

Scottish transport review

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SPECIAL THEME: Best Practice and Innovation in Scottish Transport



WHAT'S INSIDE:

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This special issue of STR departs slightly from the usual format. To make room for in depth coverage of the STAR conference the research and statistics review sections have been shortened and in this major feature a range of researchers who are speaking at the conference summarise the lessons from their work. The papers highlight many findings to guide future transport policies.

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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.

Road Traffic Reduction Act and the application of STAG to Local and Regional Strategies

Paul Finch, Faber Maunsell

In March 2002, the Scottish Executive published their Transport Delivery Report. This document set out an ambitious target to stabilise road traffic volumes at 2001 levels by 2021. The report went on to commit the Scottish Executive to undertaking research into the road traffic reduction targets of each of the local authorities in Scotland, with a view to testing the realism of these targets, and identifying the range of measures necessary to deliver required reductions by 2021. Key findings from the research are:

- Traffic Growth - An analysis of current and forecast traffic trends shows that the key factors influencing road traffic growth are forecast to continue, and there appear to be few factors set to slow this trend.
- Local Authority and National RTRA Targets - We found that the majority of local authority RTRA targets were weakened by limited available data, difficulties in quantified forecasting, and unclear relationships between the LTS and RTRA submissions. Unfortunately, there has been little monitoring of progress towards the targets since

their establishment. We have also found limited evidence to suggest that the existing Scottish Executive target of seeking to stabilise traffic levels at 2001 levels by 2021 is currently on track.

- RTRA Methodology - The application of STAG provides the suitable framework for a step-by-step approach to developing RTRA targets.
- National Targets - We have found that there is little requirement for a national road traffic reduction target. Due to the diversity of conditions of Scotland, this target would be an average that would only be truly meaningful for small sections of Scotland.
- Regional RTRA Targets - Our work suggests that the regional transport partnerships could most appropriately form the main focus for future development of RTRA targets. Regional transport partnerships could co-ordinate road traffic reduction approaches across individual local authorities, and on their behalf fulfil the requirements of the

1997 Act. The study findings support the case for the trunk road authority to be one of the main stakeholders in the development of regional transport strategies.

- Local Authority RTRA Targets - Within their local transport strategies, local authorities can pursue targets, particularly through the delivery of local initiatives such as workplace travel plans, school travel plans, and other local demand management measures.
- RTRA Measures - Packages of soft measures, conventional non-priced demand management policies, and traffic management should firstly be considered, in addition to parking controls. Fiscal measures should be considered only where other measures fail to address situations where transport costs and transport prices are out of balance. These can increase efficiency, through the internalisation of external costs. Such measures require to be carefully designed, and subsequently introduced within a wider package of complementary measures.

Economic Benefits of Improvements to Infrequent Lifeline Services: a case study of air services in the Highlands and Islands

Anne McGregor, Steer Davies Gleave, and James Laird, University of Leeds,

People who live in remote and rural areas rely on transport links to connect them with a variety of essential or desirable opportunities. This is particularly the case for people who live in island communities as they must either fly or travel by ferry to reach the mainland. While many services and facilities are available on the islands - particularly the larger ones such as Orkney and Shetland - many people still require to travel to the mainland in order to undertake activities, such as health appointments, leisure activities and business related activities, such as marketing, conferences and training. Transport services connecting these communities to the mainland are regarded as lifeline links and are vital to the social and economic future of the region.

The dynamics of island communities are continuously changing: the number of elderly residents is increasing at a higher rate than for Scotland as a whole. Population forecasts predict that by 2016 there will be a 50%

The dynamics of island communities are continuously changing and but maintaining island populations is key to their continued viability. Funding for lifeline transport services needs to pay more attention to reducing the inconvenience of organising activities around transport schedules.

increase in the number of elderly people living on Shetland for example. The Western Isles are set to experience a 14% decrease in population, while a 40% decrease within the 15 - 29 age category is forecast. Maintaining island populations is key to their continued viability.

Reductions in the inconvenience of organising activities around transport schedules, are real benefits associated with improvements to lifeline transport services. This research demonstrates valuations of scheduling costs are significant and have a significant impact on the value for money of the proposal - thereby strengthening the case for funding improvements to these lifeline services.

The approach applied to measuring the economic benefits of the proposals clearly demonstrate, within the economic appraisal, the value that remote and rural communities place on frequent lifeline services. It is recommended that further research is undertaken in this area and for other lifeline services (such as ferries).

Accessibility planning as a tool for transport delivery

Derek Halden, DHC

In the last two decades there has been extensive debate about how to measure the links between transport, the economy and society. Accessibility planning has long been identified as conceptually a helpful approach to consider these issues but it has only been in recent years that there has been recognition that transport scheme delivery is predicated on:

- Clear accountability for success and failure
- High quality evidence as a bridge in building partnerships
- A managed approach to skill development
- Tackling policy conflicts and legislative and regulatory barriers at all levels

Transport scheme delivery is predicated on: clear accountability for success and failure, high quality evidence as a bridge in building partnerships, and a managed approach to skill development, tackling policy conflicts and legislative and regulatory barriers at all levels.

Transport is a derived demand so making the case for transport investment relies on identifying the ultimate beneficiaries. Perhaps more than any other sector, transport delivery is exposed to potential conflict and needs to recognise the different contributions:

- Between modes – walking, car, bus, rail, cycle, tram, and other modes all compete to provide the most efficient means of travel for people and businesses.
- Between sectors – private, public and volun-

tary sectors all deliver a mix of infrastructure and services.

- Within sustainable development - a sustainable economy relies on increasing competitiveness, and an inclusive society depends on travel benefits being available to all, but increased travel can threaten environmental sustainability.
- With other policies – transport is a derived demand so successful transport delivery needs to be linked with success in the sectors

that create the demand.

- Between users and providers – transport provision has a major impact on the built environment and there are difficult trade-offs to be managed including how much space can be allocated to movement and how users should pay for internal and external costs.

