

# transporttimes

The independent voice of transport

[www.transporttimes.co.uk](http://www.transporttimes.co.uk)

November 2009



## Who won what at the Scottish Transport Awards

Caledonia's finest honoured p20



## Fulfilling the promise of the smartcard vision

E-tickets edge closer to reality p24

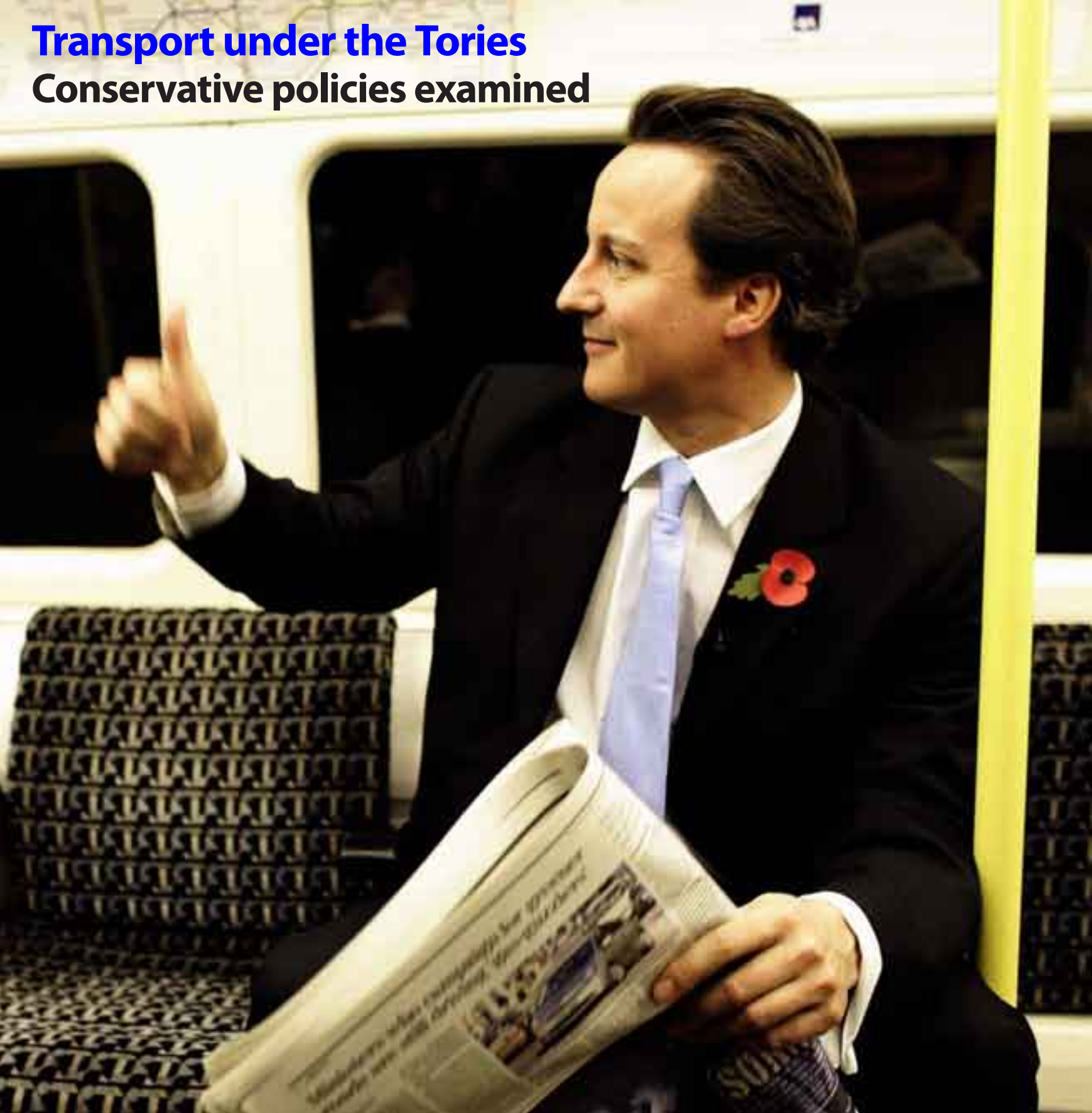


## Greener, faster and fighting congestion

Bus industry special feature p28

## Transport under the Tories

### Conservative policies examined





# ENABLING INTEROPERABLE TRAVEL

Integrated • Multi-modal • Multi-operator • Multi-application

**ALMEX**

**ACT**  
Applied Card Technologies

**InfoSmart** Burall

**calypso**  
Networks Association

**CARDA**  
Deutschland GmbH

**ecebs**

**ESP**  
SYSTEMS

**GIS**  
GEOGRAPHIC INFORMATION SYSTEMS

**innovision**  
RESEARCH & TECHNOLOGY

**PARKEON**

**SCHEIDT & BACHMANN**

**SB**

**sQuid**

**ITSO** <sup>TM</sup>

ITSO MEMBERS: Accrington Technologies • Almex Information Systems • Applied Card Technologies • Arriva • Association of Train Operating Companies (ATOC) • ATOS Origin • Bemrose Booth • Blackburn with Darwen Borough Council • Blackpool Borough Council • Bolton Metropolitan Borough Council • Bristol City Council • Burall Infosmart • Calypso Networks Association • Cambridgeshire County Council • Cardag Deutschland • Centro (West Midlands Passenger Transport Executive) • Cheshire County Council • CJS Consultancy • CJS Technology • Confederation of Passenger Transport (CPT) • Consult Hyperion • Cubic Transportation Systems • Cumbria County Council • Department for Transport • Digital Locksmiths • Dundee City Council • Ecebs • Emtran • ERG Group • ESP Systex • Euclid • First Group • General Information Systems • Go Ahead Group • Greater Manchester Passenger Transport Executive (GMPTE) • HID Global • HunTrust KFT • ICA Traffic • Innovision Group • IOSIS Associates • ITSO Services • Kent County Council • Lancashire County Council • Logica • Magnadata International • Merseytravel (Merseyside Passenger Transport Executive and Integrated transport Authority) • Metro (West Yorkshire Passenger Transport Authority and Executive) • MVA Consultancy • National Express Group • Northamptonshire County Council • Nottingham City Council • Nottinghamshire County Council • Novacraft Direct • NXP Semiconductors • Ovdén • Parkeon • PJ Associates • Scheidt & Bachmann • Shere • SmartCitizen • Smartran • Somerset County Council • South Gloucestershire Council • South Yorkshire Passenger Transport Executive (SYPTE) • Southampton City Council • sQuidcard • Stagecoach • The Trainline.com • Thyron Systems • Translink (NI) • Transport for London • Transport Scotland • Unicaard • Welsh Assembly Government

The Smart Ticketing Specification  
**[www.itso.org.uk](http://www.itso.org.uk)**



# transporttimes

issue no: 68 November 2009



4



11



19



35

## NEWS

- 4 WHAT IF THE TORIES WIN?**  
Transport plans under the microscope
- 6 SPEND NOT CUT**  
Rail industry on benefits of investment
- 8 GREEN LIGHT FOR LEEDS?**  
Trolleybuses network set for approval

