access (with clear streams of income, assessed costs and spending) needs to be established and separated from the normal tax system. Some partnership funding would remain but higher proportions of transport funding would come under the direct control of the Scottish Parliament and of statutory bodies for Structure Plan areas dealing with planning, transport, access and area development.

More debate on these alternative options is needed. **COSLA's** preference is for open-ended income streams with a higher proportion coming direct to local government rather than depending on block grants and special grants yet it is prepared to accept the 'additionality' and earmarking for transport of extra funds from transport charging or real increases in Road Fuel Duty. The car and lorry lobbies remain suspicious that '**additionality**' may mask transfers of existing funding away from transport while '**transport earmarking**' may involve excessive allocations to public transport, cycling

EU Policies

Disagreements between the Welsh Assembly and Westminster on the **transparent additionality of EU funding** have led to further claims by the SNP and Liberal Democrats for direct payments of EU funding to Scotland (H 17Feb & 12 Apr) Following EU pressure, the **Scottish Assisted Areas Map** has been modified to delete 97 wards and add 75 to ensure that selected wards are contiguous and have a population of at least 100,000 (H 11 Apr)

Scottish Executive has announced that EU rules will require a Franchise approach to subsidised **Scottish Ferry Services** (Consultation Paper, April).

and walking projects giving poorer value than other types of transport spending. The **Scottish Executive** view is that funding will be additional to spending programmes already announced (S 16Mar). These reflect lower levels of transport spending than in the past and could involve further reductions in future spending reviews. A solution to this difficulty could be the removal of transport spending from conventional budgets and the creation of a separate statutory framework for public spending on transport with published **Annual Reports and Accounts** by the Scottish Executive and by **Transport/Land Use Bodies** within Scotland. These Reports could include rolling **10-year strategies**. Final issues relate to rail funding and the case for special central funding allocations towards areas of particular need or opportunity. These are covered at p. 6 and 11.

SCOTTISH INTEGRATED TRANSPORT

The Consultation Paper on the outline **Scottish Integrated Transport Bill** was published in February with responses sought by the 24 March (H & S 11Feb). The paper confirms a longer-term vision for transport going beyond the provisions of the bill (which does not deal with rail issues) and proposes legislation in six main areas:-

- promotion of regional transport strategies
- a measure of bus re-regulation including reserve powers to introduce quality contracts if quality partnerships fail to deliver improvement
- integrated information and through ticketing
- arrangements for bus user consultation (not specified in detail)
- a Scottishwide scheme of concession fares for pensioners and the disabled (offering a 50% cut on standard fares, or better, with local councils having power to offer further improvements)
- enabling powers for local councils to apply congestion charging and workplace parking charges with all net income available for transport purposes.

The draft bill is expected in May with the **Transport and Environment Committee** of the Scottish Parliament giving it detailed attention between August and October. The Bill is likely to become law by Christmas.100 responses were received with most interest being in the **proposed road and workplace charges**. Most business comments reflect unease at workplace charging while local councils are concerned about prejudicial local impacts if congestion charges or workplace charges are imposed only in limited areas (S 2Mar). There is a lack of confidence that the planning system is robust enough to resist a shift to development applications in 'unpriced' areas. On the other hand, initial charges will be modest and schemes could be framed as part of regional transport/land use strategies gaining from the significant income streams arising from relatively small charges. However, it seems likely that electoral and competitive concerns may weaken local council interest in charges apart from **Edinburgh** (S 31 Jan, 4 & 11 Feb; H 22 Feb)and possibly **Aberdeen**. In **Glasgow**, workplace parking charges may be applied provided that this is incorporated in a strategy for implementing the Glasgow and Clyde Valley Structure Plan. Given the consultative and formal legal procedures proposed for inquiries into charging schemes prior to **Scottish Executive** approval, it is unlikely that any schemes will be in operation before 2003. **COSLA** and several councils have been keen to ensure that charges can cover **trunk roads** but strong Ministerial views against charging on existing trunk roads have been expressed. Area permit systems are capable of cutting traffic on urban trunk roads without requiring any direct charge for the use of such roads. De-trunking a road is also an option. This could allow tolls to be imposed at the **Kincardine** in addition to more varied tolls at Queensferry. New roads could also be tolled.

In the case of **Regional Partnerships**, the Bill will supplement existing arrangements with:-

- replacement of the Forth Bridge Joint Board with an Integrate Transport Board for the Forth Estuary (allowing extra tolls and extra funding for roads and public transport)
- powers to require councils to collaborate on specific cross-boundary issues where voluntary partnerships have failed to deliver.

Additionally, there will be consultation and further studies on the case for an **Integrated Transport Authority for the Highlands and Islands**. However, these proposals have been criticised for lacking an integrated vision for Scotland, treating areas on an ad hoc basis rather than applying statutory requirements to planning for areas wider than local councils.

Speaking to the SAPT AGM in Edinburgh on 18 March, Transport and Environment Minister **Sarah Boyack** placed great stress on the need for progress on **integrated ticketing, information and phone access to a National Timetable** (due to be finalised for Scotland by the end of the year). She promised a through-ticketing summit later this year and a Through Ticketing Expert Group to monitor progress throughout Scotland. However, the SAPT consultation response attached greater importance to practical improvements in the local provision of information with simplified, easy-to-use ticketing for all - a **People's Contract for Access** rather than a **Motorists Contract**. Funding from charging and increased Fuel Duty had to be part of a package which encouraged car users to shift to public transport while also promoting social inclusion for groups wider than the pensioner and disabled groups identified in the outline bill. Many fares for non-pensioners were still excessive and compared badly with the perceived costs of car use. SAPT also called for more use of **Bus Fuel Duty Rebate** conditions to accelerate integrated fares and higher vehicle standards [CfIT is advising government on possible replacements for Bus Fuel Duty Rebate. A Final Report is due in September (LTT 2Mar). An alternative and more differentiated support for buses is anticipated, possibly a mileage payment varied by type of area or service and conditional on achieving defined standards for integration] The SCC response regrets the lack of specific **consultation with bus users** and supports creation of statutory consultation arrangements. SAPT seeks an Integrated **Scottish Transport Users Consultative Body** linked with more localised bodies for Structure Plan areas with a heavier involvement in bus issues. There is conflict between the views of bus operators, preferring light regulation, and user views placing more emphasis on the need for regulation, especially in larger urban areas, to accelerate the provision of integrated services, information and ticketing with potential gains in overall efficiency(H 8Mar). SAPT suggests an early pilot project in Scotland to allow a **franchising approach to bus services** to be compared with the results of quality partnerships. As well as London, **Northern Ireland** had applied a fully regulated approach with encouraging results for bus use yet no monitoring report is available comparing Northern Ireland with Scotland (*Integrated Transport for Scotland*, **SAPT** response, March; **SCC** response, March)

OTHER SCOTTISH INITIATIVES

Following the Budget, Sarah Boyack has announced **Scottish trunk road spending** of £444m over the next two years, a 22% rise on the previous two years but still below the £481m spent 1993-95. This will permit preliminary work on the 5 major projects announced in November (see STR ISSUE 7, p 13) plus other maintenance, minor improvements and driver information technology. The totals include PFI payments for completion of the rural M74. The **CBI** and **SCDI** have condemned the increase as inadequate and ignoring the needs of central Scotland (H 1 Apr) 20 rural community transport projects have received £520,000 from the **Rural Community Transport Grant Scheme** (H 21Dec 99). All local councils, except the four cities, will benefit from grants of £3.7m from the **Rural Transport Fund** with the largest amounts going to Highland, Aberdeenshire, Dumfries and Galloway and Argyll and Bute Councils. **Steer Davies Gleave** has been commissioned by the Scottish Executive to evaluate results. Scotland is now the leader in **PFI** spending, with half of all UK PFI spending relating to Scottish projects by 2002. These totals include projects outwith transport and build up substantial ongoing commitments from revenue. The **House of Commons Treasury Committee** considers that there is an over-reliance on PFI and that

there should a return to greater use of conventional public spending. The efficiency gains of PFI had been marginal or negative (H & S 24 Mar). For Scottish **road safety** targets, see p. 4. Improved habitats and wildlife safety are proposed in the **Trunk Road Biodiversity Action Plan** - comments on this Scottish Executive Consultation Document are sought by 31 August (S 1Feb). The Scottish Executive is to set up a new sub-group on the **transport needs of the disabled** following a report from **Reid Howie Associates**. This found that only 15% of buses were low floor while there were major weaknesses in rail and bus station design and in staff attitudes (LTT 16 Mar) Deputy Local Government Minister, **Frank McAveety**, has announced a new task force on **community planning**. Representatives will be drawn from councils, health boards, LECs and voluntary and community groups. Five councils - South Lanarkshire, Edinburgh, Stirling, Highland and Perth & Kinross are now running pilot projects (H 7Apr) Donald Gorrie, Liberal Democrat MSP has called for the **Scottish Parliament** to free itself of the Westminster infection of excessive control from the civil service and party which is strangling democracy (H 12 Feb) SNP has complained at Labour barring questions from MSPs on reserved issues, arguing that it was proper for the Scottish Parliament to convey views to Westminster on such matters, including important issues of external transport (H 15Feb & 7Apr)

NORTH/SOUTH and EAST/WEST DIVIDES

Analyses by **Business Strategies** and the **University of Wales at Cardiff** suggest that the north/south divide will worsen over the next five years but Steven Norris, Conservative mayoral candidate in London has argued that £1 billion of public funds should be diverted from Scotland to London (H 17 Mar & 14 Apr). In Scotland, HIE Chair **Dr Jim Hunter** has expressed confidence in a **Highland and Islands** revival aided by the knowledge economy (H 7Mar) yet there are concerns at a widening east/west divide between **Glasgow and Edinburgh** (Sunday Herald 5 Mar; H 28 Mar see also p. 18) David Webster, Glasgow City Council's Chief Housing Officer, claims that Glasgow is still a migration loser to booming south-east England and has gained little from growth in eastern Scotland. He seeks, with support from research in the Urban Studies Department at Glasgow University, a diversion of funding westwards - including replacement of the low-return **A1 dual carriageway** extension to Dunbar with accelerated work on transport projects in the west of Scotland (H 13Apr) Means of encouraging a deflection of economic growth away from Edinburgh (to Fife and the Borders - see **Borders Rail Report**, p. 13 - as well as to the West) are being explored with transport forming part of relevant packages. The issue is also being examined in a forthcoming book, **Divided Scotland**, being edited by staff at Aberdeen University, Paisley University and Dundee School of Planning.

Such positive views on the possibility of using policy to influence the distribution of economic activity without damage to the overall UK economy are countered by non-interventionist government views (apart from some special help for smaller areas with acute problems) and a distribution formula for local councils giving more to areas of increasing population and economic activity (Sunday Herald 5 Mar; H 28 & 29 Mar). Nevertheless, the inflationary consequences and land pressures arising from a south-east England and east of Scotland boom are leading to re-examination of the potential role of transport and other policy instruments in ensuring more sustainable and inclusive growth patterns. In Scotland, this agenda includes the potential for deflection away from the Lothians.

Road Traffic, Rail and Bus Statistics

In Britain, **road traffic** was up 1% in the last quarter of 1999 compared to a 5% rise in **rail passenger trips** and a 6% rise in **rail freight tonne kilometres** (DETR Quarterly Bulletins on Road Traffic and Rail Statistics) **EWS** now considers that it will fall short of its aim to treble rail freight by 2007. It is now aiming at 8% growth per year (LTT 13Apr) **Stagecoach** and **FirstGroup** have reported a stabilisation of the growth in bus trips, reflecting a rise in local car trips and changes in land use patterns favouring car use. In Scotland, bus growth in **Edinburgh** and **Glasgow** may have modified these British trends. The Glasgow - Edinburgh Rail **Turbostar** service has increased rail use in the first three months of full operation by 20% at peak and 50% off-peak.



