

# Scottish transport review

Issue 28  
Spring 2005  
ISSN 1462-8708

## SPECIAL THEME: Transport Tourism and Events



### WHAT'S INSIDE:

Accessibility Planning and Analysis

Opportunities for High Speed Rail

The Role of the Traffic Commissioner

Latest News Statistics and Research Findings

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## TOURISM, TRANSPORT AND EVENTS

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In the summer of 2005 Scotland's transport needs to cope with many major events including the G8 Summit, the Open Golf, T in the Park and the Edinburgh Festival. Visitors to Scotland expect high quality integrated transport. Research evidence can help to guide the planning of major events and ensure that Scotland builds a reputation as a competitive international location. In this feature perspectives on travel for tourism, transport and events, are presented by Mark Morley of VisitScotland, Karen Thomson of Strathclyde University and Ron McQuaid and Malcolm Greig of Napier University.

## ACCESSIBILITY ANALYSIS AS A TOOL FOR INTEGRATION

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Too often transport planning works with averages. As a result gaps in transport networks are missed for the least mobile people, and Scotland's competitiveness suffers as the best locations struggle to be competitive internationally. New approaches to accessibility planning have emerged in recent years to overcome these problems. The Scottish Transport Appraisal Guidance encourages these to be used when planning for economic and location impacts and for tackling social exclusion. John Baggaley of MVA, Derek Halden of DHC and Tim Steiner of SDG discuss recent progress in Scotland.

## MAXIMISING OPPORTUNITIES FOR HIGH SPEED RAIL

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High Speed Rail needs to be targeted at specific niche markets to succeed. Dick Dunmore of SDG discusses how to identify these markets in Scotland to ensure that accessibility needs are served effectively.

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The Traffic Commissioner Joan Aitken explains her role. The Senior Traffic Commissioner has issued new guidance for Bus Performance Improvement Partnerships.

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## STR Supporters

STR is funded from STSG membership subscriptions and additional support is provided by Scottish Executive, Scottish Enterprise, Highlands and Islands Enterprise, BAA Scotland, MacRoberts, and First.



SCOTTISH EXECUTIVE



BAA Scotland

MACROBERTS

### Who decides what goes in STR?

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

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

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

## The Scottish Transport Studies Group (STSG)

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

# Destination Transport – The Tourist as a User of Local Transport

*Dr Karen Thompson, Lecturer in Tourism, University of Strathclyde*

The attractiveness of a tourist destination depends on a range of products and services. In considering the role of transport in the tourism system, a distinction can be made between the external and internal accessibility of the destination. The former relates to how easily the tourist can reach the destination whilst the latter concerns the ease of moving around the destination using available transportation networks.

The importance of internal accessibility of tourist destinations and data on the use of destination transport networks by tourists and other visitors has been under-researched within both transport and tourism disciplines. Nonetheless, the role of internal accessibility in destination quality is increasingly being recognised. Particularly where large concentrations of visitors are anticipated, for example for important, international events, there is growing recognition that the efficiency and quality of available transport systems reflects not only on the organisation of the event, but on the quality of the destination as a setting for tourist activities.

But it is not only for the case of large scale events that significance should be awarded to the investigation of tourists' use of destination transport.

Transport has been shown to be a contributing factor to destination satisfaction. Recent research showed that, for Greater Manchester, destination satisfaction could be partially predicted by performance of the city's transport network as perceived by the visitor, and measured in terms of customer service and perceived value for money.

In light of these findings, provision of a transport system designed to cater for all visitors may be a means of increasing competitive advantage for destinations. Moreover, many of Britain's urban

Where visitors are to be encouraged to use public transport at the destination, rather than private, the available public transport supply must be able to cater for visitor needs. The areas of a destination which visitors typically require access may not coincide with those which are best served by a public transport system designed for local users. Moreover, there may be barriers to visitors' use of public transport which are different to those identified for local users. For example, the specific information requirements of overseas visitors with regard to public transport use remain largely uncharted.

**“The division of responsibility for the planning and delivery of tourist transport between various stakeholders remains imprecise....tourist organisations often regard transport as being outwith their control”.**

The division of responsibility for the planning and delivery of quality tourist transport between various stakeholders at the destination

and rural areas, in particular its historic cities and national parks, are struggling to cope with large amounts of traffic and congestion. Indeed, in October 2003, a UK Government report on overcrowding on public transport acknowledged that tourism to the UK could suffer if transport providers failed to address overcrowding during the peak season.

Consequently, there is therefore a strong argument for managing increased use of public transport for leisure journeys open to modal switch.

remains imprecise. Transport research largely focuses its efforts on local users within a destination, except where there is unusually high levels of tourist demand at certain times of year. Destination management organisations, meanwhile, often regard transport as being outwith their control. Notwithstanding, tourism needs can be regarded as a land use, and an economically significant one in Scotland. There is therefore a strong argument for enhanced study of the transport requirements of visitors to Scotland and the degree to which these are being met.

## Can Scotland's Transport Cope with the Needs of Visitors?

*Mark Morley, VisitScotland*

There is no doubt that transport plays a major role in either enhancing, or detracting from, the visitor experience and any world class destination must think seriously about its transport infrastructure. Tourism is Scotland's largest industry; worth over £4 billion to the economy, and with a national tourism strategy targeting a 50% growth in revenue over the next 10 years, transport considerations are essential to our overall performance and competitive position.

VisitScotland clearly welcomes the current strategy towards developing an increasingly integrated transport network. Indeed we have welcomed the opportunity to play our role in contributing to the various stages of consultation with the Executive and other interested parties. The transport infrastructure has already received some major improvements, providing wide strategic benefits and a serious boost to the bottom line of the tourism industry.

The doubling of the Route Development Fund has delivered a major boost to air routes to and from Scotland and driven visitor figures upwards, whilst a more tactical, but none the less welcome, fillip to transport has been the lifting of tolls on the Skye Bridge.

With the planned improvements to Waverley, Haymarket and Aberdeen railway stations backed by high level and on-going dialogue between VisitScotland and the rail operators, it is clear that Scotland can look ahead to a much improved rail transport profile over the next decade.

The road network is clearly of immense strategic importance to Scotland with traffic projected to increase significantly over the next two decades. In March 2003 the Executive announced 10 new road improvement programmes designed to ease the strain on existing road networks and improve both travel times and safety. Amongst these perhaps the most significant from a tourism perspective are

the A96 Inverness – Aberdeen scheme and the A9 Perth – Inverness improvements.

The Highlands, already greatly assisted by much improved air travel (HIAL reporting over 900 000 passengers in 2004), is now being opened up by improved road links. Further south the improvements on the A7 Galashiels – Hawick provides even greater potential to the Borders, a key tourism hotspot.

These road schemes coupled with the improvement of the M74/M6 trunk road and a planned by-pass around Aberdeen deliver major opportunities both to the commercial and leisure industries and provide significant evidence that transport is a key priority to the Executive.

As Scotland's national tourism marketing agency VisitScotland welcomes the investment in the transport infrastructure and the opportunity for the Agency to play a serious role in shaping Scotland's transport infrastructure into the 21st century.

# Travel to Sports Events – Visitors to Six Nations Rugby Matches in Scotland

Professor Ronald McQuaid and Malcolm Greig,  
Employment Research Institute and Transport Research Institute, Napier University, Edinburgh

This article briefly summarises the result of a survey of travel by visitors to the England and France rugby matches against Scotland held in Edinburgh in 2002. The research was carried out as part of a wider study for Scottish Rugby Union plc to determine the economic impact of rugby internationals on the Edinburgh and Scottish economies.

To estimate the economic impact of the matches, detailed information on visitor expenditure was collected. This included spending on accommodation, food and drink, shopping and travel. This was triangulated with a survey of business turnover. The net impact was then calculated for each match after accounting for leakages and displacement, and applying appropriate multipliers. Using a range of scenarios, the impact of the two internationals on the Scottish economy was estimated for both matches. The total impact on the Scottish economy was estimated to be around £21m for the England and £22m for the France matches. Similarly, the total impact on the Edinburgh economy was estimated to be around £15.5m from each of the matches.