There are many reasons why accessibility planning will support integrated transport delivery, not least that accessibility planning helps to de-

fine in practical terms what integration means to users of public transport and what specific changes are needed to deliver it.

To build partnerships and consensus, equity aims are a powerful motivator, and by being clear about the accessibility benefits being delivered professionals can understand the differences they are making to people's lives, and the potential impacts of inaction. Transport planners have not been good at communicating the benefits of transport investment but there can hardly be a more powerful way to make the case for a scheme than by describing impacts on different groups of people for access to jobs, health, learning and other trip purposes.

There are also substantial prizes through delivery on cross-cutting accessibility agendas: reducing patient non-attendance with substantial cost savings for the NHS, overcoming barriers to work for jobless people demonstrating practical links between transport investment and economic development, and developing markets for healthy fresh food increase through more accessible products. These provide the potential for significant new investment in transport.

TRANSPORT AND THE BUILT ENVIRONMENT

Home Zones - meeting the challenge

John M Barrell - Technical Director Jacobs Babbie

A Home Zone is defined as a street where people and vehicles share the whole the street space safely, and on equal terms; and where the quality of life takes precedence over the ease of traffic movement. Changes to the layout of the street should emphasise this change of use, so that motorists perceive that they should give equal priority to others.

The approach adopted to create Home Zones has been to re-engineer the space around people's homes such that they feel more able to undertake social and leisure activities within the overall street space. As well as addressing the traffic aspects, Home Zone schemes also develop a greater pride and responsibility in residents for the care and well being of their surroundings. This has been demonstrated through the high standard of resident maintained planting and reductions in crime and vandalism.

The use of horizontal shifts in vehicle paths,

rather than frequent vertical deflections has been the preferred choice. The incorporation of features, such as planting and grouping of street furniture, or the creation of defined activity areas in former carriageway and strategic positioning of blocks of parking have been particularly successful.

In most areas, existing parking provision was at a premium and any reductions were strongly resisted.

The main outcome of successful Home Zones has been the development of stronger and more integrated local communities. This is being achieved by the active involvement of residents at all levels in the design process and is evident through community events such as carol services and barbecues as well as the setting up of other ongoing activities.



Developing a methodology to capture land value uplift

Jim Whelan, GVA Grimley

From a policy perspective, it is important to have a fuller understanding of the scale of existing land value capture. The capture process is blunt (e.g. the rating system), but nevertheless it does occur. This suggests that the extent of any land value increase associated with a transport scheme that would be captured by existing methods should be identified to identify the residual potential land value increase that could be subject to any land value capture mechanism.

Some very broad potential policy issues can be raised. These need to be recognised as indicators, rather than detailed assessments. Arguably, capturing land value enhancements associated with transport schemes is likely to be of more benefit in supporting transport policy – although indirectly – than in supporting planning policy. This would primarily be in terms of off-setting some of the costs of building the transport scheme that is leading to increases in land values.

The wider policy implications are likely to relate to decisions on how to use or apply any value enhancements associated with a transport scheme. Thus, the research has examined the means by which value change can be identified, and assessed methods by which some of this value can be clawed-back for the wider ‘public good’. To a large extent, as mentioned above, these are largely ‘procedural’ matters.

is legitimate to consider this factor in a policy context to ensure that the benefits and costs of a transport scheme are equitably dealt with.

There are a number of broad policy implications relating to how ‘value clawback’ can be used in practice. This does assume, of course, that such value enhancement has been identified or estimated and a method put in place to capture this value uplift. This in itself is a major policy issue.

The measurement of land value change due to transport infrastructure provision can be of benefit, from a policy perspective, in understanding the nature and scale of impact of various transport schemes. From a simplistic perspective, this

could demonstrate whether a particular transport investment provided a level of land value increase that could help stimulate regeneration. It would also help provide a better evidence base to guide the public and private sector on the optimum time to invest or provide support for a particular project to ensure maximum benefits, at least financially.

The measurement of land value change due to transport infrastructure provision can be of benefit in understanding the nature and scale of impact of various transport schemes, demonstrating whether transport investment stimulates regeneration and helping provide a better evidence base to guide the public and private sector on the optimum time to invest to maximise benefits.

What is of particular relevance from a policy perspective, is how any ‘value clawback’ is applied in practice. It is important to recognise that greater clarity is needed in understanding how much additional value enhancement there is from the transport scheme in question. In other words, how far has ‘value capture’ from existing mechanisms, such as rates, been taken into account. It

MANAGING BEHAVIOUR CHANGE

Stepchange in Scotland

John Pinkard and Sarah Holt, Steer Davies Gleave

Stepchange is designed to influence travel behaviour in Scotland. A series of pilot projects have been run over the past two years with the aim of developing a Scottish model approach prior to rollout across Scotland. To date stepchange pilot projects have been carried out in communities across the local authorities of Aberdeenshire, Aberdeen City, East Dunbartonshire and Renfrewshire.

The stepchange project uses several approaches to facilitate travel behaviour change. In order to maximise contact rates with residents in any designated project area, stepchange communicates the same key messages (i.e. prompting people to think about their travel, any issues and possible solutions with added health, environmental and financial benefits), albeit in a different ‘packaging’.

- Contacting people at home - The core of the stepchange approach to contact-

ing residents is a conversation that is held between the residents and specially trained ‘Conversationalists’. Contact with people is made on a household-by-household basis, either over the phone or, where telephone numbers are not available, on their doorstep.

- Schools and workplaces - Schools and workplaces in the project areas are invited to participate in tailored stepchange activities. These can, for example, range from a parents evening to traffic counts or even the setting up of a Walking Bus.
- Community events - Wherever possible, project staff attend community group meetings with the aim of informing group members about stepchange. Through such visits group members may become active participants in the project.
- Media - All these approaches are supported by media coverage of the stepchange project, thereby helping to reinforce and

diffuse key messages within the target communities.