- 14 TONY CIABURRO**  
Localism and efficiency can go together
- 15 BEN WEBSTER**  
Shock therapy is needed to change travel habits
- 16 ADAM RAPHAEL**  
Investment will falter without political accord

- 19 GLOBAL PERSPECTIVE**  
Fine-tuning the approach to public-private funding

## OPINION

- 12 JIM STEER**  
Rail freight needs rethinking
- 13 CHRISTIAN WOLMAR**  
Big road schemes have no place in today's world

## FEATURES

- 20 SCOTLAND THE BRAVE**  
Celebrations were in order last week at the seventh Scottish Transport Awards
- 24 NOT JUST A TICKET**  
Fulfilment of the smart card vision is looking less remote
- 26 E-TICKETING**  
The most successful schemes focus on getting the transport offering right
- 28 EXPRESS ROUTE**  
A vision for a strategic express bus and coach network in the Thames Valley

- 30 ECO-BUSES INCENTIVE**  
A £30m grant scheme has stimulated market interest in low-emissions buses
- 32 GREENER JOURNEYS**  
Collaboration against global warming
- 35 ST ALBANS NETWORK**  
Pioneering partnership must feel its way round competition issues

## REGULARS

- 38 EMAILS + RESULTS**  
RAC responds and results of the Blood, Iron and Gold competition

# → Experience makes the difference.

– 5 in 1 –  
Ticketing • Dispatching • SatNav  
Communication • Passenger Information  
– EVENDpc –



INIT – leading supplier in Intelligent Transportation Systems (ITS) and fare collection systems – has been assisting transportation companies worldwide for more than 25 years in making public transport more attractive, faster and more efficient.

Our unique knowledge with regard to the needs of public transport, gained in more than 400 successfully realised projects, has resulted in a fully integrated range of solutions for all key tasks of a transportation company.

Speak to your INIT UK office to learn how an integrated ITS system can ease your work and improve your service!

Tel: 0870.8904648  
E-mail: [sales@init.co.uk](mailto:sales@init.co.uk)

INIT's state-of-the-art Electronic Ticketing Machine features:

- ▶ full RTPI and AVL functionality
- ▶ ticket printer
- ▶ contactless smartcard scanner
- ▶ automatic fare stage change
- ▶ prepaid, postpaid and best price options
- ▶ vehicle locating (GPS)
- ▶ WLAN, GPRS or radio communication

**init**  
[www.init.co.uk](http://www.init.co.uk)



Portrait photography:  
Simon Battensby

Transport Times is published monthly and provides news, information, analysis and comment on surface transport.

**Publisher** David Begg  
**Email** david.begg@transporttimes.co.uk

## Editorial

Transport Times welcomes editorial contributions – news, features and opinions – which should be emailed to the address below. The editor reserves the right to edit all contributions for reasons of length and style.

**Tel** 020 7828 3804  
**Fax** 020 7828 3803  
**Email** editorial@transporttimes.co.uk

**Editor** David Fowler  
**Email** david.fowler@transporttimes.co.uk  
**Associate Editor** Adam Raphael  
**Email** adam.raaphael@transporttimes.co.uk  
**Contributing Editor, Policy** Katie Allister  
**Email** katie.allister@transporttimes.co.uk  
**Production Editor** Rob Buckley  
**Email** rob@robbuckley.co.uk  
**Office assistant** Chelsea Robinson  
**Email** chelsea.robinson@transporttimes.co.uk

## Advertising

**Senior Account Director** Michael Delaney

Cabbell  
Woodman Works  
204 Durnsford Road  
London SW19 8DR

**Tel** 020 8971 8458  
**Email** michael@cabbell.co.uk

## Jobs

**Commercial director** Bill Sheehan

**Tel** 020 8971 8467  
**Email** bill@cabbell.co.uk

© All rights reserved. No part of this publication may be reproduced in any form without the prior written permission of the publisher.

Printed by Stones, Unit 10, Acre Estate, Wildmere Road, Banbury, Oxon OX16 3ES

ISSN 1759-1015

## How to get YOUR copy of transporttimes

Transport Times is designed to help keep transport professionals and those who work with them up to date with the latest developments in the field.

It is read by the people who make the important decisions on transport infrastructure and service provision at national, regional and local level.

Lots of people have asked for their own personal copy rather than having to wait for the office copy to hit their desk. They want to take advantage of our unrivalled feature, opinion and news coverage that helps keep them in the know and ahead of the game.

The annual subscription charge is now £90. Just email subscriptions@transporttimes.co.uk for a subscription form, call 020 7828 3804, fax 020 7828 3803, or write to:

Transport Times  
Subscription Department  
Suite 21, Grosvenor Gardens House  
35/37 Grosvenor Gardens  
London SW1W 0BS

## news analysis

# What will the Tories do for transport?

The biggest problem facing a Conservative transport secretary could be Treasury demands for cuts, argues **David Begg**. Opposite, former transport minister **Stephen Norris** gives his inside views, while on page 6, the Lib Dem's **Norman Baker** says Tory policies are inconsistent

**W**ith a Conservative government looking the most likely outcome of the next election, we decided to focus in this issue on the implications for transport policy. Our editor David Fowler has written a detailed article on policy statements made by the Conservative front bench team to date – and former Conservative Transport Minister, Steve Norris, gives a good picture of what we can expect from a Tory administration.

However, in reality events will shape new transport policy more than any laudable political intentions prior to an election and I will attempt here to shed some light on what I believe their impact will be.

Reducing the spiralling public sector debt will dominate everything the next administration does and transport is particularly exposed.

The odds are firmly on Theresa Villiers and Stephen Hammond continuing in their current shadow roles. In 1997 the shadow cabinet carried their portfolios through into government with one notable exception – transport. Gavin Strang was replaced at agriculture and moved into the cabinet as minister for transport under John Prescott. This didn't work as Gavin never gained the confidence of his boss; he would have offered much more at agriculture where he had experience and expertise.

I have been impressed at the improvement in Theresa Villiers'

performances since she took over the transport brief nearly three years ago. She has grown in confidence and has canvassed widely in the sector for advice. Stephen Hammond has held his shadow transport role for four years and it shows. He has a firm grasp on what needs to be done and has made a favourable impression on most of those he has come in to contact with in transport.

Their biggest challenge will be with the Treasury, and trying to minimise the cuts in investment in transport infrastructure. Villiers and Hammond will have powerful ammunition to help their cause in a recent study by the British Council, which alarmingly highlighted that out of the top 27 economies in the world the UK came 20th for rail investment, 24th for road and 27th (last) for air.

But if our track record is anything to go by we will slash investment in transport infrastructure during the recession and accentuate our reputation for having the most congested infrastructure in the developed world when the recovery comes. We cannot make good a generation of underinvestment by boosting spending for a decade then turning the tap off again. This will mean very hard choices and could have implications for politically sensitive areas such as free travel for the elderly.

So what can we expect from the Conservatives in the different modes of transport and what will be their main challenges?

## Roads

Reducing delays caused by road works, re-phasing traffic lights and so on can make a marginal difference to congestion but the shadow Conservative team is astute enough to realise that we still face a sharp choice between pricing and queuing. Road pricing is a political no-no this side of an election but financial expediency and the Treasury will push it to the top of the in-tray.