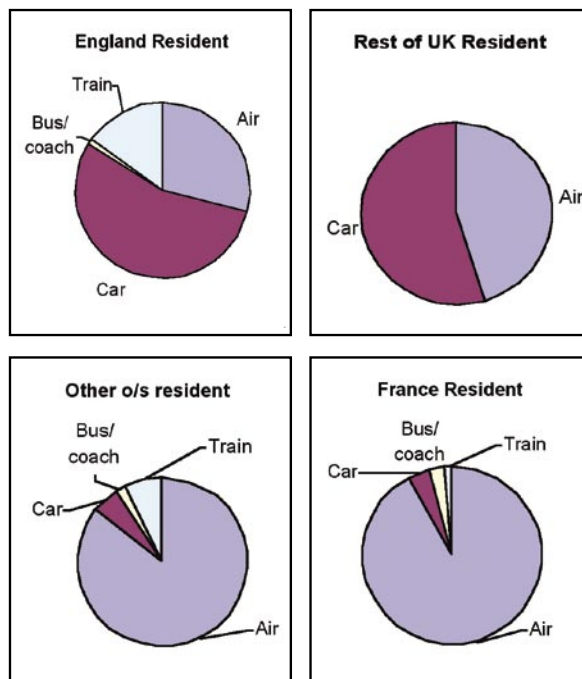
Some 2,502 spectators were surveyed through a combination of face-to-face interviews designed to collect detailed information, and shorter self-completion questionnaires designed to maximise response rate, also administered face-to-face. Nearly 50% each of 1,046 spectators at the England game came from Scotland and England; while for the France game 44% of the 1,456 spectators came from France, 39% from Scotland and 12% from the rest of the UK, with minimal numbers from elsewhere.

Visiting spectators were asked to estimate how much they spent on getting to Scotland, and any additional costs incurred in travelling to Edinburgh and the stadium. For the England match, average spend on travel to Scotland per visiting spectator (almost all of whom came from England) was £76 and a further £6 spent on travel in Scotland. For the France match, average spend per person on travel to Scotland was much greater for overseas, mainly French, visitors (£207 plus £6 in Scotland) than for UK visitors (£67).

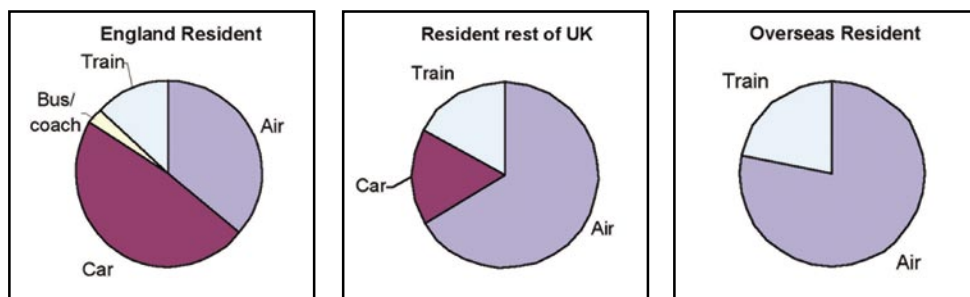
As a large proportion of money spent on travel, particularly travel to Scotland, will be lost outside the economy (e.g. paid to travel agents and airlines outside Scotland and on petrol purchased outside Scotland), it is estimated that only 10% of income from travel to Scotland will remain in Scotland, income from travel to Edinburgh from other areas of Scotland will remain in Scotland, and income from travel to Murrayfield from within Edinburgh will remain in Edinburgh.

Car is the most commonly used form of transport to Scotland by UK visitors, followed by air and, to a lesser extent, train. For overseas visitors, air is the dominant form of transport. Within Scotland, around half of visitors rely on car transport to Edinburgh, with around 20% travelling by train and a similar proportion by bus. The numbers arriving by car at the France match indicate that most people driving drive direct to the stadium rather than combine the journey with public transport.

Mode of Travel by Residence, Scotland v France



Mode of Travel by Residence, Scotland v England



Average Spend on Travel, by Residence (All surveyed)

|  | Scotland v England |            | Scotland v France |            |             |
|--|--------------------|------------|-------------------|------------|-------------|
|  | Scottish           | Visiting   | Scottish          | Other UK   | Overseas    |
| Travel to Scotland                                 | N/A                | <b>£76</b> | N/A               | <b>£67</b> | <b>£207</b> |
| Travel to Edinburgh from within Scotland           | <b>£8</b>          | <b>£2</b>  | <b>£8</b>         | <b>£2</b>  | <b>£4</b>   |
| Travel to the Stadium (if not already incl. above) | <b>£0</b>          | <b>£4</b>  | <b>£1</b>         | <b>£1</b>  | <b>£2</b>   |
| Total travel spend                                 | <b>£8</b>          | <b>£82</b> | <b>£9</b>         | <b>£70</b> | <b>£213</b> |

Total Impact of Spectator Travel Expenditure on the Scottish Economy

|                    | Expenditure         | Impact          |
|--------------------|---------------------|-----------------|
| Scotland v England | £644,400 - £714,000 | £1.03m - £1.14m |
| Scotland v France  | £819,550 - £929,750 | £1.31m - £1.49m |

# Accessibility Analysis - What Does it Achieve?

John Baggaley – MVA Consultancy

Accessibility analysis is not a new concept, but recent developments have put this topic into the spotlight. The question is – “Why?” and “Why now?”. To answer this I want to look first at some of the indicators accessibility analysis provides, and then see how these have been used in the transport planning process as part of the justification for a particular scheme or approach.

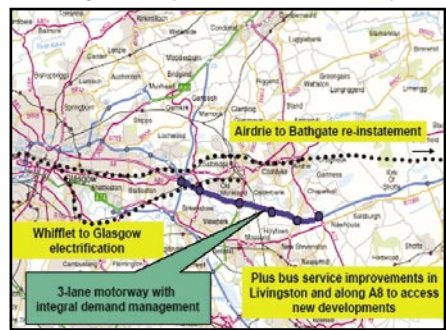
Initially analysis concentrated on absolute access – the can I?/can't I? approach - epitomised by MVA's previous accessibility analysis software ACCMAP. This concentrated on access to a single location or specific facility and has been significant in the development of some rural transport initiatives, where new 'bus' services have been developed to provide minimum standards of access to a range of facilities.

At a theoretical level accessibility analysis has considered the more complex relationships surrounding relative access – how good is this location compared with others – for some time. These concepts lie behind the whole question of location choice, and so underpin the aspirations of those involved in providing services in a choice based economy. The theory behind land use/transport interaction modelling draws heavily on this analysis to explain the impact of new transport provision on the pattern of development. This style of analysis has now become a mainstream tool with a range of applications, in particular helping to explain the explosion in long distance car commuting through the Scottish central belt and assisting in the development of policies which might help to reduce further growth.

The concept of Relative Access can be extended to consider the question “What if I haven't got a car?”. This analysis feeds into the social inclusion agenda – highlighting areas where accessibility by public transport to key activities, such as jobs or education is much worse than by car. This may point to the need to invest in PT to redress the balance, or it may indicate that a location is not suitable for development if sustainability is a key objective.

So, how does this work out in practice? – the following examples simply illustrate the ways in which the more complex analyses of accessibility are being used to plan and justify transport developments in Scotland.

The **Bathgate/Airdrie** rail scheme was justified in the Central Scotland Transport Corridors Study (CSTCS) primarily to improve accessibility by public transport in circumstances where investment in roads (M8/M80) significantly enhanced accessibility for car users throughout the



central belt. The proposed new rail service helps restore the balance between public and private transport, in particular giving access from areas of significant social deprivation to city centre jobs in both Glasgow and Edinburgh. Accessibility analysis was used to

make the case initially and has been used subsequently to consider the case for additional stations and to underpin the EALI analysis for STAG.

**Congestion Charging** in Edinburgh has been exhaustively analysed over many years using MVA's CEC LUTI model. Changes in accessibility underlie the analysis of the land use and wider economic impacts which are so hotly contested by the various parties – the impact on city centre shopping for example. It should be noted that the appropriate measures of accessibility must include money costs in this instance – the deterrent of the congestion charge has a direct impact on accessibility for car travellers by increasing car journey costs.

Across Scotland there is **strong development pressure**, with developers pressing to market highly accessible locations to an increasingly mobile customer base. Unfortunately the ideal location for the developer is not necessarily beneficial to the community as a whole – a site which is very accessible by car is likely to generate long distance car trips, while a significant differential in access by car and public transport will lead to an imbalance in trip patterns and the use of sustainable modes. Complex accessibility analysis is being used to highlight the likely impact of a particular planning decision, not just on the immediate road network but also on the broader pattern of travel.

## There are many good tools to help with the analysis, but we need skilled interpreters to draw out the messages

A key factor in all these examples is interpretation – there are many good tools available to help with the analysis, but we

need to be skilled interpreters to draw out the messages and present the full case.

### APRIL 2005 - Accessibility Analysis Briefing

There is increasing interest in new and developing techniques for accessibility analysis, particularly in the light of changing requirements for local transport planning and transport appraisal.

DHC, MVA and SDG are teaming up to offer a briefing session on these emerging techniques. DHC piloted alternative accessibility analysis techniques and helped develop national guidance on accessibility analysis, MVA developed the Accession accessibility analysis software for DfT, and SDG are leading the training programme “Withinreach” to support the development of accessibility planning in England.

A team of experts will make presentations and answer questions about emerging best practice.