New signalling replaced Nair's unique cycling signalman in April. Herald, April 2000

SCOTTISH ROAD FLOWS MARCH 2000 (with % change on 1999 and 1998)

(thousand vehicles per day Monday to Friday daily averages)

	Bus	Cars	LGVs	HGVs	TOTAL	% change on 1999
Central Scotland						
M8 Claylands						<i>March data unavailable</i>
M8 Harthill	.35	40.3	7.8	7.6	65.1	3.3%
M8 Hillington	.58	88.4	6.1	7.2	102.3	-2.0%
M80 Bankhead	.15	25.0	3.0	5.3	33.5	-2.3%
M90 Kelty	.12	21.0	2.4	3.2	26.7	1.1%
M9 Linlithgow	.04	23.4	2.4	2.8	28.6	6.7%
M74 Uddingston	.46	57.1	7.1	10.2	74.9	3.7%
A77 Kilmarnock	.06	19.0	1.8	2.0	22.9	
A737 Lochside						<i>March data unavailable</i>
North-east Scotland						
A90 Forfar	.04	14.5	1.0	3.2	18.7	11.2%
A90 Bridge of Don	.18	16.7	1.6	1.7	20.2	1.5%
A96 Forres	.05	6.5	.9	1.2	8.6	-4.4%
Rural Trunk(North)						
A9 Tomatin	.07	4.4	0.6	1.3	6.4	-7.1%
A9 Kessock Bridge						<i>March data unavailable</i>
A9 Berriedale	.01	.8	.2	.3	1.3	-7.0%
A82 Crianlarich						<i>March data unavailable</i>
Bridge of Orchy	.03	1.2	.2	.2	1.6	
A830 Lochailort	.002	.5	.1	.1	.7	nil
A87 Kyle	.03	1.8	.3	.2	2.3	-4.0%
Rural Trunk(South)						
A1 Grantshouse	.02	3.2	.6	1.8	5.6	-9.7%
A7 Langholm	.03	2.5	4	.5	3.4	3.0%
A75 Carsluith	.04	2.4	4	1.2	4.0	
A77 Glenapp	.05	1.7	.3	.6	2.6	nil

Source: Scottish Executive Automatic Road Counts

Comment Subject to the usual health warnings about monthly data and longer-term trends, these figures appear to confirm growth in Scottish road traffic around 1% a year but with stability on several motorways and either stability or reductions in the Highlands, the Northeast, Borders and Galloway. The A1 seems to be losing traffic to the modernised M74 and the high traffic growth on the A90 at Forfar reflects an unusual monthly fluctuation with much higher car traffic than normal. Data from South Lanarkshire Council has shown that, on the A74/M74 corridor at Elvanfoot, Traffic fell by an average of 0.1% between 1990 and 1998.

Scottish Ferries (Source: Caledonian MacBrayne and Western Ferries)

	Caledonian MacBrayne		Western Ferries (Mcnroys Point - Hunters Quay)	
	Jan-March 2000	% change on 1999	Jan-Mar 2000	% change on 2000
Passengers (thousands)	624	-1.7%	160	2.6%
Cars(thousands)	144	6.7%	90	3.4%
Commercial vehicles	20,118	7.0%	2,166	-8.1%
Coaches	1,148	33.5%	428	6.5%

Air Passengers (thousands) Source: Scottish Airports, Glasgow Prestwick International and Highlands & Islands Airports

	January-March 2000 (with %change on 1999)					
	ABERDEEN		EDINBURGH		GLASGOW	
Domestic	361	(-1.0%)	889	(6.8%)	825	(1.2%)
Internat. scheduled	77	(1.6%)	212	(35.7%)	199	(16.3%)
Internat. charter	9	(-9.3%)	33	(84.0%)	257	(-5.6%)
Helicopter	82	(-16.6%)				
TOTAL	529	(-3.6%)	1134	(12.7%)	1281	(1.8%)
	PRESTWICK		INVERNESS		OTHER H&I	
TOTAL	143	(7.5%)	73	(-0.8%)	73	(-0.8%)

Comment: The slight revival in the oil sector is beginning to slow decline at Aberdeen but Edinburgh has by far the strongest traffic growth - influenced by a strong domestic demand for 'no frills' services and a rapid growth in international traffic aided by extra capacity and routes added during 1998/99. After Stansted, Edinburgh is now has the fastest growth among BAA's seven UK airports. Usage reached 5.2 m in the year to 31 March, a growth rate of 13% compared to 2.1% at London Heathrow. More muted domestic growth at Glasgow has been influenced by transfers to direct international flights while Millennium outwards flights were lower than expected. Prestwick continues to gain from 'no frills' services and the to Dublin, London and Paris. The sharp fall at other HRI airports is almost entirely due to the transfer of oil-related traffic from Sumburgh to Skasta (outside HIAL ownership.)

CHANGING TRENDS in MOVEMENT and ROAD TRAFFIC?: A Review by TOM HART

The previous STR Editorial (ISSUE 8) referred to the puzzling new feature of Scottish road traffic growth since 1996 being almost non-existent and much lower than traffic growth rates in England despite similar rates of economic growth. This feature was among issues raised at the TRI/Transport Statistics Users Group seminar on 5 April on transport statistics for a devolved Scotland. Figures are now available for English traffic to 1999 (DETR Transport Trends summarised in LTT 13Apr).

While there is room for improvement in Scottish sampling, the impressions given are of modest Scottish road traffic growth since 1996 though higher than the near zero growth recorded in Scottish Transport Statistics, 1999. Finalised DETR estimates for Scottish traffic in 1999 are still being prepared but should be available by the summer. Present indications are that total growth for the 3 years from 1996 may be under 3% i.e. less than 1% a year. English data just released for 1998 and 1999 points to annual road traffic growth of 1.7%, well below the 6.1% annual growth from 1984 to 1989 (during an economic boom) but still about double the Scottish traffic growth rate despite a strengthening of the economy in both England and Scotland. SACTRA anticipated a road traffic growth rate less than economic growth (see STR, ISSUE 7, Autumn, 1999, p11)

Transport Trends' relates the general lowering of the road traffic growth rate to the near saturation of the market with most of the continuing increase in car use related to rises in car ownership in remaining pockets of low ownership and a greater reliance of those who have grown up with cars to continue to use them into their retirement years. In England, it is thought that rising car use by middle-aged males on relatively high incomes is now minimal. Applying these trends to Scotland, one would expect the rise in car use to be greater than in England since car ownership has been moving towards English levels and congestion is less severe than in England. Why does the opposite appear to be happening? Possible explanations lie in a mix of factors which merits further investigation. These include:-

- a greater Scottish dependence on air and rail travel for longer-distance trips within Britain and overseas (whereas, in England, a higher proportion of travel is between regions fairly close together)
- urban and regional patterns within Scotland which have less pronounced features of urban sprawl compared to England and a stronger public transport tradition
- the slowing of Scottish convergence with English car ownership (influenced by pockets of poverty and by the alternatives available in cities)
- the impact of higher petrol prices in producing more careful personal planning of the number and length of car trips, notably in relation to remoter areas and the problems of agriculture.
- the rise of outwards tourism from Scotland (principally by air unlike England where there is greater use of the Channel car-carrying tunnel shuttles and ferry services)
- the relative decline in inwards tourism to Scotland with structural shifts towards air and rail coupled with a greater concentration on activity holidays rather than conventional touring by car.

Views would be welcomed on these speculations yet one development is clear and common to England and Scotland i.e. a lessening use of cars for longer trips coupled with increases in car use for localised purposes within urbanised areas shifting towards more Americanised patterns of land use and urban dispersal and decentralisation. This problem of how to restrain more localised car use is replacing earlier trends for marked increases in the average length of car trips with related sharp increases in movement on motorways and major trunk roads. Air and rail travel is out-pacing the car for many trips over more than 100 miles while rail and bus/coach services can make inroads into car travel on shorter inter-urban corridors and within appropriately planned urban areas. This potential, however, has been less developed than in the longer-distance market.

The TRI/TSUG Seminar covered other issues related to the character and cost-effectiveness of transport, mobility and performance statistics with the Scottish Executive indicating that an expert group to advise on statistics is being proposed. Views are also to be sought this summer on possible modifications to the transport and other questions in the Scottish Household Survey.

EXTERNAL

AIR Ryanair has introduced a daily **Prestwick-Frankfurt** service with midweek returns at £79 plus a further seven new routes direct from **Stansted** to Hamburg, Malmo, Nimes, Perpignan, Brescia, Lamezia and Sardinia but **GO** has indicated that it will not now takeover the **Glasgow-Stansted** route formerly operated by **KLMuk** (H 9 & 16 Feb, 3Mar). In September, **Jersey European Airlines** is to fill the gap caused by withdrawal of **KLM** uk from the Aberdeen-London City route. Jersey also plan services from Edinburgh to Birmingham (S 24Mar) There is speculation that **Ryanair** may add further direct flights from Prestwick to southern Scandinavia and northern Italy (H 31Mar) Travel from Scotland to London is to be eased by extension of the London Docklands railway to **London City** airport (H 25Mar) **British Regional Airlines** is to expand capacity on the **Edinburgh/Glasgow-Southampton** routes and will introduce a non-stop, daily Jetstream 41 service from **Glasgow** to **Cork** on 19 May Stranraer. (H 25Mar, 4 Apr) **MoD** is in discussion with **KLM** on a weekly direct flights from **Amsterdam** to **West Freugh**, near. These would be targeted on the Wigtown book town and other tourist attractions (H 4Apr) **Federal Express** has moved from **Prestwick** to **Glasgow** with a reduced scale of operation

RAIL The **Arthur D Little** report to **DETR** has concluded that, with cheaper air fares and more frequent flights, there is no commercial or wider justification for **Eurostar** services beyond London. **SPT** has attacked the misuse of taxpayers money on this project but is also claiming that the £15m a year required to extend services to Edinburgh and Glasgow would give good value (H 23Feb & 15Apr) The case for services has always been affected by high specifications and the UK government ruling against carriage of internal UK passengers. Options related to the tourist market may be re-examined on completion of the high-speed Channel Link and further improvements within Britain (see outside rear cover for developments in Anglo-Scottish services)



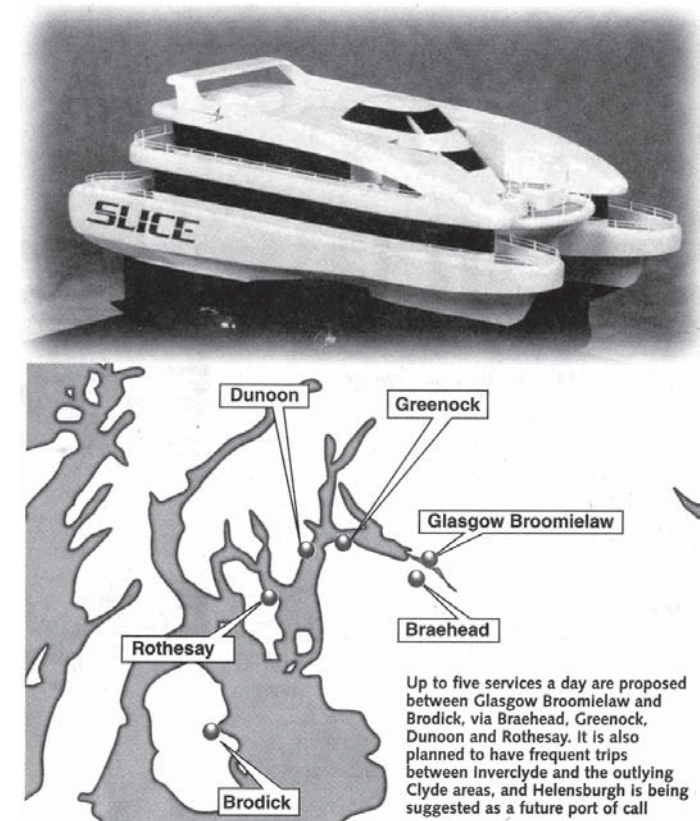
LTT March 2000

SHIPPING **Sea Containers** is to quit the **Campbeltown-Ballycastle** summer service and no alternative operator has yet been found despite much political activity. One option might be a **Derry-Campbeltown-Clyde** service (H9,22 & 26 Feb; S 22&23Feb) The **Seacat** division of **Sea Containers** has concentrated all **Belfast-Scotland** services on **Troon**, withdrawing from Stranraer (H 10Mar)