Expect a softly-softly approach starting with tolling for new motorway capacity. It is the only way new building is likely to be paid for over the next decade, with taxpayers' funding off-limits.

A real test of how radical the Con-

servatives want to be in government will be whether they are prepared to be bolder and start shadow tolling on motorway networks as a precursor for privatisation of the trunk road network.

## Rail

The shadow Conservative team will be reassured by the way a number of its rail policies have been adopted by others. Conservatives were quicker off the mark with their proposal for a high speed rail line from London to Leeds via Birmingham and Manchester. I suspect they will have to reassess their route, which is unlikely to be endorsed by the High Speed 2 report due at the end of the year.

It would make more sense to back a more comprehensive network which would entail both a west coast and an east coast route to connect North East England and Scotland. Sceptics will try to rubbish the proposals and it will be a real test for the transport team to keep this initiative on track.

The Tories' proposal for longer franchises and more freedom for train operators make sense. This could lead to more private sector investment and commercial initiatives. But as ministers they will be under severe pressure to cut the £1.5bn rail franchising budget. This will be extremely challenging as the recession has driven patronage projections sharply downwards.

The Conservatives are right to want to make Network Rail more accountable but the big concern on rail infrastructure will be control period 5, beginning in 2014, which will be deprived of any meaningful funding.

## Bus

The big change here is opposition to quality contracts (regulation). This has pleased the bus operators but dismayed the PTEs and some in local government. With budgets very tight this will be less of an issue: for regulation to be effective more taxpayers' support is crucial.

## Aviation

Not building a third runway at Heathrow and scrapping air passenger duty to replace it with a tax on each

Theresa Villiers: impressive performance





plane are the headline policies. The latter makes sense – air passenger duty has little impact on airlines' behaviour. Moving to a tax per plane will encourage higher load factors. However we need much more clarity on what is proposed. It would make sense to vary the tax according to the size and pollution from the aircraft.

It's the Conservative stance on the third runway at Heathrow which I have most difficulty with on an intellectual basis: not so much the decision not to build it but the reasons why. There are severance and local pollution problems which are considerable. However, high speed rail is no substitute for a third runway and is of little relevance to the climate change debate despite the Conservative team's claims.

A big transfer from domestic aviation to rail is both desirable and achievable – but why does Paris Charles de Gaulle airport have five runways when France has one of the best high speed rail networks in the world? I don't buy the argument that Heathrow can maintain its pre-eminent status as the world's hub airport with two runways. Much better to be honest and say that we are putting the interests of residents on the flight path and local pollution concerns above what is right for business.

As far as carbon dioxide is concerned the best way to tackle this is to push for Europe to bring aviation into a meaningful carbon trading scheme with a price on carbon which drives big behavioural changes. The problem with this is that it is unlikely to be a vote winner.

### Concessionary Travel

This budget is growing like Topsy and is unsustainable. It makes no sense to give free bus travel based on age while a growing number of people on low incomes have to pay top fares.

Alan Melding, shadow Welsh secretary, has called for a review of concessionary travel in Wales as the scheme is becoming unaffordable and unbalancing the budget. He has proposed cutting back on eligibility.

However, free travel for the elderly is a big vote winner and difficult to take away now that the over-60s have become used to it. Look out for a Conservative government closing the scheme to new entrants.

*David Begg*

David Begg is publisher of *Transport Times*.

## Shadow team is speaking the right language



National road user charging has been ruled out – except for trucks

By Stephen Norris

In many ways transport is the least political of the spending departments. Much of what happens now will continue whichever party wins the next General Election. But that does not mean nothing would change were Theresa Villiers and her Conservative colleagues to find themselves in charge after 6 May next year. This is my take on what will happen.

Arguably the most profound changes will be in aviation. Villiers does not support a third runway at Heathrow. She believes, as do many business leaders and environmentalists, that a combination of high speed rail providing better links to continental Europe together with much greater use of technology obviating the need for businesses to travel is the answer. Converting short haul slots to long haul gives big capacity increases without adding vastly more air traffic movements.

She also knows that the consequence of a new Heathrow runway is not just pollution from extra flights but some 40 million extra car journeys a year locally.

A Conservative government will look at replacing air passenger duty with a tax on airframes. This will encourage operators to maximise numbers and drop underused slots.

Theresa Villiers has already led the debate on high speed rail. Stephen Hammond, her shadow rail minister, has endorsed the case for electrification. Conservatives will look to longer – and probably fewer – train franchises to encourage longer term investment.

They will overhaul the accountability of Network Rail, which is neither wholly in the public nor private sector. The widely discredited notion of stakeholder members will be replaced by a much stronger chairman and board with a greater accent on critical performance review. The powers of the rail regulator will be examined to find better ways to extract value from public subsidy.

Above all, Villiers is clear that DfT officials should not be micromanaging rail timetables from Marsham Street. These reforms raise the prospect of offering combined wheel and rail operations in areas such as Scotland, Merseyrail or Chiltern.

Conservatives have argued for some time that beyond the recent NATA studies, assessment methodologies for road schemes need to change. They point to the absurd way in which environmental degradation and loss of visual and other amenity is valued in cost-benefit formulae. They question the greater value accorded to car passengers rather than cyclists as if only unimportant people cycle.

Unimpressed by the performance of the Highways Agency on recent widening projects such as the M1 north of the M25, they are attracted to the greater use of advanced traffic management (ATM) as a better value way of extracting capacity from the existing network.

Ironically it is the Conservatives who are now asking why the lessons of the 1994 SACTRA Report appear to have been forgotten by a government which was elected on the basis of enthusiastic support for it. For younger readers, the

report posited that in many cases additional road building generated more traffic and was thus ultimately counterproductive.

On road pricing Villiers has already rejected the idea of a national scheme but has left the door open to local areas to introduce pricing if they can gain popular support for the concept. Whether any will materialise is questionable.

Lorry road user charging is the only exception because this is seen as a way of making foreign trucks pay their share of the damage to UK roads from heavy traffic.

Whoever is in power in Westminster, local authorities next year are likely to feel the chill wind of budget cuts. Given the Conservative enthusiasm for localism we should see this ameliorated by greater discretion being given to local authorities to deliver their own priorities.

There will be a new attitude to bus services with quality partnerships replacing contracts (the difference is crucial) but ITAs and PTEs will be largely retained and their powers increased so that those responsible for services can also ensure priority road schemes are introduced in a coordinated manner.

Will this all happen? Only time will tell but the Conservative team are talking the right language and finding appreciative audiences in unlikely quarters. Some of us will be watching keenly and hoping this time at least, the promises turn out to be kept.

Stephen Norris was Parliamentary Under Secretary of State for Transport from 1992 to 1996.

# Industry 'must spell out benefits of rail investment'

**T**he Government should boost rather than cut investment in rail projects if it wants to stimulate the economy because it provides better value for money, according to a leading supplier to the industry.

Research for Invensys Rail, which supplies signalling and other technology, shows that investment in transport has a stronger multiplier effect than in other sectors of the economy.

Invensys Rail chief executive James Drummond called for the formation of a high level group of rail industry figures, ranging from train operators to suppliers, to get the message across more widely.

"Cutting long-term infrastructure projects now would be short-sighted," said Mr Drummond. "In real time the investment generates a considerable number of jobs, supporting the economy, and the investment itself pays back in value for the economy in the long term."

