

## GLASGOW's first New Bus Depot for 40 Years



The Starting Point

In mid January, First Glasgow opened the new **Scotstoun Bus Depot** with capacity for 223 vehicles – the first new bus depot in the city since 1965.

The £5m depot replaces Knightswood Garage, which has been sold, with modern facilities boosting the public transport network in north-west Glasgow. There are also much improved conditions for staff and the most modern and innovative maintenance facilities yet seen in Europe.

The merged traffic and engineering offices will enable better communication between staff and an improved service for the public. Staff facilities include a high quality canteen and recreation area, a well-equipped gym and showers.

At the official opening, **Alistair Watson**, Chair of SPTA, congratulated First on their investment and on their other actions which had contributed to an encouraging 11% rise in bus use over the past two years. The opening included a dinner dance and entertainment in the depot itself. Services started operating from the depot from 18 January. Another new depot is to be built at **Blantyre** and at least one more is planned for Glasgow over the next two years.

Artists Impression of Completed Depot



Work in Progress



Photos courtesy of **First Glasgow**

The Completed Depot



The Opening Dinner Dance



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of organisation. These rates include multiple copies of the Review.

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# Scottish transport review

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## SPECIAL THEME

## Air Transport and Scotland



Scottish transport studies Group

### Other Features

Air Route Development Fund  
Scotland's Transport Responses  
Car Use by Drivers, Edinburgh Road Pricing  
Urban M74 Inquiry, Freight and Logistics Research

Free to all STSG Members  
Details of Subscriptions and Membership appear on Rear Cover

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Cover Photo : courtesy of Glasgow Prestwick International Airport

## Editorial Board

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## The Scottish Transport Studies Group (STSG)

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

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- 23 January Scottish Executive Workshop on *Preliminary Findings of Greenbelt Research* by Heriot Watt University and Andrew Robinson Associates. Discussion followed the presentation of preliminary findings as work in progress relating to Planning Advice and the future Planning Bill. Functions of green space in town and country plans were changing away from Belts to green wedges and networks complementing transport corridors. While compact cities were often seen as best for sustainable development, there was a need for clear proof of this concept and an awareness of the downsides of crammed cities with excessive densities and a serious loss of existing urban green space. It was felt that there was a need to prioritise sections of land with very high presumptions against development. A well-planned coalescence of towns was seen as feasible in many cases and need not cause the disappearance of attachment to local communities.
- 16 February *Planning & Pricing for Sustainable Retail*, CBI Conference Centre, London, organised by RGU Centre for Transport Policy - contact 01224 263134 Speakers include Sir Stuart Hampson, Chairman, John Lewis on *Irreconcilable Policies? Transport Pricing & Retail Growth* and Vincent Goodstadt, President, RTPI and Manager of Glasgow and Clyde Valley Structure Plan Team, on *Key Issues in Planning for Sustainable Retail*
- 19 February *Towards the Flexible Mobility Agency*, Conference on Demand Responsive Transport organised by Angus Transport Forum, Camoustie Golf Hotel. Contact Brian Masson at 0356 665125 email: atforum@tiscali.co.uk
- 24 February *Northlink Ferry Service*, Bill Davidson, Northlink Chief Executive, 18.00hrs in First Training Room Aberdeen, organised by ILT
- 25 February *Scottish Rail User Summit*, RPC Scotland, Moat House Hotel, Glasgow details from sharon.hume@railpassengers.org.uk
- 26 February *The Environment, Technology and Vehicle Emissions*, STSG/TRi Seminar, TRi Napier University, Redwood House, Edinburgh - introduced by Steven Stewart, Stagecoach Group - details from 01786 448005 or admin@stsg.org
- 9 March *Achieving Living Streets*, John Russell, 18.00hrs, Napier University, Edinburgh, ILT, to book, phone 01536 740104 quoting ref. SR13
- 17 March *Aviation White Paper and Scotland*, STSG Chatham House Seminar, Scottish Enterprise, 150 Broomielaw, Glasgow - details from 01786 448005 or admin@stsg.org - speakers include DfT, Scottish Executive, Scottish Enterprise and HIE.
- 18 March *Transport and Social Inclusion : Services to Promote Accessibility*, Central London, Transport 2000 Trust and Neil Stewart Associates - visit [www.neilstewartassociates.com/st117](http://www.neilstewartassociates.com/st117)
- 23 March *The Stirling to Alloa Rail Reopening : achieving parliamentary powers*, Tara Whitworth, Babbie, 18.00hrs, Viewforth, Stirling Council, ILT and STTG joint event, book via 01536 740104 quoting reference SR17
- 25-26 March *Planning for an Urban Future : charging or what?*, 28th UK Transport Conference at the University of Nottingham, organised by Construction Industry Conference Centre Ltd (and coinciding with expected opening of first Nottingham tram route) - fees from £270 to £500 - details from Ann Chapman, Conference Secretary, PO Box 14, CAMBRIDGE CB1 5EN Email [annchapman@cicc-conferences.org.uk](mailto:annchapman@cicc-conferences.org.uk)
- 20 April *The Role of the Traffic Commissioner*, Joan Aitken, Scottish Traffic Commissioner, 18.00 hrs, First Training Room, Aberdeen, ILT

## LATE NEWS LATE NEWS LATE NEWS LATE NEWS

**FirstGroup** has pledged to continue to fight to win the **ScotRail** franchise despite the **OFT** reference of their bid to the **Competition Commission** (which requested evidence on this issue on 22 January with responses by 5 February). First is also intending to bid for the **GNER East Coast Main Line** franchise due for replacement from March 2005 (H22,27&30Jan)

Prod David Begg's proposal for an **extra tolled lane on the M8** between Edinburgh and Glasgow has been attacked by **Scottish Tories** and **SNP**. Kenny MacAskill, SNP shadow transport minister, feared that an extra lane could increase traffic and worsen existing congestion problems (H26Jan) In a meeting with UK and Scottish Executive Ministers, Scottish business leaders have again expressed strong opposition to **third party rights of appeal** on planning issues (H27Jan) **West Lothian Council** is seeking powers to introduce a pilot area for **quality bus contracts** covering the entire council area (EN29Jan) The last date for objections to the two **Edinburgh tram bills** in the Scottish Parliament is **29 March**. An **Edinburgh Airport "Through Railway" Bill** promoted by **tie**, is promised for 2005 with completion in 2010.

Hit by fears of over-expansion and EU action to ensure tighter control over state-aid to airlines (notably in relation to specific flights to Charleroi), **Ryanair** has issued its first ever profits warning with £1bn wiped off share value (H29Jan) **Duo Airlines** has announced new services from **Edinburgh to Birmingham, Nice and central Europe** (S13Jan)

**Glasgow City Council** has announced detailed plans for mixed use regeneration of the **Clyde Gateway** zone in the east end. These assume early completion of the **urban M74** and include further detail on plans for the **East End Regeneration Road** from Polmadie via Parkhead Forge to the M8/M80 junction at Provan.

### Recent Publications

#### NATIONAL POLICY

*The Future of Air Transport*, DfT (see p 12-13)  
*Integrated Future and Transport Choices - UK Transport Policy beyond the 1998 White Paper*, Julian Hine & John Preston (eds), Ashgate, 2003  
 Review of CfIT, www.landor.co.uk/ltr/reports  
 (Rail) Access Charges Review 2003: Final Conclusions, ORR  
*The Future of the Rail Industry through Effective Independent Regulation*, speech by Tom Winsor, Rail Regulator on 21 January - available at: www.rail-reg.gov.uk/filestore/speeches/21Jan04.pdf

#### SCOTTISH POLICY

*Maritime Policy in Scotland*, A Baird, Head : TRi Maritime Research Group, Napier University - conference paper to Scottish Shipping Initiative Conference, St Andrews, 5 November, 2003 - available on STSG website or contact a.baird@napier.ac.uk  
*Environmental Justice in Scotland*, S Beck, a Report for the Healthy Environment Network, November 2003  
*Paths for All Partnership (Scotland) Annual Review 2002-03*, contact 01259 218888 or 01463 667232

#### CONSULTATION

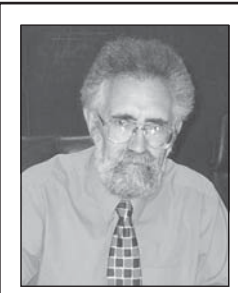
*Scotland's Transport : Response by Strathclyde Passenger Transport*, SPT, Dec 2003 - available at www.spt.co.uk  
*Transporting Scotland to the Future*; SAPT response to Scotland's Transport Dec 2003  
*Comment on Draft Guide to Transport Assessment in Scotland*, SAPT, Dec 2003 (this consultation has now been extended a further 6 months to end June 2004)  
*Scottish Planning Policy: Consultation Draft - SPP17 Planning for Transport*, Scottish Executive www.scotland.gov.uk/consultations/planning/SPP17-00.asp  
*Strategic Environmental Assessment : A Consultation*, December 2003, Paper 2003/31, Scottish Executive - responses requested by 11 March to SEA Consultation, ERAD 1-H(North), Victoria Quay, EDINBURGH EH6 6QQ

#### RESEARCH & INFORMATION

*Planning Bulletin No 22*, December 2003, Scottish Executive - Development Dept., includes article on e-Planning and on progress on the Planning Bill  
*Options for Change - Research on Content of possible Planning Bill*, September 2003, Scottish Executive  
*Household Transport in 2002 : some SHS results*, Statistical Bulletin - Transport Series, Trn/2004/1, January 2004, Scottish Executive, £2  
*Children's Attitudes to Sustainable Transport*, DHC for Scottish Executive www.landor.co.uk/ltr/reports  
*A Natural Perspective - Scottish Natural Heritage Corporate Strategy*, Nov. 2003  
*Freight Future Issue 4* Autumn 2003 - 4th issue of Transport Energy Best Practice 6-monthly newsletter, DfT  
*Wise Moves - exploring the relationship between food, transport and CO2*, Tara Garnett for Transport 2000 Trust  
*Road Accidents - Scotland 2002*, Scottish Executive National Statistics  
*Bulletin of public transport statistics : Great Britain 2002/03*, DfT  
*Evidence and Research Strategy*, DfT - includes issue of whether light rail performance could be improved if integrated with a Quality Contract regime for buses Other topics include the impact of transport investment on the economy and road safety (LTT15Jan - see also www.landor.co.uk/ltr/reports)

#### OTHER

*School Transport : The Comprehensive Guide*, Sian Braithwaite, TAS Partnership, www.landorbooks.co.uk, £15.99  
*No spin from Cotton*, views of ScotRail Manager, Rail 15 Oct 2003  
*What future for Rail in the 10 Year Transport Plan?*, LTT 13Nov  
*Transport Direct - Journey planners' dream or costly flop?*, LTT 13Nov  
*Bus Regulatory Reform*, LTT 27 Nov  
*Can "one size fits all" work in European road charging*, LTT 27Nov  
*Transport planners - too much time on the wrong projects?*, LTT5Jan  
*"Predict and provide" dominates new air transport White Paper*, LTT5Jan



The long-expected **Aviation White Paper** is the main feature in this issue. It has added fuel to intense debates in south-east England and has drawn attention to the need for longer-term action to reconcile significant conflicts between sharp rises in aviation's contribution to global warming and tighter targets for absolute cuts in greenhouse gas emissions. Total growth in global and UK air transport may be less than current mid-range estimates yet Scotland appears well placed to gain from increases in direct overseas air travel and in Highlands & Islands flights. In the mix of devolved and reserved aviation powers, this implies an increased role for the Scottish Executive in encouraging route development and in improving surface access – especially by rail – integrating the existing Central Belt airports in a wider transport strategy for Scotland and external links in the coming 10 years.

This issue also includes a valuable review by Prof. Alan McKinnon of trends and research in **Freight and Logistics** (p 8) which draws attention to topics where greater study of the Scottish dimension will be important. The regular feature on SHS results (p 17) confirms the dominance of the car for supermarket shopping yet information and research is also needed on the proportion of shopping which is supermarket related and on trends in home delivery and e-shopping. The normal section on Publications has been extended to include **Website developments**.

Tom Hart, Editor

### NEWS IN BRIEF

#### SCOTLAND'S TRANSPORT

Responses to the *Scotland's Transport* consultation have shown wide support for greater devolution of rail powers to Scotland to improve delivery. Prospects for such a change have improved with Alistair Darling's announcement of a fundamental review by summer 2004 of rail organisation which he has concluded is 'dysfunctional' (see pages 4, 5, 6 & 10). He has also made it clear, however, that there is no prospect of Anglo-Scottish high speed rail - i.e. sections of 200 mph route - in the next decade though this may be an issue for the following decade as part of integrated British strategy for air/rail and motorways. Within Scotland, views on internal aspects of transport organisation remain divided on the scale and nature of subsidiarity from the Scottish Executive to regional and community planning levels (p6)

terms of actual priorities and programmes. This was an issue at the **M74** Public Inquiry. In general terms, those without jobs or otherwise deprived in particular areas many not be well placed to gain from local jobs attracted by road or other improvements – it may be more important to improve training and access to jobs and other facilities in adjacent areas. There have also been suggestions that **east Glasgow** regeneration may depend more on success in boosting the overall city economy in association with bus priority routes, targeted distributor road improvements and greater aid to bring derelict and contaminated sites into a state fit for development. Both **Clyde Waterfront** development and further growth in **Edinburgh** are also being seen as dependent on major public transport improvements and congestion charging rather than on large road projects (p 9)

#### TRANSPORT, ENERGY & the ECONOMY

Starting with a focus on sections of manufacturing industry and electricity generation, the UK government is now setting tougher targets (up to 20%) for cuts in CO<sub>2</sub> emissions by 2010 as part of benchmarks within which emissions trading can be developed (p 4). There is a stronger determination to make the economy more energy efficient and less reliant on fossil fuels yet this has provoked calls from industry for tougher targets for the household and transport sectors (including aviation) if industry is to avoid becoming less competitive. This is a controversial area yet points to changed thinking on relationships between transport and the economy.