The event will take place at a central location in Glasgow on 13 April 2005. Lunch will be provided and the briefing will take place from 2 till 4pm. Attendance is FREE but delegates must book with Streisan Chapman at DHC Tel 0870 350 4200 streisan@dhc1.co.uk or Kirsty Black at MVA kblack@mva.co.uk



# Accessibility Modelling, Transport Appraisal and Integration

By Derek Halden and Paul Davison

When the Scottish Executive commissioned Derek Halden Consultancy (DHC) in 1999 to review methods of accessibility measurement and modelling, the focus was for a tool to help integrate transport with land use planning. By 2003 when DHC assisted the Executive in developing the accessibility appraisal requirements in Scottish transport appraisal guidance (STAG) the focus was on the distribution of impacts of transport investment and public transport network coverage.

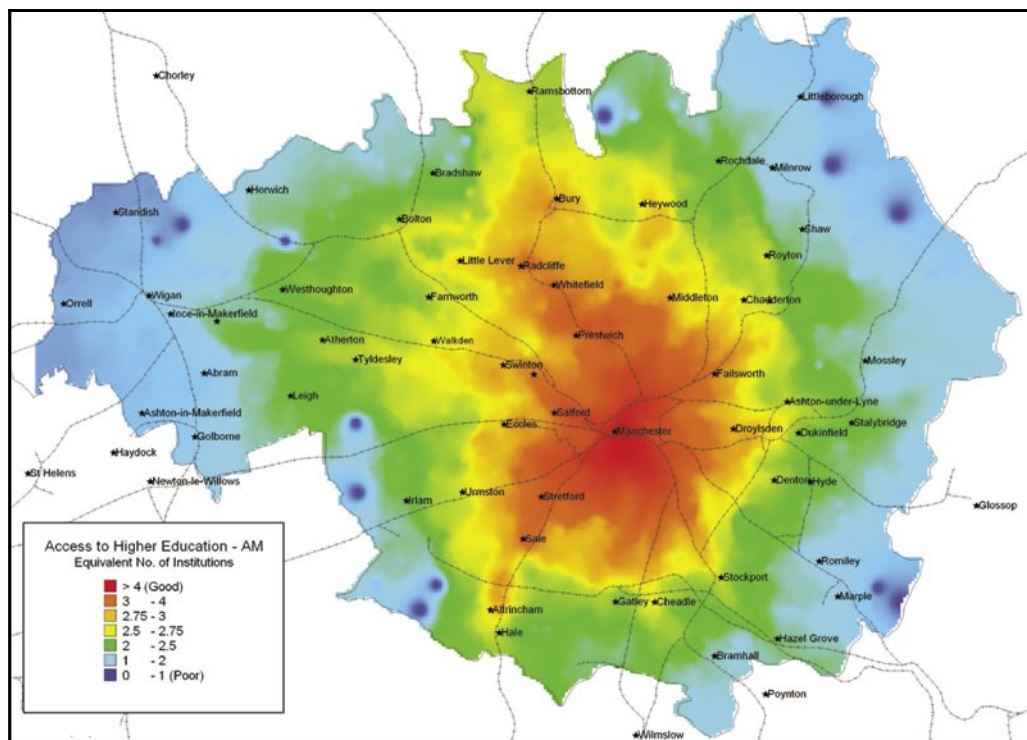
It is now recognised that accessibility analysis is needed:

- To provide a user perspective of transport systems
- When integration between transport and land uses are being considered.
- When planning socially necessary public and community transport services.
- To understand how transport changes affect service provision in other sectors including access to education and health.
- To identify gaps in transport networks and social needs for excluded groups.
- Where the economic development impacts of transport investment are being considered particularly access to customers, labour, and other economic linkages.
- To support personalised travel planning through business travel plans, safer routes to school, and individualised marketing initiatives.

There is growing experience of best practice in accessibility analysis for each of these needs, and modelling options have grown. DHC modelling has built from the original version of ACCALC software commissioned by the Scottish Executive in 1999 to the current version which has been used in Scotland:

- To undertake appraisals of access to work, shopping, health and education consistent with the requirements of STAG (e.g. for Forresterhill hospital PT interchange, Laurencekirk station, Clyde Corridor public transport proposals, etc.)
- To inform the development of the travel plans at Scottish Airports with accessibility models of Glasgow, Edinburgh and Aberdeen now having been developed at census output area level.
- To inform the development of land use and other development plans (e.g. the Edinburgh and Lothians Structure Plan)
- Examining the equity and social inclusion impacts of demand management plans including Edinburgh's road charging proposals.

The transport networks in these models have usually been developed from Ordnance Survey OSCAR network data and public transport timetable data in the form of ATCO CIF or TransXchange files but in some



cases these have been used in conjunction with data from demand models to account for congestion and other capacity constraints.

Overall accessibility concepts are defining in practical terms what broad aims for social inclusion, economic development and sustainability mean in terms of changes to individual bus services, rail improvements and road schemes. Accessibility analysis scotches the myth that some modes are always unsustainable and other modes are always sustainable. Car travel can be essential for sustaining remote communities and empty buses and trains are highly unsustainable. By concentrating resources at those transport options which maximise opportunities for access to work, health, leisure, shopping, education and other purposes, transport changes are inherently integrated with wider economic and social and environmental goals.

The Scottish Executive has set a challenging agenda in STAG to:

- Identify through clear and consistent evidence from qualitative and quantitative sources where there are gaps in transport service provision.
- Define who benefits from accessibility changes resulting from transport, land use, and other service delivery changes i.e. does a scheme or investment programme provide the greatest benefits for rich or poor, rural or urban, old or young.
- Ensure best value delivery through partnership delivery. E.g. joint action plans targeting accessibility issues including integrating socially necessary transport service provision, and improving information on transport options.

Overall, integration through accessibility planning can be expected to become increasingly recognised as best practice for sourcing relevant evidence, building appropriate partnerships and planning practical improvements jointly with all necessary stakeholders.

# Planning Bus Services in Edinburgh Using Accessibility Modelling

*Tim Steiner, Steer Davies Gleave, and Tom Rye, City of Edinburgh Council*

Modelling accessibility can be a challenging task. The complexities inherent in providing a mathematical approach to assessing individual journey choices and opportunities are great. In 2003, the City of Edinburgh Council commissioned Steer Davies Gleave to develop an accessibility model that could help appraise potential strategies for the improvement of public transport services in the city.

Using the Council's existing ATCO-CIF and NaPTAN format databases of public transport services as a base, the TransCAD GIS package was used to develop a comprehensive accessibility model for the entire city. This included every public transport service available and incorporated details of walk links, wait times and interchange locations.

Edinburgh's approach was to assess the accessibility to 21 important destinations such as local centres and key employment sites and the model quantified the journey time from every street in the city to each of these. An overlay of Census data enabled the accessibility to be identified for particular target social groups.

Scenarios of potential interventions to improve public transport were then modelled and comparison with the existing base case showed the numbers of people benefiting from each scenario.

An essential part of the project was then to turn the highly detailed outputs from the modelling into information useful for service planning. An appraisal framework was developed in order to summarise benefits and also to assess the costs of each intervention. This enabled the prioritisation of destinations and of social groups in order to reflect strategic objectives.

Although the Edinburgh model was developed primarily for testing the effects of potential service enhancements, its potential uses are wider and on-going. As well as for service planning, and especially for the planning of supported bus routes, the approach can benefit development planning teams by assessing accessibility to proposed development sites.

A number of key points and lessons arose from the work:

- The tools are available for the modelling of accessibility at a highly detailed, micro level
- Be clear on the objectives for any modelling work so that the most appropriate tools and outputs are selected
- Existing TransXChange and NaPTAN databases of public transport services and stops form a valuable input and the modelling work helps to increase the benefits of investing in production of these databases
- Consider a broad range of potential long-term uses for the model to spread the benefits
- Ensure that appropriate tools are chosen for the timescales and resource expertise available
- Consider how the model could be easily kept up-to-date with changes to services in the future to maintain the value of your investment
- As with other forms of complex, mathematical transport models, don't let the modelling work become to be seen as the key output
- focus on achieving useful outputs, in a format that provides maximum benefit to decision making



# High Speed Rail in Scotland – Maximising Opportunities

*Dick Dunmore, Steer Davies Gleave*

Britain's first 225 kph domestic rail services are due to start in 2009, sharing the Channel Tunnel Rail Link (CTRL) line and stations with the international trains for which they were originally conceived. Even if a north-south high-speed line one day extends 600 kilometres north from the CTRL, most of the passengers travelling between Edinburgh and Glasgow will be making journeys wholly within Scotland. If Scotland is to have a high speed line, as is now being discussed, it may use the same technology as CTRL but will serve different markets. What will it do best?