INTERNAL

AIR Newcastle-based **Gill Airways** has gone into administration but there is confidence that services will continue. Gill provides a vital link from **Wick** to **Aberdeen** as well as operating to **Glasgow** and **Edinburgh** (H26Feb) Two air link contracts have again been awarded to **Loganair** with promises of improved reliability. The contracts with the Scottish Executive cover the **Glasgow-Campbeltown-Tiree** and **Glasgow-Barra** routes until April, 2003 (S22Mar) **Highland Council and Inverness Chamber of Commerce** are seeking Scottish Executive financial support to **reduce landing charges** at Inverness are claimed to be 38% above Edinburgh (S1Feb)

FERRIES Local polls have favoured the introduction of **Sunday services** to **Lewis** and **Harris** but these are still opposed by Western Isles Council (H16,28&30Mar; S28Mar) **Clydefast** is negotiating with US firm Lockheed for three **high-speed passenger ferries** for new services on the Clyde running from **Brodick**, **Rothesay** and **Dunoon** to **Greenock**, possibly **Helensburgh**, **Braehead** and the **Broomielaw**. 2002 is the target date for introduction but this will depend on the outcome of talks with **Scottish Enterprise** and LECs. **Clydefast's** Managing-director is **Alistair McLeod**, a former engineer, and Largs



High Speed Ferry proposed for Clyde. Herald 23 February '99

electronics entrepreneur, **Neil Fraser** (H & Evening Times 23 Feb) **RAIL** Internal rail freight is being promoted by two **Scottish Executive** rail freight grants totalling £1.9 m A **Leith Docks** scheme will transfer to rail bulk road freight currently moving from **Dairy/Irvine** in Ayrshire the **Dunbar** cement works. A new rail terminal will be provided at Leith Docks. The other award will expand road to rail shifts in distribution from **Safeway's** Bellshill warehouse to **Inverness, Thurso, Wick, Kirkwall, Ullapool, Nairn, Buckie and Elgin**. These grants will remove 1.1 million lorry miles per year, making a major contribution to the target of a 15m shift to rail and water by 2002 (Scottish Executive Press Releases, 23&29 March) Another grant has released £4.5m for **AB Ports** at **Ayr**, allowing 100,000 tonnes of timber a year from **Argyll** to move by water to Ayr with onward movement by rail. Pressure on the A83 and minor roads will be eased (H14Feb) Further **rail passenger and freight service** improvements have been identified in the Railtrack NMS (see p. 12) but major changes will be dependent on trackworks, extra rolling stock and a replacement ScotRail franchise.

ROAD FREIGHT New initiatives in on-line retailing are increasing interest in the profitability of **home delivery services** (Freight, April, p16)

BUS In **Edinburgh**, Lothian LRT has reshaped services along the lines of First Group's **Glasgow Overground** though without an overall network map. Frequency on key routes has been improved and routes adjusted to changing demand. A new service 22 links **Gyle** with the **Ocean Terminal** and the **Scottish Executive** at Leith running every 10 minutes via **Princes St**. This service terminates outside the main entrance to Victoria Quay. **The Holyrood/Dynamic Earth** zone has gained from improved links with the city centre. **Napier University** has also collaborated with LRT to provide a half-hourly service 58 linking Gyle with the varied Napier sites (Metro 8 Mar and publicity leaflets) **The StAndrews-Leuchars** bus service has been modified to quarter-hourly, improving train connections. **City Sightseeing** has joined with **Scotguide** to market **'The Glasgow Tour'**, an improved version of the **Discovering Glasgow** tour provided by Scotguide since 1992. Two routes instead of one now operate from March to October (H22Mar) (Continued on p. 9)

AIR US firm **Lockheed Martin** has won the contract to develop the **new Scottish Air Traffic Control Centre** at **Prestwick**. The contract is worth some £400m and should involve some increase in the existing 650 air traffic control jobs at Prestwick (H14&15Feb) Detailed design has still to be finalised but all work should be completed by 2006 (S20Mar)

SHIPPING European traffic from **Hull**, including a significant Scottish element, continues to rise and **P&O North Sea Ferries** is investing in two 60,000 tonne ferries for the **Hull-Rotterdam** route. These will use a new terminal on the seaward side of the locks in Hull (Freight, March, p16) **Forth Ports** has commissioned **Babtie** to make a six-week study of the costs of adapting **Rosyth** as a ro-ro port for Europe. A daily European service could be operating by April 2001 and is seen as having the potential to create 3000 jobs(H25Feb) The £5m plan by **AB Ports** to upgrade Troon to accommodate **P&O Irish services** is to be subject to public inquiry(H4Mar) **Scottish Executive** has granted £3.75m to **Argyll and Bute Council** to upgrade **Port Askaig** harbour on Islay(S3Feb)

RAIL

The decision to use conventional signalling rather than 'moving block' on the upgraded **WCML** has contributed to a rise in the total costs from £2.2billion to £5.8 billion. More works to expand infrastructure capacity will now be required since conventional signalling limits capacity unless extra lines are provided. There are growing doubts that the WCML programme can be kept on schedule. For **ECML** upgrading, see Outside Rear Cover and for Railtrack's expanded strategy for Scotland, see p. 12 The Symonds construction group has proposed a 60 mile rail tunnel from **Holyhead** to **Dublin** costing at £14 billion. Such a tunnel would put further pressure on the **Loch Ryan** crossings but, with existing ferry and air services being improved, it is unlikely that the tunnel will attract the EU grant aid needed to make it commercially attractive (Sunday Times, 27Feb)

Rising traffic has been increasing the constraints imposed by signalling and track in Scotland. Among other plans (H31Mar), Railtrack is proposing a £400m redevelopment at **Edinburgh's Waverley station** allowing property development but also increasing the number of through platforms from 4 to 9 (H22&23Feb; S11Feb) The **Borders Rail Report** is summarised at p.13 and has attracted press and political attention. There is local enthusiasm for reopening to **Tweedbank** with early agreement sought on financing with possible extensions to **Carlisle** and/or **Tweedmouth**. Minority views have suggested that the £73m capital cost might be better spent on using part of the former rail formation to provide a higher quality, single-carriageway **A7** or, alternatively, spent on other rail projects in Scotland (S31Jan, 11,16&21Feb &13Mar; H9&16Feb, 28Mar). The **Edinburgh Crossrail** project (forming a base for rail reopening to the Borders), has gained £800,000 of extra financing from the **SSRA Rail Passenger Partnership Fund** and should be open by 2002, terminating at a major park+ride station at **Kinnaird Park** in east Edinburgh (LTT16Mar) Approval of the **Hamilton-Larkhall** rail extension and related improvements between Hamilton and Milngavie has again been delayed due to PFI problems. The soonest date for completion is now May, 2002. **RDS(Scotland)** has completed a study of a reopened **Bathgate-Drumgelloch/Airdrie** line for **West Lothian Council**. Capital costs are estimated at £19m with £1m a year required to support operations, giving a better cost per passenger than on several services already operating (LTT30Mar)SSRA priorities will favour upgrades of existing railways rather than network extensions (www.sra.gov.uk) Sarah Boyack has rejected SNP demands for early **electrification to Aberdeen** and has told Fife MSP Helen Eadie that costs would be around £200m (S20Jan;LTT17Feb) Construction of the **Cairngorm funicular railway** is under way despite opposition from conservation groups (S18Feb) Local objectors to a housing proposal and **Renfrewshire Council** have supported the need for reserving sufficient land for an eventual reopening of the railway to **Bridge of Weir** and **Kilmacolm** (H27Mar) With work well behind schedule, Railtrack has dropped Rigblast as the main contractor for Forth Bridge refurbishment (H1Mar) Glasgow-based **First Engineering** has gained a £100m five-year contract for rail maintenance in the Manchester area in addition to existing work in Scotland (H9Feb)

CERT BUSWAY This project has joined the Larkhall rail project in suffering chronic delays. Final terms of contract have not yet been agreed with the consortium led by **FirstGroup** while **Edinburgh City Council** has rejected plans to re-route the busway so that it serves **Murrayfield**. Earliest operation will now be May 2002 though Edinburgh Transport Convener Mark Lazarowicz has rejected as 'ignorant' SNP claims that the project should be dropped and replaced by trams or other rail improvements.

Part of the route will be served by the Edinburgh Crossrail but the markets for Crossrail and CERT differ (Evening News20&30Mar, S30Mar)

ROADS

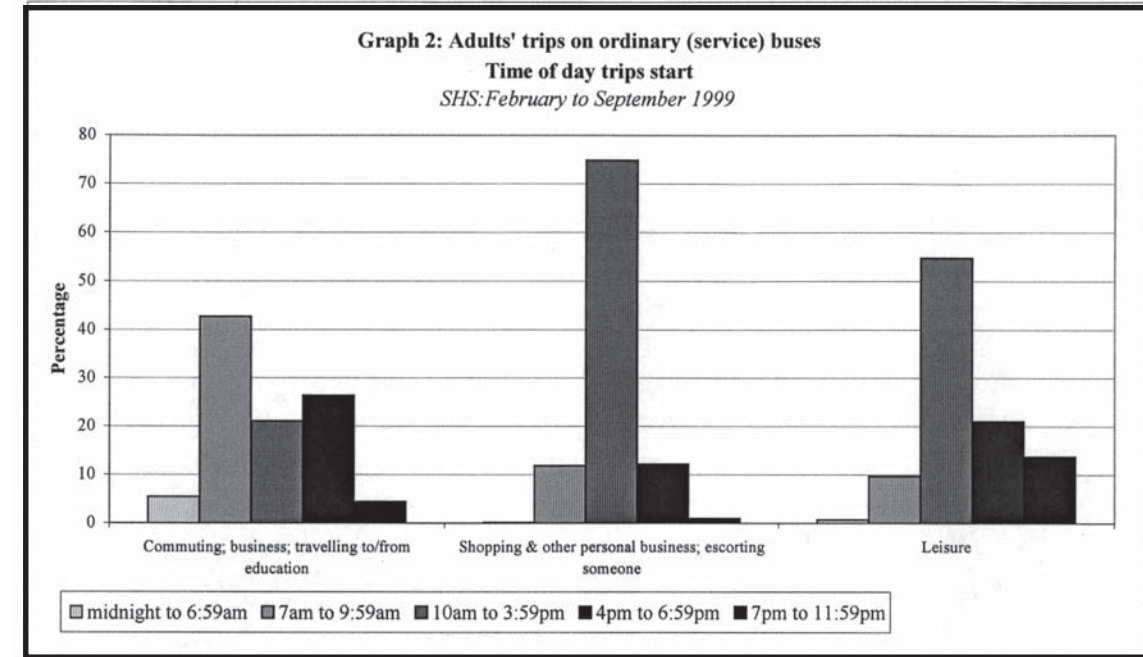
Further options for the **A8** and **A80** corridors are being evaluated by **MVA** (see p. 20) Post-Budget announcements included £40 m to upgrade the **'Cumberland gap'** between the end of the M6 and the M74 at Gretna. The cost of this scheme has been cut by making in a mainly on-line project upgrading the present A74 (H24Mar) Lesser road projects have been approved in areas of higher unemployment. **Clackmannanshire** has gained £3.3m borrowing consent to complete the **A907** 'road to nowhere' (H7Apr; LTT13Apr) while **Morrison Construction** has started work on the £3.7m **A7 Hawick Relief Road** (LTT30Mar) The **Scottish Green Party** and **TRANSform Scotland** have criticised the **Scottish Executive** and **Midlothian Council** for approving an off-line **A701** scheme which will clearly encourage greenfield development and extra traffic on the south-east fringe of Edinburgh(S11Feb & 11Mar). **SAPT** has continued to oppose the scale of proposed **A1** improvements between Haddington and Dunbar and the **A78 Three Towns Bypass** in Ayrshire. while a senior **City of Glasgow** housing official has also called in question the A1 scheme when there are more urgent needs in Glasgow (AS Herald17Mar; H13Apr) Sir Alan Smith of Cleish, Kinross-shire, has called for immediate action to up-grade the overloaded **A8000** link from the Forth Road Bridge to the Edinburgh Bypass to dual carriageway (S20Jan). **Baird Ltd** has started work on a £5m scheme on the Colinton section of the **Edinburgh Bypass**. This provides extra hard shoulders, a safety barrier and a new surface reducing vehicle noise (LTT30Mar) **Glasgow City Council** has invited tenders for an at-grade Clyde Bridge at **Finnieston**, to be completed by April 2003. This will form part of Clyde Waterfront developments and is expected to cost around £5.5m. The bridge will have two lanes in each direction with one reserved for public transport (H13Apr).