#### ACCESS & AREA REGENERATION

The Scottish Executive and local councils are placing more emphasis on both access to facilities and area regeneration. However, there are problems in interpreting what this means in

#### PLANNING : AIMS & IMPACTS

Questions on the aims and impacts of planning are looming larger in the lead up to publication of the new **Planning Bill**, other **planning guidance** and developing experience of **community & accessibility planning** (p 7&16). Previous views on *Greenbelts* are already coming under pressure (see Workshop Outcomes on p23). Business and developers are concerned about increasing delays and frustration which can hamper business competitiveness and also work against community aspirations for more houses, better jobs and early improvements in the local environment. On the other hand, plans can help establish a sound strategic framework – with clear timings for development phasing – and more effective local action as planning moves from being primarily a land use issue to an issue involving delivery, finance, pricing, tax innovations and workable procedures for community participation making sensible use of scarce staff and skills. But can the 'new' planning live up to these expectations?

### SOME TRANSPORT ANNIVERSARIES

- December 2003** 100 years of powered flight (an anniversary coinciding almost exactly with publication of the UK Aviation White Paper on the *Future of Air Transport*)
- 2004** 30 years of a Passenger Transport Executive for Strathclyde
- 2004** 20 years of the Scottish Transport Studies Group

### Website Developments

The **Scottish Executive** website has been transformed to provide "topic-led" navigation, making it significantly more user-friendly. 21 topic pages have been created, cascading into sub-headings. Topics include:-

Business & Industry	Planning & Building
Research	Tourism
Communities	Economy
Environment	Statistics
Rural Development	and Transport

**Transport Statistics** at the Scottish Executive is developing web-based information and easier access. The following quick access addresses are now available:-

Address	gives access to
www.scotland.gov.uk/transtat	Transport Statistics home page
www.scotland.gov.uk/transtat/latest	latest editions of publications
www.scotland.gov.uk/transtat/sts	on-line Scottish Transport Statistics
www.scotland.gov.uk/transtat/ras	on-line Road Accidents Scotland
www.scotland.gov.uk.transtat/sheets	Excel versions of Tables
www.scotland.gov.uk/transtat/ttsac	Transport & Travel Advisory Committee Information

**Scottish Executive : Planning & Building**  
 For information on the **e-Planning** programme, contact Roger Kelly on 0131 244 7526 or email roger.kelly@scotland.gsi.gov.uk. ILT is encouraging further use of its Scottish website www.iltscotland.com



The SE transport statistics web pages provide a wealth of information including:  
 ■ on-line versions of Transport Statistics publication since Spring 1998:  
 ■ updated versions of some of the 'key' tables in *Scottish Transport Statistics*;  
 ■ arrangements for consulting users and providers, including:  
 • Transport & Travel Statistics Advisory Committee:  
 www.scotland.gov.uk/transtat/ttsac  
 • Liaison Group on Road Accident Statistics (LGRAS):  
 www.scotland.gov.uk/transtat/lgras  
 ■ links to other relevant Web sites

**Updated** versions of some of the 'key' tables in *Scottish Transport Statistics* will be prepared when a further year's figures become available for the "key" topics which are "a year behind" the rest of the publication. **Extra road accident statistics tables** will be decided in the light of the advice of LGRAS.

The "release" of such tables will be announced by e-mail to the ScotStat "Transport" mailing list (and others). To register as a user of Transport Statistics, go to: http://www.scotland.gov.uk/stats/scotstats.asp click on 'access the SCOTSTAT register', and enter your details, including your subject areas of interest.

The Scottish Transport Studies Group **website** contains a wealth of information including a range of articles, back issues of *Scottish Transport Review*, and a directory of organisations and individuals with interests in Scottish transport.  
**www.stsg.org**

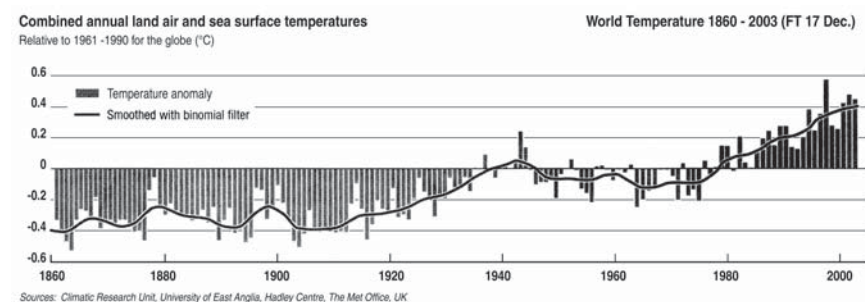
## Transport Policy Update

### AVIATION POLICY

The White Paper on the *Future of Air Transport* was published in December and features on pages 12 & 13. The Paper maintains the high growth forecasts of earlier consultations, arguing that air travel is especially important for UK economic growth. It does envisage some relative shift to regions outside London and outlines the need for further work to ensure environmental and surface access improvements along with international action to lessen conflicts between increased air travel and global warming.

### TRANSPORT, ENERGY & POLLUTION

Government concern is rising over the risks of global warming and the impact of rising oil and natural gas prices at a time when the UK is facing sharp rises in energy imports. Action proposed includes new schemes for emissions trading, cuts in tax rebates for LPG, an aviation fuel tax and increased and earmarked landfill taxes to achieve greater recycling under revenue neutrality. The Chancellor's autumn statement ruled out any early introduction of aviation fuel duty due to international agreements and the need for targeted measures for emission reduction. FoE is seeking stronger action yet government is pressing industry to deliver 16% cuts in CO<sub>2</sub> emissions by 2008 with the national target for 2008-12 raised from the Kyoto level of a 12% cut to a 20% cut. Industry's response has been to accept the need for stronger action but to seek a greater contribution from the transport and household sectors. These escape lightly in present plans for fiscal and regulatory change to cut pollution and lessen dependence on non-renewable energy. The parallel review of the level and structure of motor taxation is expected to lead to further changes to better align tax policy with other government objectives. Unchanged fuel taxes alongside higher rebates for energy and environmentally efficient vehicles could lead to significant falls in tax income given lower traffic growth or stabilised traffic and accelerated progress on fuel efficiency and alternative fuels. This may lead to a substantial expansion of variable and direct charges for the use of congested and expensive roads with high external costs not presently charged. Views on possible changes are being sought in 2004.



### COMPETITION & INTEGRATION

Tensions continue between pro-competition and pro-integration views in public policy. In a report on Ports Policy, the HC Transport Committee is seeking a shift from a market-based approach to ports to one with a stronger planning framework. Transport Secretary Alistair Darling is seeking relaxation of OFT pro-competition rules in public transport to allow more integrated public transport to be a stronger competitor with the private car but OFT has moved in the opposite direction by deciding upon a detailed review of the First bid for the ScotRail franchise on the grounds that this could create one company with heavy involvement in both bus and rail in Scotland. This may lead to First withdrawing from the franchising process, leaving only National Express and Arriva as bidders. Ryanair is appealing against legal decisions that its Stansted-Strasbourg and Charleroi services conflict with competition policy by receiving illegal state aid. On the other hand, several national airlines in the EU and airports such as Paris Charles de Gaulle continue to receive substantial, non-commercial public funding.

### REGULATION

Government is requiring speed cameras to be more visible but is also passing new laws giving increased traffic management, penalty fine and lane rental powers to minimise increases in congestion. Government and many other bodies are increasingly of the view that road tolling (including motorways) will be inevitable to ensure less congestion. The Rail Regulator has approved a new Railway Group Standards Code which lays down procedures for the variation of standards relating to rail safety. CfIT is seeking a 40% cut in legal limits for drink-driving to improve road safety.

### RAIL POLICY

In the lead up to a new **East Coast Main Line** franchise, GNER has been seeking support for a quality franchise rather than a dumbing down of services. Rail Regulator Tom Winsor announced his decisions on rail track access charges in late December. He has set charges at levels producing £18.9bn between 2004 and 2009 compared to his allowance of £24.9bn for Network Rail costs. He expects the income

shortfall to be met from grants and other sources – including a rise in Network Rail borrowing. The Regulator has also stressed his legal independence in fixing track access charges but has left a period until the end of February 2004 for Network Rail and government to make alternative proposals for raising necessary funds. He expects such proposals to avoid any immediate need to raise charges. Regarding the **WCML**, Tom Winsor has approved modernisation for 125 mph north of Crewe but has deferred planned track quadrupling in the Trent Valley. The SRA's proposed consultation on **north/south 220 mph high-speed rail** has been postponed indefinitely and the Annual Strategic Review has been delayed until July. The draft consultation argued a strong economic and regional case for moving towards high-speed rail on the continental pattern but DfT and the Treasury are sensitive about the costs involved and their control. They wish proof of effective control of existing rail costs. Transport Secretary Alistair Darling has announced a review of rail structures by Summer 2004 (see p10).

## Business and Personnel

### BUSINESS

**OFT** is to establish a permanent presence in Scotland.

**AIR** New Zealand based **Infratil** has bought out **Omniport**, the other **Prestwick Airport** shareholder, for around £17m. **Omniport**, a Scottish investment company, is on the verge of a deal to buy **Norwich Airport** and is a preferred bidder for **Maastricht Aachen airport**. **Prestwick** pre-tax profits were £3.02m in the six months to 30 September. **Ryanair** has entered a sale and leaseback deal with **RBS** to add 10 Boeing 737-800 aircraft – all to be delivered by March 2004. **EasyJet** has blamed a 28% fall in profits on the Iraq war. The year saw a 27% rise in passenger numbers.

**Forth Ports** has announced its largest port investment (£31m) in paper handling at **Tilbury**. **ABP** are expecting 5% growth in port income.

**RAIL & BUS Stagecoach** reports good potential for strong recovery and has completed its retreat from Asia by selling its majority share in the Chinese toll road operator **Road King**. UK bus turnover has risen 8.2% with results in London aided by road pricing. Rail turnover is up 5% and further expansion of **Megabus** is planned in England. **FirstGroup** has lost out in the battle to win the Greater Anglia rail franchise (which has gone to **National Express**) but remains confident of its ability to win the ScotRail franchise (presently run by **National Express**) despite the OFT reference of this bid to the Competition Commission. **Network Rail** has reported a half-year loss of £95m. Job cuts include 7 managers in Scotland and the Head of Corporate Affairs in Scotland, **Dorothy Fenwick**. **Mowlem** has gained a Civil Engineering Award for work on refurbishing the **Tay Rail Bridge**.

Fast-growing, **Cumbernauld-based Orbit Logistics** has exceeded first year turnover targets of £750,000. It specialises in markets in Ireland and the Benelux. Derby-based **AEA Technology** is to create 100 jobs at **Thurso** related to high-tech battery production and aims at further expansion in environmental and rail consulting in Scotland. Bus builder **Mayflower** has issued a profits warning due to a highly competitive market but the Irvine-based **Hillhouse Group** expects better results due to aggregate supplies for the **M77 extension**. **Babtie** and **CalMac** have joined other firms in reporting pension fund deficits.

Following a change in union rules, several **RMT** Scottish branches are considering a shift of funding from the Labour party to the Scottish Socialists. There is a possibility that RMT as a whole may disaffiliate from Labour.

On the basis of improper procedures, the Court of Session has quashed a five-year ban imposed by the Traffic Commissioner on **Motherwell** businessman **Eddie Coakley** from running a public transport company. The relevant bus company, the subject of many complaints, went into liquidation in 2003 with the loss of 40 jobs.

### Staffing & Training

Local authorities are reporting increased difficulty in recruiting staff to fill transport and planning posts (LTT27Nov) There is also a shortage of lorry-drivers with the career seen as a dead end. The new **Skills for Logistics** Group (with a Scottish branch – see STR23 p9) is expanding work to change these perceptions and improve training in alliance with FTA. The Logistics Skills Award has proved a popular innovation to get more new entrants into training for driving who can then move on to more advanced level 2 NVQ training. Some success has also been achieved in getting logistics into the secondary school curriculum in Scotland. A new programme for S5 pupils will be available from summer 2004. It will be offered through **Coatbridge College** at 8 schools in North Lanarkshire – for details, contact Sheila McCullough 0131 552 1768 or e-mail: sheila.mccullough@skillsforlogistics.org

### PERSONNEL

**Theresa May** is the new Conservative transport spokesperson at Westminster, replacing **Tim Collins**. **CfIT** is to lose its monitoring role in relation to transport policy but will continue to have a research role. **Peter Fuller**, formerly of Scottish Borders Council, has been appointed **SRA Regional Transport Planner for Scotland and NE England**. **Allan Sefton** has taken over from **Alan Osborne** as **HSE Director of Rail Safety**.