Providing transport within Scotland should start not with lines on the map of Europe but with an understanding of the potential customers and the market they form. Who will need, or want, to travel between what points, at what times, and for what purpose? Will their journeys be essential, at least to them, or optional, dependent on the price and convenience of travel? What levels of service will other modes offer, and will they serve their needs? How will, or could, existing rail services compete with these modes? For which journeys will rail already be the natural choice, and for which journeys could a new service make a difference? What will the characteristics of this new service need to be to attract, and be valued by, customers? Only with a clear market requirement and a "product" to meet it will it be possible to identify whether, where and what new services or infrastructure are needed.

There are already three distinct rail services from Edinburgh to Glasgow, each doing their best to serve different markets. Fastest is the shuttle from Waverley, Haymarket and Queen Street via Falkirk, potentially serving Edinburgh Airport. Passengers from the south can also stay on GNER's long-distance services along the slower electrified route via Carstairs and Motherwell to Central. Passengers to, from and between a number of other intermediate points are served by the Shotts line. If new high speed services are introduced, whom should they serve, and how?

A possible role for a new service would be create a step change in the mutual accessibility of the two cities, enabling greater integration of their economies, employment markets and retail and leisure activities. This could add not only routine commuting but also a range of other journeys to the existing travel markets. The impact of such a step change would be much wider than the "pure" transport effects and could, in the long term, change the entire "look and feel" of life in the Central Belt. But if this is to be an objective, or even an aspiration, new services will need to be planned around it, with a clear intention that they are to stimulate and serve this wider change.

For inspiration Scotland might look not south but east, to the high speed airport links of Oslo and Stockholm. Oslo's 210 kph Flytoget runs from the new airport's station every 10 minutes, covering the 48 kilometres to the central station in 19 minutes, with every second train extended to 5 more stations in the city and the suburbs beyond. Stockholm's 200 kph Arlanda Express could not be extended through the congested city centre tracks, but runs every 10 minutes from the main station to two stations in the airport terminals. With the 20-minute journey on new line largely empty of other trains, passengers get a free ticket if the train is more than 2 minutes late.



Both Flytoget and Arlanda Express were built with a clear market focus, to carry airline passengers and airport workers between the airport and the city better than competing cars, taxis and buses. Stations, speed, service frequency, stopping patterns, on-board facilities, ticket types, availability and prices were designed together with this in mind.

If a new line is built between Edinburgh and Glasgow there may be pleas that it "must" have services for the airport, or long-distance passengers, or "key" towns en route. Yet a new line cannot be a jack-of-all-trades and should concentrate on what it can do best.

## **Start with the customer: understand the travel markets which might be served or created, and in particular who will prefer, value and benefit from frequent high speed services.**

The distinct market of travellers between the cities will need, or value, a faster door-to-door journey, but high speed per se will be only be part of the answer. As important will be running most of the 75 kilometres

non-stop, offering a high service frequency – both easy on a new, empty and dedicated line – and designing for the whole, door-to-door, journey. Getting from Haymarket to Queen Street is not getting from Princes Street or Portobello to Paisley or Partick. Services might have a central terminal, as in Stockholm, extensions beyond it, as in Oslo, or even sub-urban parkways to aid travel both into and between the cities. Track, stations and trains are only part of the solution: easy train, tram and bus connections with through ticketing will also be important.

By the time a new service could open, smart cards are likely to be ubiquitous and the central belt could have an integrated, and probably zonal, fares structure, using fares not just to raise revenue but also to attract and manage demand to meet planning objectives. A high speed link could charge a premium, which might also vary by time of day, by direction, or even from train to train. Chip and PIN readers could deal with infrequent users. Customer care staff should be visible and reassuring, onboard facilities should be all that is needed for a short journey, and access and connections should be step free. Terminal stations could have a train always ready to depart: a waiting train is better than a waiting room.

If Scotland is serious about a new link, what next? Start at the beginning, with the customer: understand the travel markets which might be served or created, and in particular where there will be demand which will prefer, value and benefit from frequent high speed services. Then design transport products, as a minimum a timetable concept and fare structure, which could cost-effectively meet these customers' needs. Finally design, build and buy what is needed to provide them. But don't wait for a line from London.



## The Role of the Traffic Commissioner in Delivering Integrated Transport

*Joan Aitken, Traffic Commissioner for Scotland explains her role in ensuring the safety and quality of buses, lorries, taxis and parking*

The work of the Traffic Commissioner falls into two main chunks being the licensing of heavy goods vehicle operators and of public service vehicle operators with all the attendant enforcement of the regulatory regimes that surround such licences. In addition I also deal with fitness issues in reviewing the conduct of those holding vocational driving licences ie the lorry and bus/coach drivers. For completeness I mention that I also deal with appeals from taxi operators aggrieved at Council taxi fares reviews and I have responsibility for appointing Parking Adjudicators in those Council areas where parking enforcement has been decriminalised.

Of all these roles it is that of regulating the bus and coach industries which appears to attract most interest and in which my jurisdiction operates partly in a UK context and partly under Scottish Parliament legislation and the Scottish Executive's policy initiatives. The imperative of encouraging more people to travel by public transport underscores the need for means whereby standards of service from bus operators can be maintained.

The regulatory regime for bus operation is a light one compared to two decades ago and essentially comes down to anybody being able to put a bus on the road if they can show sufficient finance, professional competence in the form of a qualified Transport Manager, reputation and a place from which to operate the vehicles. Any operator wishing to run local bus services must register a timetable and route with my office. That having been done, the operator is required to operate the service. I make the point that no one forces an operator to register a route and that if an operator registers a service the clear expectation in law as well as in practice is that the service must run.

When I arrived at this office almost two years ago I was dismayed to find that little investment had been put into the enforcement of local bus registrations. There were only two bus compliance officers in post for the whole of Scotland. That in my view affected the credibility of the regulatory regime and the ability of my office to serve the travelling public. I am delighted that thanks to the support of the Scottish Executive the number of bus compliance officers is now six. These officers work for VOSA (the Vehicle Inspectorate) and there is a commitment, which I support, not only to use them in monitoring exercises but through their managers to develop best practice guidance for bus operators.

Another change in 2004 which has enhanced our profile with the bus industry was the creation of a dedicated bus team within the licensing section of the office. Staff paid visits to operators and we are pleased to welcome on a regular basis representatives of CPT and ATCO as well as individual operators and Council officials. As Commissioner I pay visits to locations and operating centres throughout Scotland and also undertake speaking engagements.

Much of my daily work is spent conducting Public Inquiries whereby operators are called to answer adverse reports from VOSA or complaints from other third parties. In relation to public service vehicle operators these range from consideration of failures of vehicle maintenance ("the wheels off the bus"), reputation (eg criminal convictions) and failure to run local services. My powers range from the draconian of revocation and disqualification through to warning and for failure to run services I can impose a penalty of £550 maximum per vehicle and I can limit future registration. Recent Senior Traffic Commissioner Guidance sets out the considerations a Traffic Commissioner will have in mind when deciding the level of penalty, if any.

It is an exciting time to be Traffic Commissioner in Scotland given the push to get people out of cars and into public transport. The public needs to be confident the bus will turn up, that it will run and that it will not break down. I want my office to play a positive and enthusiastic part in securing public confidence in Scotland's bus industry. There are excellent operators out there and much that is innovative. It is just that there is more work to be done on securing reliability and building that public confidence.

### Major new Clampdown on Bus Punctuality through Punctuality Improvement Partnerships

In November 2004 the Senior Traffic Commissioner published new directions on standards for local bus services. The guidance accepted that there will be short-term difficulties that may cause delays to buses but that operators must construct their timetables to take account of known peaks of congestion.

The direction notes that Traffic Commissioners are concerned to note that there are large areas of the country where timetable information is either totally lacking at bus stops or is not specific to the particular stop. They believe that this information is a basic requirement in encouraging potential passengers to make use of buses, and they wish to encourage operators to advertise their services in this way. They will recommend accordingly to local authorities to make a determination in terms of Section 33 of the Transport (Scotland) Act 2001.

Operators and authorities should have agreements for the exchange of information and such agreements should include mechanisms for the joint review of data and the development of appropriate remedial measures. Punctuality Improvement Partnership (PIP) agreements are envisaged as a key mechanism for managing the improvements.

An effective PIP must, as a minimum, demonstrate:

- A commitment to genuine co-operative working between the bus operator, the local transport authority and (where appropriate) the Passenger Transport Executive.
- A shared objective to achieve measurable improvement in the punctuality of bus services
- An agreement between the bus operator and the local transport authority or PTE as to the method of monitoring and the sampling rate to be achieved in monitoring the punctuality of bus services
- A willingness jointly to use the findings of punctuality monitoring surveys together with any other relevant data to identify methods of improving the delivery of bus services
- Jointly agreed targets for improvement
- A common understanding of the confidentiality of any commercially sensitive information and an agreed framework within which such information may be used by any of the partners
- An agreement detailing the extent to which such information may be published or divulged to others – including the Traffic Commissioner – or to the media.