The research carried out by Credo Group shows that every £1 invested in rail by the Government generates an additional £1.30 from the private sector. £1bn of government funding plus the matching private investment would generate 52,400 jobs. And every 100 jobs created directly in the rail sector support another 140 indirectly in suppliers or "induced" in other parts of the economy. By comparison, 100 additional jobs in the automotive industry support 48 indirect and induced jobs.

The 1.3 ratio of private to public sector investment is a robust figure based on data from the last 20 years across Europe, said Invensys plc vice-president for strategy Nigel Major. The figures apply equally to new construction and to rail maintenance and renewal.

Mr Drummond cited the Tube upgrade as a good example. Spending of around £1bn annually generates employment which is expected to

peak at 50,000 in 2011/12.

He explained that although the initial source of investment was always the government, the restructuring of the industry over the last decade meant that a significant proportion of the resulting activity takes place in the private sector, stimulating reciprocal investment. The employment multiplier is so high because the work is necessarily local, unlike the automotive industry where a high proportion of parts are supplied from overseas.

There is no shortage of capacity in the industry, he added. Driven by the Office of Rail Regulation, productivity improvements have increased effective capacity by 30% over the last four years – before any extra staff are employed.

Mr Drummond said: "I think the rail industry generally under-explains itself, compared with the aerospace industry, for example, which does a very good job of describing its economic value."

He added that, because of the industry's "stratified" structure, suppliers are not able to communicate the wider potential benefits of technology such as modern signalling systems to firms higher up the supply chain, such as train operators.

"It would be very good both for the industry and politicians to have a clearer idea of the economic value of the rail industry in the UK," he said.

"There needs to be a body of senior leaders of companies to put across a comprehensive view of the industry's capabilities."

He welcomed an initiative by Network Rail to form a strategy group with the Association of Train Operating Companies as a move in the right direction. The group has since been expanded to add other suppliers. "There's a growing recognition in the industry of the need to communicate and plan across different strata," Mr Drummond said.

## Tory plans are inconsistent

By Norman Baker MP

**T**he Tories have shown that they simply cannot be trusted on transport.

Why? Because there remain inconsistencies between key members of the Conservative Party on transport, because they will implement vicious cuts across the transport sector, and perhaps most crucially, because they have not bothered to explain how they would pay for the few initiatives they do support.

While Theresa Villiers moves in one direction, talking up the Tories' plans for grand projects like high speed rail, George Osborne and Philip Hammond move in another, promising 10% cuts in the transport budget.

The Tories have pledged to support high speed rail, but unlike the Lib Dems, who have produced full costings, they have given absolutely no indication of how it would be paid for.

In other words, they have made a pledge to the voters without giving any clue as to how they'll keep it, or indeed whether they will be able to.

The position, so far as we can tell, is that the money would come

from the existing railway budget. If true, this would be disastrous for the rest of the country. That dreadful position would be even worse if we are forced to accept 10% cuts in the overall transport budget.

We will end up with a hollowed out transport system, consisting of little more than a skeleton.

Even among Tory leading lights, the Tories seem confused on key issues such as airport expansion. While Theresa Villiers has finally followed where the Liberal Democrats led, opposing the environmentally catastrophic third runway at Heathrow, Boris Johnson continues to talk up his bizarre plans for an airport in the Thames Estuary, and frontbencher Francis Maude is talking about a second runway at Gatwick.

Who is actually leading the way here?

It is becoming increasingly clear that we will not get the long-term transport plan we need from the Tories. Indeed, it is becoming increasingly clear that they don't have much of a cogent plan at all.

**Norman Baker MP is Liberal Democrat shadow secretary for transport**

## High speed rail to Scotland 'vital'

**T**he Scottish Government has stressed that it sees the extension of a north-south high speed rail link to serve Edinburgh and Glasgow as essential.

It has formally submitted the Scottish Strategic Business Case to High Speed 2, the company set up to develop options for building a high-speed line from London to the West Midlands and then beyond.

Transport minister Stewart Stevenson said: "This government is committed to ensuring Scotland's voice is heard. This strategic business case shows that extending a link to Scotland will maximise the overall economic and environmental benefits of any high speed rail project. Only a full line will deliver the change required to achieve modal shift from air to rail."

The business case, drawn up by Transport Scotland on behalf of a Scottish stakeholder group, notes that Edinburgh and Glasgow are key to Scotland's economy, and that links to London and the south are important to facilitate commerce and industry for the cities.

"It is clear that extension of the high speed line all the way to Scotland represents the best option," the report says. "Only a full line will deliver the step change in journey times which is required to achieve

modal shift from air to rail, with the associated environmental benefits."

Failure to bring the high speed line to Scotland "will disadvantage the Scottish economy, particularly the tourist industry."

It adds: "The Scottish Government will work closely with High Speed Two over the coming months to ensure that the case for bringing high speed rail to Scotland is fairly represented."

The merits of different alignments will be examined in more detail at the next stage of the business case development process. At this stage, the Scottish Government's preference is for a line which splits north of the border to provide direct access to both Glasgow and Edinburgh.

High Speed 2 will submit its report, with details of a preferred route from London to Birmingham, and broader options for serving destinations further north, to transport secretary Lord Adonis by the end of the year.

• New research for the RAC Foundation casts doubt on the environmental case for high speed rail. It says that as many as a fifth of passenger trips could be newly generated. And not enough has been done to assess whether the cost of high speed rail would be better spent on other areas of transport.



# Midland main line the next priority for electrification

**T**he Midland main line should be electrified as a part of a core strategy, according to a new study by Network Rail.

There is a strong business case and the project could pay for itself over 60 years, the infrastructure company says in a new network route utilisation strategy.

The recommendation follows July's announcement by the Department for Transport of an immediate start to the £1.1bn electrification of the Great Western main line and the Chat Moss line between Manchester and Liverpool.

Network Rail recommends that these two lines, the Midland line and two strategic infill schemes in London should form part of a core strategy for England.

In Scotland the strategy would start with electrification from Edinburgh to Glasgow via Falkirk, then extended to Dunblane and Alloa, allowing Glasgow to Falkirk and Motherwell to Cumbernauld services to run under electric traction.

If further funding were to become available, the study backs electrification of the network's busiest 3000 miles of non-electrified routes, and lists priority candidates to be carried out in tandem with passenger rolling stock replacement to maximise the benefits.

One of the London infill schemes is the Gospel Oak-Barking line



Electrification promises reduced emissions and lower running costs

which would have benefits for freight, and would also allow Transport for London to increase passenger services to four hourly.

The Midland line carries intercity services from London to Nottingham, Derby and Sheffield and is currently electrified as far as Bedford.

Electric trains are 50% cheaper to run than diesel equivalents, 33% cheaper to maintain, 90% more reliable (measures in miles between

breakdowns) and emit up to 30% less carbon dioxide.

The plans met with general support. Network Rail recommends that schemes in the England and Wales core strategy and Scottish priority schemes which do not yet have allocated funding are developed further with DfT and Transport Scotland.

The list of further priorities will be developed further according to geographical areas.

## Six-point plan for reforming franchises

**T**rain companies have called for more flexible franchises to allow them to offer better value for passengers and taxpayers.