Highland, Argyll & Bute and **Perth & Kinross Councils** are linking with **Morrison Construction** to bid for the north-west Scotland trunk road maintenance **contract while 10 central Scotland councils** have joined with **Balfour Beatty** and **Mott MacDonald** to bid for the south-east contract (LTT17Feb) **Susiephone** has been appointed keeper of the Scottish Streetworks Register, created to co-ordinate streetworks under the 1991 Act (LTT16Mar) Complaints at both **urban and rural road maintenance** have risen sharply, with **South Lanarkshire, Renfrewshire** and the **Arran** roads of **North Ayrshire Council** attracting special attention (H8&16 Mar; 1Apr; S15Mar). Traffic calming is also adding to road costs but held back by budget constraints.

TRAFFIC CALMING, WALKING and CYCLING

Edinburgh City Council has adopted radical plans to reduce traffic in the central area but some residents groups have complained that this will divert traffic rather than reduce it (H10Feb;S22Feb). The plan proposes **20mph zones** and the removal of all cars from **Princes St** (eastbound cars have been banned since 1997). Responses to a household public consultation have given strong support to more extensive traffic calming and a substantial restructure and increase of funding (utilising road pricing) to provide high quality public transport, park+ride and improved conditions for walking and cycling (S11Feb). The **Cockburn Association** has expressed further doubts about CERT and has called for direct rail access to Edinburgh airport as part of city and Scottish strategies. The intensive east-west bus priorities in **Glasgow** have provoked strong opposition, especially from small shops in **Partick** and **Shettleston** gaining from passing trade. Some modifications of the scheme are expected but it also offers potential benefits for walking, cycling and better conditions for shopping in some areas. Plans for city centre changes have already been approved and are being implemented between April and June. These involve **contraflow bus lanes**, the removal of buses from **St Enoch Square** and the removal of westbound traffic (including buses) from **Argyle St** between Queen St and Union St. With these changes, most of the 'public realm' improvements to reduce traffic and improve street quality and retailing in central Glasgow will have been completed (H7Feb & 15Apr)

Transport and Environment Minister, Sarah Boyack, has opened the final section of the **Speyside Way** from **Aviemore** to **Buckie**. This route, which received government approval in 1977, utilises the former Speyside railway and has been developed with partnership funding. It is expected to attract 100,000 visitors a year which could bring £3m to the local economy sustaining around 80 jobs (H8Apr)



SCOTTISH ECONOMY

The UK economy grew by 2.1% in 1999 (Office for National Statistics, H28Mar) and the Fraser of Allander Institute has provisionally estimated Scottish growth at 2.2%. Scottish growth of 2.3% is expected this year and 3.3% in 2001 falling to 2.4% in 2002. Lower growth is expected in Glasgow and Ayrshire. Overall Scottish growth will be close to that of the UK yet research by Experian has shown that Scotland has some of the most acute pockets of poverty in Britain - including parts of Glasgow, Inverclyde, North Lanarkshire and Dundee (H28Feb & 6&14Apr) House prices are growing at half the rate for Britain, reflecting lower inflationary pressure (H11Apr) and retail growth has been modest (H17Feb) An SCDI study for HIE has shown that exports sales from the Highlands and Islands have been rising faster than Scottish exports (H18Feb)

POPULATION DISTRIBUTION

Within a population broadly stable at 5.1 m, the Registrar General has forecast areas of growth and decline in Scotland by 2016. The more extreme outcomes are shown below (council areas not mentioned are projected to have fairly stable populations):-

Population Growth over 4%		Decline of more than 4%	
West Lothian	14%	Dumfries & Galloway	-4.1%
East Lothian	11%	Argyll & Bute	-4.4%
Stirling	9.5%	Glasgow	-4.4%
East Renfrewshire	8.5%	West Dunbartonshire	-5.3%
Perth & Kinross	6.4%	Aberdeen	-8.6%
Edinburgh	4.9%	East Ayrshire	-9.8%
Midlothian	4.6%	Western Isle	-14.2%
		Dundee	-15.6%
		Inverclyde	-17.4%

Decline is concentrated on the west with the exception of **Dundee** (with a long history of decline) and **Aberdeen** (expected to be affected by outward dispersal and decline in the oil industry). Changes in policy, business enterprise and personal attitudes may affect actual results (see p. 6 and H29Feb)

TOURISM

Overseas visitors were static in 1999 but some growth is expected in 2000, especially from the USA and from a European economy reviving sufficiently to offset the high value of the £. English visitors and trips within Scotland by Scottish residents were highly volatile and weather dependent but there has been some increase in Scots holidaying in Scotland. However, spending per head was lower for 'home' tourists and the trend towards

short breaks by overseas visitors was also affecting spending. Improved quality and niche marketing remains very important for Scottish tourism. The new **Tourism Strategy** is seeking a 3% a year rise in tourist trips and a better spread of tourism (STB Seminar, 11 April) The annual survey for STB by the **Moffat Centre** at **Glasgow Caledonian University** shows **Edinburgh** with 6 of the top 10 paid-for visitor attractions in 1999 - aided by the additions of Britannia, Dynamic Earth and the Royal Museum of Scotland. However, overall visits were 1% down to 38.6 m. Numbers were down in 9 of the 14 tourist areas with decline in **Arran, Ayrshire** and **Perthshire** around 8% (H14Apr)

MOTORING COSTS

A new **AA** survey reveals that unskilled manual workers with cars spend 20% of their income (£61.65 a week) on motoring. Professional people average 17% of their income (£108.62 a week) on motoring. Spending on petrol is £24.71 a week for professionals compared to £4.31 for a lone parent with one child (H17Mar)

(Continued from p. 9)

The expansion of **bus lanes** in Glasgow could accelerate the closure of **small shops**, already badly affected by the rise of supermarkets and other retail outlets (H17Feb). There have been claims that traffic calming and restricted car access could increase **access problems for the disabled** (H18Feb) but government is reviewing of the **orange card system** to focus benefits on those with greatest need. The 'bus shambles' in **Glasgow** and **Paisley** has been attacked as a serious barrier to improving urban quality of life and public transport efficiency (H11Feb) An **Edinburgh City Council** survey has found substantial under-utilisation of **taxis** with empty running at 55%. Controversial plans for reform include a merged taxi fleet and integration of the Edinburgh airport saloon cars with the black hackney cabs (S22Jan & 10Feb) **NAO** has found **Railtrack** to be the cause of nearly half of all passenger train delays and has criticised the quality of railtrack regulation. **Rail Regulator, Tom Winsor**, claims substantial improvements in the past year and stiffer future targets (H12Apr; S21Mar) **GNER** has been named the best rail company in the customer service category in the Rail Industry Innovation Awards 2000 (H29Mar) but **Virgin** has achieved a 37% improvement in punctuality over the past year (H20Mar) **ScotRail** has had a punctuality record of 94.9% and 99.3% for reliability whereas 18% of **holiday charter flights** had been delayed for more than an hour(H16Mar) A spring campaign to cut trespass, rail vandalism and child injuries has been launched (H13Apr)

Some further results from the Scottish Household Survey supplied by the Scottish Executive

1. Background

This is the fourth in a series of short notes on transport-related results from the Scottish Household Survey (SHS). It describes some results from the first three quarters' interviews. The results are weighted to take account of differences in selection probabilities. It should be remembered that, as with all such surveys, factors such as sampling variability and non-response bias may affect the results. SHS questions on transport were listed in issue 5 of "Scottish Transport Review" (page 19) and some results have appeared in Issues 6, 7 and 8.

2. Walking time to nearest bus stop and frequency of service

Almost 11,000 households were interviewed as part of the SHS during the first three quarters of 1999. Of these, 54% said that the walking time to the nearest bus stop was 3 minutes or less, 30% said it was between 4 and 6 minutes, 10% said between 7 and 13 minutes, 2% between 14 and 26 minutes, 1% said over 27 minutes, 1% didn't know how long it was, and 1% said that there was no bus service.

Graph 1 shows how the walking time to the nearest bus stop varies depending upon which MOSAIC area a household is located in. The most notable feature of this graph is how those areas described as 'country dwellers' areas differ from other neighbourhoods. Only around 60% of households within 'country dwellers' areas are within a 13 minute walk of the nearest bus stop, while the corresponding figure for households within all other areas is above 90%. Similarly, only slightly over 30% of households in 'country dweller' areas are within a 3 minute walk of a bus stop, compared with well over 50% of all households.

The graph also shows that a lower proportion of households in areas described as 'middle income owners' and 'high income owners' are within a 3 minute walk of the nearest bus stop than most other neighbourhood types. As well as being asked about the walking time to the nearest bus stop, respondents were asked to indicate, if they could, the frequency of service at that bus stop during the day. 33% of all households said that there was a bus at least once every 15 minutes at the stop, 64% said that there was at least one every half-hour, with 75% indicating there was a bus at least once every hour. 1% of all households said there was no service, and 19% said that they didn't know the level of service.

Only 29% of households located in 'country dweller' areas said that there was a bus at least once an hour. Indeed, 13% of them said there was no service and 26% said that they didn't know the level of service. A fairly high proportion of respondents in households in 'high income owner' areas (28%) also weren't aware of the frequency of service, which may be due to higher levels of car ownership in these areas and therefore less use of bus services.

3. Ordinary (service) bus trips by adults

The travel diary part of the SHS collects information about journeys of over a mile, or 5 minutes on foot, made by a randomly chosen adult member of the household on the day before the interview took place. The kinds of information collected include the origin and destination of the journey, the purpose of the journey, the mode of transport, and the start and end times of the journey. Journeys consist of one or more stages. 'Trips' refers to all stages recorded.

Around 9% of all trips made by adults recorded in the travel diary in the months February to September 1999 were made on an ordinary (service) bus. Graph 2 shows how these trips were distributed throughout the day for each of three broad 'purpose of trip' categories. Over 40% of trips made for the purpose of commuting, business, and travelling to/from education started in period from 7am to 9:59 am. Around 75% of trips made for shopping, personal business, and in the course of escorting someone started between 10am and 3:59pm. Similarly, the majority of trips made for leisure purposes start in this same time period, however, a much greater proportion of leisure trips start between the hours of 7pm and 11:59 than the other groups. Graph 3 shows how the start times of adults' bus trips are spread across the day.

In all, 64% of adult bus passengers recorded in the SHS are women (someone who made two trips is counted twice in order that the passenger profile reflects frequency of travel), compared with 54% of adults in the sample. 21% of adult bus passengers are aged 60-74 compared with about 20% of the adults in the sample, 17% are 16-24 years old compared with 11% of adults in the sample, and 10% are aged over 75 compared with 8% of the adults in the sample. The other age groups account for smaller percentages of adult bus passengers than of the adult population in the sample: 21% of adult bus passengers are aged 45-59 (compared with 25% of adults in the sample), 16% are aged 25-34 (compared with 17% in the sample), and 14% are aged 35-44 (compared with 19% in the sample).

4. Further Information

The quarterly "Scottish Household Survey Bulletin" is available (price £5) from The Stationery Office (ISSN 1467 7393), and usually includes some analyses involving transport topics. Forthcoming publications containing results from the SHS will include further quarterly bulletins, a detailed annual report, and statistical bulletins of transport-related results. SHS results will also appear in "Scottish Transport Statistics 2000".

Further details on the 1998/99 Scottish MOSAIC classification are provided in SHS Bulletin No. 3. Information about the SHS can be found on the SHS website, at <http://www.scotland.gov.uk/shs>, and enquiries should be made to Louise Finlayson, SHS Project Manager, on 0131 244 7557 or by email at shs@scotland.gov.uk.