## Aviation Update

Direct air services have more than doubled Swedish visitors to Scotland since 2002. Hapag-Lloyd has introduced thrice weekly flights between Edinburgh and Hamburg. Flyglobespan plans to triple seats on routes from Glasgow and Edinburgh to 1.5m from 26 March 2005 and add new routes. Except for Heathrow, the Civil Aviation Authority has stated that Edinburgh Airport had the worst record for UK airport delays in summer 2004. At Edinburgh, only 68% of flights were on time.

SCDI has asked Alistair Darling to define a peripheral region as one more than 5 hours by rail from London and with fewer than 5 direct rail services daily. SCDI wants peripheral airports to be required by law to give six months notice of any intentions to withdraw peripheral flights. In non-peripheral areas, a greater role is seen for higher-speed rail services. Scottish Environment Minister Ross Finnie has warned that airports cannot be allowed unlimited expansion.

Air Caledonian started a twice daily Prestwick-Stornoway service on 6 December with £129 return fares. The Scottish Air Ambulance service, presently operated by Loganair with four ageing aircraft, is to be replaced in 2006 by a new 7 year contact with Gama Aviation using two faster aircraft based on Glasgow and Aberdeen plus 2 helicopters based on Glasgow and Inverness.

## Rail Update

The Railways Bill is proceeding through the Westminster Parliament. It abolishes the Strategic Rail Authority and increases direct financial control by government over rail strategy and spending. The Bill provides for the transfer of all rail powers apart from safety regulation (including powers presently held by SPT) to the Scottish Executive. A separate announcement has confirmed an equivalent funding transfer to the Executive of £326m a year. The Office of the Rail Regulator retains its role with respect to Scotland in relation to assessing rail asset values and fixing rail track access charges, but within total funding determined by the Scottish Executive.



The award of a new east coast mainline (ECML) franchise is imminent with a new Cross-Country franchise to follow. First Group's bid for the ECML franchise has been put at risk by a surprise OFT decision to refer this to the Competition Commission. The other short-listed bidders are Virgin/Stagecoach, GNER and an EWS/Danish Rail joint venture. The Scottish Executive has identified aims for no worsening of Edinburgh-London travel times or frequencies while incorporating a mix of services giving better connections from Glasgow and Edinburgh to intermediate ECML stations and cities such as Leeds, Sheffield and the East Midlands. At present, each GNER passenger on average pays £2 towards franchise payments to government with the Treasury reported to be looking for substantially higher payments under the new franchise.

Following consideration of a new study, Edinburgh City Council is now supporting plans for a £15m extension of North Berwick-Edinburgh trains to run round most of the South Suburban Railway to terminate at the Newcraighall interchange.

Most British rail fares rose by around 4% in January but First ScotRail has extended the use of lower Apex fares and Friends Fare discounts.

Due to an EU directive, annual timetable changes now take place in December rather than in the autumn and late spring. This has increased timetable complexity by requiring extra notes on seasonal trains. December changes included the introduction of quarter-hourly services between Glasgow and Hamilton, a commuter express between Dunblane and Edinburgh and a 36 minute acceleration of the early morning Aberdeen-Edinburgh service.

Track-laying has started on the extensions from Hamilton to Larkhall and from Maryhill to Anniesland.

Park and ride capacity is being increased with construction starting on a 320 space park and ride at Greenfaulds (Cumbernauld) and parking at Uddingston rising from 62 to 200 spaces.

Eastfield train maintenance depot has reopened in Glasgow, easing pressure on the Haymarket depot.

ScotRail drivers have agreed an 8% two-year pay offer taking base salaries over £30,000 by January 2006.

ScotRail complaints have risen 40% in the first three months of operation by First. Some 50% of delays are attributable to Network Rail, but ScotRail has accepted that problems have aris-

en in relation to rolling stock maintenance and bringing new trains into service.

The long-delayed Atkins research on high-speed rail has now been published. It concludes that there is a sound economic case for relieving existing congested routes by high-speed rail construction between 2013 and 2031 but an Addendum suggests that present levels of high spending on the WCML may have delayed the case for a separate high-speed route on this corridor.

## Ferry and Shipping Update

The Scottish Parliament has voted against Executive plans to put Cal/Mac ferry routes out to competitive tender despite claims that this is now required under EU law.

Superfast is studying a new fast ferry from Rosyth to Kristiansund or Trondheim in Norway. Significant freight and passenger potential is available.

Due to cheap air fares and other sea alternatives, Seacat is considering ending its seasonal Belfast-Troon service though the P&O service from Troon to Larne will continue.

To encourage river passenger services, Glasgow City Council is funding a £75,000 pontoon at Pacific Quay, bringing the total of Clyde pontoons to 4.

## Road Update

Road orders have been published for all three sections of A80 upgrade to motorway between Muirhead and Haggs (Cost £130m).

The Scottish Executive has invited expressions of interest in design, build and maintain contracts for the eastern and western sections of the M74 urban extension. The middle section is understood to involve financial issues related to contaminated land but, subject to ministerial approval of the project, construction may still be completed by 2008.

The £29.4m 6.4 km A78 Ardrrossan/ Saltcoats/ Stevenston Bypass opened on 21 December ahead of schedule.

Between January and July, work is being undertaken on the £3.2m Central Edinburgh Traffic Management Scheme. This will include conversion of Princes St westbound to handle only buses, taxis, cyclists and emergency vehicles (following on from the previous eastbound conversion).

Scottish Executive has invited tenders for two more grade-separated interchanges at



Kinfauns and Glendoick on the A90 between Perth and Dundee (Cost £12m) Preliminary work on the £32m provision of a motorway alternative to the A8000 (Forth Road Bridge-M9) should start in March. BAA have applied for planning permission for a new road from Gogar roundabout into Edinburgh Airport.

### Bus Update

The 1.5 km west Edinburgh guided busway (the longest in Britain) opened on 5 December in association with 3.5 km of bus lanes on the 22 Bus Route from Ocean Terminal to Gyle (Cost £10m). 4 halts replace 6 bus stops but the route is expected to be converted to high capacity tram operation by 2009.

The £3m Phase 1 of the Edinburgh BusTracker real time project came into operation on 26 November. 250 Lothian buses are now linked to 80 real time displays on the route from Ocean Terminal to the New Royal Infirmary.

In a joint venture, a pilot text service to mobile phone users on the Trinity-Greenback bus route will say when the next 5 buses are due to arrive. The system should cover most Edinburgh bus routes by the end of the year.

The Edinburgh Hermiston bus park and ride (450 spaces) should open in June.

A demand responsive "Go-Flexi" bus service has been launched in north-east Fife.

Scottish bus drivers now earn around £17,000 a year but staff shortages have led to growing use of Polish drivers in Glasgow while Maltese drivers have joined Stagecoach Bluebird in NE Scotland.

Vandalism had led to Hutchison cancelling evening Coltness-Forgewood services in urban Lanarkshire. Rural bus vandalism is being countered in Dumfries and Galloway by employment of additional evening stewards.

### Walking and Cycling Update

The first phase of the £4.5m Clyde waterfront walkway has opened west of Partick.

Glasgow University is planning to pedestrianise some streets in the campus area.

Cyclists have criticised proposals to stop marking cycle lanes in red in the heritage zone of central Edinburgh unless car use is severely restricted in this area.

### Legislation, Funding and Management

As part of integrated strategies, the Scottish Executive is likely to make provision for the handling of cross-modal complaints in Scotland. The Executive has no plans to promote rail passenger closures during the present ScotRail franchise. Further issues include transparency and priorities in Network Rail funding in Scotland.

The Transport Scotland executive agency will come into operation during 2005 with half of the staff drawn from the Scottish Executive and the rest from other sources offering relevant skills to improve delivery. The headquarters will be in Glasgow. During 2005 and early 2006, there will be widespread consultation on a National Transport Strategy (NTS) giving a long-term strategic framework to all Scottish transport developments in all modes of transport.

The Scottish Executive has announced that from April 2006 free bus travel for the disabled and those over 60 will apply throughout Scotland with present time restrictions also removed. This will replace 16 local authority run schemes. Transport Scotland will be responsible for administration and will be investing in smartcard technology. Compensation payments to bus operators will rise to £163m in 2007-08. Mechanisms will be introduced to ensure that free bus travel does not disadvantage rail. Island residents who are disabled or over 60 will also receive two free return ferry trips to the mainland per year. Schemes to extend or improve concession fares for children and young adults are under development.

Community Transport Scottish Executive has awarded £925,000 to a further 15 voluntary community transport schemes (3 being in Orkney).

The Transport (Scotland) Bill is proceeding through the Scottish Parliament and includes legislation to set up Statutory Regional Transport Partnerships and to create a Scottish Roadworks Commissioner.