Longer franchises and less involvement by civil servants are among six areas where the Association of Train Operating Companies says reform is needed.

ATOC chief executive Michael Roberts said that the opportunity existed in the railways to empower train companies to offer "more for less."

"By implementing a package of focused reforms in time for the next franchises which have to be let, the Government can increase the scope for train companies to bring innovation and commercial nous into improving the railways," he said.

ATOC calls on the Government to:

- Give train companies greater flexibility to provide what passengers want, by setting franchise outputs instead of specifying timetables, train frequency, rolling stock and other forms of "micromanagement".

- Adopt longer franchises as the norm: this should mean 15 to 20 years, with the aim of attracting more private capital into rail by giving operators more time to benefit from their investment.

- Award franchises on the basis of quality not just price: the DfT should give more weight to proposals which commit the operator to higher service quality, and not just the level of premium or subsidy involved.

- Allow train companies to take greater responsibility for stations, depots and rolling stock: ATOC says experience suggests that train companies could improve stations faster and with lower overheads than Network Rail. The train operators' record on ordering £4.5bn of new rolling stock in the years after privatisation justifies them taking on a bigger role in procuring trains.

- Structure franchises to improve financial stability: in the recession train companies have suffered from falling revenue while their costs are fixed. There should be better risk-sharing with franchise payments linked to GDP.

- Retain a mix of small and large franchises: changes in franchise boundaries can be costly, and there should be no presumption in favour of further franchise mergers.

## Tram service planned for Watford-St Albans line

**T**rain services between Watford and St Albans Abbey are set to be replaced by more frequent trams under plans announced last week by Hertfordshire County Council and Transport Secretary Lord Adonis.

Currently London Midland trains run on the 6.5 mile route at intervals of 45 minutes. Under the plans responsibility for the line would transfer from Network Rail to the county council, which would put the service

out to tender. Trams would operate on a regular half-hourly schedule with the possibility of increasing to three trams hourly.

The line has been designated as a community rail partnership since 2005 with funding from the county council for promotion and small-scale improvements to stations and signs. Since then passenger numbers have increased by 20%.

A study by consultant Mott MacDonald demonstrated that

lightweight rail vehicles could allow a more frequent service within the current funding.

Through fares will continue to be available on the new service.

The service could be running by 2011 subject to the outcome of a 12-week Department for Transport consultation and completion of legal and contractual issues, and on Network Rail agreeing to transfer control of the line and stations to Hertfordshire on a long-term lease.

# Smart ticket strategy 'must be beefed up'

**T**he Department for Transport should strengthen its strategy to encourage the adoption of smartcard tickets and work in partnership with the passenger transport executives to introduce smart and integrated ticket systems.

The response to the DfT's consultation on its smartcard strategy from the Passenger Transport Executive Group welcomes the department's commitment but calls for a clearer plan of action.

It identifies a number of flaws in the DfT's plans. Notably the DfT's vision is based on technology and "fails to state a preference for simple unified ticketing". In addition it sets out "no timescale or road map". PTEG also says plans to give operators' a financial incentive through the bus service

operators' grant to install smartcard readers is "ill-conceived" and calls for the funds to be diverted to passenger transport executives instead.

PTEG released a report commissioned from Booz & Co which showed that the introduction of simple and unified ticket structures can lead to an increase in patronage: for example 12% in Zurich in the two years following the creation of a zonal system, and 7.5% annually in Freiburg. It says that simplification of ticket systems in the big cities should be an explicit objective of the strategy and warns against "the dangers of reproducing in smart form the current disintegrated ticketing regime".

PTEG said that the DfT's "detached" approach until now had not worked. It called on the department to recognise that the PTEs had been

the prime movers in initiatives to get smart tickets adopted so far and to work with them to introduce smart cards in the city-regions.

Barriers included the reluctance of operators to accept that there was a business case to invest in smart technology; that PTEs have to find the funding to pump-prime and lead smartcard implementation; that operators prefer to promote their own exclusive tickets rather than multi-modal ones; and concerns about the attitude of the Office of Fair Trading to unified ticket regimes. In addition PTEs would incur the operating costs associated with back office functions.

It warned that paying a subsidy direct to operators ran the risk of encouraging the introduction of operator-only tickets, without achieving benefits to passengers.

Paying the subsidy to PTEs would supply them with a revenue stream to support running back office systems as well as enabling them to assist smaller operators in introducing smart systems.

PTEG chair Neil Scales said: "We believe that simple, integrated and smart ticketing brings a host of benefits for public transport users. London's Oyster card shows how well passengers respond.

"Now that London's ticketing has gone smart, moving to the next tier of major cities is a logical step towards the ultimate goal of national smart ticketing. But to make this happen we need a clearer plan from DfT on how it intends to work with big city transport authorities to deliver smartcards in the most cost effective, comprehensive and timely way."

# Leeds trolleybus network set for approval

**L**eeds could get the go-ahead for its long-awaited new generation trolleybus network by the end of the year, its promoters hope.

Leeds City Council approved the city's £27m local 10% funding contribution last month, paving the way for a bid to be submitted to the Department for Transport last Friday.

The department has indicated that it will decide whether to give the go-ahead to the scheme – granting "programme entry" – by the end of the year, allowing work to begin on a submission under the Transport & Works Act.

The remaining funds, nearly £0.25bn, have been agreed by the Yorkshire & Humber regional transport board under the Regional Funding Allocation.

Leeds and Bradford pioneered the

first generation of trolleybuses in 1911. Like their predecessors, modern trolley buses run on rubber tyres and are powered by overhead electric wires, but would fully comply with disability and discrimination standards. They are quiet, with better acceleration and braking than diesel buses, and emit no local pollution. They generally have auxiliary engines allowing them to travel independently of the overhead wires if necessary.

The trolleybus or NGT (new generation transport) network was developed after the DfT withdrew funding for Leeds's proposed super-tram system. A 14-mile network is planned, with three initial routes to north, south and east Leeds linking to the city centre where a circular route would run round the pedestrian core. The routes would terminate respectively at two new park and rides and



Leeds plans three trolley bus routes totalling 14 miles

St James's hospital.

The promoters, the city council and transport executive Metro, are looking at the potential for additional routes, pointing out that trolleybus routes can be relatively quickly extended. Once in place, they can be

converted to run trams if funding becomes available.

Leeds hopes that a Transport and Works Act public inquiry will be held in 2011, leading to full approval in 2013, and the start of operation in 2015.

# Liverpool buses in contactless payment trial

**A** trial of contactless payment launched in Liverpool last week will allow people to pay fares on Stagecoach Merseyside's fleet of 200 buses directly using the latest generation of debit or credit cards.

MasterCard and RBS WorldPay's 'tap and pay' technology will be accepted on the buses as well as at a number of leading retailers including Boots and Timpsons in the first large-

scale trial in the UK outside London.

The cards, the next evolution from chip and pin, allow payments for amounts of up to £10, to be increased to £15 next year, to be made by tapping the card against a reader. The amount is deducted directly from the user's bank account.

Stagecoach Merseyside managing director Stephen Riggins said: "This new technology will make bus travel in Liverpool faster and more conven-

ient and we believe it will help attract more people on to our services."