The structure of a stepchange conversation includes four stages:

- 2) Getting Started
- 3) Information Gathering
- 4) The Presentation
- 5) Closing

A selection of the resources that are made available through a conversation are:

- Personal Journey Plans
- Travel Blending® - a resource aimed at trying to rationalise car use.
- Local Community Guide
- Travel tracking in schools

Stepchange evaluates travel diaries using qualitative methods to tease out the constructive thought processes relating to personal travel patterns and a desire to make small changes.

High travel costs as a barrier to personal development

Naomi Coleman, Steer Davies Gleave

High travel costs impact on residents:

- studying at home rather than undertake study at college;
- moving away from the area to find employment as suitable employment is not available within existing travel boundaries;
- limiting the number of job interviews that can be attended by job seekers;
- giving up job due to high travel costs incurred;
- not being able to take a suitable job that is available due to public transport costs (particularly for those wanting to work part-time yet still over 5 days per week);
- twenty-two per cent of the employee survey sample reported that they had in the past not applied for a suitable job or turned a job down because of difficulties they would have had travelling to and from the job (40% of respondents currently earning between £18,201 and £23,920).
- Businesses suggest that they are constrained by:
 - increased operating (e.g. distribution) costs such that their product or service becomes more expensive to the end user;
 - higher incurred costs to send their employees on external training courses due to long travel distances and thereby high travel costs as well as the need for these often involving overnight stays. (This of course also means additional time away from productive activities); and
 - a constrained geographical area in which to draw their staff from.



Changing speeding attitudes and behaviour in Scotland

Stephen G Stradling, Lee Martin,
Catriona Rae Transport Research Institute, Napier University

Across the planet annually around 1.2 million people die and around 50 million are injured or disabled in road traffic collisions. Research shows that road traffic accident (RTA) involvement is associated with having been detected speeding for both car drivers and powered two wheeler riders.

This paper combines data from two recent studies of Scottish car drivers, one conducted for the Scottish Executive and one for the Strathclyde Safety Camera Partnership. Defining 'detected speeders' as drivers who had been ever stopped by the police for speeding or had been flashed by a speed camera in the previous three years, twice as many male as female drivers were detected speeders, the incidence varied with age, annual mileage and engine size, and approaching twice as many detected speeders had been recently involved in a road traffic accident as a driver.

More of those drivers who had crashed within the previous 3 years indicated they would slow down for a speed camera and when driving with children in the car, and more of the crash involved said they would drive faster when late, when feeling stressed, when listening to music and when the weather was hot.

Speed cameras slow down speeding drivers. In one study of newly installed speed cameras in built-up areas in Glasgow baseline data showed 64% of passing motorists in excess of the speed limit. Installing speed camera housings reduced this to 37%. When the camera units went operational three months later the figure reduced further to 23%. Thus the number of speeders at the camera sites was reduced from two-thirds to one quarter in six months.



A study of 500 car drivers surveyed two months after receiving a speeding ticket in Glasgow found that speeding tickets changed the behaviour of some, but not all, drivers. Around half had become more sensitive to their speed and were driving more slowly, but one third reported only slowing down for speed cameras, and one sixth reported themselves unremediated, despite paying £60 and receiving 3 penalty points on their licence, and not slowing down at all.

Driver retraining courses, where drivers pay for their own remediation, and pay more than the fixed penalty fine, combining classroom sessions ('Why to change') and on-road guided practice ('How to change') offer the possibility of undoing old habits and facilitating integrated, sustainable changes in driving style. Speed cameras spot 'crash magnets' in need of change. Addressing the knowledge, skills and attitudes of drivers, offers a potentially powerful route to reducing the numbers killed and seriously injured on the roads.

Resources to develop behaviour change conversations with travellers include personal journey plans, rationalisation of car use, local community guides and travel tracking in schools

1 or more RTAs last 3 years

Male	Not detected speeders	13%
	Detected Speeders	22%
Female	Not detected speeders	11%
	Detected Speeders	22%

Taking Taxis Seriously: issues and implications

James Cooper, TRI Taxi Studies Group, Napier University, and Professor John Nelson, Transport Operations Research Group, University of Newcastle upon Tyne

Much of the discussion of the role of the UK taxi industry, has emerged as a result of friction between whether regulation is appropriate or inappropriate in the delivery of the mode. Regulatory arguments revolve around the issues of effective operation of the market mechanism; whether the unrestricted market would allow for appropriate price setting or demonstrate the existence of market failure (imperfect markets). Similarly focusing upon which of a deregulated or regulated environment is appropriate to ensure adequate levels of supply within the industry.

Taxi regulation, however, is not a simple polar choice between full regulation or no regulation, rather that the provision of transport is controlled as appropriate to the best interests of public, including the determination of what is sustainable in the medium and longer term.



Innovative and appropriate policies specific to the Scottish Taxi trade, originating at Scottish Executive and Licensing Authority level, are fundamental to the longer-term stability and sustainability of the industry.

Two arguments in favour of regulation are common, to protect consumer interests, reducing a risk of overcharging where market forces are restricted, or where market failure occurs; and secondly to alleviate the external costs of operation including the mode's impact in creating congestion.

Highlighted throughout, and consistent in all elements of the reform debate, the concern remains whether passenger interests are best served by whatever operating frameworks are seen to be in place.

Regulated services exist in many of the larger Scottish Cities and Towns. An alternative to the fully regulated operations in place in larger cities, is to allow open access to taxi drivers, whereby any drivers wishing and capable of operating vehicles are able to do so.

Innovative and appropriate policies specific to the Scottish Taxi trade, originating at Executive and Licensing Authority level, are fundamental to the longer-term stability and sustainability of the industry. The differences between stated objectives of deregulation, and the observed impacts highlight fundamental difficulties in adopting purely regulatory solutions to provision of adequate supply. In many instances, the concept of deregulated supply does not address market failure or ensure levels of service visible prior to deregulation. Moreover, the lack of data specific to tariff and supply side approaches to meeting demand has resulted in these measures not being considered proportionately.