Under an agreement paying £27m plus VAT to the present private operator, Skye Bridge Tolls were abolished on 21 December. The Scottish Bridge Toll Review suggested higher tolls on congested bridges but lowering or abolition at other times.

The Public Inquiry into an immediate 20p rise in Forth Road Bridge tolls has closed. Larger time-differentiated rises are also planned by the Forth Estuary Transport Authority.

In a case taken to the Court of Appeal by Ryanair, airport owners and airlines have been found responsible for sharing the costs of providing wheelchair facilities for disabled people

The Nature Conservation(Scotland) Act makes it an offence to use motorised vehicles in sites of special scientific interest and raises maximum fines for reckless damage to sensitive terrain from £5000 to £40,000

The UK government and Scottish Executive are both consulting on a review of the Climate Change Programme for cutting greenhouse gas emissions. Internal transport had rising emissions in 2003 with emissions growth being even higher after allowance for international air travel attributed to the UK.

### Land Use Planning Update

Glasgow is to extend parking controls west from the M8 to the boundary of Kelvingrove Park. Extra income will be around £300,000 a year.

Glasgow City Council reports that the fall in city population has ended with city population now expected to grow by 1600 a year to 2011 including a 26% rise in the city centre.

United Freight Distribution has leased a major storage and distribution site at the present western end of the M74 at north Cambuslang.

A planning review has identified the need for 12,000 new homes in West Lothian raising related transport issues.

The Scottish Executive has approved Glasgow and Clyde Valley Structure Plan changes reserving an extra 200 hectares for expansion at Glasgow Airport, including a possible second runway, but has ruled out plans for M8 widening in the area.



# Who uses motorcycles in Scotland?

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

## Motorcycle and Moped Users

Results from questions which were asked of households between 1999 and 2002 inclusive identified that: .4% of all motor vehicles held by households in Scotland were motorcycles. A further 0.1% were mopeds. 0.7% of adults were riders of motorcycles or mopeds. 82% of riders were male. 58% are aged between 30 and 44, 14% were aged between 16 and 29, 21% were aged 45 to 59, and 6% were aged 60 and above. When considering only the primary riders of motorcycles, 87% were male.

71% of all riders were in full-time employment (compared to 37% of the population aged 16+), with a further 9% self employed, and 5% employed part-time. A higher proportion were in professional occupations (8%), managerial and technical occupations (31%) and skilled manual occupations (30%) than in the adult population as a whole (5%, 29% and 20% respectively).

A higher proportion of motorcycle or moped users lived in single adult (14%) or two adult households (32%), excluding households of one or two adults of pensionable age, than in the population as a whole (11% and 25% respectively). Similar proportions lived in households with children under 16 (40-41%), but far fewer lived in households with three or more adults, and no children under 16 (13% compared to 24%).

Motorcycle and moped riders tended to live in households with above average income. Only 8% lived in households with an annual net income of less than £10,000 per year, compared to 26% of the adult population. 62% lived in households with incomes in excess of £20,000 per year, compared to 36% of the population aged 16 and above (see Chart 1). 84% owned or were buying their home with the help of a mortgage, compared to 68% of the adult population.

32% of riders were living in rural areas, compared to 18% of the adult population. Only 8% lived in the most deprived 20% of areas in Scotland, and 14% lived in the next most deprived 20% of areas. Highland (1.5%), Moray (1.6%) and the Shetland Islands (2.1%) were the three local authorities with the highest percentage of adults who were motorcyclists.

Only 27% of motorcycle or moped riders who were the primary rider

of the vehicle, who gave a usual method of travel to work, used their motorcycle or moped to do so. 47% drove a car, 5% were a passenger in a car, and 9% walked. 89% of primary users were the primary user of one motorbike or moped only. 8% were the primary user of 2, and 2% had 3 or more. 54% were also the primary user of at least one other motor vehicle.

Mileage was only asked in the survey for each vehicle, so each rider's mileage has been estimated assuming that each vehicle's mileage was all done by its primary rider. 18% of riders did fewer than 2,000 miles per year on their motorcycles and mopeds. 30% did about 2,000 or 3,000 miles per year; 25% did about 4,000 or 5,000 miles per year; 18% did about 6,000 to 10,000 miles per year; and 8% did 11,000 or more miles per year.

## Motorcycle and moped journeys

Data from interviews carried out between 1999 to June 2004 showed that: 43% of motorcycle or moped trips were made for the purpose of commuting to or from work, compared to 24% of car trips. 11% were made for shopping purposes (21% of car trips), 11% for visiting friends or relatives (12% of car trips), and 9% for holidays or day trips (4% of car trips). In total, motorcycle and moped journeys only accounted for 0.2% of all journeys covered by the survey (which included all types of journey except for those made in the course of work by people employed as drivers, travel away from public roads, and journeys of less than 5 minutes on foot).

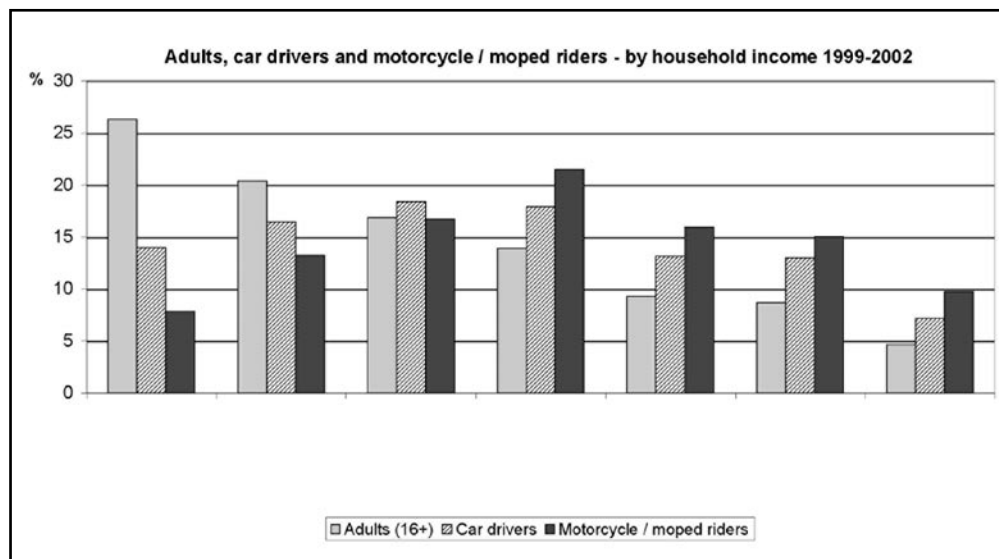
9% of motorcycle or moped journeys started before 7 a.m., compared to 3% of car journeys. 19% started between 7 a.m. and 9.30 a.m., as did 16% of car journeys. Motorcycle journeys tended to be slightly longer than car journeys. 23% lasted under 10 minutes, compared to 31% of car journeys. 40% lasted 11 to 20 minutes, 18% 21 to 30 minutes, and 19% over half an hour. 19% of motorcycle journeys were for a distance of less than 2 kilometres, compared to 25% of car journeys. 17% were of 20 kilometres or more, compared to 14% of car journeys.

## Background and Further Information

This is the twenty-third in a series of short notes on transport-related results from the Scottish Household Survey (SHS). It describes the

characteristics of motorcycle and moped users, and gives some information about motorcycle journeys. Results are derived from data collected about 784 adults who were the primary user of a motorcycle or moped, and a further 57 who used the vehicle less frequently, plus information about 314 stages of journeys made by motorcycle or moped. Some of the results could be subject to large sampling errors, being based on small numbers.

Further information about the SHS 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).