Delegates at a *Transport Times* conference last week heard that the system could eventually replace specialised smartcards like Transport for London's Oyster, incorporating features such as daily fare capping.

TfL director of fares and ticketing Shashi Verma told the conference that the system could potentially allow it to avoid the costs it incurs in col-

lecting fare revenue. "The payments industry has invented something that might allow us to go back to running transport, not our own currency," he said.

MasterCard head of UK business development for public transport Keith Hobbs said tap and pay would be faster than using cash and was like "having the right change all the time".

Conference report, page 24



It's what you do  
next that counts.

How can you ensure your next move is your best move? Our vast hands-on experience and research with the world's most successful companies mean we can help deliver the right decisions, and the right results. We know what it takes to be a Tiger. Talk to us to see how we can help.

• Consulting • Technology • Outsourcing

  
**accenture**  
*High performance. Delivered.*

# The Great Transport Debate

17 February 2010, Central London

With a **General Election** required to take place by June 2010 at the very latest, **Transport Times** is holding a timely political debate focusing on the **key policies each party is advocating for dealing with our complex transport needs**.

Transport experts will set out what they see as the main transport challenges the next Government must grapple with, followed by a lively panel debate with politicians from all the mainstream parties.

## Political Panel Participants:

- **Rt Hon Lord Andrew Adonis** (confirmed)
- **Teresa Villiers, MP** Shadow Transport Secretary, Conservative Party (confirmed)
- **Norman Baker MP** Shadow Transport Secretary, Lib Dems
- **Caroline Lucas MEP**, The Green Party
- **Cllr Sir Richard Leese**, Labour Leader of Manchester City Council (confirmed)

## Industry Experts:

- **Prof Stephen Glaister**, Director, RAC Foundation (confirmed)
- **Prof Tony Travers**, Director, Greater London Group, London School of Economics (confirmed)
- **Stephen Joseph OBE**, Executive Director of Campaign for Better Transport
- **Michael Roberts**, Chief Executive, ATOC (confirmed)

**Book your place NOW to join The Great Transport Debate and discuss the difficult decisions that face us all in meeting the country's future transport needs.**

**BOOK YOUR PLACE NOW** at [www.transporttimesevents.co.uk](http://www.transporttimesevents.co.uk) or contact Jane on **0131 556 1500**



# Turmoil as National Express ends merger talks

**N**ational Express Group remained in disarray after it withdrew from merger talks with Stagecoach, leading to a rapid fall in its share price.

This is the third approach to the troubled group to have failed in recent months. The news came as a trading statement revealed that the loss-making East Coast operation had used all but £6m of a £40m loan from the parent company by the end of September. The company said: "We are working towards agreeing a formal handback date for the franchise, prior to year end." Subsequently the RMT union reported receiving documents detailing plans for the handover to a publicly-owned company on 12 December.

National Express management said

that there was "significant uncertainty" that a merger with Stagecoach could be finalised by the end of 2009 and it had decided the best course of action was to proceed with a planned rights issue. The group needs to raise funds by the year end to avoid breaching banking covenants.

Stagecoach had proposed an all-share deal in which it would have formed 60% of the combined group, implying a valuation of NX shares at 450-500p. Shares were trading earlier this week at 322p.

Panmure Gordon analyst Gert Zonneveld said "This was a major surprise to shareholders. Management could have gone on with the rights issue while continuing to talk to Stagecoach. It will take a lot to get the share price back up to 450."

He added that the recapitalisation



Management cited "significant uncertainty" that a deal with Stagecoach could be completed this year

will still leave the group with its underlying problems: lack of a chief executive following the departure of Richard Bowker, a jeopardised

relationship with the DfT, an underperforming bus division and arguably also underperforming North American operations.

## London Underground to keep control of Metronet contracts

**L**ondon Underground Limited will remain permanently in control of the maintenance and upgrade contracts it inherited after the collapse of Metronet two years ago.

The Mayor of London Boris Johnson and the transport secretary Lord Adonis accepted the recommendation of a steering committee set up to look at the future management of the contracts last year.

Metronet was transferred from administration to TfL subsidiary LUL in May 2008 as an interim measure, when the steering committee of LUL, TfL, DfT and the Treasury was set up to consider options for the permanent structure.

The government initially ex-

**The panel will monitor the efficiency of TfL's investment programme**

pressed a preference for significant private sector involvement in managing the projects.

Instead, the mayor will establish an independent advisory panel with its remit extending across the whole of TfL's investment programme including maintenance, renewal, upgrades and major projects.

Members will be appointed by the mayor from a shortlist agreed with the secretary of state, reporting to the TfL board and the mayor as its chair. Members will have experience in disciplines including engineering, finance and project management.

Lord Adonis said: "The panel will support the TfL board in monitoring the efficiency and economy of its

investment programme, and annual public reporting will offer additional assurance to taxpayers and farepayers that the investment programme delivers value for money."

Metronet was responsible for maintenance and renewal of the Bakerloo, Central, Victoria, Waterloo & City and Metropolitan, Circle and District Lines.

The other private sector infraco set up under the Tube public-private partnership, Tube Lines, continues to work on the Jubilee, Northern and Piccadilly lines.

Since taking control of the Metronet contracts LUL has renegotiated a number of contracts on more favourable terms, saving "hundreds of millions of pounds", said Mr Johnson.

## New standard paves the way for multi-use smartcards

**A** surge in local authorities offering access to services such as libraries and leisure centres via concessionary transport smartcards is expected following agreement on a new specification for cards issued from next January.

The Smartcard Networking Forum

of local authorities announced that the new specification for encoding multiple applications has been ratified for the Philips Desfire smartcard. This will replace the Mifare card from which smartcard specification organisation ITSO will withdraw approval from the end of the year, because of security concerns.

SCNF co-chair Kevin Farquharson said that uncertainty about which card would become the new standard had led authorities to put plans on hold. They had not wanted to make new services available via the Mifare card knowing it would start to be phased out.