Travelling Green: A Safer and Active Journey to School

Mary Horan, West Dunbartonshire Council

In recent years, West Dunbartonshire Council has developed an award-winning project to increase active commuting behaviour in primary schools called Travelling Green. Travelling Green is a classroom-based project, and includes activities such as a walk round the local area to spot hazards, a daily jog and devising a travel questionnaire. Children work on Travelling Green during the summer term.

Parents were particularly keen on the health benefits for their children and that children would have the chance to practice pedestrian skills before starting secondary school.

The schools receive Information Technology assistance to map children's routes to school, and to assess levels of physical activity. The data collected

on student travel showed a significant change in behaviour.

Travelling Green has been successfully implemented in four primary schools, with eight classes. Prior to implementation, there were Parents' Evenings to promote the project and alleviate any concerns. Feedback from parents was positive, with parents being particularly

keen on the health benefits of Travelling Green. Parents were also pleased that children would have the chance to practice pedestrian skills before starting secondary school, when they are more likely to travel independently.



Bringing confidence into public transport

Phil Berczuk Steer Davies Gleave and Niall Gardiner, Dundee City Council

Through a series of stakeholder workshops this research identified objectives to improve the image of public transport in Dundee, improve passenger safety, remove barriers to bus services and improve passenger comfort and confidence. The objectives were delivered through two key components:

- High quality bus passenger facilities at the major interchanges – City Centre and Ninewells Hospital
- A comprehensive “step change” in transport information using interactive on-line mapping and journey planning, on-street information kiosks, printed material, display screens and links to real-time information

The project was funded jointly by the Scottish Executive Dundee City Council and NHS Tayside. To date Dundee has successfully delivered bespoke shelter designs for Ninewells Hospital and city centre bus interchanges, bus departure displays, CCTV on all city buses, on-street information kiosks with fully interactive mapping and journey planning, high quality printed information, smart card triggered audio and WAP/SMS journey planning and departure information. The main features of the city centre interchanges are:

- shallow saw-tooth bus bay arrangements with accessible kerbing
- innovative architect designed curvilinear shelters using high quality materials and internal and external lighting
- Real-time information, static information panels and audio information for the visually impaired
- Acoustic absorbent panel to reduce noise pollution

Key elements of the Ninewells interchange include:

- Concrete carriageway; saw-tooth markings and clearly defined areas for taxis, service vehicles, car drop-off and buses
- Continuous glass frontage to provide an ‘indoor’ environment for passengers immediately upon alighting bus
- Light internal design with modern materials and appearance
- Real time and paper information at each stance
- Departure board and interactive journey planning terminal within the hospital foyer

Features of the Public Transport Information System (PTIS) include:

- Innovative internet journey planning web site (www.dundeetravelinfo.com) and journey planning terminals at 13 locations in and around Dundee.

- WAP mobile phone journey planning (wap.dundeetravelinfo.com)
- Information ‘wedges’ incorporating electronic departure information, paper information and journey planning terminal on approaches to the main city centre bus hub
- Large electronic information boards at Ninewells Hospital and Dundee Bus Station
- Real time information at individual stances in the city centre and Ninewells Hospital
- Paper information, including ‘overground’ style city bus map and spider diagrams at bus stances.

Extensive local user testing and focus groups played a significant role in defining the functionality of the journey planner and information. The consultations ensured solutions were targeted directly at local users requirements. Testing of the kiosk and journey planner resulted in major revisions to the final designs. The benefits of which are reflected in the kiosk user figures of over 250,000 hits in the first 6 months with minimal numbers of users cancelling or requesting on-line help.



Public Transport Information Strategies in Angus, A Partnership Approach

Lesley Millar, Angus Council Graeme Johnstone Atkins Transport Planning

All Local Authorities in Scotland have a duty to prepare public transport information strategies and Angus Council are one of the first Scottish Local Authorities to produce such a strategy document. The reasoning behind the introduction of an information strategy is to set out clear objectives on the provision of public transport information and to outline key responsibilities such as who is responsible for information provision and who pays for the distribution and delivery of this information. This process can also help clarify Local Authority responsibilities and help identify any historical funding issues that may have developed in the past.

Preparation of the Angus Council Public Transport Information Strategy showed that there was merit in conducting a benchmarking exercise as this enabled the Council to establish how the standard of information in their area compared with other parts of Scotland. This assisted the Council in identifying and setting targets as part of the strategy. Similarly, the feedback from the consultation exercises undertaken with individual bus users, community groups and operators proved to be invaluable in identifying factors which would assist users in accessing and interpreting public transport information.

Information needs include:

- Individual timetable leaflets
- Web site information
- Area wide maps
- Bus stop flags, poles and cases
- Real time information
- Visual mapping
- Telephone information
- Enquiry offices
- Tourist leaflets
- Bus stop timetable information
- On-bus information

Implementation and funding is through a partnership between Angus Council and the local bus operators.

Aviation

Environment Minister Ross Finnie is requesting that the Royal Highland Showground must relocate to permit expansion at Edinburgh Airport.

Aberdeen Council has backed plans for 24 hour opening at Aberdeen airport.

This summer will see extra flights between Edinburgh and Prague while Continental will offer 21 flights a week from Scotland to New York from June.

Transaero will resume direct Moscow-Edinburgh flights over the summer.

Ports, Shipping & Ferries

- Seacat has ended Irish services from Troon but P&O continues to operate to Larne.
- A threatened CalMac strike has been averted amid franchising concerns. CalMac and most local politicians still hope to retain the rest of the present CalMac ferry network without a formal franchising process.
- Western Ferries, amongst others, have expressed interest in an improved, non-subsidised Gourock-Dunoon ferry.
- Arran will have a relief boat for lorries over the summer, raising car carrying capacity on the main vessel serving Brodick.
- Millport and other communities are seeking improved winter ferry frequencies and longer hours of operation.
- Argyll and Bute Council has rejected calls for a bridge from Seil to Luineag. New ferry slipways will be built for the 250 yard crossing.
- The local community has rejected plans to buy the Glenelg-Kylerhea ferry to Skye.