References

- 1 "Scottish Transport Statistics" is an annual statistical volume, available price £10 from The Stationery Office.

CITY CENTRES and CITIES

Central sites are securing a major share of hotel and tourism developments in Scotland with retailing withstanding competition from outer sites. **Edinburgh** sees its main competition as being with **Glasgow** and **Newcastle** rather than out-of-town shopping(S17Feb) Glasgow's **Buchanan Galleries** has attracted 10 million visitors in its first six months (H30Mar)and two companies (**Atlas Investment** and **Bass**) are competing for planning approval for a £50m scheme to develop the rundown site opposite the Buchanan Galleries for further retailing (H5&6Apr). However, weekend parking charges at the Galleries have been reduced to counter the free parking at **Braehead** (Metro2Mar) **Selfridges** are looking for a city centre site in either Edinburgh or Glasgow (H2&31Mar)Metro2Mar). **Scottish Metropolitan** has called on **Edinburgh City Council** to replace plans for a shopping mall under Princes St. with revised plans to expand its **Princes Mall** (the former Waverley Shopping Centre). Edinburgh Council has already dropped its opposition to Railtrack plans to increase permitted height above **Waverley** station and there are clearly major property opportunities in this area (H7Mar) A city centre site in Argyle St, Glasgow, has been selected as the site for the **Scottish University of Industry**. This university will rely heavily on electronic communication but also wishes to be close to the Glasgow base of major Scottish organisations (H14Apr) On city centre fringes, the new **Dynamic Earth** attraction beside Holyrood in Edinburgh has exceeded forecasts in attracting 340,000 visitors in its first seven months (H11Feb) **Glasgow City Council** has secured partnership funding to upgrade the '**Barras**' on the eastern fringe of the city centre(H8Apr). To the west, major developments associated with **Atlantic Quay** and **Pacific Quay** are gaining momentum and will be linked by the new **Finnieston Bridge** (see p. 8) H12Feb& 18Mar;S21Mar) In this Clyde Waterfront area, a new gauge has been installed to give advance warning of high tide or surge conditions which could cause flooding (H3Mar) Business and local councils continue to see **completion of the M74** as important for development within eastern Glasgow and also along the corridor to the west (S31Jan; H13Apr)

Beyond city centres, more attention is being paid to intensified development within cities or in planned extensions designed to minimise traffic pressures. Plans for a £500m redevelopment of **Granton Waterfront**, including a former gasworks, in Edinburgh are out for consultation as are plans for the **South-east Wedge** area incorporating the new **Royal Infirmary** and some greenfield encroachment (S2Feb & 24Mar; H8Apr) The Area Health Board has started consultation on a hospital strategy for **Glasgow**. One option would be a new South Side Hospital but the preference is for an expansion of the **Southern General** site (west of Govan) with an area role for **Stobhill Hospital** to the north-west. The **Victoria Hospital** could close though this is better situated than the Southern General for access from many parts of the south side (H16Feb) **Edinburgh Zoo** has dropped plans for a possible relocation but **Glasgow Zoo** is facing increasing financial problems and has fringe-of-city land which could be used for other purposes (H10&24Feb) The first inner **city car-share club** in Edinburgh has been successful and is to be extended to 30 cars and 23 sites. **Budget Rent a Car** estimates that customers can save £3000 a year (H25Mar) but, in Glasgow, small shopkeepers are alarmed that bus priorities could reduce their business (S1Mar, Glaswegian 9Mar) **Strathclyde University** is planning housing development on spare land at its **Jordanhill** campus (H6Apr) Financially stretched **Marks and Spencer** has sold the Edinburgh **Gyle Centre**, acquired in 1997, to the **University Superannuation Scheme** (H23Mar)

DEVELOPMENTS beyond CITY CORES

Schemes already approved are contributing to localised traffic growth as business parks and other developments are completed, often still on greenfield sites. **Braehead** can be regarded as a brownfield site but its development has contributed to traffic pressures on the **M8** and **Clyde Tunnel**. It is now valued at £407m, giving a £119 surplus over £288m development costs. The development is on course for 15 million visitors a year and it is hoped that **Ikea** will establish a west of Scotland outlet on an adjacent site (H25Feb) **Caledonian Land** is planning major refurbishment of the adjoining **Hillington Industrial Estate** and other **Business Parks** are expanding in Lanarkshire, West Lothian, Fife and to the west and south-east of Edinburgh. Development in Fife includes an out-of-town cinema and leisure complex north of the Forth Bridge (S1Feb,11&21Mar; H2Mat & 13Apr) Controversy on **greenfield encroachment** is especially

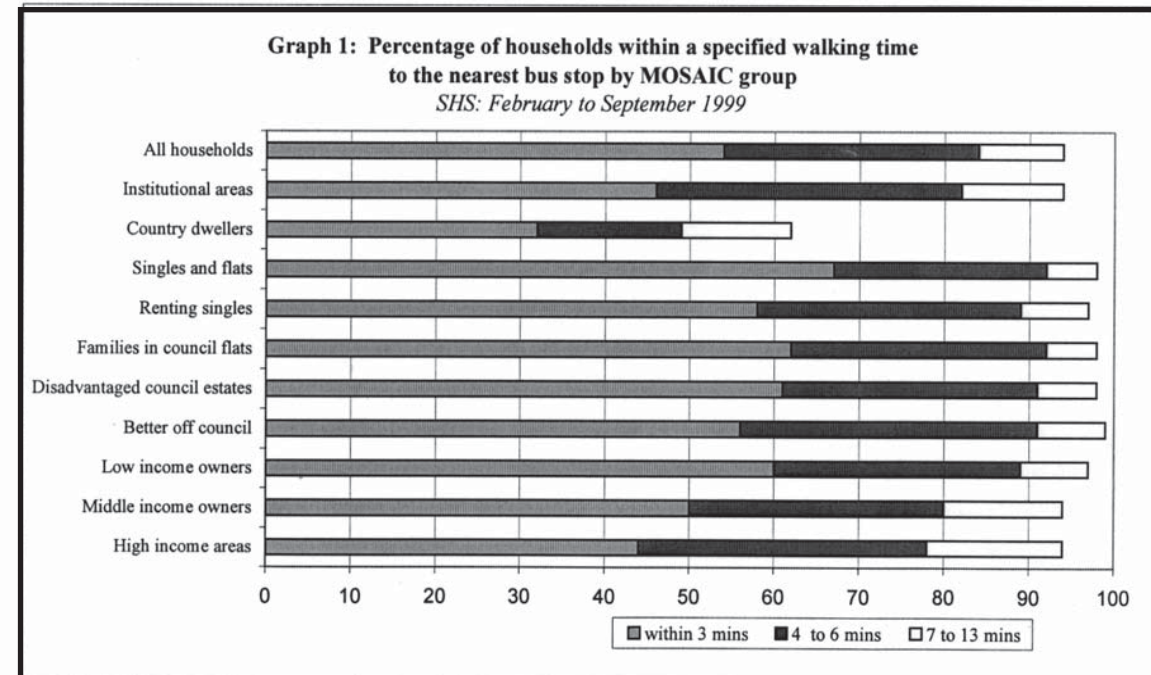
acute to the west and east of Edinburgh but a survey for the **Association for the Protection of Rural Scotland (APRS)** has found that a shrinking green belt was the greatest concern of people interested in the countryside, attracting much stronger adverse comment than windfarms (H25Feb & 20Mar; S14Mar) **ERM** has been commissioned to conduct environmental impact assessments of a revised masterplan for redevelopment of the **Ravenscraig** site in Lanarkshire.

RURAL DEVELOPMENTS

There is high concern at the loss of jobs and the emigration of youth from many rural areas and smaller towns, a process accelerated by transport difficulties (S7Feb). Walking, cycling and other activities are providing opportunities in tourism but with a strong seasonal element and a focus on particular areas. The **Speyside Way** and **Cairngorm funicular** (see p. 8) will produce some job opportunities but many rural areas are suffering from downturns in agriculture, fisheries and tourism. There are hopes that the **Borders Rail Project** (see p. 13 & S17Feb) could assist revival, including housing growth on the Midlothian section of the route passing through a former mining area. Nevertheless, the **Scottish Mining Museum** at Newtongrange (beside one of the proposed stations) is already in severe financial difficulty despite extra funding (H15Apr) Top golfers **Nick Faldo** and **Brian Hugget** have backed plans to transform a 70 acre former mining site near **Armadaie**, West Lothian, into a luxury village and golf course (H18Feb) Local job losses are likely when **Peterhead Prison** closes (H23Feb) but **Irvine** and **North Berwick** will gain from the opening of the **Big Idea** (using Nobel explosives as a base for a wider theme of transport and invention) and the **Sea Bird Centre** (replacing a former open air swimming pool). Fort William based retailer, **Nevisport**, has acquired the anchor store in the new retail/leisure development at **Lomond Shores**, Balloch. It is hoped that this development, the gateway to the future **Loch Lomond National Park**, will attract 1.7 m visitors a year (H30Mar) In contrast, **John o'Groats** is suffering from a virtually derelict main hotel (H10Apr) and there is concern that a **new barytes mine** near Foss could blight an area of high landscape value overlooking the Queens View of Loch Tummel (H4Mar) A survey by grocery chain **Spar** has highlighted the importance of the local shop to communities in the Borders (H3Apr) while **UK Trade and Industry Secretary, Stephen Byers**, has confirmed that the Postal Services Bill will be amended to allow for possible subsidies to **rural post offices** (H16Feb) Expansion of **Scotland Electronics**, based in **Forres**, will add 45 jobs to the current total of 33 in a town affected by high unemployment(H23Feb)

(Continued from P. 7)

ROADS & QUALITY OF SERVICE of maintenance on local council roads has been the subject of rising adverse comment, contrasting with improvements on trunk roads (H 24&28Feb; 4 Mar). Strathclyde Police has announced a crackdown on **school bus safety** (S 21&28Mar) Police have also targeted **speeding drivers** in a new all-Scotland campaign (H14Apr) Road safety experts have called for more action to improve the poor record of deprived areas such as Possilpark, Springburn and Drumchapel in Glasgow though accepting that the city had road deaths from 111 in 1975 to 18 in 1999(S23Feb) Improvement has been sought in the government's new target of a 50% cut in **child road deaths** by 2010 (H4Mar) Sharp differences of view have been expressed on the case for extended use of 20mph and 10 mph limits (H4Mar) Railtrack is to introduce CCTV to cut offences at **level crossings** (H28Feb) Crash tests have shown **improved safety for the occupants of small cars** (H24Feb) Annual **AA survey** shows that motoring is now the highest weekly expense of car-owning families - averaging £70 a week compared to £67 for food and non-alcoholic drink and £65 for housing(H17Mar). Internet wars are helping to cut **car prices** and people are also restraining purchases hoping for further reductions under government measures (H 1&29Mar) but the UK still tops the European league for **petrol prices** (H14Feb) **Petrol Retailers Association** expects that a large number of Scotland's remaining 750 **rural petrol stations** could close unless government policies change (H1Apr) Survey for Top Gear has shown large variations in the standards provided in **car servicing** (H13Apr) Roadside and other **litter** is a rising problem becoming a real threat to eco-tourism (H30Mar). (Concluding on p. 17)



THE PLANNING OF INTEGRATED TRANSPORT IN SCOTLAND - PROGRESS WITH LOCAL TRANSPORT STRATEGIES

Derek Halden (Derek Halden Consultancy and STSG Secretary) discusses the development of integrated transport planning across Scotland, and the need for early action to win public confidence.

February saw the publication of the Scottish Executive's view on the way forward for local transport strategies. Two documents were published; Guidance on Local Transport Strategies and Road Traffic Reduction Plans; and an Audit of the Interim Strategies submitted to the Executive by each of the 32 Councils in Scotland.

In her foreword to the guidance, Transport Minister Sarah Boyack, highlights the government's commitment to build an integrated transport system which meets our economic and social needs, but does not threaten our environment. She says that only local authorities can provide the necessary strategic leadership of local communities and this is why local transport strategies are so important.