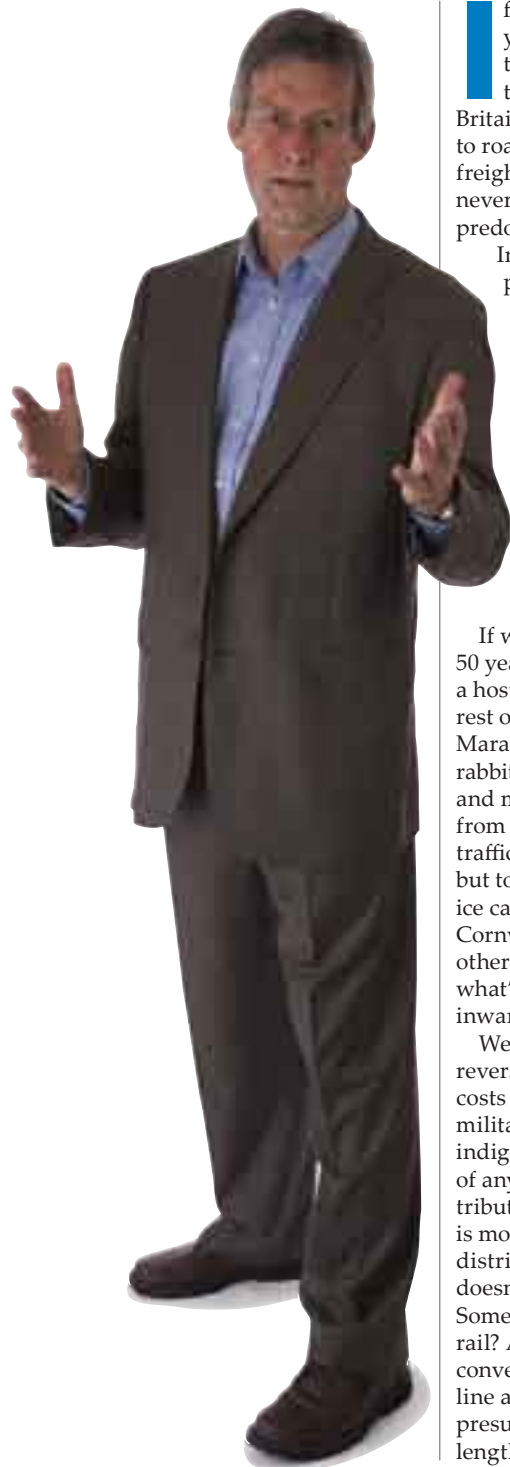
The new specification also covers a

range of applications including parking and e-money.

Mifare cards were used for the national concessionary travel scheme introduced last year. Though the wholesale replacement of existing Mifare cards is not necessary, any new ones will have to be the new type from next January.

# Rail freight needs rethinking from first principles

To gain the improvements in carbon emissions and productivity that could stem from greater use of rail freight, a wider focus covering the whole distribution system is needed



If you looked at the statistics, you might conclude that over the last 50-60 years the freight that was once carried by rail in Britain has switched, by and large, to road. But you'd be wrong. The freight now carried by road haulage never existed when rail freight was predominant.

In the meantime, consumption patterns have changed, along with the development of logistics, with centralised distribution facilities. The HGVs on the road network of southern England are primarily delivering consumer goods, much of it food. A lot is international, and much of it will find its way to the user through 'out of town' retailing. Overall, not a carbon-efficient existence.

If we take Cornwall as an example, 50 years ago rail would have handled a host of local farm produce for the rest of the nation: broccoli from Marazion, strawberries from Luccombe, rabbits from Launceston, pilchards and mackerel from Penzance, milk from St Erth and so on. The milk traffic at least lasted into the 1970s but today, there is no railfreight service carrying these foodstuffs from Cornwall, and indeed none from the other counties of the south west; and what's more, none is carried by rail inwards either.

We can understand that the reverse economies of scale and the costs of handling seasonal produce militate against the use of rail for indigenous products, but the absence of any application of rail for the distribution function into the south west is more troubling. Why, with central distribution sheds in the Midlands, doesn't it make sense to distribute to Somerset, Devon and Cornwall by rail? After all, the destinations are conveniently laid out along a single line and road haulage costs are presumably significant over sector lengths of 250-plus miles.

The pattern of road haulage in other parts of the country is rather different, with the addition of significant industrial freight flows adding to the mix. If, as some people are starting to assume, the emerging national economy will need to be re-balanced with emphasis on high-tech and specialist production, then the ability to move freight reliably around our transport networks may be a critical factor in investment decisions and in achieving high levels of productivity and economic growth.

**If the economy is re-balanced towards high-tech production, the ability to move freight reliably may be a critical factor in investment decisions**

There is plenty of evidence of the significant carbon cost savings from the use of rail rather than road haulage for freight, savings which are much more significant than those obtained by a mode switch of person travel. But unless we can find a way of getting consumables switched across to rail, the only increases in rail-freight risk being those that derive from ever-greater import penetration. There is little evidence this is going to be an easy task.

The easier pickings for the railfreight companies lie in the bulk flows which would otherwise require large-scale road haulage: the flows of aggregates, coal, steel and containers from the key ports. Not exactly the spot markets for freight that many businesses need.

Gradually, we are creating sufficient gauge clearance over the rail network to handle 9'6" maritime

containers on conventional wagons. Our biggest railfreight company is DB Schenker, and it would like to see a larger, continental, gauge capability (UIC GB+) created across Britain, presumably so that it can offer a competitive advantage through being able to deploy the larger profile wagons in its existing European fleet.

DfT released its report, *The Strategic Rail Freight Network*, in September, following a commitment made in the July 2007 White Paper. It argues for four main interventions, beyond the investment in gauge clearance programmes, including the obvious need to create a seven-day per week capability. Coming out three months ahead of the conclusions of Sir David Rowlands' High Speed 2 work, however, means it can't take on board the potential benefit of capacity release on the West Coast Main Line from high-speed passenger rail.

Instead there is a proposal to use the Midland main line as a strategic north-south freight line, connected to High Speed 1 and upgraded to UIC GB+ gauge. This will be a challenge because of the relative severity of its current gauge limitations and because of the non-availability of additional train paths (as was discovered with the last timetable change on the route, which had to be revised to allow even existing freight services to run). And there's no mention of the south west of England, which looks set to remain a railfreight desert.

We might draw two conclusions. With our networks so intensively used, the days are gone when free-standing initiatives can succeed: we are forced into systemic and centralised planning. And for there to be real growth in the rail freight sector, which brings so many benefits, we need to be engaged in the policy of the distribution businesses, not just freight haulage.

**Jim Steer is a director of Steer Davies Gleave and was responsible for strategic planning at the erstwhile Strategic Rail Authority.**



# Big road schemes have no place in today's world

The £1.2bn project to improve the A14 near Huntingdon is a relic from a bygone age, with environmental implications that fly in the face of professed government policy.

**T**he first time I voted in an election was at the GLC elections of 1973 when Labour promised to scrap the ring road schemes that would have turned the centre of London into a bigger version of Birmingham's Bull Ring.

Labour won and we were left with the Westway over Ladbroke Grove to show what we so narrowly escaped from. There cannot be many people, even the motoring lobby, who today would suggest that I voted the wrong way.

Then, 15 years later, there was another attempt to build roads in London. This time four radial routes to get cars further into the capital before they hit traffic jams were put forward by the Tories but, after much protest, withdrawn by Cecil Parkinson in 1990.

I live near Archway where there is the stub of the kind of scheme that would have resulted from these studies. For a brief section, Archway Road is a dual carriageway, turning a small part of London into an urban concrete desert, forbidding and soulless, with the two sides of the road linked only by that invention designed to put pedestrians in their place, the underpass. The rest of the scheme was killed off by the brilliant tactics of the protesters at the Archway Road inquiry led by the incomparable John Tyme, who died last year. So this ridiculous stub of a scheme simply moves the traffic jam up or down the hill, depending on the time of day.

Such campaigns effectively killed off any attempt to increase the size of London's road system. No politician today would dare start suggesting this kind of schemes because the zeitgeist has changed completely. It has become recognised that destroying large parts of towns to put in major roads is environmentally as well as politically unacceptable.

I relate all this because it seems it is still acceptable to put forward

huge mega-road schemes in the countryside – even though, in terms of the environmental aspects, let alone other considerations such as economic or, indeed, transport, they no longer make sense. Yet the Department for Transport has just issued draft orders for the A14 road scheme in Huntingdonshire, which involves a combination of new road, widening sections to four or six lanes and creating a massive interchange with the A1.