- Retention of this route is unlikely following the abolition of Skye Bridge tolls.
- The first 12-seat, solar-powered boats should be operating on Loch Lomond by July. A distinct powerboat zone may be identified on Loch Lomond following the imposition of low speed limits on Windermere.

Rail

- Using the existing Morrisons train, Tesco is testing rail deliveries from Mossend to Inverness.
- Glasgow City Council is seeking a direct high speed rail route to Glasgow but a route via Edinburgh is also a possibility with trip times under 3 hours. Plans could include 30 minute timings between Glasgow and Edinburgh in addition to interim improvements on the Glasgow Central-Shotts-Edinburgh route and services on a reopened Airdrie-Bathgate route taking some 65 minutes between Edinburgh and Glasgow but serving important intermediate centres close to the M8.
- SNP considers that the planned Glasgow Airport Rail Link does not offer good value while TRANSform Scotland is seeking a less expensive Edinburgh Airport rail link option. SAPT has given qualified support to the Glasgow Airport Rail Link but wants this integrated with park&ride and bus feeders at Paisley St James plus through services across Glasgow. The City Council wishes an additional station at Ibrox.
- Virgin Pendolinos are still suffering from reliability problems but ScotRail has improved Turbostar reliability and raised more trains to 6 coaches. More use of 6 coach trains from Ayr and Prestwick to Glasgow is also being sought. New systems for sleeper on-line booking have been a disaster and are being replaced.
- Transport Minister Nicol Stephen has announced Executive funding for 85% of the £150m cost of rail reopening to Tweedbank.
- Phase 1 of Waverley Station upgrading from 24 to 28 peak hour trains has been approved.
- ScotRail is looking at ways of avoiding increased Far North trip times due to safety regulations.
- Dunbar will gain improved services this summer as GNER trains withdrawn are being replaced by more frequent Virgin services.

- 85.6% of ScotRail trains were on time in February but timetable reviews are being conducted to improve reliability on poorer performing lines, including those around Edinburgh. More late night services are planned over the Edinburgh Festival period.
- East Ayrshire Council is pressing for delivery of delayed plans for a half-hourly Glasgow-Kilmarnock rail service.
- First Scotrail have announced plans for greater community involvement in running stations.

Roads and Parking

- The £2.4m A1 Thistle Cross-Bowerhouse A1 dual carriageway opened on 1 March.
- The urban M74 has been approved by Transport Minister Nicol Stephen with opening scheduled for late 2008.
- Enlarged M8 capacity at Glasgow Airport has been ruled out with motorway pricing receiving further study as a Scottish priority.
- A contract has been awarded for the £23m Temple Sowerby A66 bypass which should improve links between west Scotland with eastern England.
- Statutory orders have been published to upgrade the Carlisle-Gretna A6 to 3 lane motorway. Costs are £174m with completion in 2008.
- Fife Council has invited tenders for the £8m Rosyth Link Road from the M90.
- Colin Buchanan & Partners are studying an additional Tweed crossing in Peebles for Scottish Borders Council.
- Consultation has started on alignments for the southern part of the Aberdeen Western Peripheral Road. Costs are in £210m to £405m range with possible completion in 2010/11.
- East Dunbartonshire Council is inviting expressions of interest in the 3.7 km £15m Kirkintilloch Link Road to the M80.
- The Scottish Executive is seeking tenders for the second Kincardine Bridge and approaches – cost c £90m.
- Navigation issues continue to delay the planned Finnieston Bridge in Glasgow – now costing £20m.

- Orkney Council is hopeful that further studies may confirm that the costs of a road tunnel to the mainland can be kept to £100m, making a tunnel more attractive than expensive support for an infrequent ferry service. Less expensive tunnels to Rousay and Shapinsay may be built first. On Shetland, a bridge is to be built between Lerwick and Bressay.
- Diesel engine particulates pose a serious health hazard on some city streets with Hope St in Glasgow amongst the ten worst streets in UK.
- Edinburgh Royal Infirmary is to review charges up to £10 a day (for more than 6 hours) for hospital parking and consider wider publicity for discounts already on offer in special circumstances.
- West Lothian Council is considering parking charges and other measures to reduce problems of long-term parking in Linlithgow.

Trams & Buses

- Edinburgh Tram Lines 1 & 2 have been approved in principle by MSPs but detailed evaluation will take time. Following the vote against congestion charging in Edinburgh, the Scottish Executive has ruled out further funding for studies of Tram Route 3 to Newcraighall via Edinburgh Royal. This route, and waterfront routes in Glasgow, may be suitable for the cheaper Streetcar/ ftr option (the bus that looks like a tram) being promoted by First and Wright Bus of Ballymena.
- Bus Development Grants will improve frequencies into Edinburgh from the Central Borders along with other work in Edinburgh, Dundee, Inverness and other Scottish towns.
- First is introducing 17 new low floor double deck buses as part of a long sought quality partnership on the Bathgate-Livingston-Edinburgh route (similar low-floor double deckers are already operating on busy routes around Glasgow). West Lothian Council may still seek a quality contract if the partnership fails to deliver.

Legislation, Funding and Management

- The Railways Bill, including the transfer of rail powers to the Scottish Executive, was passed just before Parliament dissolved for the UK election in May. This will provide

£326m a year of additional funding related to rail costs but will involve the Executive drawing on other sources of funding to deliver a rail expansion programme.