**Chris Bolt**, a former acting Rail Regulator and chief economic advisor to ORR, has been named chairman of the new **Office of Rail Regulation** taking over from **Tom Winsor** later this year. **Keith Heller** from Canadian National has succeeded **Philip Mengel** as **EWS** Chief Executive. **Patrick Butcher** becomes Finance Director and **Sue Evans** becomes the first Director of Communications. **Euan Cameron**, head of **Arriva's** trains division, left the company at the end of December. This may further weaken Arriva's prospects for gaining the ScotRail franchise.



Bob Armstrong

**Bob Armstrong** has left his post as **FTA** Regional Manager for Scotland and Northern Ireland following a major reorganisation of senior management to cut costs. **Gavin Scott** will act as Policy Manager for the FTA in Scotland. Bob was also a member of the STSG Committee and Chair of the STSG Transport Awards Judging Panel between 2000 and 2002.

**Jack Perry**, a former chair of CBI Scotland has taken over from **Robert Crawford** as Chief Executive of **Scottish Enterprise**. **Sir John Ward**, SQA Chair, is to be the new chair of **Scottish Enterprise**. **Alan Rankin** has been appointed Chief Executive of the **Scottish Tourism Forum**

**Robin Fletcher** has joined **SPT** from Scottish Power as Rail Development Manager in the franchise management team. **Malcolm Reed**, Strathclyde PTE Director General gained a CBE in the New Year Honours while a knighthood went to **Arnold Clark**, creator of the **Arnold Clark** Scottish-based car dealership.



Dr. Malcolm Reed

**Prof Andrew Evans** has been appointed to the new **Lloyds Register** chair of transport risk management, Imperial College, London. He is to give special attention to rail safety risk assessment issues. **Jillian Anable** has moved from the Psychology Dept. at the University of Surrey to take up a research post at the **RGU** Centre for Transport Policy. She will be working on attitudes to car use and transport policy. **Dr Alan Woodburn** has moved from **TRi Napier** University to Westminster University. **Joanne Sibbald**, Projects Officer at **TRi Napier** University, is now **Joanne Ness**. Moving from **Arup**, **Mark Haseley**, is now principal consultant at **Derek Halden Consultancy(DHC)**.

**Reopening Waverley Line for timber 'not justified'.** The volume of timber from the Borders and Kielder forests would not justify reopening of the Waverley line south of Hawick, and the beneficial impact on the roads network would be minimal, according to an IBI group report commissioned by Scottish Enterprise, the Borders Timber Transport Group and the forestry industry. The ability of rail to handle growth in timber movement is limited in the Borders, primarily because the average distances for sourcing [less than 100 miles] are too short to make use of rail economic.

**Road Safety Strategy** A review of the Government's road safety strategy by the Centre for Transport Studies at University College London (UCL) and the Babbie Group recommends that: the blood alcohol limit should be reduced from 80 to 50mg per 100ml of blood, bringing the UK into line with most other European countries; motorists exceeding the speed limit by a large margin should be punished with more points on their driving licence than those travelling at 'just above the speed limit.' The research was commissioned by the Motorists' Forum within CfIT.

**Young people aware of sustainable travel issues.** Research commissioned by the Scottish Executive says that most young people have a good awareness of sustainable transport issues but that this does not necessarily impact on their attitudes or behaviour according to a study by the Derek Halden Consultancy and Kings College London. The research highlighted the importance of understanding age, gender and location differences when targeting children with specific messages about transport.  
<http://www.scottishexecutive.gov.uk/library5/transport/cast-00.asp>

**Keeping existing car tax system will cost treasury billions say researchers.** An ESRC 'taxation futures for sustainable mobility' project is examining ways in which the UK car taxation and charging system could be altered to be more effective in delivering Government policies. Researchers at the Open University (Department of Design and Innovation), Loughborough University (Civil and Building Engineering) and University of the West of England (Transport Planning) concluded that tax revenue might decline due to fuel efficiency etc. This would be difficult to address under the existing taxation regime due to possible fuel protests as in 2000. Introducing fuel cell cars in significant numbers in the UK under the current taxation system would significantly cut car tax revenues.  
<http://www.transport.uwe.ac.uk/research/projects/taxation-futures.htm>

**Tay rail priorities.** A study into the rail needs of the Tay Estuary area has recommended a package of measures including an hourly service between Arbroath and Perth, a new station at Dundee West and enhancements to existing stations. The study by consultants Steer Davies and Babbie was commissioned by Angus, Dundee, Fife, Perth and Kinross councils and Scottish Enterprise Tayside.

**Monitoring the Introduction of the National Minimum Concessionary Fare 2001-2004** for the Scottish Executive, a study to monitor the impact of the introduction of free concessionary fare on 30 September 2002. (contact David McGuigan, Colin Buchanan and Partners).

**Qualities Required by Citizens For High Quality Public Transport (Phase 1 of Strand 5) 2003-2004** for HITRANS, to carry out a literature review of world-wide sources to identify the attributes of public transport most important in each modal transfer and identify needs for further research. (contact Alan Howes, Colin Buchanan and Partners).

**Safely to School.** A report for the Scottish Executive by SCRE and ODS found that 30 Scottish local authorities are or have been involved in Safer Routes to School (SRTS) projects, and 26 have appointed or plan to appoint School Travel Coordinators. Schools have responded in a variety of ways to the challenge of integrating road safety into the school curriculum. Most school pupils prefer interactive approaches to learning and teaching about road safety. Parents believe that the main responsibility for their children's safety lies with them, but they expect local authorities, the police, schools and other road users to play a part.  
<http://www.scottishexecutive.gov.uk/cru/resfinds/df173-00.asp>

**The Ability of Public Transport to Cope with Projected Passenger Increases** Research for the Scottish Executive, by Colin Buchanan & Partners and TRi, Napier University into the ability of bus and rail operators to cope with projected passenger increases over the next ten years (contact David McGuigan, Buchanans). The study has focused predominantly on the four cities where the greatest patronage growth is anticipated (i.e. Glasgow, Edinburgh, Aberdeen and Dundee) and on the peak periods. In general terms, this study has identified considerable spare capacity exists within the urban and inter-urban public transport systems in Scotland.  
<http://www.scottishexecutive.gov.uk/library5/transport/aptc-01.asp#1>

For **Freight and Logistics Research**, see p 8.  
For **Maritime Policy and Scotland**, see p 22 reference to new paper by Dr. Alfred Baird, Napier University on STSG website.

#### PARAMICS UPGRADE

SIAS has upgraded Paramics to interface with ITS and UTC systems. This can produce real time simulations of traffic modelling, checking for free flow and assisting with traffic calming. Illustrations were used as part of the urban M74 Public Inquiry. The procedure can also help in relation to MIDAS (Motorway Incident Detection and Automatic Signalling) installations and SCOOT control systems. For more information, contact Prof Stephen Druitt or Lucy Richardson at SIAS, 37 Manor Place, EDINBURGH EH3 7EB 0131 225 7900 email [admin@sias.com](mailto:admin@sias.com) [www.sias.com](http://www.sias.com)

#### ECONOMY, TAXATION & TRANSPORT

English concerns over the level of council tax increases are now spreading to Scotland and raising the issue of more fundamental changes in taxing and charging. Prof. Donald MacRae, chief economist of Lloyds TSB Scotland has joined calls for fiscal devolution but the annual **Revenue in Scotland** report claims public spending in Scotland was £39.4bn in 2001-02 compared to £31.4bn raised in tax and national insurance. Scottish Enterprise has gained pass marks in a report from the Auditor General though there is some concern at the level of spend on consultants and outside contractors. CBI Scotland has repeated requests for the Scottish Executive to show a stronger concern for economic growth and wants all policy proposals and consultations – including those affecting transport – to include specific assessments of their impact on economic growth.

#### SCOTLAND'S TRANSPORT

Responses to the consultation have accepted the need for improved delivery but reflect concerns both about increased bureaucracy and erosion of the democratic functions of local authorities. Many councils fear more ringfencing and centralisation with respect to transport, yet consumer groups have referred to the merits of more transparent accounting and effective local involvement. There is wider agreement – including COSLA, SAPT, ILT, CfIT and SCDI – on the merits of a more substantial transfer of rail powers to Scotland to cut through excessive layers of decision-taking and ensure better links with Executive and local government policies. CfIT has expressed support for wider use of a Joint Board approach to transport. Assurances have been given of a continuing role for SPT, possibly under a Joint Board overseeing all aspects of roads and transport in the west of Scotland. Edinburgh City Council, however, has come out strongly against any Joint Board for the SESTRAN area, preferring to develop the existing

partnership and direct action by the City Council and **tie**. Transport Minister Nicol Stephen has called for more work to be done before he could be convinced of the merits of proposals by FETA for an additional crossing (including cars) over the Forth at Queensferry. An additional crossing will not be included in the Executive's first National Planning Framework. A shadow Scottish Transport Agency is likely to be operational by spring 2004. Edinburgh has been ruled out as a base for the Agency but Glasgow and Dundee are seen as having strong prospects (for other comment, see p6).

#### ROAD PRICING

The Scottish Executive is consulting on national minimum exemptions in Scottish local authority congestion charging schemes. Responses are sought by **13 February** and will be available on the Scottish Executive website by 19 March.

#### PLANNING

The Executive is also seeking views on the contents of a future **Planning Bill** and has issued a Consultation Draft on SPP (Scottish Planning Policy) 17 on **Planning for Transport**. This will replace NPPG17 (see p16).

#### RAIL POLICY

With a 21% rise in the Milngavie-Larkhall rail project costs since last August, Nicol Stephen has signalled his determination to bring rail costs under control. Speaking at a conference on rail infrastructure costs, Peter Cotton, ScotRail MD, argued that his company could deliver lesser projects at prices substantially below those quoted by Network Rail. Scottish opposition has been expressed to Network Rail plans to switch Scottish rail timetabling to Yorkshire but, in a reverse action, First has pledged to move its rail HQ from Paddington to Aberdeen if it gains the ScotRail franchise (though this is now less likely due to OFT action).

#### TRANSPORT GRANTS

The Executive has increased funding for free off-peak bus travel for the over 60s and disabled people in Strathclyde by £5m to prevent a threatened collapse of the scheme. A further payment around

£10m is expected in February but 2004-05 costs remain unsettled. The cost increases are due to higher usage resulting in larger claims by bus operators for compensation. There are political difficulties with concessions being wider in the west than elsewhere in Scotland. Work is proceeding on a uniform scheme and extended concessions for children and young people.

A further series of grants for public transport improvements has also been announced. These include £1.38m for community rural transport across Scotland, rail freight facility grants of £850 th and £650 th to W H Malcolm and EWS to develop Grangemouth rail freight and to aid shifts from road to rail express parcels from Mossend to Walsall and to Aberdeen and Inverness plus additional transport funding for transport partnerships and for local authorities not presently in partnerships. Projects aided include £500 th to develop Glasgow Crossrail plans, £553 th for new rail commuter services into Inverness and smaller sums to improve rail interchange at Girvan in association with Carrick Connector dial-a-bus services. Funds are also being provided towards an A77 Maybole bypass study.

#### REGULATION

The Executive is seeking to focus **speed cameras** on road accident blackspots as part of efforts to raise safety and regain driver confidence in speed fines not being seen as simply a means of raising revenue. SNP has called on Executive to resist OFT pressure to scrap restrictions on **taxi numbers** leading to fears of a boost in organised crime. Glasgow City Council is also opposing OFT plans to lift restrictions on the number of black cabs. **Audit Scotland** has announced the first seven Scottish councils to receive a full audit in terms of ability to deliver 'best value' as required under the Local Government Scotland Act, 2003. The councils are Angus, Dundee, Inverclyde, North Ayrshire, Shetland, Stirling and West Lothian. Reports will be completed by summer 2004.

## Scotland's Transport Responses

A range of responses to the *Scotland's Transport* consultation were submitted before the December deadline. Some of the main responses appear below but there was also more general concern about both principles and the details which could give improved delivery. **Edinburgh City Council** favoured an extended use of **tie** plus expansion of its own integrated strategy for community planning within regional partnerships. Other groups were unclear about how *Scotland's Transport* might deliver locally while accepting a case for both **Regional Joint Boards** and a stronger **Scottish Executive** lead on major projects and fare reforms with a particular focus on the issues, not directly considered in *Scotland's Transport*, of greater devolution of rail powers to Scotland.

### SPT View

SPT welcomes the challenge of the consultation and the opportunity it provides to improve delivery. While of the view that change is required, SPT does not believe that radical change to the wider set of local government relationships within which transport is delivered at regional level is either required or justified. Unnecessary dislocation would not help delivery.