## STATISTICS MONITOR

### Road Traffic

Overall, road traffic in Britain rose 2.1% in the third quarter of 2004. The lowest growth (at 1%) was in car and motorway traffic but van and light goods traffic rose 5%, urban A roads by 4% and minor roads by 3%

### Ferries

CalMac reports a 6.8% rise in passengers to 5.2m in 2003-04. Cars carried rose 4.9% to over 1m. In 2004, freight on the Rosyth-Zeebrugge SUPER-FAST ferry rose 25% to 28,300 units. Cars rose from 31.5 to 33.1 thousand, but passengers fell marginally from 153.4 to 151.8 thousand.

| Calmac Ferry Traffic | Oct to Dec 2004 | Change on 2003 |
|----------------------|-----------------|----------------|
| Passengers           | 894             | 2.4%           |
| Cars                 | 209             | 4.3%           |
| Coaches              | 1986            | 16.0%          |
| Commercial Vehicles  | 21064           | -0.4%          |

### Bus and Rail

Lothian Buses report a 25% rise in use since the mid 1990s with 102m trips made in 2004. Since free travel was introduced in September 2002, there has been a 40% rise in bus use in Scotland by the elderly and disabled with 45m extra trips in 2004 alone. ATOC report another rise in British rail passenger trips to 1.05 billion in 2004 (35% above the 1995 level) with the highest growth on regional services rather than in the inter-city or London area sectors. The Edinburgh-Bathgate route was among those with the highest growth with a 71% rise since 1995 (from .75m trips to 1.28m)

### Air Travel

Passenger traffic at BAA airports in Scotland rose 6% in 2004. Edinburgh rose 7% to 8m, Glasgow 5.5% to 8.6m and Aberdeen 5% to 2.6m. BAA Scottish cargo rose 17% but Prestwick Airport saw a fall in transatlantic freight influenced by shifting structures in the electronics industry.

| Total Air Terminal Pax |                 |                       |
|------------------------|-----------------|-----------------------|
|                        | Oct to Dec 2004 | % Change 2003 to 2004 |
| Aberdeen               | 673,409         | 7.9%                  |
| Edinburgh              | 1,973,353       | 7.3%                  |
| Glasgow                | 2,943,346       | 8.5%                  |
| Prestwick              | 536,000         | 1.3%                  |
| Inverness              | 134,000         | 16%                   |
| Other H&I              | 110,000         | 0.5%                  |

## Road Safety - By Accident or Design? Guidelines for improving Road Safety in Regeneration Areas

*Scottish Road Safety Campaign Published 25/11/2004*

Research carried out for the Scottish Executive highlighted the higher incidence rate of child road accidents in deprived or disadvantaged areas of Scotland. This corresponded with earlier Lothian Regional Council research. Following this Guidelines have been published by the Scottish Road Safety Campaign for use by all the agencies engaged in community regeneration that give guidance in how best to approach road safety in regeneration areas using an inter-agency, community based approach. They were prepared following research undertaken by Colin Buchanan and Partners which included a review of road safety activity in Scotland's Social Inclusion Partnerships, an overview of some similar activity within European regeneration areas and good practice case studies of four specific road safety initiatives in Scotland.

The key purpose of the guidelines is to secure best road and community safety practice in the design of regeneration projects. They recognise the need for an inter-agency approach to this work which can inevitably generate some competing priorities which have to be solved by the planning process.

The guidelines have been developed to provide guidance on an inter-agency approach to road safety in regeneration areas. More specifically they provide guidance on:

- Identifying the appropriate stakeholders that should work together to improve community safety;
- Identifying stakeholder roles;
- An indicative framework for inter-agency working;
- Ensuring that community safety issues are identified and addressed;
- Identifying sustainable solutions to road safety problems;
- Monitoring project outcomes.

The guidelines should be used as a tool to achieving the following objectives:

- To minimise the risk of road accidents;
- To improve accessibility and remove perceived barriers;
- To recognise the role that improved road safety plays in social inclusion;
- To ensure that road safety is factored into regeneration planning at an early stage;
- To ensure community safety audits and community consultation are carried out at appropriate times;
- To ensure that road safety projects are managed with best value in mind;
- To ensure that all stakeholders are aware of the opportunities that exist to promote road safety in regeneration areas;
- To take every opportunity, both infrastructural and socially, to promote road safety.

## Recent Publications

Road Accidents : Scotland 2003, Scottish Executive National Statistics  
Household Transport in 2003 : some SHS results, Scottish Executive Statistical Bulletin, Trn/2004/6, November 2004 £2

Working time for drivers and crew of heavy goods vehicles from 23 March 2005 : FTA compliance guide, FTA  
Glasgow Airport Rail Link consultation (GARL) [www.spt.co.uk/GarL](http://www.spt.co.uk/GarL)  
Edinburgh Airport Rail Link Consultation (EARL) [www.earlproject.com](http://www.earlproject.com)  
Airdrie-Bathgate Rail Link [www.airdriebathgaterailink.co.uk](http://www.airdriebathgaterailink.co.uk)

Motoring towards 2050 – Parking in Transport Policy, RAC (calls for more parking at rail and bus stations)  
Divided Scotland : The Nature, Causes and Consequences of Economic Disparities within Scotland, D Newlands, M Danson & J McCarthy (eds), Ashgate

## Business Headlines

Operating profits at BAA Scottish Airports have shown a sharp rise. Glasgow has boosted provisional net earnings by 10% to £23m and Edinburgh by 16% to £22m. Group wide, BAA nine month earnings rose 18% to £521m. Flybe has moved into profit for the first time in 5 years and aims to increase flights from Edinburgh Airport.

Leading budget airline Ryanair has announced a profit fall in the later months of 2004 and expects a difficult year for all 'no frills' airlines in 2005.

Forth Ports shares have weakened after port returns below expectations – including lower North Sea oil activities. However, property had met growth expectations. The company has bought Multi-link Terminals, an Irish company with 3 container terminals in the Gulf of Finland. Good results have boosted Stagecoach

shares. 6 months profits were up from £60.3m to £69.2m despite rising fuel prices.

Despite much uncertainty in the ferry sector, CalMac has met Scottish Executive performance targets and, after allowing for a £25.9m support grant from the Executive, has raised pre-tax profits by 65% to £777,000. Turnover rose by 16%

Amey and Bear are tendering for Scottish trunk road maintenance contracts as their initial 5 year contracts end in 2006. AEA Technology has boosted 6 month operating profit 75% to £2.1m. Operating profit in the rail division fell but good prospects for expansion are seen at the new Scottish base at Glengarnock.

The Malcolm brothers are in discussions to return the £60m Malcolm haulage group to family control. Profits last year were £7m.

## People on the Move

**Tom Hart** has retired as STSG Chair and STR Editor. Steve Lockley is now STSG Chair while Derek Halden has moved from being STSG Secretary to be STR Editor. Dr.Iain Docherty of Glasgow University is the new STSG Secretary

**Jeremy Peat**, newly retired as Royal Bank chief economist, has become a director of the David Hume Institute public policy think-tank.

**Prof David Begg** is to step down as CfIT Chair in March.

**Jon Shaw**, Aberdeen University, Dr N Ferguson, Strathclyde University and Dr Tom Rye, Napier University have been elected to the TRI Board as regional representatives

**Bob Darracott** has moved from South Larkshire Council to be Head of Planning and Transport with Renfrewshire Council.

**Mike Connelly**, SRA Scottish Communications Manager, has left to join the NHS in London. Tom Brady has joined First ScotRail as Performance Manager and Ellie Newlands has joined as Head of Marketing

**David Spaven** has left Reid Rail to form his own Deltix consultancy Phone 0131 535 1158 email david@deltix.co.uk



## Coming Events

- 8 April** Workshop on Flexible Transport followed by Transport Exhibition on 9 & 10 April, organised by Angus Transport Forum and Multi Modal Transport Solutions Ltd at Royal Highland Centre and Showground, Ingliston, Edinburgh – contact Elaine Masson, 01241 855300 Fax 01241 855300 email Elaine\_Masson@hotmail.com
- 13 April** Accessibility Analysis Briefing – a team of experts will make presentations and answer questions about emerging best practices. The event will take place in central Glasgow (location TBD), 2pm – 4pm. Attendance is free. Lunch will be provided. For further information and to reserve your space please contact Streisan Chapman. Email: Streisan@dhc1.co.uk Telephone: 0870 350 4200
- 26 April** First Annual Scottish Transport Applications and Research Conference, Glasgow Royal Concert Hall
- 28 April** Settlements, Services and Access – Seminar at Aberdeen University on the results of recent research for Treasury and other government departments on the development of sustainable rural economies. Contact Kate Pangborne (k.pangborne@abdn.ac.uk) £25

## TRANSPORT EXPLAINED

A series of educational seminars designed for policy and public affairs professionals with a special interest in transport and in current legislation on railways and on regional transport partnerships in Scotland. Organised by Holyrood Communications and supported by STSG and Sunday Herald.

**STSG members receive 15% discount on published rates.**

**Glasgow and West of Scotland**  
11 March

**Inverness for Highlands and Islands**  
18 March

**Perth (covering Central, Tay & North-east Scotland)**  
5 April

**Edinburgh and south-east**  
22 April

**For further information contact**  
[www.holyrood.com](http://www.holyrood.com) or phone **0131 272 2130**

## KEY FINDINGS FROM RECENTLY COMPLETED RESEARCH

## Policy and Practice for School Transport Contracts

Donna Heaney - Scottish Consumer Council (SCC)  
www.scotconsumer.org.uk.

SCC examined local authority policy and practice in school transport provision to determine whether the needs of pupils and parents are being met. The research examined various aspects of local authority policy and practice including the arrangements for contracting and monitoring of school transport services; information to parents; issues around pupil behaviour, and complaints handling.