- From April, the Executive is launching consultation on a Strategic Transport Review with a draft strategy by December and a completed strategy as a framework for the planned Statutory Regional Transport Partnerships from 2006.
- A Strategic Environmental Assessment (SEA) will also be required of the new Scottish transport strategy.
- The decision to approve the urban M74, contrary to strong recommendations by the Inquiry Reporter has led to a vigorous debate about the economic, social and environmental impacts of transport investment.
- Publication of revised Scottish Transport Indicators has been delayed to take account of issues arising from the Scottish Transport Strategy Review.
- DfT is to spend £370m on improved access to rail stations 2005-15 but it is not clear whether a proportion of this will be added to the transfer of rail funding to Scotland in the Railways Act. First Group is reported to be pressing for direct control of rail infrastructure maintenance and signalling in Scotland
- The Budget made minimal changes in road taxation though an inflation related rise in fuel duty may apply from September. Draft legislation on lorry charging is due in the spring but FTA has concerns at the low level of road investment. RHA is seeking rebates of lorry fuel tax to ease the burden of oil price rises. Free bus travel for pensioners is now to apply in England as well as in Scotland and Wales despite criticism by Prof Peter White that this gives poor value in improving equity. Scottish Ministers will gain an extra £293m as a result of the Budget and will make their own decisions on its use. Holyrood's Finance Committee has concluded that the Executive is failing to give spending priority to economic development.
- GNER has retained the ECML franchise for further 7 to 10 years but annual payments to government will rise to over £100m. Commentators have argued that this is a congestion tax which should be earmarked for improvement of ECML capacity
- MSP report on Transport(Scotland) Bill fa-



vours dropping proposals for voting rights for non-elected RTP members, a separate RTP for Dumfries and Galloway and SPT control over bus quality contracts and ticketing. 27 Scottish bus routes will gain from £12m awards from Bus Development Fund. SPT is arguing to keep its existing rail powers

- DfT freight grants in England will now come from a Sustainable Distribution Fund but total grants will fall by around one-third. Scottish Executive is increasing funding for shifts away from lorry use, including canal and shipping elements. RHA in Scotland warns there is very limited scope in Scotland, apart from timber, for shifts to canals
- EU is seeking tighter controls over state-aid to airlines and airports but ex-Minister and retiring MP Brian Wilson claims that Scottish civil servants, not the EU, were the main driving force in seeking to split up CalMac ferry services
- RAC has called for tagging of serial speeders while police have confirmed the beneficial impacts of speed cameras. Digital speed cameras are to be installed to cut speeding on A77 between Ayr and Stranraer
- Tom McCabe, Minister for Local Government, has floated the idea of enlarged city councils with greater powers for health, tourism and economic development. Keith Geddes, former leader of Lothian, has suggested a cut from 32 to no more than 15 councils
- Cycling Scotland claims that lack of interest among councillors, rather than lack of money, is the main obstacle to increasing cycle use. Edinburgh and Fife Council policies are commended but West Dumbartonshire is named as one of the worst offenders.

The Urban M74 : A Personal Retrospective

Tom Hart, former STR Editor

The cases for and against the urban M74 were presented by Vernon Murphy and David Spaven in 1998 in issue 2 of STR. Seven years of debate later the issues set out in the 2003/2004 Public Inquiry Report and the Scottish Executive response echo the two opposing perspectives on this scheme. Former STR Editor Tom Hart represented the objectors to the scheme at the public inquiry but with the decision now made to proceed his personal retrospective suggests that there must be a better way to plan major investment such as this.

The M74 Inquiry Report concluded that there were very serious difficulties in accepting the proposed urban M74 as compatible with Scottish Executive policy objectives for modal shift and traffic reduction, sustainable development and community strategies. Economic benefits were seen as limited, uncertain and probably ephemeral. In response the Scottish Executive noted that the Inquiry Report had given insufficient weight to the area economic benefits of the project and that it should therefore be approved.



Some of the objectors concerns were:

- It was accepted at the Inquiry that much development on the Clyde waterfront and in Gorbals/Oatlands would take place irrespective of the urban M74.
- The employment relocation impacts from the road are much greater than any net increase in jobs which may occur.
- The £500m plus cost also detracted from funding required to enhance flood protection on the Clyde and to improve water, sewerage and the treatment of derelict land in east Glasgow.
- The proposed scheme will worsen congestion on the M8 west from the M74/M77 junction. Approval for a 3-lane M74 is inconsistent with the recent Scottish Executive rejection of M8 widening close to Glasgow Airport in favour of modal shift to rail and bus.

Politicians must bear final responsibility for weighting priorities but the essence of STAG and best value appraisal is that decisions are made on the basis of full information and the assessment of alternatives. Public Local Inquiries are not the best place to do this and there is a need for integrated economic and environmental assessment of transport programmes with structured consultation at an early stage in strategic planning.

Looking forward, a strategic review of infrastructure needs has started. If the outcome of this is a transport strategy for the west of Scotland embracing substantial public transport investment (including trams, quality buses and Glasgow Crossrail services), fares reform, peak-period road charging, park and ride and some new roads then Glasgow will finally get the quality transport systems it needs.

Developing Skills for Future Transport Planning and Management

Naomi Coleman, Steer Davies Gleave

On 12th April 2005 the Chartered Institute of Logistics and Transport held a conference for young transport professionals to look at the emerging issues becoming more important to Scotland's transport future. The event was attended by young professionals from local authorities, transport operators and consultancies from across Scotland and the north east of England. It was chaired by Sandra Whitelaw from Whitelaw Coaches with presentations from Jonathon Pryce from the Scottish Executive, Gordon Dewar from First ScotRail, Frank Roach from the Highland Rail Partnership and Andy Wood from TransDev.

- Jonathon Pryce explained national Scottish Executive plans, including increases in government spending on transport, the creation of regional transport partnerships and the transport agency and the further devolution of rail.
- Gordon Dewar detailed the opportunities for rail with joined up thinking in terms of timetable integration, fare integration, information integration and integration in society.
- Frank Roach described innovative approaches to achieve step by step improvements to developing the network.
- Andy Wood explained the development of the Edinburgh Tram scheme and other such schemes across the UK and Europe.

The emphasis in these sessions was placed upon sharing knowledge and exchanging ideas and best practice.

The key skills identified for future transport professionals were how to deal with the media, modelling and analysis, community transport, yield management in public transport, and delivering school travel plans.

RESEARCH

Abolition of the Skye bridge tolls has already led to a one-third rise in February traffic compared to 2003 (H25Mar)

Cycling Scotland has produced a survey of Scottish local authority attitudes to cycling. It criticises a lack of joined-up thinking to promote cycling within health and transport policies. It draws attention to authorities with good and poor records.