The proposal for a new **high level national transport body** is welcomed but it is important that such a body provides a national context for the development of regional strategies. The transport planning framework will be greatly improved if there is a statutory requirement to produce **Local Transport Plans**, as is the case in England. Change is needed to ensure that strategies and projects are developed in an integrated, yet consistent and coherent manner at national and regional level.

SPT is not convinced of the case for a national body to engage directly in project implementation at regional level or to detach delivery of concession travel, integrated ticketing and quality bus provision from local government oversight and management. However, SPT believes that **serious consideration should be given to devolving competition and rail infrastructure matters from Westminster.**

**On regional delivery**, SPT believes the record shows that the PTA/PTE model has worked well in the west of Scotland since 1974. The same applied to English PTAs. The model works well because it operates at the regional journey to work level, retains democratic accountability and contains a unique set of statutory powers. These powers embrace normal local government competencies but also allow intervention in the public transport market in a more direct and commercial way. **The model of a strong regional public transport champion is a consistent feature of successful conurbations across Europe.**

Any changes in regional delivery mechanisms for West Central Scotland should embrace SPT rather than dissect or dilute it. We accept that there is scope to improve the integration between roads authorities and public transport bodies - this could largely be achieved by adopting the requirement for **statutory local transport plans**. In our view, current legislation prevents either a Joint Committee or Joint Board for roads and public transport in West Central Scotland. In the short term, this need not be a major obstacle as some merging of the political composition of Weststrans and SPTA should be possible, allowing the two bodies to operate *de facto* as one. In the longer term, a **Regional Transport Authority** for the west could be created using Community Planning legislation or primary legislation.

Finally, SPT does not subscribe to the criticism that the consultation has been about structures rather than addressing the real travel needs of the people of Scotland. To meet such needs, it is important to get organisational structures and responsibilities correct. But it must be shown that organisational change provides added value to delivery. We believe our responses concentrate on the simple changes which address clear failures in the current system while retaining its strengths.

### COSLA View

COSLA's response is based around a number of themes we believe are crucial to better future transport delivery. These include the need for a long term, resourced, integrated national transport strategy; the

principle of subsidiarity; local democratic accountability; more radical and fundamental thinking to deliver real change and the need to consider realistically the powers required in Scotland to address Scotland's problems.

We believe that prior to any structural change, two issues must be addressed – the need for an integrated transport strategy and an objective assessment of the best model to deliver it. The new agency is a solution looking for a problem – no case has ever been made for it by the Scottish Executive. It is the blockages and lack of integrated thinking in the current system that we need to address.

We need an integrated, resourced, long-term transport strategy for Scotland, drawn up together by the Scottish Executive, COSLA, the business community, trade unions and other key stakeholders.

To deliver on this, there must be a real opportunity to draw down powers whenever appropriate, whether at a national Scottish, regional or local authority level. For example, COSLA urges the creation of a devolved Strategic Rail Authority for Scotland. The point has been made several times that the problems delivering on rail are largely due to the Strategic Rail Authority and Network Rail's apparent inability to take quick decisions in Scotland.

In terms of regional delivery arrangements there is no simple 'one size fits all' model. Local government is best placed to identify local transport needs and deliver on these through community planning partnership working. At the regional level, we need to allow existing partnerships to evolve naturally and put the structures in place that best fit their purpose and also reflect the principles of community planning.

### View of Scottish Council for Development & Industry (SCDI)

Significant spending increases on transport have been proposed by the Scottish Executive. Although welcome, what is required is effective delivery. The Executive envisage giving the delivery role to an Executive Agency - *Transport Scotland*. Despite scant evidence this approach will

## Research Review

### New Projects

**'Inverness Transport Vision'** Consultants Atkins has just been commissioned by Inverness and Nairn Enterprise in partnership with The Highland Council to conduct this study. The research will look ahead from 2006 to 2031 and suggest innovative and achievable transport solutions, covering all modes, for Inverness and its hinterland. Completion Spring 2004. <http://www.hie.co.uk/ine/welcome.asp?LocID=newacw.SiteID-1.News-ine.htm>

**Bus Passenger Satisfaction Surveys 2003-2005** for the Scottish Executive including 3 x 1750 telephone interviews in 2003, 2004 and 2005 to measure and monitor levels of passenger satisfaction among bus users (2003-2006) (Contact: David McGuigan, Colin Buchanan and Partners).

**Good Practice in Developing an Inter-Agency Approach to Road Safety 2003-2004** for the Scottish Executive, to research and prepare guidelines on good practice in ensuring road safety is factored into major regeneration developments (contact David McGuigan, Colin Buchanan & Partners).

**Real Time Passenger Information 2003-2005** for City of Edinburgh Council and The Scottish Executive, to research into public attitudes and bus operations with a focus on identifying the impact of the introduction of real time bus information on a quality bus corridor in Edinburgh (contact David McGuigan, Colin Buchanan & Partners).

**Forth Crossings Study** Forth Estuary Transport Authority (FETA) has appointed Faber Maunsell to study options for new Forth crossings while SIAS/WSP are to prepare a Local Transport Strategy for the Queensferry crossing and related areas (LTT11Dec). **Croy Park and Ride** SPT has commissioned Babbie to study the potential for further development of Croy station for park and ride (Contact: Robert Duff)

**European Ramp Metering (EURAMP)** - start date March 2004, for 36 months. TRI is part of the FP6 EURAMP Consortium which includes partners from the UK, Greece, France, the Netherlands, Germany and Austria. The objective of the project is to advance, promote and harmonise ramp metering control measures in European motorways, to improve safety and increase the efficiency of traffic flow. TRI will be Evaluation Manager within EURAMP, responsible for assessment and evaluation of impacts at the five test sites (contact Christiane Bielefeldt and Helen Condie).

### HOUSEHOLD TRANSPORT in 2002 : Scottish Executive Statistical Bulletin Trn/2004/1

Published in January, this Bulletin gives initial impressions of trends since the Scottish Household Survey started in 1999. Results will become more reliable over time but suggest decline in cycling but some rise in walking. Adults reporting cycling as a means of transport in the previous week fell from 3.1% in 1999 to 2.6% in 2002. Those reporting use of cycles for pleasure or to keep fit fell from 3.9% to 2.9%. In contrast, those who used walking as a means of transport rose from 52.1% to 54.7%. Walking for pleasure or to keep fit rose from 39.9% to 43%. 56% of pupils were found to walk regularly to school with 14% using school buses, 8% normal buses, 19% car or van and only 1% cycling. Commuters driving to work have stayed around 57% since 1999 (another 11% reach work as car passengers) despite households having access to one or more cars rising from 62.9% to 65%. Much other data is included in this £2 publication.

### Recently Completed Projects

Highlands and Islands Enterprise commissioned Environmental Resources Management between June and August 2003 to quantify the **environmental impacts of aviation in terms of carbon emissions, local air quality and noise pollution**. The research examined all scheduled services operating to and from airports in the region, and estimated the total environmental cost of aviation in the Highlands and Islands, as well as for individual routes. The full report is available from:

<http://www.hie.co.uk/HIE-aviation-environment03.pdf>

**Review of the Impact of the Proposed EU Animal Transport Regulations on Livestock Movements in the HIE Area.** This report was commissioned by HIE and a coalition of organisations through the Scottish Islands Network. It evaluated the impact on the Highlands and Islands region of the proposed European Commission livestock transport regulations indicating that changes will have major implications for how the region's livestock are transported and marketed. The major problems are the shortening of the journey time before a "rest", an increase in the length of the "rest time", change in definition of time at market, the lower stocking densities on vehicles and the introduction of training certificates for all people transporting livestock. The proposed regulation could accelerate agricultural decline perhaps dramatically. <http://www.hie.co.uk/HIE-sac-final-report.pdf>

**Lothian and Borders Safety Camera Project 2002-2003** for Lothian Borders Safety Camera Partnership, a public opinion survey and related research into attitudes and behaviour related to safety camera in Edinburgh and the Scottish Borders. (contact David McGuigan, Colin Buchanan & Partners).

**The Economic Impact of Ryanair on Prestwick Airport.** Scottish Enterprise Ayrshire in July 2002 commissioned SQW and NFO World Group to estimate the economic impact of the Ryanair air routes, with particular emphasis on passenger information such as demographics, reasons for travelling, levels of satisfaction and contribution to the local economy. Visitors landing at Glasgow Prestwick International Airport added £89m to Scotland - and new flights by the carrier are expected to make this figure grow even more. Ayrshire alone has benefited from Ryanair's presence at Prestwick by between £13.8m & £18.4m. The presence of Ryanair flights was estimated to support between 620 and 720 full time jobs in Ayrshire, and between 1300 and 1800 across Scotland. In total, 831 interviews were held between August 2002 and July 2003. In this period, 53% of Ryanair's passengers were outbound Scots.

## Statistics

### SCOTTISH ECONOMY & TOURISM

According to the Purchasing Managers Index, the Scottish economy is on track for clear recovery. Strong revival is evident in depressed manufactures while the retail sector is performing above England (H19Nov & 8Dec) Business tourism has also shown a sharp rise (H20Nov) Overall, tourist spend in Scotland in the first half of 2003 rose 10% compared to a 1% fall in tourism spend for Britain as a whole (H18Nov) Prof. Peter Spencer of Ernst & Young now expects 3% Scottish economic growth in 2004 though Jeremy Peat of RBS expects growth of 2% to 2.5%, below his UK forecast of 2.6% to 3%(H14Nov) HBOS has confirmed forecasts of higher Scottish growth from a low base(H14Jan) Shell has revised downwards its estimates of oil and gas reserves with increased prospects for price rises if demand stays high.

### POPULATION & SOCIAL TRENDS

2001 census results from the Scottish islands confirm very diverse trends since 1981 - ranging from considerable falls in Lewis, Harris, Benbecula, South Uist & Barra to marked rises in Arran, Mull, Skye and Orkney. There has been a slight increase in the island share of total Scottish population (H29Nov). Specific links with transport changes are far from clear cut and more important factors in relative island revival may be the impact of IT and noticeable 'downshifts' by those with higher incomes and wealth to changed lifestyles. Recent estimates by Datamonitor show that Britain now has over 3 million downshifters while a 26% rise in UK homeworkers to 8.2 million is expected between 2002 and 2005 (H31Dec).

### AIR PASSENGERS October - December, 2003 (thous and % change on 2002)

Sources: BAA Scotland, HIAL & Glasgow Prestwick

	ABERDEEN	EDINBURGH	GLASGOW
Domestic	389 (-0.6%)	1377 (4.7%)	1122 (2.6%)
International scheduled	125 (9.7%)	342 (5.7%)	199 (-13.5%)
International chartered	21 (-11.3%)	92 (44.9%)	517 (8.1%)
Helicopter	93 (-8.2%)		
<b>TOTAL</b>	<b>628 (-0.3%)</b>	<b>1811 (6.4%)</b>	<b>1838 (2.0%)</b>
	<b>PRESTWICK</b>	<b>INVERNESS</b>	<b>OTHER H&amp;I</b>
<b>TOTAL</b>	<b>529 (20.2%)</b>	<b>115 (5.7%)</b>	<b>109 (-5.8%)</b>
(of which domestic)	256 (19%)		

Comments: BAA Scottish Airports show 3.8% overall growth compared to 2002 but with a continued trend towards Edinburgh. Prestwick and Inverness are gaining from lower cost and extra services, contrasting with usage falls at other H&I airports. West of Scotland growth includes shifts from Glasgow to Prestwick rather than just shifts between Glasgow and Edinburgh.

### Cal/Mac Ferry Usage:

#### October - December 2003

(and % change on 2002)

Passengers	873	(6.1%)
Cars	201	(4.7%)
Coaches	1,715	Nil
Lorries/vans	21,152	(1.3%)

Source: Caledonian MacBrayne

Comment: Good weather continued to boost usage plus strong Christmas / New Year traffic. "Balamory" impact continued to be evident on Mull Route.

### ROAD TRAFFIC, FREIGHT & TAXATION

UK exports and imports continue to rise above GDP growth but continental hauliers, shipping and rail are putting pressure on the share of UK road hauliers. The rise on lorry operating costs (2.3%) has been kept below the rise in RPI (2.8%) but wages have been showing 3% growth (Freight, Nov.) Freight usage of the Rosyth SUPERFAST ferry has doubled in the past year. Over 300 haulage firms are now using the service (EN13Jan)

Final data on Scottish road traffic in 2003 will not be available until the summer but indications are that traffic has been stable on many roads in inner Edinburgh, Glasgow and Aberdeen but with rises on city fringes and inter-urban routes in central Scotland. The 20% fall in petrol/derv deliveries in Scotland between 1997 and 2002 (see STR23 p17) may be exaggerated and affected by defects in reporting. Though influenced by a fall in the real level of fuel duty and by higher traffic growth in England, UK data suggests that actual progress on improved energy efficiency in road transport is less impressive than shown in the Scottish data. UK tax income from petrol fell from £12.9bn in 1998 to £12.8bn in 2002 though with the shift to diesel producing a rise in derv tax income from £7.9 bn to £9.1bn. For the future, a lack of tax rises, improved fuel efficiency and alternative fuels raise significant issues for the Treasury (LTT27Nov -see also p20).