The Guidance covers:

- Procedures and objectives for submitting transport strategies
- Partnership working arrangements
- Typical challenges within Scotland's diverse areas
- Links between transport and other policy areas
- What transport strategies should include
- Typical measures which are likely to be included within strategies
- Resourcing the plans
- Detailed analysis issues

Much of the debate about strategies has centred on how they will be resourced. Uncertainty about funding levels can also be perceived as an obstacle to clear plans. The Guidance highlights that funding beyond the short term is always uncertain, but that strategies should contain long term plans. This conflict can be resolved by demonstrating within strategies what can be afforded at different levels of funding. A lack of certainty about funding should not therefore be an obstacle to good transport planning.

The new guidance emphasises that strategies should be based upon realistic expectations for Council funding. However, local transport expenditure has fallen sharply across Scotland in recent years, and at current levels of expenditure limited progress will be made. The benefits of transport investment are long term so it is not surprising that Councils have chosen to invest in policies with shorter term returns. If national government is committed to integrated transport, a major challenge must be to introduce incentives for Councils to invest in transport.

In England, local transport plans are important bidding documents for national funding, but in Scotland the link between strategies and funding is less clear, with separate submissions being required for national public transport funding. There would be benefits in a clearer link between the needs of local authorities, as set out in the

local transport strategies, and funding from national government. The prospect of national resources to support balanced approaches to local transport investment would not only raise the priority of transport projects within Councils, but also the emphasis given to strategy preparation.

The guidance notes that "local authorities should not seek to draw definite conclusions about the economic development impact of their proposals". It is of concern for local transport strategies, that Government policy on transport and economic development is still not clear. For most local authority areas in Scotland, local economic development is a top priority objective, and transport investment is likely to be closely linked with its importance for the local economy. In its 1999 report "Transport and the Economy", the Standing Committee on Trunk Road Appraisal (SACTRA) suggested a four stage approach to economic appraisal. Central to this is clear presentation of the rationale for any transport intervention. The government's response to the SACTRA report should allow this deficiency to be addressed through new national transport appraisal guidance and should be issued as a priority.

Overall, the guidance sets a daunting agenda for Councils. It is therefore helpful that an audit of the 32 interim local transport strategies has also been issued to help monitor what approaches are working best. This audit usefully complements the guidance but notes that most strategies are at an early stage of development. The summary of key conclusions about the interim strategies will make a useful checklist for Councils before submitting the final strategies.

However, what is still missing, is a strategic overview identifying what the local strategies collectively mean for Scotland. Hopefully the final strategies will help to fill this gap, and that the new powers proposed in the Transport Bill for joint statutory plans can be used to address strategic deficiencies. In the meantime it will continue to be rather confusing for people and businesses in Scotland who want to know in simple terms what they can expect from integrated transport in Scotland so that they can plan their lives around it.

A national integrated transport plan has been the constant call of people and businesses but it is already clear that there is little prospect for the local transport strategies across Scotland to collectively define this national plan in the short term. Once the Transport Bill has been enacted the necessary planning mechanisms should be in place. However, it will not be a rapid progress to develop a seamless picture across Scotland through consultation and joint working between Councils and others.

In the meantime people and businesses will be waiting for a vision about what integrated transport means for them, and this wait will reduce the credibility of the integrated transport policies. For the new approach to work, travellers must have confidence that there is an achievable future in transport which will be better for them. It has taken nearly a decade of consultation to set up the mechanisms for change. This delay has already eroded confidence about the prospects for major transport change within a reasonable period. If integrated transport is to work then some success stories are needed quickly. Much faster action is needed, and there must be concern the process mapped out by the Executive for transport planning through local transport strategies is proving to be too slow.

in air traffic are noted with no specific recommendations (p91). The implication is that the UK may adopt a 'low intensity' application of integrated transport with a 12.5% emissions by 2010 rather than the preferred 20% cut. CCS shows that emissions in Scotland stabilised (around 20MtC) between 1990 and 1995 compared to an average UK cut of 10%. The reasons given are a shift towards coal-generated electricity (including a substantial export element more than compensating for energy savings from the closure of Ravenscraig), a lesser shift to natural gas than in England and unique Scottish problems in carbon emissions from the soil, producing 36% of all Scottish emissions and 39% of UK soil-related emissions despite Scotland having only 9% of population (p11). Further research on soil-related emissions is to be commissioned. Present figures may be over-estimates but progress in achieving real reduction is likely to be less than in other sectors. No specific targets for either total or transport reductions are set for Scotland by 2010 but it is suggested that the more rural nature of Scotland (with one-third of population classified as rural compared to one-fifth in England) make 'the emission reductions deliverable in Scotland more difficult to assess'(p25). Scottish cuts are seen as depending more on improved fuel efficiency and shifts to alternative fuels. Renewable energy already accounts for 10% of the Scottish total (compared to a UK target of 10% by 2010) and the Scottish Executive is considering a 17.5% target by 2010 with expansion in wind and energy from waste power (p15-16). Some carbon savings may also arise from a shift to renewable sources and from coal to natural gas in electricity generation yet there is a strong Scottish interest in maintaining power generation from coal, including exports by inter-connector to Ireland(H18&19 April & CCS, p13)).

There is a commitment to improved information provision and annual reports on actual emissions. These will give sectoral breakdowns (including transport) within Scotland. The assumption that Scotland will have more traffic than England because it is more 'rural' seems questionable since it conflicts with emerging evidence of lower growth of road traffic in Scotland than in England (see p. 18 in this Issue). The denser character of Scottish cities and the relatively long trips south and into Europe appear to offer greater potential for shifts away from cars, lorries and domestic air traffic to other modes. The range of comments made on CCS will make interesting reading when they become available in June.

GLOBAL WARMING and SCOTTISH TRANSPORT

By Tom Hart, STSG Chair

A Commentary on *Climate Change: Draft UK Programme (CCUK) and The Scottish Climate Change Consultation Programme(CCS)*. The Scottish Executive has invited comments on CCS by 2 June. *Inventories of Greenhouse Gas Emissions for all parts of the UK in 1990 and 1995 have also been published*

CCUK concludes that global warming based on human influences has become a major world problem with advanced countries having to consider cuts of 90% in greenhouse gas emissions in the longer term (p 17). UK emissions are presently around 9 tonnes per head per year compared to 20 in the USA, 8 in Japan, 4 in China and 2 in India (p19). The immediate preferred aim of UK policy is a 20% cut in emissions by 2010 (on a 1990 base) with a minimum obligation to achieve a 12.5% cut by 2010 - comparing with EU targets for 21% cuts in Germany and Denmark but a 13% rise in Ireland (p13). Achieving targets is a reserved issue but the UK Parliament expects that action in Scotland will be sufficient to achieve an equitable contribution to targets. No specific Scottish target is set in CCS.

Under existing policies, the 1990s fall in greenhouse gas emissions (from 212 MtC to an expected 181 MtC in 2000) is expected to reverse with rises to 183 MtC by 2010 and 191 MtC by 2020. Transport (excluding international air travel) would rise from 19% of emissions in 1990 to 28% by 2020. CCUK develops additional proposals to achieve target cuts by 2010 and continuing cuts thereafter. It notes that the UK has already made considerable progress in decoupling economic growth from energy use (p50) but is conscious of the need to take business and public opinion into account in achieving further advance without damage to international competitiveness. In the new programme, total emissions of 165MtC (compared to projections of 183MtC) are sought by 2010 with transport contributing 41MtC rather than the 48.2MtC of existing projections. Transport would contribute 41% of projected UK savings (p115). Around half of these gains are related to tax policies with the remainder requiring high intensity implementation of the Integrated Transport White Paper (with estimates applying only to England) (p115) The problems arising from rapid growth

THE FUTURE OF FREIGHT ?

David Roberts, National Business Manager for EWS in Scotland

Freight remains a confusing part of the rail agenda. Whilst passenger companies weave a business between franchise commitments, rolling stock leases, and the strong incentives of their track access regime, the freight companies which emerged from privatisation are very different in nature. They are free of the franchise system, are in control of their own assets, and apart from periodic negotiations for track access, are masters of their own destiny. As they are not compromised by direct public subsidy, the freight companies could be described as the free commercial agents of Scotland's railway. But is that really the case ?

Firstly there is competition. Pipelines, coastal shipping, road haulage, and air freight all participate in the same market place. Customers correctly expect rail to deliver a competitive benefit. Unfortunately there is not a level playing field between the different modes, with freight on rail having to contribute to the full depreciation costs of the infrastructure which it employs. Contrast this with the results of one study which last year suggested that road haulage does not pay for up to 40% of its true social and economic costs. Yet against a backdrop of increasing congestion and global warming the government has allowed the arrival of the 44 tonne lorry. This is estimated to have a 7% impact on Freightliner's business, and up to 20% on some of EWS's bulk freight business.

STIRLING - ALLOA - DUNFERMLINE RAILWAY: A FREIGHT / PASSENGER PARTNERSHIP

There have been various proposals for the re-opening of the railway through Alloa since the line closed in the late 1960s. These have failed for a variety of reasons, but the prospects for a major re-opening of this route are now bright for a number of reasons:-

- Increasing capacity constraints on the Forth Rail Bridge and in West Lothian make a compelling case for a new east to west rail route in central Scotland.
- There are both passenger and freight rail opportunities for the route.
- Changes in the coal supply needs for Longannet Power Station introduce and ever increasing demand for coal freight to the area port.
- The proposed east of Scotland Ro-Ro port at Rosyth will attract a large number of freight movements to the area which cannot be accommodated on the existing rail network.
- The economies of Clackmannanshire and West Fife are weak, and the railway could help to attract new investment to the area.
- The new integrated transport policies offer the prospect of national public money to support the project.
- The new business structures within the rail industry offer mixed incentives for growth of the rail network.

Secondly there is access to the tracks. It must be remembered that Railtrack earn over £2 billion from passenger activity, and less than £200 million from their freight operation. As we enter into a phase of passenger franchise negotiations it will be vital that the cause of freight is not forgotten. Amongst all the big plans for new trains and new journey times, Scotland needs to remember that there are only three rail routes to the Border, and three routes from west to east in central Scotland. These tracks will have to support fast passenger trains, local passenger trains, and both fast and slow freights. Campaigns for reopening new rail lines are laudable, but forty years of decline means that the existing network has been rationalised to the extreme. Scotland needs passing loops, crossovers, and signals; none of which are politically glitzy, but all of which demand a lot of capital from somewhere.

Something quite remarkable has already happened. There is already sustained freight growth on rail in Scotland for the first time in decades. But this is an embryonic industry with little protection from the harsh realities of the market place. Railtrack project freight growth at anything from 3% to 20% per annum depending on differing investment scenarios. What was supposedly meant to be a free commercial agent, is in reality still heavily compromised by tough political decisions.

Studies commissioned jointly by the local Councils, Railtrack, English Welsh and Scottish Railway, ScotRail and other partners including the Scottish Enterprise Network were completed in 1998 and 1999 to estimate re-opening costs, and the demand for freight and passenger traffic. The total re-opening costs are estimated at £10 million for freight plus £2.5 million for passenger services. This would provide a single track line with modern signalling, level crossings, passing loops at Cambus, Alloa and Kincardine, and a railway station with car parking facilities in central Alloa. An hourly direct passenger service from Alloa to Glasgow could be accommodated within the current ScotRail timetable scheduling.

Assembly of the £12.5 million to show this project to be implemented is currently underway. Railtrack in discussion with the Scottish Executive. Once the funding from these sources has been defined, proposals to Scottish Executive and the Shadow Strategic Rail Authority by Clackmannanshire Council for Public Transport Funding and Passenger Partnership Funding will be considered. Together with other smaller contributions from public and private sector organisations it is hoped that fund assembly will be completed by the end of 2000.

Statutory procedures are being pursued in parallel with fund assembly and it is anticipated that construction work could start in early 2001 with the first freight and passenger trains running in 2002.

(Contributed by Derek Halden)

CONTRIBUTED BY BRIAN PATTON

Brian was born in Lanarkshire and now lives in Berwickshire after a period in London. He is a writer on tram networks and history with wide experience of worldwide developments.