A study for the Scottish Executive has investigated 10 congestion points and costs in Scotland. The worst congestion, affecting 30% of traffic, was on the M9 between Baillieston and Paisley. They suggest that delays on this stretch cost £19.4m a year. The next worst congestion, costed at £10m, is between Glasgow and Haggis on M80/A80

corridor. Further research on perceptions of congestion and on analysis of costs is continuing.

FTA has commissioned PricewaterhouseCoopers to carry out a review of government plans for lorry road user charging and changes in fuel tax.

Atkins has completed a report to SPT and Dumfries & Galloway Council on the feasibility of extra trains and stations between Glasgow and Carlisle. The report concludes that such a service can be justified by wider benefits though it would require support around £2.5m a year. A service every 2 hours is evaluated with stops at the existing stations at Carlisle, Carstairs and Lockerbie plus new stations at Symington and Beattock. Links to Edinburgh could also be provided.

STATISTICS UPDATE

SCOTTISH HOUSEHOLD SURVEY

Results from the SHS Travel Diaries for 2003 were recently published. The number of trips by each mode of travel is shown in the table. Trips as a car driver have risen from 49.9% of the total in 1999 to 53.9% in 2003 while walking fell from 19.5% to 15.6%. Walking trips of less than 5 minutes are not included. Average trip lengths have continued to rise.

Mode of Travel by Number of Adult Trips 2003

Mode	No. of Trips
Car driver	54%
Car passenger	16%
Walk	16%
Bus	10%
Taxi/minicab	2%
Rail	1%
Cycle	under 1%
Air/ferry	under 1%

OTHER STATISTICS

The latest statistics for 2003-04 show a 1% rise in bus trips to 449million. This is the 5th consecutive rise and appears to have been influenced by the availability of free bus travel for pensioners and disabled people.

Fraser of Allander Institute has concluded that since 1998, Scottish economic growth has been only 72% of the rate of UK growth. Scottish growth estimates for 2004 have been revised to 2% compared to 3.2% for UK

The number of road accidents in Edinburgh has fallen 25% in the past decade. Fatalities have dropped from 12 to 8 per year with no child deaths in 2003 or 2004.



Migration and Commuting in Urban and Rural Scotland

Summary by the Scottish Executive

This research reviews migration and commuting in urban and rural Scotland based on statistics recently released from Census 2001. Given that Scotland's population is forecast to decline, and that remote rural areas are often perceived to be losing population, it is important to have a better understanding of migration in terms of who is moving into and out of Scotland and whether people are moving into or out of urban or rural areas. Statistics on commuting give an insight into whether people are commuting from rural to urban areas or the other way round. Such information is important as it gives a better understanding of the linkages between urban and rural areas. Whilst the focus of the report is on commuting and migration, key themes from census 2001 are also presented for urban and rural Scotland. This means that the report brings together, for the first time, results from Census 2001 on urban and rural Scotland.

Migration

Statistics from Census 2001 show that:

- All geographic areas in Scotland witnessed a net gain in population through migration. Large urban areas had the highest net gain, followed by accessible rural areas.
- In-migrants to large urban areas were most likely to have come from another part of the UK (28%) or outside the UK (25%). In-migrants to accessible rural areas were most likely to have moved from the urban areas (53% from large and other urban combined) or from another part of the UK (20%). In-migrants to remote rural areas were most likely to have moved from another part of the UK.
- Out-migrants from large urban areas were most likely to move to other urban areas (25%) or to another part of the UK (38%). Out-migrants from accessible rural areas were most likely to move to urban areas (24% to large urban areas and 32% to other urban areas). Out-migrants from remote rural areas were most likely to move to large urban areas (21%) or other parts of the UK (22%).
- In-migrants to remote rural Scotland (34%) were more likely to be born outside Scotland than in-migrants to accessible rural areas (23%). In-migrants to remote rural areas were more likely to be self-employed (15%).
- Out-migrants from rural Scotland were most likely to be aged under 25.
- In-migrants to remote rural Scotland are more likely to be aged 40 and over (37%), compared to in-migrants to accessible rural Scotland (29%).
- All the migration figures exclude people who have changed address within the same geographic area.

Commuting

Statistics from Census 2001 show that:

- People living in accessible small towns (63%) and accessible rural areas (54%) were most likely to commute out of their area to work.

Large urban areas have the lowest percentage of people commuting out of the area to work (12%).

- Large urban areas have the highest rate of net commuting.
- Those who live in accessible rural areas are most likely to commute to work in urban areas.
- For those commuting out of remote rural areas, the most likely destination was a remote small town.
- Commuters from accessible rural areas were the most likely to have to travel over 5km to their place of work or study (60%). Commuters from remote small towns were the least likely to have to travel over 5km (28%).
- The car is the most common mode of travel for commuting.
- Students from accessible rural areas were most likely to travel to study in other urban areas (42%), whereas students from remote rural areas are most likely to travel to study in a remote small town (64%).

People

Statistics from Census 2001 show that:

- 87% of Scotland's population was born in Scotland. Rural areas have lower percentages born in Scotland compared to the Scottish average (83% of accessible rural and 78% of the remote rural population were born in Scotland). Large urban areas have the highest percentage of population born outside the United Kingdom (5% compared to the Scottish average of 4%).
- 8% of Scotland's population was born in England. Rural areas have higher percentages of population born in England than the Scottish average (13% in accessible rural Scotland and 18% in remote rural Scotland).
- 6% of Scotland's working population work or study from home. Rural areas have higher percentages of population working or studying from home than the Scottish average (9% and 13% in accessible rural and remote rural areas respectively).
- 98% of Scotland's population has no knowledge of Gaelic. Remote areas have the highest percentages of population with knowledge of Gaelic (6% in remote small towns and 10% in remote rural areas).
- 5% of Scotland's housing stock was unoccupied in 2001, 1% was unoccupied as a result of second residence/holiday accommodation and 4% was vacant. In remote rural areas, the percentage of unoccupied housing stock accounted for by second homes was particularly high (11%) with the remaining unoccupied household space being accounted for by vacant household space (5%).
- 6% of Scotland's working population works more than 60 hours. Rural areas have higher percentages of people working more than 60 hours than the Scottish average (10% in accessible rural areas and 13% in remote rural areas).