### PASSENGER RAIL & BUSES

Final results for 2002-03 show bus trips up 7.6% in London but falling in England outside London by 0.4%. Scottish bus trips rose 1% with higher growth in the cities (LTT11Dec). Preliminary results for 2003 show stronger growth in city bus trips during 2003. ScotRail trips are running some 7% above 2002, more than reversing the 5% decline arising from special factors in 2002(H12&19Dec). British rail trips in 2003 exceeded 1 billion for the first time in 40 years but with the longer-distance rail market (including Anglo-Scottish) still under pressure from poor reliability and airline competition. In terms of passenger kilometres, regional railways are showing the strongest growth (average of 4.9%) over the previous year (Railway Strategies Jan-Feb - see also p10)

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### View of Scottish Council for Development & Industry (SCDI) continued

produce results, SCDI sees some merit in the proposal. Alongside delivering major projects, *Transport Scotland* should determine a **long-term vision and strategy** for transport policy in Scotland. This is something the Executive has continually failed to do.

*Transport Scotland's* powers should include the control of a **national concessionary travel scheme, integrated ticketing and bus quality contracts**. Management, operation and maintenance of **major, inter-regional trunk roads** should also lie with *Transport Scotland* with **regional trunk roads**

becoming the responsibility of the regional transport partnerships acting in an Agency role for *Transport Scotland*. The regional partnerships should also be responsible for **strategic non-trunk roads**. Control of local roads should remain with local authorities.

At a local level, changes to the existing **regional transport partnerships** are also proposed. As a member of HITRANS, SCDI has seen at first hand how successful the partnerships can be in providing a strategic approach to transport in their areas. Increased powers would build on this success. An aim of the partnerships would

be to create a **fully-costed regional transport strategy** for their areas compatible with and complementary to *Transport Scotland's* national strategy. Increased powers would assist the partnerships in delivering their strategies but adequate funding, preferably allocated directly via Section 70 of the Transport (Scotland) Act 2001, will be required.

Improved delivery is the goal, but it is a daunting task. It will require commitment from across Scotland's transport community if *Transport Scotland* is to achieve its aim.

## A Progress Report

Freight and logistics has traditionally been a minority interest within academic transport circles in the UK. In recent years, however, the Department for Transport and, to a lesser extent, the Scottish Executive have been increasing their support for research in this field. The DfT's support has been an integral part of its Sustainable Distribution strategy launched in 1999, which aims to improve transport efficiency, reduce environmental damage and ease traffic congestion. In early 2004, the DfT established the Freight and Logistics Research Group, comprising academics, logistics executives and government officials, to review the results of existing projects and identify new areas for investigation. Examples of government-funded studies recently completed or currently underway include:

**Supply Chain Resilience:** this study, undertaken mainly by the Cranfield Centre for Logistics and Supply Chain Management, has examined the vulnerability of supply chains and proposed a series of measures that companies can take to reduce the risk of disruption and increase 'resilience' after a break-down occurs. Interest in this subject has clearly heightened since the fuel crisis of 2000 and September 11. (<http://www.som.cranfield.ac.uk/som/groups/lscm/downloads.asp>)

**Benchmarking of Key Performance Indicators in Road Freight Transport:** a standardised method of 'synchronised audit', developed by the Logistics Research Centre at Heriot-Watt University, has now been applied to road transport operations in the food, automotive and non-food retail sectors. While the main purpose of this work has been to benchmark companies' delivery operations against a standard set of KPIs (vehicle fill, empty running, energy intensity, time utilisation and deviations from schedule), it has also provided a useful insight into the overall efficiency of road freight operations. Although open to lorry operators across the UK, very few Scottish-based companies so far have participated in these surveys. (<http://www.som.hw.ac.uk/logistics/g2a.html>)

**Modelling Policy Measures for Sustainable Urban Distribution:** this study, conducted by the Transport Studies Group at the University of Westminster, has modelled the impact of a variety of public policy measures on different types of urban delivery operation in three English cities. Its main aim has been to give local authorities guidance on the efficacy of various urban freight initiatives. The results are of particular interest to the thirty or so 'freight quality partnerships' now in place across England and Wales. To date, however, only one such partnership has been set up in Scotland (in the North East). ([http://www.wmin.ac.uk/transport/projects/sus\\_u-d.htm](http://www.wmin.ac.uk/transport/projects/sus_u-d.htm))

**Analysis of the 'Food Miles' Issue:** a project entitled 'Wise Moves', which has been jointly funded by the DfT and several companies, has recently examined the factors causing food to be transported over ever-greater distances, the environmental consequences of this trend and the case for restraining it. This has special relevance to efforts, such as those of Scottish Food and Drink, to increase the local sourcing of food supplies within Scotland. (<http://www.transport2000.org.uk/campaigns/WiseMoves.htm>)

Other UK government-funded projects have focused on the effectiveness of new **home delivery systems, vehicle tracking / telematics networks**, the opportunities for **shifting freight from road to rail or sea** (in the latter case onto so-called 'marine motorways'). Here in Scotland the Executive has commissioned consultancy studies on the need for new intermodal capacity and the efficiency of the Scottish road haulage industry.

Several topics, which have an important Scottish dimension, have not yet generated much academic research. These include:

- supermarket chains sourcing more of their supplies at 'factory gate prices' and thus tightening their control over primary distribution from the factory. How is this impacting on the logistical activities of Scottish suppliers and on the Scottish road haulage market?



- the extension of the EU working time directive to road freight transport, which may significantly affect long distance trucking operations to and from Scotland.
- the obligation soon to be imposed on electronics companies, under the EU's Waste Electrical and Electronic Equipment (WEEE) directive, to recover a large proportion of life-expired product for refurbishment and reuse. How are Scottish-based electronics companies preparing for the 'reverse logistics' challenge that this will present?

Freight and logistics promises to remain a fertile area for academic research. We need, however, to entice more researchers into this field.

CAR USE BY DRIVERS:  
SOME SCOTTISH HOUSEHOLD SURVEY RESULTS

## Introduction

This article describes some results from interviews conducted with adults in households across Scotland between April and June 2003. Approximately 2,100 adults who stated that they drove were asked, for each of seven different journey purposes, whether they always use a car, sometimes use a car, never use a car, or never make that type of journey. Those who responded that they would always use a car were then asked how easy or difficult it would be to make that type of journey without a car. Note that some of the figures quoted here are based on as few as 100 responses, and hence may have quite large sampling errors. Results have been weighted to take account of differences in selection probabilities.

## Car Use

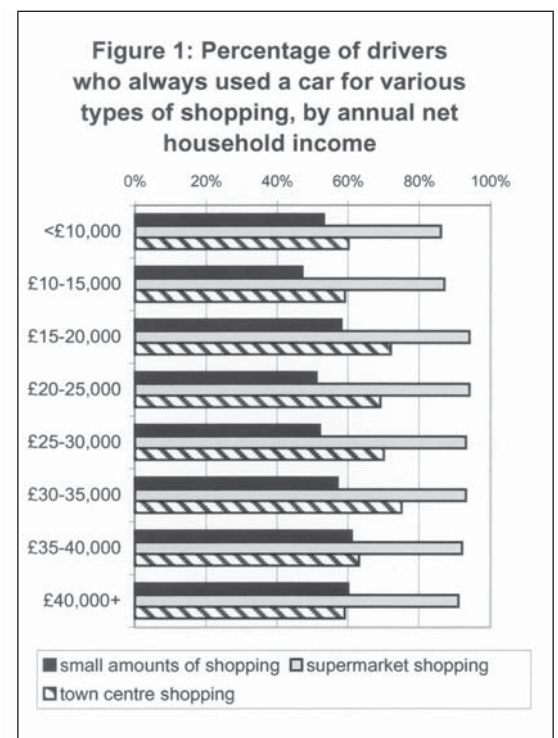
Overall, 91% of drivers who said that they went supermarket shopping stated that they always did so by car. 66% of drivers who went town centre shopping stated that they always used a car, as did 54% of drivers who went shopping for small amounts of food. 73% of drivers who visited friends or relatives always used a car, 69% of those who went to see their GP, 60% of drivers who went to the library, and 54% of drivers who went for evenings out for leisure activities always used a car.

For all of the seven types of journey, drivers in "remote" rural areas were the most likely to always use a car, ranging upwards from 83% for small amounts of shopping or evening leisure, to 99% for supermarket shopping. Drivers living in "accessible" rural areas were the next most likely for all of the journey types. Drivers living in large urban areas were the least likely to always use a car for shopping and evening leisure purposes; drivers in small towns were the least likely to use a car to visit friends or relatives, the GP or the library. The difference between the areas in terms of the percentage of drivers who always used a car was greatest for town centre shopping (44% to 98%), visiting the library (43% to 91%), and for evening leisure purposes (39% to 83%). Much smaller differences were shown in the percentage of drivers who always used a car for supermarket shopping (84% to 99%), and for visiting friends or relatives (60% to 88%).

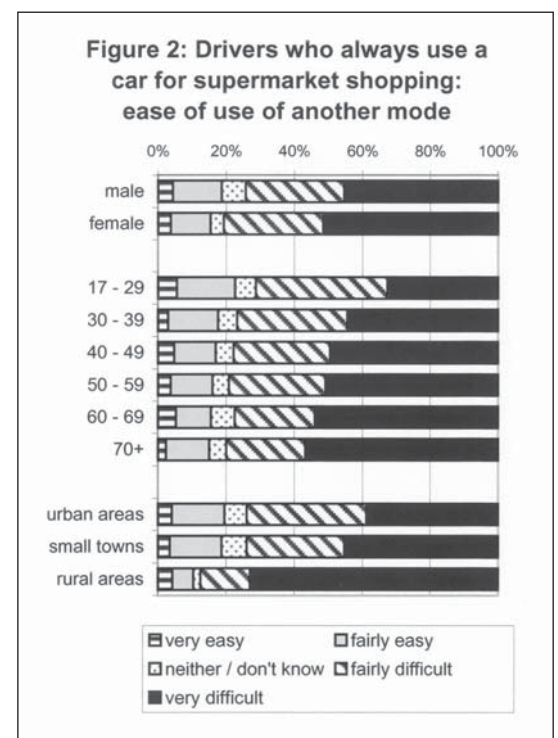
There were no large differences between the sexes in use of cars. Drivers aged 17-29 were the least likely to always use a car for all the activities, ranging from 38% always using a car for evening leisure to 76% always using a car for supermarket shopping.

## Ease of use of another mode of transport

Of drivers who said that they always use a car for supermarket shopping, 17% stated that it would be fairly easy or very easy to do so without a car. 31% of drivers who always use a car for town centre shopping stated that it would be fairly easy or very easy to do so without a car, as did 47% of those who



always use a car for small amounts of shopping. Only 16% of drivers who always use a car for visiting friends or relatives would find it easy to do so without a car. 19% of those who always use a car for evenings out for leisure, 35% of those who always use a car for seeing their GP by car, and 35% of those who always use a car to go to the library stated that they would find it easy to do so without a car.



Further information about the SHS, including links to all the publications of SHS results, can be found at [www.scotland.gov.uk/shs](http://www.scotland.gov.uk/shs). Enquiries should be made to the SHS Project Manager: Tel: 0131 244 8420 Fax: 0131 244 7573 Email: [shs@scotland.gsi.gov.uk](mailto:shs@scotland.gsi.gov.uk).



## Edinburgh Road Pricing

**Transport Initiatives Edinburgh (tie)**, the arm's length company responsible for the details and funding of major transport schemes in the Edinburgh area, submitted results and recommendations to the City Council arising from the consultation which ended on 4 January. The main **tie** recommendations were:-

- **restriction of proposed peak-period outer cordon** £2 charge to **7 to 10 am** (removing concerns about the fairness of charging Edinburgh residents working outside Edinburgh and making no contribution to congestion in the inbound morning and outbound evening peaks)
- removal of the City Council's proposed exemption for Edinburgh residents living outside the outer cordon
- retention of the inner cordon 7 am to 6.30 pm £2 charge but with £15m of extra funding for 5 years from the start of charging for **city centre accessibility** and **aids for city retailing**- e.g measures to help off-peak city centre shoppers and visitors - and **reviews of city centre parking** to take account of the possible impact of congestion charging on city centre residents who pay for parking
- discussion with FETA and Fife Council to avoid **double charging** if Forth Bridge tolls rose in addition to Edinburgh charging.

These proposals, apart from removal of the exemption for Edinburgh residents outside the outer cordon, were accepted by the City Council on 22 January. Formal Charging Proposals have now been published with a view to a Public Inquiry starting in April and an Edinburgh referendum. Discussions are continuing with the NHS on possible

measures to alleviate extra problems e.g of staff recruitment. A late objection from the Police relating to enforcement issues will also be considered if followed up by a formal submission in the pre-inquiry period.