The word 'tram' still conjures up a vision of a **Glasgow** 'standard' tram squealing round the curve from Sauchiehall St into Renfield St but the public is now aware from TV that scenes shot in **Amsterdam** or **Manchester** often feature in the background a vehicle which is undoubtedly a tram but bears little resemblance to the traditional Glasgow 'caur'. In the last twenty years, 43 new tramways or light rail systems have been commissioned in a variety of cities in many countries with a further 10 under construction at the time of writing and others planned. These include new central and suburban tram routes in world cities (as in **Paris**, **Berlin** and **London**) also having underground and regional rail systems. The 323 world tram systems of the late 1970s will have increased 16% by 2004 with steeper increases in usage and route mileage. This is a considerable expansion which has involved national and local governments and, increasingly, involvement by the private sector. Why have cities as diverse as **San Diego** and **Saarbrücken** become so involved in a mode rejected in Britain (apart from **Blackpool**) by the 1960s and why is British policy now becoming more favourable to a tram revival (see p. 20)?

Many factors are involved in these changes and, of course, local conditions and politics have determined the issue in many cases. Nevertheless, certain common themes can be discerned and merit closer examination, pointing to what could be done in **Scotland**. It is generally agreed that the world is ending its love affair with the motor car in the form which it has taken since 1950. This is not to say that governments have become anti-car - it is simply that it has been recognised that the private car, especially in urban areas, is an inefficient and polluting form of transport destroying local quality of life and fossil fuel resources through excess use. Cars are very inefficient users of city road space and it is impossible to provide extra road space and related parking. But it is proving difficult to get people out of cars if the only alternative offered has been a bus, no matter how modern. There is now evidence that the fall in bus modal share is stabilising but, even with provision of dedicated bus lanes as in **Runcorn**, bus has not been able to increase its share of urban movement. Rail-based systems, however, have avoided the decline affecting buses and have improved their image. Rail growth for longer distance and regional travel is now accompanied by more localised growth in which the tram is seen as modern and capable of changing urban travel habits. All the new systems mentioned above provide variations on the same theme. In **Rouen**, for example, where trams started running again in 1994, usage of public transport rose 40% in the next two years and 27% of tram passengers had not previously used the bus lines which the trams replaced. The capital costs of trams has been more than justified by operational and quality of life gains plus the savings from cuts in road traffic. Trams and integrated ticketing are playing a significant role in urban regeneration and selective expansion.

Another powerful factor which has encouraged cities to choose trams is their advantages for users with lessened mobility, including people with young children, shopping and luggage. For these diverse groups, a tram is a vehicle which is easily accessible and provides the comfort and ride qualities of a train but which, unlike a train, can run on city streets as well as segregated track. Trams also avoid the need to descend into underground stations, as well as avoiding their high costs and perceptions of heightened insecurity. The rights of the disabled to improved access are now accepted in most countries and the tram has proved an ideal vehicle for achieving such access. Finally, trams fit in well with the architecture of historic places. Because they used fixed track, they can serve parts of cities where there would be insufficient room for a bus service. A visit to systems such as **Prag** or **Lisbon** will show trams at ease in medieval streets, negotiating tight corners and historic archways as they convey tourists and citizens about the area.

For all these reasons, the modern tram merits careful attention as a tool of future transport policy in Scotland. It has already been given a higher profile in the interim **10-year transport strategy** for Britain and this will be filled out in the programmes to be announced for Scotland in summer 2000. It is regrettable that Scotland has fallen behind England, as well as continental Europe, in introducing modern trams yet **Glasgow** and **Edinburgh** have a strong case for tram operation, perhaps as early as 2006, and certainly by 2011. Sensitive tourism policies may also create other examples of tram use in a modernising Scotland.



Modern Tram in suburban Paris. Brian Patton

Borders Rail Report (Continued from P. 13)

6. Socio-Economic Impacts

The improvements in accessibility that reopening the railway would bring would have an immediate impact on residents travelling out of the area for work or education, making opportunities in and around Edinburgh much easier to reach. In the longer term this increased accessibility would bring new jobs and housing to the Borders as its economy becomes more integrated with that of the Edinburgh region.

Initial estimates suggest that as many as 900 jobs could be created or retained in the area as a result of a rail service. Up to 700 additional houses might also be required around the new stations in the Borders as the area becomes more attractive to those commuting to Edinburgh. If appropriate development land was available, the corresponding figure for Midlothian would be 2500 new houses, although the impact on employment would be less.

7. Impact on Bus Network

Most of the existing longer distance bus passengers between Galashiels and Edinburgh would use the train once the service is available due to the difference in journey times. The scale of revenue reduction on competing bus services could result in some rationalisation by service operators which could cause further demand to switch to the rail service. Given the significant number of movements using intermediate sections of these parallel bus services which are not well-served by the proposed rail service, such rationalisation would create disbenefits to significant groups of existing travellers. A network of complementary bus services is therefore needed to spread the impact of a rail service in a beneficial manner.

8. Alternative Options

A rail service that would give these benefits would require substantial investment, with only a modest revenue surplus compared with operating costs to contribute

towards the cost of the investment. The study therefore looked at a number of alternatives, both as a means of reducing costs and also improving the basic viability of the service. These options included using the rail alignment south of the Edinburgh City Bypass for light rail or

9. Project Funding & Development

Given that no reinstatement option would achieve a full commercial return on the capital employed, the bulk of the capital cost would have to be met by the public sector. The funds required could be channelled through any one of a number of possible funding sources or through some combination of them, or the project could be treated as a stand-alone funding commitment.

A new rail service would be best treated as an integral part of the ScotRail franchise. Although the Strategic Rail Authority would take on negotiation of changes to the franchise agreement to incorporate the new rail service, the negotiation of any project agreement for capital works would probably have to be led by a joint body of the interested local authorities.

An overall development timescale of between 5 and 8 years could be expected for delivery of the scheme.

10. Conclusion

The study was designed to provide a robust appraisal of options for reinstating a rail link to the Scottish Borders, and in particular identify the costs and associated economic impacts. It showed that a frequent rail passenger service could cover its direct operating costs and reduce travel times to central Edinburgh from Galashiels to around 45 minutes compared to the current times of 90 minutes by bus and at least 55 minutes by car during peak periods. The baseline information provided by the study will now be used to prepare a business case and funding package for the reinstatement of a rail link to the Central Borders.

Contributed by BILL URE, SECRETARY, RUCC FOR SCOTLAND

The devolution of rail powers to the **Scottish Executive** is likely to realise Government's objectives of ensuring, "proper democratic control over expenditure and prioritisation of services on Scotland's railways and will allow continuity of long distance services".

An additional benefit to the **Executive** will come from the **Strategic Rail Authority** embarking on the process of franchise renewal. This means that the **Scottish Executive** will be taking decisions affecting Scottish rail services not just up to the end of the existing franchise in 2004 but for a much longer, 15 or 20 years period.

For passengers this brings a double benefit: the base line of services, the **Passenger Service Requirement (PSR)**, will not be the **Existing PSR** which amounts to about **85%** of the total services currently operated but it will be the present level of services - a **15%** uplift; the second benefit is that this level of service will be guaranteed for the duration of the franchise, it won't be subject to short notice reductions and withdrawals which affected services under **British Rail** according to the peaks and troughs of the economy and government expenditure cuts.

Clearly the decisions to be taken by the **Executive** will have long-term effects, how therefore can the **Executive** ensure that the decision it takes are not unduly influenced by 'pork-barrel politics' but are in the national interest and maximise the benefits to passengers and potential passengers?

The **RUCC** for Scotland's view that, if potential decisions are tested against a three part matrix there, will emerge clear indications as to which rail scheme or project meets passenger and national requirements.

RAIL ORGANISATION AND FINANCING IN SCOTLAND A COMMENT FROM THE EDITOR

The coming into law of the British Transport Bill will complete the process of devolving rail supervisory powers and financial responsibilities to the Scottish Executive. This devolution is to the Executive, not the Scottish Parliament, because the general rail framework remains a Westminster responsibility. However, the Scottish Parliament does have direct power to legislate for railway works involving land and to make changes in local government and PTE arrangements.

The Strategic Rail Authority (SRA), which will replace the present shadow authority, remains responsible for British rail strategy but within guidelines for internal Scottish services set by the Executive. The Executive must also be consulted on changes in cross-boundary services. Freight grants within Scotland are already an Executive responsibility and, unlike passengers, the Executive has set targets for increasing rail and water-borne freight (see p.7). Appropriate changes in block grant to the Scottish Parliament will be made to reflect changes in financial responsibilities but have not yet been specified.

The detail of these changes will attract much interest since they have a direct bearing on the nature of a replacement ScotRail franchise, the imminent ECML replacement franchise and the nature of partnerships for Railtrack investment in, and affecting, Scotland. A Rail Division within the Executive already exists and will become more active in forging relationships with the SRA, Railtrack and the Rail Regulator as part of planning for a 10 year Scottish transport strategy. Some funding will still come from the Rail Passenger Partnership and Infrastructure Funds financed from Westminster allocations to the SRA but most public funding for rail is likely to come through Scottish Executive sources. Government policies and pressures are likely to increase the level of enhancement funding

Passenger needs, as revealed by survey after survey, are well established - punctual, reliable, reasonably frequent services operated by clean, comfortable trains. Good access to information about services, easy physical access to the network, reasonable fares to use the network.

The second part of the matrix is Government's **Transport Policy Objectives** - sound economy, clean environment, social inclusion.

The third is what does a passenger railway do best? Move large numbers of people quickly in or between urban areas, in the latter case preferably along corridors with a reasonable population density.

Testing schemes of projects against the criteria laid in each part of the matrix will clarify for the **Executive** which projects are likely to be of greatest overall benefit to Scotland. Subsequently political interest will have an influence on which schemes or projects are chosen for development and rightly so but by applying the three part matrix first will be at best improve the quality of the final decision, at worst act as a form of damage limitation.

Application of the matrix, particularly the third part suggests a bias towards schemes in the central belt but this is not necessarily so, there are many useful benefits to be obtained by reducing journey times between Inverness, Perth, Aberdeen, Dundee, Edinburgh and Glasgow. While the Borders Rail Report has also revealed Rail advantages for Central Borders Access.

The **Executive** will need to consider decisions which strike a balance between increased frequencies in the central belt, and reduced journey times from further afield?

which Railtrack will itself provide over the next 10 years, but this is expected to remain a minority of required funding in Scotland. Other sources of funding will be potential transfers from increased Road Fuel Duty and road charging based on corridor evaluations taking account of sustainable development, competitiveness and social inclusion priorities. UK policies may also permit some ploughback of air travel taxation into certain trunk rail projects and improved airport access (see Outside Rear Cover).

A final possibility which requires attention is the use of the annual savings to the Exchequer arising from the present ScotRail, Virgin and GNER franchises. Possible options here are rising to the top of the political agenda. The apparent consensus between DETR and the Treasury is that most of any gains will be made available to the SRA for a combination of increased support for rail investment and replacement of franchises on terms which up-grade services but involve a lower rate of reduction in annual SRA payments to franchise holders. Since the ECML and WCML routes have the capability of delivering annual payments to the Treasury in the later years of franchises, there is the possibility of moderating such payments provided targets for service improvement are met - payments could be diverted as premiums to Railtrack for partnership funding in major commercial improvements in track capacity, safety and quality. The question is how these options will interact with Scottish Executive guidelines and related financial responsibilities for rail transport within anticipated future Executive funding from UK sources. Without clarity on these matters, damaging conflicts could arise between the Executive, the SRA and Westminster. There is also the possibility that the Scottish Executive might prefer to increase rail 'savings' and divert these to other purposes within the Scottish budget. There is little time left to assess how these changes will be reflected in the Ten Year British Transport Strategy expected by the summer and the corresponding strategy for Scotland.