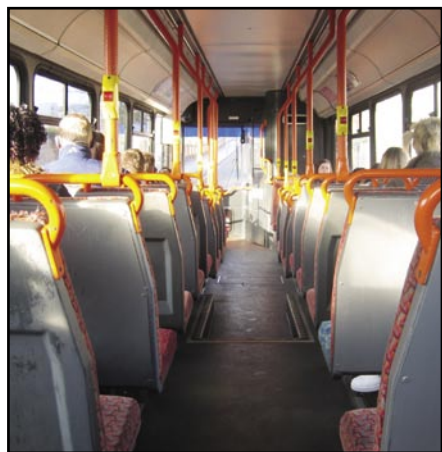
SCC found that some of the practice is very good, all local authorities apply the minimum walking distance criteria and all make provisions for pupils who have a physical disability or injury. However, the main finding was that there is no consistency in the quality of school transport across Scotland and that there are unacceptable variations in local authority practice, even accounting for necessary local circumstances and discretion.

Potentially the most serious variation in practice was in relation to the use of Disclosure Scotland checks. There appears to be wide variation in the level and application of these, including one authority that failed to check school bus drivers at all, which we find unacceptable on child protection grounds.

There were variation in pre-contract checks on operators and vehicles, for both safety and service standards. However, we did find that close liaison between authorities and other agencies including the Vehicle and Operator Services Agency (VOSA) and the police was valuable. Equally, spot checks were variable. This is a vital part of ensuring safety and there should be an increased programme of spot checks across Scotland. Many authorities were concerned that they could not monitor contracts as closely as they would like to due to resource constraints.

We found some innovative practice in developing safety initiatives for pupils, in terms of pupil management, vehicles and drivers. However, this was inconsistent across Scotland.

Pupil behaviour on school transport is an important issue and many authorities found this was an increasing problem; but, importantly, this tended to be on certain routes and for particular periods of time.



The report makes 14 recommendations to the Scottish Executive and local authorities. If all pupils are to have a safe and reliable school transport service, which will encourage them to use public transport beyond their school days, and give confidence to parents, then a more consistent quality of service across Scotland is needed.

## Integrated Ticketing in Scotland – Needs Analysis and Options

(Scottish Executive Development Department Research Findings 2004 No. 195) Published 26/11/2004.

The purpose of this research by TNS Social Research, TRL and TRi at Napier University was to provide an overview of the level of need and demand for future integrated ticketing schemes in Scotland and to inform the development of successful schemes. The methods adopted were wide-ranging, including a literature review, a telephone survey of stakeholders, case studies of existing integrated ticketing schemes, a review of legal and policy barriers to establishing new schemes, a Household Survey of Scottish adults to explore their views on different types of tickets, and statistical modelling to predict the potential take-up for integrated ticketing in different areas of Scotland. This Research Findings presents the key findings:

- Integrated ticketing schemes need to: be flexible enough to meet the needs and demands of different markets and different types of passenger (commuters, leisure travellers, tourists).
- Integrated ticketing schemes need to be underpinned by integrated transport systems in order to be effective in encouraging public transport patronage and modal shift.
- Other 'best practices' in terms of successful integrated ticketing schemes include: offering a range of ticket durations; effective and active marketing; and strong operator buy-in.
- There is a relative dearth of quantifiable evidence on the impact of existing schemes on patronage and modal shift and it is very difficult to separate the impact of integrated ticketing from the effects of other improvements to public transport.
- However, the Household Survey conducted for the research suggests that there is reasonable demand for integrated ticketing and that future schemes could have a positive impact in terms of encouraging public transport patronage and modal shift.
- There is a general trend towards the adoption of smartcard technology to underpin integrated ticketing schemes in the UK and abroad.
- Smartcards offer potential advantages, including facilitating revenue distribution, enabling collection of more detailed passenger data to assist in transport planning and offering the passenger a broad range of applications, not confined to transport.
- However, there is a need to monitor the impact of smartcards in terms of effects on boarding/disembarking times, handling of data protection issues, passenger acceptance and passenger use of smartcards for transport and other applications.
- Potential barriers to the success of future integrated ticketing schemes include: securing operator buy-in; identifying an acceptable method for allocating revenue; pricing tickets at the right level to secure passenger uptake; and high (initial) administration and marketing costs. OFT regulations are also an important 'perceived' barrier, but in practice the OFT is able to resolve most concerns about scheme legality if it is consulted.
- Ideally, for a ticket to be fully 'integrated' it should be multi-modal and multi-operator, including more than one bus operator. However, in practice, where bus is the dominant mode a multi-operator bus ticket may be considered as integrated.

## Other research findings

# Impacts of Introducing 44 Tonne Lorries

*Prof Alan McKinnon of Heriot-Watt University*

The introduction of 44 tonne lorries has given substantial benefits. Operating costs have fallen while lorry kilometres have reduced. There has been little impact on the amount of freight carried by rail. Greater use of super-single tyres had added to road wear and tear. Even higher weights may be beneficial in some sectors but, with shifts to lighter materials, the main constraint is now the volume of lorry capacity rather than weight. In this respect longer lorries may be an option building on trials of such vehicles.

## Forth and Clyde Ferry Studies

*Prof Alfred Baird of Napier University*

Feasible ferry solutions are possible for the Clyde. An optimal solution could be high-frequency passenger ferries with 10 river stopping points – including Erskine, Clydebank and Braehead - and would also benefit social inclusion and area regeneration.

For the Forth two ferry service options were studied. One was 'vertical', with links directly across the Firth between Leith (Edinburgh), Burntisland and Kirkcaldy. The second was 'horizontal', running again from Leith as the main hub, westbound along the river with multiple stops at South Queensferry, Rosyth, Bo'ness, Grangemouth and Alloa. Such a system would allow for multiple cross-river transport options, fast transits, and attractive alternatives to road transport congestion on all key corridors, also enabling social inclusion. High emphasis would have to be placed on integration, and infrastructure would need significant investment.

### NEWLY COMMISSIONED RESEARCH

**Assessing Improved Transport for the Disabled**, funded by the Scottish Executive. The lead partner is TNS Global Research, along with TTR consultancy group and Tri, Napier University (Tom Rye). This project will be researching potential improvements for public transport for disabled people in relation to accessibility, availability, infrastructure, information and the improved targeting of funding. Dates: January 2005 to January 2006.

**Implications of E-working and other ICTs on Travel Demand** – Commissioned by the Scottish Executive to examine how trends in ICT can be expected to affect travel demand in Scotland. The research is being undertaken by Derek Halden Consultancy (DHC) between January and April 2005.

**Modal Shift - Scottish Household Survey Topic Report** – This project for the Scottish Executive aims to review travel patterns in Scotland and

understand the factors affecting the potential for Modal Shift. It is being undertaken for the Scottish Executive by the MVA Consultancy.

**Illicit Drugs and Driving**, funded by the Scottish Executive. The lead partner is MORI Scotland, with Glasgow University and Tri, Napier University (Steve Stradling). This project aims to estimate the prevalence of driving under the influence of illicit drugs, identify the social context for this kind of drugged driving and make recommendations on the most appropriate road safety messages. Dates: January 2005 to November 2005.

**Effectiveness of School Travel Co-ordinator Initiative** – School travel co-ordinators were funded in local authorities to encourage a more integrated approach to school travel. This project is looking at the progress that has been made in the first two years of the initiative with a view to making recommendations for best practice. The work is being undertaken by Derek Halden Consultancy (DHC) between January and June 2005.

**Transport Direct - Accessibility Information** - This research for the Scottish Executive is looking at the provision of information for disabled people through Traveline and Transport Direct. It is being undertaken by Atkins between January 2005 and March 2005.

**Rail Transport across Europe (Reorient)** funded by the EC Framework 6. This is led by ISDEFE of Madrid, along with Deutschen Zentrum für Luft und Raumfahrt, Demis of the Netherlands, Napier University, the University of Bologna, Italy and the University of Maryland, USA. Starting in March 2005.

**SUTRANET (Sustainable Transport Networks)**, funded by the European Commission Interreg IIIB Programme. The lead partner is Aalborg University, Denmark, with the Maritime Research Group, Tri, Napier University responsible for Motorways of the Sea - developing new shipping routes for shifting freight off roads. Dates: January 2005 to December 2006.

**Charging and Financing of EU Seaports**, funded by the European Commission, DG TREN. The lead partner is the Institute of Logistics, Bremen, Germany with the Maritime Research Group, Tri, responsible for UK major ports survey - aiming to establish the extent of cost recovery in seaports and how ports are financed. Dates: January 2005 to November 2005.

**Haymarket Hub** Edinburgh City Council has gained £750,000 of Scottish Executive funding to study options for a major upgrade of the Edinburgh Haymarket interchange

**Glasgow Light Transit** Halcrow has been awarded £800,000 by Glasgow City Council to work on light rapid transit plans for the Clyde Waterfront involving early bus improvements and conversion to trams by 2009.

**Real Time Information** HITRANS has appointed JMP Consulting to pilot two real time passenger information systems in rural areas. Personal mobile radio will be trialled east of Inverness while General Packet Radio will be tested between Glasgow and Campbeltown.

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