Like the experience in London prior to the start of charging in February 2003, most press comment has been highly critical of the scheme though with little discussion on alternatives. Contrary to previous more favourable attitudes, concerns from city centre shops have intensified while three surrounding local authorities have expressed concerns about the equity and political acceptability of the proposals. Several groups have sought to delay implementation from 2006 until the initial two tram projects are completed and other public transport improvements made. Unlike London (where the scheme was in Ken Livingstone's manifesto for the mayoral elections), the Edinburgh scheme involves a positive referendum result prior to the start of charging while Edinburgh also has a double cordon and a charging zone covering a much greater part of the city.

**tie** continues to argue that the scheme offers significant economic and environmental benefits. The modifications adopted reduce net income by some 13% to £780m over the project life but with 45% of this becoming available to adjacent councils. Compared to the initial scheme, most of the core objective of cutting congestion would still be achieved. By 2011, city centre congestion is estimated to fall by 64% (compared to 71%) while over the city as a whole, congestion would fall by 17% (compared to 26%) (S18Nov; 4, 16 Dec, 23Jan; EN25&26 Nov, 11, 13, 15, 24 Dec, 143Jan; H18Nov).

### Urban M74 Public Inquiry

The part of this Inquiry dealing with policy has ended but specific site objections are being considered during February. The case presented by TRA (Trunk Road Authority) and supporting local authorities was that this road proposal has strong political and business support, gave substantial benefits under STAG assessments and would have particular value in **easing congestion** and **spreading economic benefits** from east Scotland to the Clydeside area. It would also act as a catalyst for regenerating substantial areas of **derelict and contaminated land**, especially to the east of Glasgow. Finance for the scheme was available as were detailed design plans allowing completion by 2008.

Though one objector sought restoration of the former plans for direct links from the extended M74 to the Kingston Bridge, the city centre and the North Clyde Waterfront, the main objections were to the principle of the road and came from **FoES** and **JAM74**. **SAPT** took the line that road schemes on the corridor would only be acceptable as part of an integrated package delivering Scottish Executive objectives for **road traffic stabilisation**, **CO<sub>2</sub> reduction**, **modal shift away from cars** and **specific plans to improve access to jobs and other facilities for those without cars**. Serious concern was expressed at priority spend of £350-£500m (or £800m plus if the scheme became a PFI project -H15Jan) when committed spend on public transport schemes over

the next five years was very much smaller despite an Executive undertaking that 70% of transport spend would be on public transport by 2006.

One factor which may influence final decisions is that the backlog in developing public transport strategies for the west of Scotland has meant strong pressure to spend available funds on fully worked-up road schemes while public transport schemes are being developed. However, there was evidence that the urban M74 will **generate significant extra road traffic** in the Glasgow area (with related rises in CO<sub>2</sub> emissions), reversing recent trends for Glasgow traffic to stabilise despite a stronger city economy. It was accepted that most **jobs growth** and **regeneration** would be affected by factors other than the M74 with **modal shifts to public transport** being particularly important for the extended city centre and **Clyde Waterfront** zone. Peak congestion could also be considerably eased through **congestion charging**, **more bus/lorry priorities** and **improved multi-modal fare structures** leading into more substantial **rail and tram investment**. In preparing their submission to Ministers, the Reporters will have to weight these arguments in the light of prospects for increased constraint on public spending and STAG guidance on a more integrated approach to city and regional transport (H6, 28, 29 Nov, 2, 3 Dec, H 16 & 17 Jan and Inquiry evidence).

## Property and Land Uses

### PLANNING STRATEGY

Following research by Prof J R Robinson, the Scottish Executive has invited views on the content of a future **Planning Bill**. A 26 page draft of **SPP** (Scottish Planning Policy) **17** on **Planning for Transport** has also been issued with comments sought by **16 April** to [SPP17@scotland.gsi.gov.uk](mailto:SPP17@scotland.gsi.gov.uk) or to Lynn Jameson of the Planning Division at Victoria Quay. Copies of the consultation are on [www.scotland.gov.uk/planning](http://www.scotland.gov.uk/planning) or 0131 244 7543. SPP17 will replace NPPG9 on **Roadside Facilities on motorways and trunk roads** and NPPG17 on **Transport and Planning** together with its addendum on **maximum parking standards**. The draft suggests a shift to economic growth as a priority while retaining extensive references to sustainable development and access standards. Strong emphasis remains on Local Plans making provision for improved conditions for shorter trips, walking, cycling and access to quality public transport.

**CBI Scotland**, housebuilders and housing associations have been pressing for a planning system ensuring faster decisions on the effective release for development of brownfield and greenfield sites. Claims are also still being made that restrictions on the capital programmes of **Scottish Water** and maintenance backlogs are delaying water and sewerage works required to bring otherwise suitable sites to the stage of actual development. **North Ayrshire Council** sees this as a particular problem in its area but it also affects parts of Greater Glasgow. Another option being considered at UK level is a **land tax** (on land with development permission) to speed development. The **Scottish Executive** is still considering the controversial issues of business planning zones, tariffs for planning gain and whether to allow third party rights of appeal in planning cases. After the controversy over the **SNH** move to Inverness, the Tourism Minister has indicated that the HQ of **VisitScotland** will remain in Edinburgh. The Scottish Executive has approved a Glasgow & Clyde Valley

Structure Plan modification to allow development of a larger shopping centre in the **Motherwell/Ravenscraig** development zone but this is now subject to legal challenge from Standard Life and Land Securities with major interests in shopping centres in **Hamilton** and **East Kilbride**. They see this decision as contradicting the Executive's own policy preference for development in existing shopping centres (for **Greenbelt** issues, see p23).

### CITY DEVELOPMENTS

A survey by Prime Retail has concluded that **Glasgow** has the **best high street shopping** in the UK while overtaking Edinburgh as the **top business city** in Scotland according to an employer survey by Omis. **Edinburgh** was seen as having greater problems of congestion and housing. Glasgow is expected to announce rail link improvements soon for its expanding financial and development zone west of the city centre. Some concerns have surfaced about the strength of financial job potential in Glasgow with a risk of the loss of high profile jobs to London or the USA and lower profile jobs to India. However, **Abbey** has confirmed a jobs shift from Edinburgh, making Glasgow its leading Scottish base. **ERDC** has been appointed preferred developer for the **Science Park** project in the Merchant City while Irish property tycoon Noel Smyth has been granted preferred developer status for the Glasgow **Tradeston** redevelopment south of the Broomielaw. **BBC Scotland** has finally given a commitment to relocate to Atlantic Quay by 2007. Glasgow's £40m new **transport museum** is delayed two years to 2009 due to funding issues. Stelios Haji-loannou has started an **easyHotel** chain with prices starting at £5 a night. Glasgow and Edinburgh are proposed as sites for expansion. Highland Council is preparing major waterfront and riverfront redevelopment plans for **Inverness**.

### WEST EDINBURGH

The *Aviation White Paper* makes it clear that, contrary to the hopes of the Royal Highland Society, government and

Scottish Airports wish to see an early relocation of the present **Ingliston** exhibition centre and showground to make way for airport expansion. Once a second parallel runway is available to the north, anticipated advantages are reduced noise levels over Cramond and closure of the present cross-runway. This would facilitate development north-west from the **Gogar** roundabout (see map p13) while reducing noise over west central Edinburgh. The intention is that other development in this greenbelt zone should be strictly controlled, raising a question over RBS plans for a £30m business school at **Gogarburn**.

### CITY HINTERLANDS

Forestry Commission Scotland is seeking sites for **brownfield forests & woodlands** in and around cities, replacing bleak industrial wastelands which – due to contamination or other reasons – may be unsuited to conventional redevelopment yet attractive for community recreation and timber production. Close to the new Scottish Courage depot opened in 2002, **ALDI** has completed a 420,000 sq.ft Scottish distribution facility near Junc 4 on the M8 west of Bathgate.

There is speculation that the £3bn **Morrison** takeover of **Safeway** may lead to disposal of smaller stores, of which Safeway has a larger proportion in Scotland. However, town centre type stores (geared to convenience food) continue to expand while **Tesco** is moving into intermediate sites - e.g. Kilbirnie in North Ayrshire. This may reduce travel to supermarkets further afield yet also affect other shops in adjacent smaller towns. There are fears by city retailers that larger hinterland shopping malls could place them at an increased disadvantage given any introduction of congestion charging and reduced or more expensive city centre parking. The **Almondvale Shopping Centre** at Livingston has become a major attraction as has the expanded **East Kilbride Shopping Centre** south of Glasgow. New sub-regional patterns of shopping and leisure may be emerging at the expense of all but the largest city centres.

## Transport Modes : Appraisal & Organisation

### RAIL and BUS COMPARED

*This feature draws on material presented by Chris Cheek, Director, TAS Partnership in Railway Strategies, Nov-Dec, 2003 and by Mike Parker, Director-General, Nexus (Tyne&Wear PTE) in 30 October issue of Local Transport Today.*

It is often alleged that bus performance, financially and in terms of consumer benefit, is substantially better than rail passenger performance. Chris Cheek and Mike Parker qualify these views in ways of interest for the present transport situation. Mike accepts a case for considering more frequent and more accessible buses replacing infrequent trains with high operating losses. Such change could raise social benefits while cutting losses. However, he also points out that Nexus is developing a strategy for expanding rail, and especially tram, services on busier routes often also important for serving areas of preferred development. On such routes, rail can have better operating results than buses while proving more effective in gaining larger modal shifts away from car use and aiding social inclusion.

Chris Cheek attacks the view that regional passenger rail services should be prime targets for cuts by pointing to the better performance of regional services compared to inter-city routes since 1990 [see STR22 p18] though admittedly from lower levels of use. Even so, **regional railways** had achieved a **57%** rise in passenger trips and were running **11%** more train miles with a **9%** cut in staff and a **20%** cut in real costs per train kilometre. He then refers to the variety within regional routes – ranging from strong interurban and commuter flows to half a dozen or so highly rural lines. Average loads per train were around 45 passengers compared to 135 for inter-city with revenue yields also lower. However, ignoring **track access charges** (from which most bus operators are virtually exempt through the Bus Operators Grant – formerly Fuel Duty Rebate), regional railways in 2001/02 covered all labour and rolling stock costs plus a £37.5m contribution to overheads. Only a few services had revenue covering less than fuel and crew costs. These ought to be candidates for withdrawal or modification but most of the remainder covered rolling stock costs plus a contribution to overheads while also offering economic and social benefits not reflected in fares (or lessened because fares were too high or service quality too low). Chris advocates regional analysis at this level rather than distorting comparisons of total costs (less fares income) divided by passenger kilometres. Track costs could not be ignored (the £565m attributed to regional railways fell mainly on taxpayers) but the biggest problems of rail cost control were structural and strategic rather than found only on regional lines. Track costs could also be shared with freight. A few route closures might happen but there could be more openings under a dynamic approach to the role of regional railways and light rail in emerging trends towards regional government and community railways.

### RAILWAY REFORM or TRANSPORT REFORM?

Alistair Darling's abrupt announcement on 19 January that Britain's railways were dysfunctional with too much fragmentation and overlapping roles marked the end of attempts to defend the rail structures adopted in the mid 1990s. Compared to rises in funding, rail delivery outcomes have become unacceptable. A full review is to be completed by summer 2004 in phase with the **Treasury Spending Review**. The announcement was short on detail compared to press reports in the days preceding but the intention is to have a Review recommending immediate reforms under existing law and proposals for legislation incorporated in Labour's manifesto for a likely general election in 2005.

Because the **Scottish Parliament** and **Executive** already has a distinctive role in a less fragmented Scottish rail structure, it is possible that elements of a Scottish rail concordat could appear before the summer tied in with announcements on the Executive's response to the *Scotland's Transport* consultation. This may include a 'de facto' transfer of most **SRA** powers in Scotland to the Executive within an agreed financial settlement and creation of transparency in **Network Rail** spending north of the Border (see also p6). Indeed, it is possible that routine rail maintenance and timetabling could transfer to the holder of the replacement ScotRail passenger franchise subject to rights of appeal on slot allocation to the **Rail Regulatory Commission** due to replace **ORR**.

Potential British issues include a return to publicly owned track and a **Rail Safety and Regulatory Body** separate from **HSE**. Full renationalisation is being ruled out as incompatible with regional government and with continuing desires for reshaped public/private partnerships. The centralist SRA may be threatened by the rise of devolved government and possible 'vertical' franchises yet the UK government – or a related agency – must have a role in setting a strategic framework for through services (including freight) and developing longer-term planning and national project delivery.

Given issues relating to aviation, ports, roads and buses and the emphasis on integration with land use, fiscal/pricing policies, emissions trading and other government objectives, there is an argument for wider reform. While there is a strong internal case for rail reform, **there is a powerful logic in linking rail reform with a review of the transport framework** and approaches to pricing, competition policy, safety, research, national targets and forecasting. Unlike **OFT**, DfT has been arguing that **competition** should not be promoted to the extent that **public transport integration** is weakened. Regionalism is a wider issue which is also attracting attention with respect to governance and which cannot be ignored in addressing the transport and rail agenda.

### AIRPORTS

BAA Scottish Airports has started work on a £12m upgrade of the St Andrews satellite terminal at Glasgow to cater for 1 million extra passengers. Work should be complete by May. For other details of Scottish expansion, see p 12 & 13.