By **NIGEL WUNCSH**, Business Development Manager
Railtrack Scotland

DELIVERING SUSTAINED RAIL GROWTH, THROUGH VISION, SAFETY AND PARTNERSHIP

A Growth Decade

Rail passenger journeys are set to grow by some 20 million in the next 10 years, this is forecast by Railtrack Scotland in *Developing Scotland's Railway*. Published alongside the company's annual Network Management Statement, the document is a blueprint for the coming decade. In it Railtrack Scotland show how they will implement a £2.3 billion programme to develop and manage the rail network to cater for more trains and shorter journey times and to provide improved facilities and services for passengers and freight. Plans include meeting the requirements for a projected trebling of freight traffic which will transfer 4000 lorry movements a day from road to rail (for action already under way, see p. 7).

Safety

Safety features heavily in *Developing Scotland's Railway* with £23m being spent on bringing forward the installation of the Train Protection Warning System by the end of 2002. £5m is being spent on completing the Automatic Warning System on all passenger routes across Scotland. There also proposals for the expansion of CCTV and help point schemes at stations, more red-light cameras at level crossings and measures to further reduce the number of Signals Passed at Danger (SPADs) amongst many safety related projects and schemes across Scotland.

A Developing Vision

The document sets out, not only commitments from Railtrack Scotland in the next few years, but also outlines the aspirations for continued growth and innovation in the longer-term. Emphasis is placed on partnership and collaboration with an invitation to all those interested in railway development to enter the forum of discussion for the future expansion and enhancement of the network.

Our vision builds on our success over the last five years which includes:-

- investing £479m on reviewing and improving existing infrastructure
- completing the regeneration of 290 out of 334 stations
- reducing the train delays caused by Railtrack by 12.7% in past year while dealing with a 3.6% rise in the number of passenger trains

Delivering the Vision

The plans are laid out at a time of major change in the railway industry with franchise renewals still to be finalised, Rail Regulator Tom Winsor's review of Railtrack's access charges still to be delivered and the SSRA's strategy for the future of the railways still to be published. Further to this, several options may soon come before government with a direct effect on Railtrack's growth proposals. For example, Railtrack estimate the possible move from 40 tonne lorry limits to 44 tonnes could reduce forecasts of rail freight growth by 12%. (See also p. 15)

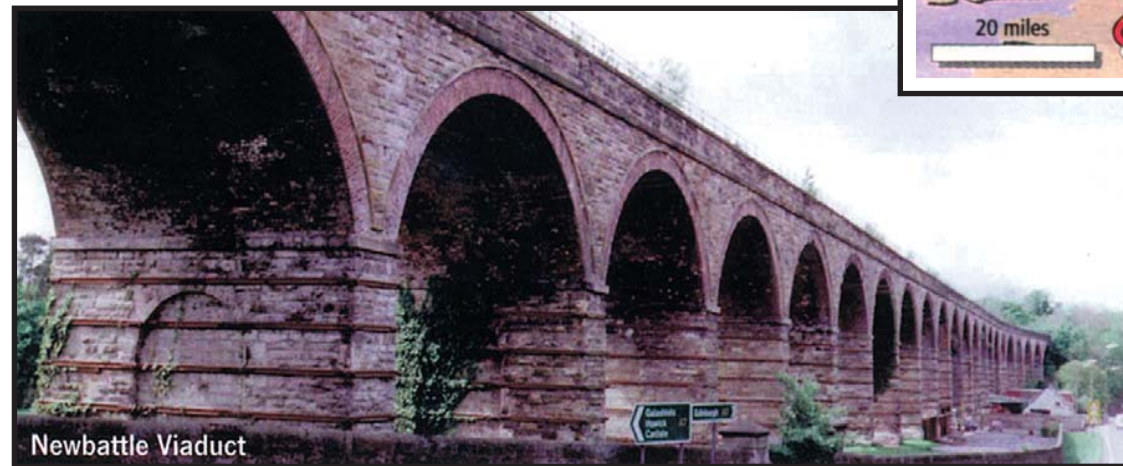
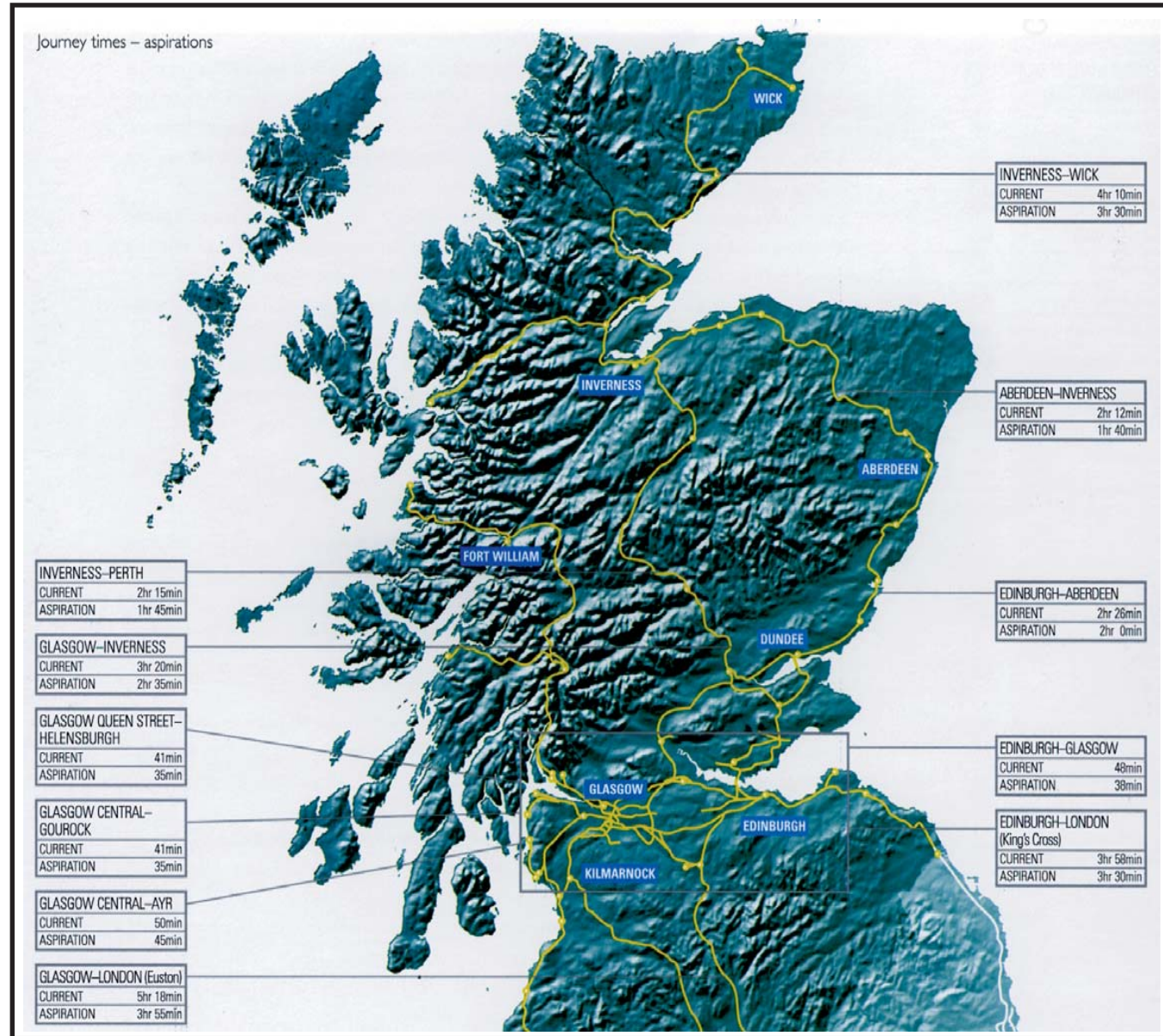
Developing Scotland's Railway outlines potential projects which Railtrack Scotland seeks to promote in partnership with others in the years to 2006 and 2011 (The map indicates, journey time cuts). Projects include:-

- reinstatement of a rail link to the Scottish Borders
- Edinburgh-Glasgow times cut to 38 minutes at a cost of £20m
- Edinburgh-Aberdeen cut to 2 hours
- links to Glasgow and Edinburgh Airports
- restoring the Stirling-Alloa-Dunfermline through route with a link-up to the proposed European port at Rosyth.

Achieving our vision will require the innovative use of public and private sector funding, involving the rail industry, the Scottish Executive, Local Authorities and other bodies. The aim is to give Scotland's present and potential rail passenger and freight users more trains, shorter journey times and a better overall experience of the network. This means vastly improved facilities and services at out stations, tackling capacity bottlenecks and offering good quality track on our network to accommodate Europe's most advanced rolling stock while paying heed to our heritage, social and environmental responsibilities.

This is a challenging and exciting time for us as we develop safe, reliable and efficient railways for Scotland in an inclusive way with the commitment and enthusiasm of all those interested. *Developing Scotland's Railway* gives a guide to the great potential that railways have in the future of Scotland.

The full text of *Developing Scotland's Railway* (52 pages), the supporting detail in *Developing Rail Services in Scotland* (72 pages) and the *Network Management Statement for Britain* is available on the Railtrack website <http://www.railtrack.co.uk>



Newbattle Viaduct

By **SIMON HINDSHAW**, Scott Wilson (Scotland) Ltd

1. Introduction

The economy of the Scottish Borders has been in decline for some years. A working party set up in 1998 by the Scottish Executive identified a number of constraints to development. These included transport infrastructure and in particular the lack of a commuter rail service to Edinburgh. Up until 1969 the Waverley route provided a link from Edinburgh to Carlisle through the Scottish Borders, but since its closure the region has been left without any access to the national rail network.

In April 1999, the Scottish Executive appointed Scott Wilson in association with MVA and KPMG to undertake a comprehensive study into the re-opening of the Waverley route. The principal aim of the study was to assess the overall feasibility and justification of re-opening all or part of the former railway line whilst identifying the most viable options for doing so.

2. Infrastructure

The condition of the former railway infrastructure was evaluated by means of a walk over survey of the 90 miles of line between Millerhill and Longtown, thus allowing the major physical constraints to the reinstatement of the route to be identified. The survey indicated there are 25 major infrastructure constraints to re-opening the main line that would require significant capital investment to overcome, and some of which would have significant impacts in terms of land acquisition and environmental concerns. However much of the track-bed is suitable for re-use with many of the structures still intact. (See photo of Newbattle Viaduct) Many of the former station sites are no longer appropriate, but other more suitable options exist.

3. Environment / Planning

Since closure, the original solum has found alternative uses at a number and also improving the basic viability of the service. These options included using the rail alignment south of the Edinburgh City Bypass for light rail or as a busway, or simply improving the bus service on the existing road.



Although these options required substantially less investment they also generated less revenue and so in most cases were not significantly more attractive financially. Crucially, the impacts on the Borders economy would be negligible for these alternative proposals. In addition, several sites on or close to the line have been categorised as being of environmental importance. However, whilst a significant constraint exists in the form of a planning consent for a retail development in Galashiels, overall no insurmountable planning or environmental constraints were evident.

4. Option Appraisal

A number of alternative configurations for the basic rail service were examined, comprising both extensions along the Waverley route as well as alternative termini in the Borders using some of the disused branches off the main line. None of the options assessed generated a sufficient revenue stream to achieve a commercial rate of return on the required capital investment. Full reinstatement of the route between Edinburgh and Carlisle for local/regional services would have no significant additional catchment and incur very high capital costs. It would also provide a 25 minutes slower journey time for Inter-City type services compared to the West Coast Mainline.

5. Freight Options

Use of the route for through freight traffic attracted little support from the rail industry since there is currently no requirement for additional Anglo-Scottish capacity. Should such a need arise it would be easier to upgrade the East or West Coast Mainlines than to build a new major railway. The potential for general merchandise traffic to contribute to the case for reopening is also limited.

The southern section of the Waverley route together with the branch towards Kielder could form the basis of a freight railway for carrying timber from the Borders and Kielder forests to processing plants in England and Wales. At present, the UK forestry industry is depressed due to significant competition from cheap foreign imports and so the current volume of timber being moved from the area would be unlikely to justify reinstating the railway. However, should the economic case improve, the line could be reinstated in a relatively straightforward manner at an estimated cost of £26 million. (Cont. on P. 14)