BUSINESS

Profits and company performance

- Scottish-based Globespan saw profits rise 80% to £3.7m in 2004. 800,000 passengers were carried in the year to October 2004.
- Record fuel prices almost halved BA's third quarter profits.
- bmi returned to the black in 2004 despite the rise in fuel costs.
- Highland Airways is poised for a 2004 profit, aided by a 5 year contract for fishery patrol duties and elimination of loss-making services from Glasgow to Benbecula and Inverness. Formed in 1991, the company now employs 70 based at Inverness.
- Operating profits at John J Russell haulage fell to £93,000 in 2004 but an exceptional £3.3m was made from property. The firm's increasing involvement in rail-based distribution is expected to offer future gains

Operations

- Rail infrastructure company First Engineering is moving 450 staff from Glasgow to new offices at Hamilton International Park.
- Stagecoach has ordered 340 new buses for UK with most of the order going to Falkirk-based Alexander Dennis.
- The latter company has also gained an £800,000 Scottish Enterprise research and development grant to develop a new generation of buses helping to secure 800 jobs at Falkirk against other companies including the innovative Wright Bus at Ballymena recently gaining First Group orders.
- Aviva has acquired RAC in a £1.1m deal.
- Car dealer Arnold Clark saw profits rise to £57m with 2004 car sales 4% up on 2003. Car and coach company Parks of Hamilton report a profit rise from £3.1m to £4.9m
- Virgin trains is diverting Trainline inquiry work from Dingwall to India in 2006.
- The TRL Scottish Driving Simulator is to be located at the Morrison depot in Bellshill. A mobile unit will also operate. 700 lorry drivers are expected to pass through the training by 2006

PERSONNEL

- Tom Daly is First ScotRail Customer Standards Manager and Iain Macdonald Performance Manager.
- First Group business change director Dr Mike Mitchell is to take the new post of Director-General Rail at DfT.
- Rod Eddington is leaving BA as Chief Executive in September but is to become a UK government advisor on transport.
- Willie Walsh, formerly boss of Aer Lingus, is to become BA Chief Executive.

- Steven Fitzgerald, former head of operations at Sydney, has taken over as Manager at Prestwick Airport with added responsibility for Infratil airport development opportunities in Europe.
- Mark Cubitt of Jacobs Babbie has been named as financial director of the year.
- Brian Lawrie of Fife Council won the public sector award.
- Graeme Torrance has left as First Group bus manager for Scotland East.
- Grahame Lawson has retired as Head of Transport and Planning at North Lanarkshire Council. He also ceases to be Chair of the WESTRANS Management Group.
- Kate Barclay takes up the new post of Development/Fundraising Officer with TRANSform Scotland in May.

RECENT PUBLICATIONS

- Bus and Coach Statistics : 2003-04. Scottish Executive Statistical Bulletin
- Scottish Household Survey Travel Diary Results for 2003. Scottish Executive Statistical Bulletin Trn/2005/2
- Summary and Analysis of Responses to Scottish Executive Consultation on Review of the Scottish Climate Change Programme and related policy statement. www.scotland.gov.uk/consultations
- SPP15 Planning for Rural Development : Consultation Report, ScotExec. Planning Feb.
- Rural Planning Typologies Research Report. ScotExec. Planning Feb.

Coming Events

- | | |
|--------------------|---|
| 28 April | Accessibility Planning Appraisal Tool – Seminar at Aberdeen University on outcome of research for Treasury Evidence Based Policy Fund. |
| 6 May | Annual Scottish Transport Awards - Closing date for entries - 6 May 2005, for details see www.rgu.ac.uk/abs/events/cftp or phone Susan Duncan 01224 263134 |
| 8 June | What Now for Cycle Policy in Edinburgh? Cllr Andrew Burns, Executive Member for Transport. SPOKES open meeting, 7.30pm, open 6.45 for coffee, chat, stall. Venue - City Chambers, City of Edinburgh Council, High Street. |
| 28 November | Scottish Transport Awards Dinner, Sheraton Hotel, Edinburgh |
| 29 November | Annual Scottish Transport Conference, Sheraton Hotel, Edinburgh. Contact Robert Gordon University Centre for Transport Policy. |

STSG has ambitious plans to expand its activities

Steve Lockley, STSG Chair invites more stakeholders in Scottish Transport to play an active role in the group

Transport has rarely been more topical. The proposals for a national transport agency and regional transport partnerships recognise a need for more coherency in administrative arrangements as well as making best use of expertise and creating centres of excellence for delivery.

The increased complexity in dealing with transportation matters and wider public involvement is not unfortunately coupled with a general awareness on matters such as comparative risk relating to health and safety, relative environmental impact and cost benefit analysis in the wider sense. Decisions reached by central and local government are frequently based on overcoming readily appreciated difficulties or meeting popular demand. The result can be developments which are not clearly identifiable as part of a coherent strategy and/or which can actually have a negative impact on longer-term interests or wider social aspirations.

There is a need for a more holistic approach, and the Study Group can assist in identifying information which takes into account the changing attitudes and wider aspirations. This includes obtaining more Scotland based research and intelligence rather than reliance on information obtained at a UK level which so often happens.

There is also a need for Scottish distinctiveness in the approach to sustainable development in the context of peripherally in an expanding European Union. Access to markets and the need to promote tourism can often identify a need for initiatives both within and to and from Scotland which might not accord with wider sustainability aspirations. The conflicts inherent in considering Scotland's best interests are a topic which the Study Group should also address.

Study Group activity is of course a two-way process. If you have any thoughts on how the Group might better serve your direct interests or transport more generally please let me know.

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