### PORTS

**Clydeport** and **Forth Ports** have clashed on **Rosyth** expansion. The former want a coal facility to supply Longannet while the latter prefer provision for food-related and ferry expansion. Forth Ports has revealed plans to lease space and distribution facilities in a new £2m warehouse at **Grangemouth**. This will enable the port to offer a full logistical service.

### RAIL

Starting a New Year, *Scotland on Sunday* has called for First Minister Jack McConnell to have a greater and sustainable vision for Scotland, including support for a **north-south 200 mph rail link to England** rather than increased domestic air travel. Alistair Darling is keen to see more rapid progress on smaller projects and has welcomed the decision of the Rail Regulator to lift his recent action to delay **WCML** modernisation north of Crewe. The Scottish Parliament has approved plans for **Stirling-Longannet** rail reopening. The conventional rate of return will be well below normal due to increased costs and the possibility that emission controls may lead to earlier closure of Longannet power station. However, the route provides an alternative strategic freight link into Fife and to Rosyth. Carillion has gained preferred bidder status for the **Milngavie-Larkhall** rail project, now costed at £34.5m including £25m of funding from Scottish Executive. Reopening to Larkhall is scheduled for October, 2005. On 8 December, the First Minister opened the £3m **Edinburgh Park** station built by Raynesway. Aberdeenshire Council has approved further studies of the reopening of **Laurencekirk** station. Northern MSPs are coming under conflicting pressures from lobbies seeking a direct rail link from **Tain** to

## Infrastructure

**Golspie** to safeguard the route through to **Thurso** (for Orkney) and others preferring incremental improvement of the present route via **Lairg**. Old mine workings may raise the costs of the proposed direct rail link through **Edinburgh Airport** but Donal Dowds of BAA Scotland has drawn attention to the need for **Glasgow Airport** to be served by both road and rail improvements along with road charging.

**First** and **Transdev** have been short-listed as preferred bidders for **Edinburgh tram construction and operation**. The bills for the first two tram routes have been submitted to the Scottish Parliament. Some small modifications to the original plans have been made following consultation. Princes St is the preferred route through central Edinburgh while the tram depot has been moved to north-west of Gogar. SAPT and TRANSform Scotland are seeking a direct interchange with the Fife line in this area. The final western section to Newbridge has been changed to a short spur from the main route to the airport (removing conflict with airport expansion plans) but this spur may be delayed to trim £45m off an estimated £100m rise in total tram costs.

### ROADS & PARKING

The **M6Toll** road around Birmingham opened ahead of time on 9 December (H10Dec) Work has started on grade separation at the **A80** Auchenkilns roundabout and local exhibitions have been held of plans for A80 upgrades south-west to Mollinsburn. For details of the **urban M74** Public Inquiry, see p 9.

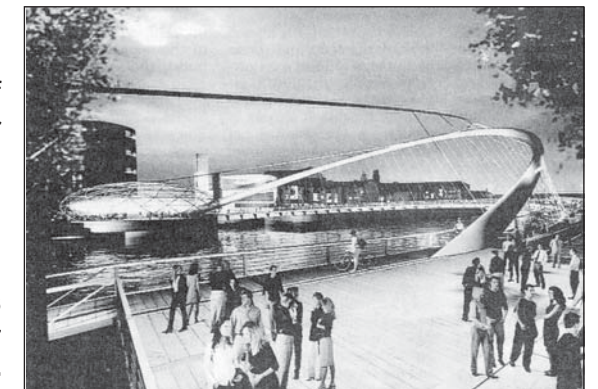
**Aberdeen** has increased the winter roads spend by £500,000 and is also the first Scottish local authority to introduce a £410,000 speed camera scheme to prevent abuse of bus lanes. Despite protests, both **Edinburgh** and **Glasgow** City Councils have introduced stronger measures for parking enforcement and rises in parking charges. Nicol Stephen has opened a transport interchange at **Girvan** station. Car parks at **Newton** and **Blantyre** stations have been enlarged by 116 and 51 spaces. Due to higher safety

and design standards, costs for the **Livingston-Edinburgh** fast busline have risen from £1.5m to £6m. Repairs to the Forth road and rail bridges at Queensferry this summer are to be staggered to minimise disruption. **Highland Council** has given the green light for roadside services on the **A9**. The Executive has announced £2.5m for improving the **A77** roundabout at Whittlets, Ayr but is resisting pressure from Edinburgh Chamber of Commerce for action on a direct road link from the **M8** to Edinburgh Airport and the Royal Bank Gogarburn headquarters.

### WALKING & CYCLING

In a £1.2m scheme initiated by local residents, **Port Glasgow** is to combat crime and a run-down environment by setting up a 'home zone' in the Robert Street area

**Glasgow City Council** has selected a £40m curving pedestrian bridge (including adjacent waterfront development) as an iconic link between Broomielaw and the Tradeston Development Zone. Others have claimed that different projects or different designs would give greater benefit.



Source : H1 Dec. 03

Funding problems have led Glasgow University to delay a planned pedestrian bridge over the **Kelvin** to connect the university directly with the Kelvingrove Museum and Art Gallery. A cycle track built for £30,000 on **Wester Hailes Road** in Edinburgh has been attacked as wasted money since an audit found only 5 users in the peak period. Officials defended the project on the grounds that it takes time for cycle networks to become established.

## The Air Route Development Fund: A Progress Report

Contributed by **Paul Hughes**, *Scottish Enterprise*

The need for appropriate international air services in contributing to the economic development of a region is incontrovertible. Air services can have a direct impact on the competitiveness of internationally focussed business through the facilitation of better customer and supplier relationships. At the same time, they can lead to the development of high-value tourism where they stimulate in-bound tourism.

Scottish Enterprise, Highlands and Islands Enterprise, the Scottish Executive and others have long recognised this and over the last few years tried to attract new services. This was done on an ad-hoc and opportunistic basis and while some services were attracted, did not lead to the required change. Despite the fact that Edinburgh and Glasgow airports combined are the UK's 4<sup>th</sup> largest market, ahead of Birmingham and Manchester, there was still a lack of direct air services compared with competitor regions. Despite the large volume of passengers that were passing through Edinburgh and Glasgow airports, the proportion of connecting passengers was far higher than would reasonably be expected when compared against other regional airports with similar population areas. This identified both a market failure, in that we were underserved, but also a potential market opportunity for airlines provided we could find some way of sharing the risk.

As a result of this, the First Minister announced the creation of the Route Development Fund on the 18<sup>th</sup> November 2002. Initially the focus was on the attraction of domestic and European services only but this was later widened to include long-haul services where a similar market failure was found.

### The Route Development Fund

The Route Development Fund (RDF) was set up as a means of stimulating inbound tourism and business links which would have a significant benefit to Scotland. Although it covers all Scottish airports, it was recognised that the Highlands and Islands had particular market issues which would be better served by separate decision making at a local area.

In total £6.8m was initially allocated to the fund. This was made up from contributions from the following sources:

- £5m from the Executive Spending Review
- £500K from the Integrated Transport Fund
- £1m from Scottish Enterprise
- £300K from Highlands and Islands Enterprise

The fund is managed by Scottish Enterprise in our area, reporting to a steering group which includes the Scottish Executive and VisitScotland. In this way, we hope to ensure that decisions on investments are consistent with the objectives of varying stakeholders. A separate steering group, comprising HIE, Scottish Council for Development and Industry, the Scottish Executive, VisitScotland, HIAL and HITRANS has been set up for the Highlands and Islands. Specialist aviation consultants are also engaged to help with market and economic appraisals.

The fund operates by encouraging investment in the development of new routes through providing incentives to airports. The fund will invest in new routes by providing discounts on the aeronautical charges (principally landing charges) that the airline levies on airports up to a maximum of 75% of the passengers on each flight. This is the only means by which we will influence the attraction of the service and our investment must be at least matched by discounts offered by the airport operator in each year. It is important to note that no funding goes directly to the airline concerned.

In order to take into account the differing market characteristics, for Central Belt Airports (Edinburgh, Glasgow International and Glasgow Prestwick) the fund only invests in direct international services while domestic services will be considered for all other Scottish airports. In order to qualify for funding, any new service must also meet the following criteria:

- The proposed route is promoted and sold as a city destination not already served from the airport (note that Glasgow International and Glasgow Prestwick are deemed to be serving the same metropolitan area)
  - The proposed route is a non-stop service
  - The proposed route will increase the network coverage and traffic base at the airport
  - The route has not been served by the same airline or group company within the previous 3 months at a minimum frequency of 5 services per week year-round.
  - The route must demonstrate an economic benefit to Scotland, either through inbound tourism or other benefits
- Any funding is for a maximum of three years and is available to airport operators who wish to propose the initiation of a qualifying service

### Success So Far

The fund has been very successful in the attraction of new routes. Through a significant level of awareness raising via websites, the press and aviation trade literature, coupled with the extremely successful 2003 Routes Conference in September, the Route Development Fund has now been accessed by a number of airlines. At present, 14 direct new routes are either being supported or planned to be supported. These are: Glasgow International to Dubai (Emirates); Glasgow Prestwick to Stockholm (Skavsta), Girona, Gothenburg and Bergamo (all Ryanair); Inverness to Birmingham (Eastern) and Stockholm (Snowflake); Kirkwall to Bergen (Loganair); Edinburgh to Oslo, Milan, Zurich, Geneva, Munich (all Duo), Cologne (Germanwings) and Newark (Continental).

### Conclusions

It remains to be seen whether the Route Development Fund will continue in its present form. At present, work is being undertaken to determine the future intervention in the market which is required. However, the fact that the recent Aviation White Paper proposed local route development funds for other regions, suggests that it could remain a key part of aviation policy in the coming years.

## Transport Services

### AIR SERVICES

**Emirates Airlines**, with aid from the Scottish Executive's Route Development Fund, is to launch a direct service from **Dubai** to **Glasgow** in April – offering opportunities for both in and out tourism. **SAS** is also introducing a high-season route between **Edinburgh** and **Stockholm**, running 6 days a week from the end of March. **Bmi** is to introduce a daily direct service from **Inverness** to **Heathrow** in March and is also to provide a service competing with BA on the **Aberdeen-Heathrow** route. Bmi is increasing **Aberdeen-Norwich** flights from 5 to 6 per day. **Glasgow** will have a daily service to **Knock** in the Irish Republic from 15 March but **Aer Arann** has cancelled its recently introduced **Isle of Man-Prestwick** service due to low use. Tours by **Scotia Helicopters** from Cumbernauld airport now include Stirling, the Campsie Hills and Loch Lomond.

### FERRIES & SHIPPING

**Seacat** is considering cutting the **Troon-Belfast** service to 8 months in the year due to low-cost air competition but campaigns continue for a restored ferry service from **Campbeltown** to **Northern Ireland**. SNP has called for more support to expand cruise liner tourism to Scotland. *Holiday Which* has found the **SUPERFAST** ferry from Rosyth to be among the best in the North Sea. 91% of incoming tourists would use the service again.

### RAIL SERVICES

**EWS** has started an intermodal freight service from **Tyne Port** to **Mossend** with links to Grangemouth, Aberdeen & Inverness. EWS **Intermodal Express** has also won an ILT Freight Transport Award. GNER is introducing refurbished trains on ECML under the brand title **Mallard**. Trial broadband access for business passengers has started between Edinburgh and London. On the WCML, the first **Pendolino** Glasgow-London services have started. Full operation of tilting Pendolinos running up to 125 mph is expected by December 2005 with best London-Glasgow times falling to 4

hours 20 minutes. ScotRail is now running an extra early morning service from **Markinch** to Edinburgh while those attending major events are seeking later trains from **SECC Glasgow**. Late delivery of seats for new Turbostars has delayed plans to increase more Scottish services from 3 to 6 coaches. Edinburgh-Glasgow remains a priority for extra capacity.

### BUSES & TAXIS

**First** has opened the first new bus depot in Glasgow for 40 years (see rear cover). **West Lothian Council** is providing £450,000 for bus service improvements, including new buses and driver training. West Lothian and Edinburgh Councils provided £35,000 to support Christmas and New Year bus services. Stelios Haji-Ioannou, easyJet founder, is launching **easyBus** to compete head-on with Stagecoach **Megabus** express services. Stelios plans quality minibuses operating with fares from £1 on medium-distance inter-city trips, contrasting with the Stagecoach approach of larger buses running less frequently. Competition is expected on the **Edinburgh-Glasgow** route. The new **Ratho Adventure Centre** is in dispute with Edinburgh City Council. It is seeking city support to extend bus services to the Centre but the city has offered a shuttle link in return for a payment from the Centre. **Aberdeen taxi operators** are seeking a large rise in fares but the City Council prefers to see fares, though still regulated, influenced more by relatively free entry conditions for operators. BAA Scottish Airports is seeking to cut queues at **Edinburgh Airport** by increasing permitted taxis from 195 to 221 but taxi operators are seeking a right to pick-up when they would otherwise leave empty. This would cut BAA income from taxis but BAA claim that the main issue is effective management of scarce space. Edinburgh cabbies are also seeking a taxi rank at **Edinburgh Park** station.

### QUALITY of SERVICE

Marketing for the SESTRAN zonal multi-modal area **One-Ticket** project has intensified but rail+bus tickets

remain more expensive than bus-only tickets. In addition to free travel, Ryanair has offered £1 off airport tax for selective bookings in new marketing initiatives. Both **ScotRail** and **First** are stepping up efforts to crack down on fare dodgers. First is also taking stronger action to ensure no smoking on buses while the first police attachment to cut vandalism and bus abuse has commenced in Glasgow.

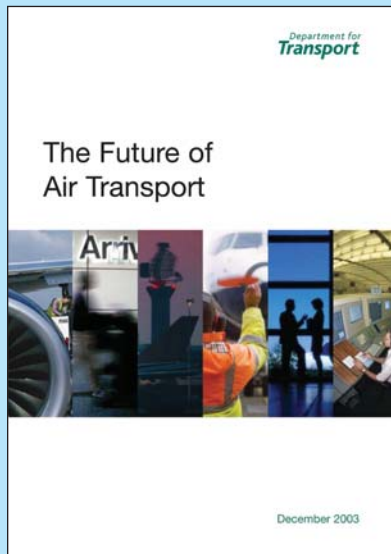
West Highland travellers have complained of extreme difficulties in booking seats on the **Fort William sleeper** despite this service often running far from full. **Stagecoach** and **ScotRail** may withdraw from the loss-making online rail ticket booking service. There are fears that cost-cutting and centralisation in the NHS could lead to longer and less safe trips for patients and visitors to hospitals. **Capability Scotland** has warned transport operators and the operators of buildings with public access than they are complacent about meeting the standards which the **Disability Discrimination Act** now requires.

Due mainly to lower fuel costs and falling car prices, the average cost of running a car has fallen slightly to around £100 a week or 43p per mile driven. OFT has concluded that car dealers' servicing restrictions are costing UK motorists £500m a year. However, road users face rising fines for leaving engines idling and for other offences including speeding. Police forces are concerned at a 10-fold rise in driving under the influence of drugs since 1985.

Glasgow City Council is to impose a **mandatory 20 mph limit near schools**, while every West Lothian school is to have a 20 mph limit under an £800,000 plan. **Edinburgh** is to introduce a special bus to take primary school children across a busy junction at Ravelston Dykes Road considered too dangerous for children to cross even with a responsible adult. Overall city policy remains to encourage children to walk or cycle to school by providing safer routes.

## The Aviation White Paper : Scottish Implications

The Future of Air Transport, December 2003



### Summary

#### Forecasts and relationship of Air Transport with the Economy

The central finding is that air transport is essential to the UK economy. As well as strong passenger growth, one-third of exports by value already go by air with scope seen for further expansion. The initial 2030 air travel forecasts of 2000 are reconsidered. It is admitted that uncertainty

must be attached to 2030 forecasts but mid-range growth is still expected to be from 180m passenger trips in 2000 to around 500m by 2030, reduced and redistributed to 470m due to a degree of constraint on south-east expansion. This demand may also fall by 10% if external costs are charged.

No realistic alternative is seen to substantial growth with **Heathrow** remaining the dominant hub. Nevertheless, some shift away from the south-east is expected as passengers 'fly local' with business and others taking more advantage of direct trips. **Global warming** issues are recognised – including the greater impacts caused by aircraft at higher altitudes – but emphasis is placed on working towards international action to achieve greater cuts. Reference is made to forecasts that, without policy changes, 25% of the UK contribution to global warming could come from air travel by 2030 with 97% of air travel emissions related to international flights. With respect to local and regional environments, there is a strong preference for the **expansion of existing airports** provided that there are satisfactory solutions to noise issues, surface access and localised pollution. Annex B deals with **emissions trading**.

### Preferences for Expansion

The White Paper sets out a planning framework as a guide to expansion. This includes immediate action on a second runway at **Stansted** followed by a third runway at **Heathrow** (if local pollution problems can be overcome) or a second parallel runway at **Gatwick** by 2020. **Manchester** is the only other airport presently having two parallel runways but this option is also favoured for **Edinburgh**, considered for **Birmingham** and a possibility at **East Midlands** (if strong freight as well as passenger growth continues) and **Glasgow** (if there is a proven demand).

Provision is also made for terminal expansion and runway lengthening where justified. Prospects include Edinburgh (where a longer runway can be provided within present boundaries), **Aberdeen**, **Inverness** and **Sumburgh**. At larger airports, an increased access share for public transport is sought to cut road and parking problems – possibly rising to a 30% to 40% share (with the former already applying at **Prestwick**). In the reallocation of air travel at Scottish airports, **Prestwick** is the principal gainer compared to earlier forecasts. Passengers may rise to 6m trips by 2030 plus large freight growth. Including **Prestwick**, total west of Scotland growth would only be slightly less than at Edinburgh. While Edinburgh usage is put at a little over 20m in 2030, Glasgow and **Prestwick** combined could have usage around 21m passengers.

### Financing and Pricing

In the framework set, it is expected that airport operators will be the prime initiators and funders of commercially phased expansion, including improvements in surface access links. Government will seek, in the EU context, to develop an open market approach to **airport slots** and landing charges. This would replace the existing 'grey' market and assist operators in securing funding for expansion. However, in the regions, DfT expects that there could be **public funding from regional and devolved bodies** – subject to EU state-aid rules – for route development, airport expansion and surface access. In London and elsewhere, **airport parking levies** and/or **localised road pricing** could also provide contributions to the costs of enhancing the mode share of public transport. Greater use of **PSOs** (EU approved Public Service Obligations) is envisaged for Highlands and Islands services and other regional air expansion in Wales, northern England and the south-west. The White Paper looks to early proposals from operators for incremental change within the framework outlined along with developing surface access strategies and a monitoring of progress in 2006.

### GENERAL COMMENTS

*Most comment has related to the predictably controversial proposals for the south-east yet wider issues have also been raised in relation to forecasting and economic assessment. The White Paper does not provide detailed backing for the view that high growth in air travel is essential for continued UK and world economic growth. Sustainable economic growth comes from a much wider range of sources than air travel (often a response to growth rather than a cause of it) while the emphasis on expanding in-tourism underplays the substantial leakage of spending power from the UK through out-tourism. Changes towards high-speed passenger rail and express freight by rail and shipping also suggest that air freight potential may be exaggerated given greater priority for absolute cuts in CO<sub>2</sub> emissions, reduced local pollution around airports and stronger use of tax and economic instruments. In contrast to present legal constraints on charges at busy airports, future economic instruments may include congestion charging for scarce airport slots with some of the proceeds flowing to the Treasury for redistributed use within the UK. A case can therefore be made for more modest growth in air travel as an aid, rather than a hindrance, to economic growth.*

*Turning to Scotland, however, the relative market and policy shift away from London hubs makes average annual growth rates of 4% to 6% for direct Scottish overseas air travel probable at least for the next 10 years. The economic and social case for the expansion of Highlands and Islands air services (along with derogations to cut remote airport operating costs) is also strong but their market share is small compared to the Anglo-Scottish air market. The latter has shown strong recent growth but has poorer growth prospects than the overseas market. A weakened Anglo-Scottish potential and lesser estimates for growth of the total market could slow Scottish air travel below levels envisaged in the White Paper, postponing the need for decisions on major expansion. Neither Edinburgh or Glasgow may need extra runways. Even the White Paper sees these as unlikely before 2020 and the prime requirement is to secure decisions on phased terminal expansion, route development and a surface access strategy for the next 10 years along with future land safeguards and expansion of aircraft maintenance in Scotland.*

## The Aviation White Paper : Scottish Responses

**HIE**, Tom Matthew, Transport Policy Manager  
Tony Jarvis, Transport Policy Officer

The White Paper is to be welcomed in its recognition of the importance of air services in the Highlands and Islands, with support given for the HITRANS proposals for a regional PSO network, including Oban and Skye. The government has also rejected calls for a fuel tax and increases to APD which would have adversely affected such developments. We remain supportive of environmental measures which reflect the actual impact of individual routes.

We welcome the government's acceptance of the **principle of using PSOs to protect slots for regional services** to national hub airports, but we will seek to influence the detail of its implementation. The key issue is the level of service to the key hubs, i.e. Heathrow and Gatwick. Other London airports do not offer the same opportunities for interlining, and the frequency and timing of flights is also important: a single daily midday service would be inadequate for business needs. New legislation should focus on the overall level of service provided to specific airports, not a limited definition based on flights to a whole city-region.

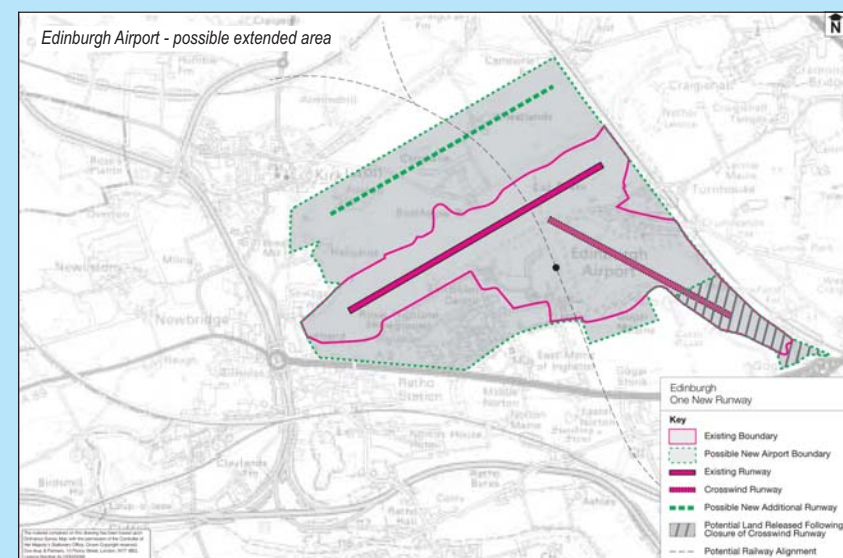
**BAA Scotland**, Donal Dowds, Managing Director,  
Scottish Airports Limited

Alistair Darling's White Paper represents good news for Scotland. The Government has taken tough decisions and clearly recognises the important role aviation plays in continued social and economic prosperity. The Transport Secretary's conclusions, effectively to safeguard land for a new runway at **Edinburgh Airport** and recommend that appropriate measures are taken to safeguard land for a new runway at Glasgow, should it be required, will allow the industry in Scotland to grow in support of the business community, leisure travellers and the tourism industry. The Government also recognises that **Aberdeen Airport** will record long-term growth and has not ruled out a runway extension in the future to meet demand.

BAA Scotland will continue to support growth wherever and whenever it arises, through continuous investment in facilities and with due cognisance of the industry's environmental impact. BAA is committed to Scotland and to developing its key airports to their maximum potential. BAA Scotland has invested £500 million in the last ten years and plan to invest a further £500 million over the next ten years ensuring that our airports are developed in a timely and cost-effective manner.

BAA's investment costs the Scottish taxpayer nothing, provides a long-term stability to airport growth and supports economic development for the whole of Scotland.

Source - The Future of Air Transport : Chapter 5



**CBI Scotland**, Matthew Farrow, Head of Policy

Aviation is not just one of the UK's major industries, it is also a key driver of economic growth and an important factor in attracting inward investment and supporting tourism. We have needed a strategic framework in which airlines, airport operators and business more generally can plan, operate and invest. We welcome the Government's recognition of the importance of air transport and its facing up to the challenges involved.

The Government has rightly accepted the overwhelming economic case for expansion at **Heathrow**. But Scotland's airports and those elsewhere in the UK remain vital. Safeguarding land around both **Glasgow** and **Edinburgh** airports is the right approach as a final decision about where runway expansion is required is not yet needed.

Business recognises that expanding air transport capacity presents a significant **environmental challenge**. We need a proper and verifiable calculation of aviation's environmental costs and a package of measures aimed at tackling the source of the environmental impact. Meanwhile, the aviation industry is continuing to work to reduce adverse impacts through enhanced technology and stronger international agreements on noise and emissions.

The White Paper is a crucial first step - tackling the challenges involved now requires significant work and co-operation by all the key players.

**TRANSform Scotland**, Colin Howden, Campaign Manager

It is unsurprising that the White Paper says that there is no need for new runways in central Scotland for the next 20 years. Even if the Government allows air transport to grow at its current unsustainable growth rates, there will still be spare capacity at Scotland's airports for a long time to come. It is simply the case that Scotland's level of population is insufficient to support the kind of growth in air travel that some people would like to see. The idea that Scotland could ever have an international hub airport is absurd as is the idea that economic growth is dependent on large rises in air transport. It is disappointing that the Paper presents no early measures - such as an aviation fuel tax or an emissions charge - to restrain climate change emissions from aviation.

The White Paper does however give the Government breathing space to deliver high-speed rail links within Britain and to the continent in order to reduce the need for short-hop air carriers, and to deliver a European-wide aviation emissions charge ensuring that air transport pays for its out-of-control climate change impact. Only if this has been delivered should runway expansion at **Edinburgh Airport** be considered.