The scheme started out as a £192m project but thanks to what Stephen Joseph of the Campaign for Better Transport has called “road mission creep” and the usual increase in costs that dogs all road schemes,

**The protests of a campaign group from the village of Brampton, which would be most affected by the proposals, have fallen on deaf ears**

it now comes out at £1,200m – and of course that is just an estimate, though it does include the Treasury's optimism bias – for a mere 22 miles of road, a staggering £60m per mile.

So far the protests of a well-organised campaign group from the village of Brampton, which would be most affected by the proposals, have fallen on deaf ears. Yet, according to Eileen Collier, the leader of the campaign, it will clearly wreck the quality of life of its 6,000 residents.

She is quick to highlight the contradiction implicit in government policy: “The Highways Agency's total disregard for the adverse environmental effects – on air quality in

particular – of imposing 12 lanes of traffic on our village (114,000 vehicles a day within 300m of housing), while Government ministers warn of climate change and urge our children to take environmentally responsible decisions, is breathtaking to say the least.” She points out that the widened road would lead to other new roads linking with it, severely damaging the quality of life of the local residents.

The only coherent explanation for the department's continued pursuit of a scheme that seems to fly in the face of its wider aspirations of carbon reduction and environmental improvement is inertia.

At a recent conference I chaired the speaker from the Highways Agency, Nirmal Kotecha, a member of its executive board, said that the days of the big road scheme were numbered and that the focus was now on better management of the network. The A14 therefore is one of the last dinosaurs, a project that no longer has a coherent rationale in today's political agenda.

Certainly, dropping it will infuriate a few local politicians who see it as a solution to the area's traffic problems, but they must surely realise that they are waging a lost battle.

The A14 is unlikely to survive the cull of big projects that is inevitable after the election.

It should not, though, be the lack of money that consigns such projects to the dustbin of history, but a recognition that they have no place in the 21st century, just as happened with their counterparts in London two decades ago.

**Christian Wolmar is a writer and broadcaster who writes a regular column for *Rail* magazine. His new book, *Blood, Iron and Gold: How The Railways Transformed The World*, has just been published by Atlantic Books. For a special offer, see page 38.**



# Localism and efficiency can go together

Economies of scale and centralised services have brought about increased efficiency in council spending. A new trend towards local autonomy does not mean these improvements will be lost



In the wake of the party conference season, and as we edge ever closer to the next general election, local authorities will be analysing closely the main parties' announcements and policy statements, to position themselves for the inevitable changes that must occur to reduce public expenditure as part of the nation's economic recovery plan.

There appears to be an intention to place greater emphasis on the devolution of power and a resurgence of localism in one form or another. Local highway and transport authorities will empathise with the sentiments but will quickly identify the barriers that prevent third parties deciding on or delivering services traditionally undertaken by local government.

However, it would be remiss of transport authorities not to embrace this opportunity, given that it could form a key plank in dealing with the budget deficit following the next Comprehensive Spending Review.

Local government has made tremendous strides in recent years in driving through efficiencies and savings to meet targets imposed by central government. According to Department for Communities and Local Government figures, around £1.76bn of savings were achieved in 2008/09 against a target of £1.5bn, as part of an overall £4.9bn to be saved by 2010/11.

A significant proportion of this was a result of economies of scale by centralising procurement and delivery, and through collaborative working with stakeholders and the supply chain. Ironically, the policy direction now seems to be heading towards greater decentralisation: the challenge will be to retain such efficiencies while empowering local communities and the third sector to help themselves.

We cannot expect communities to be responsible for like-for-like services and functions at the costs

local authorities currently incur as a result of centralisation. However, we must not underestimate the potential innovation and resourcefulness of local people and organisations when matters are truly left to them.

This will demand a huge effort by highway and transport authorities to relax the rules and regulations which, hitherto, have prevented third parties acting as agents, and to ease up on the overburdening bureaucracy that has always acted as a significant deterrent. This could reduce the burden of providing a range of functions from grass cutting to school transport, and increase public satisfaction with council services, which at present seems to be at an all-time low.

**The drive to further efficiencies and the increased emphasis on localism are not mutually exclusive**

Schools are a good example where transformational change in the means of procuring and providing services could be achieved in order to produce a better, and more cost-effective, result. Most local authorities have been locked into coordinating and providing school transport on the basis that they are able to optimise bus services and secure contracts more effectively. The result, in many instances, has been the need to employ an army of expert staff to manage hundreds of bus contracts on the grounds that this is the best way to do things.

We're already seeing a move towards more autonomous schools, and even new policies that allow the public to build their own. It would only take one small step for schools either individually or collectively to resolve their own transport demands

and be responsible for providing their own crossing patrols. I think councils would be surprised over how innovative schools would be in achieving the desired outcomes, and this philosophy could easily be extended to many other service areas.

Transport spending is likely to be a casualty in the next spending review. We need to be very careful about how we reconcile the drive towards further efficiency and the increased emphasis on localism. This will not be achieved unless local authorities recognise that the two issues are not mutually exclusive.

The added benefit of engaging local communities in these challenges is that there will be a greater understanding, even acceptance, of the huge pressures councils face. A new partnership with the public will be essential and we must be prepared to be more flexible. For example, does a member of the public really require £2m of insurance liability to cut the grass on the highway verge outside their property – given that they've been doing it for 20 years anyway and saving us money?

We live in a sophisticated society where people are increasingly vocal about the quality of the services councils provide and how much they are prepared to pay for them. Part of the solution will be a new generation of local initiatives that helps people to help themselves.

Councils spend around £42bn annually on external contracts and, together with central government, issue in the order of 600 contracts each week. The scope for transferring some, even if only a small proportion, of this to localism is considerable and there's no doubt we have to do something. "Big is better" could turn out to be a myth.

**Tony Ciaburro is corporate director for environment, growth and commissioning at Northamptonshire County Council.**



# Shock therapy is needed to change travel habits

Decisive political leadership now is a better way to persuade people to adapt to climate change than waiting for the uncontrollable consequences that would result from uncontrolled global warming

**W**e are deeply indebted to those 300 men who almost brought Britain to a standstill in September 2000 by blocking the gates to oil refineries.

We should also show our intense gratitude to the speculators who drove the price of a barrel of oil to a record \$147 in July last year.

Both groups acted entirely from selfish motives but their actions had hugely positive effects on society. They made drivers think more carefully about their fuel consumption and whether their car journeys were really necessary. The panic-buying during the fuel protests provided a foretaste of a world in which people scramble for food and water made scarce by climate change.

When the cost of filling a tank rose to almost £100 last year, drivers flocked to buy more fuel-efficient cars. As a result, average carbon dioxide emissions of new cars fell a record 4.2% to 158g/km in 2008. Alistair Darling, to his lasting credit, has been sending regular reminders to drivers about the need to manage their unsustainable addiction to oil. But a 2p a litre increase in fuel duty can be absorbed by a day's fluctuation in the oil markets. It's like giving an aspirin to a man suffering a cardiac arrest. What he really needs is a jolt from a defibrillator.

I recently visited Alberta in Canada, where petrol is 60p a litre and more than half the cars are giant 4x4 pick-ups. One nearly ran me over as I foolishly attempted to walk from my hotel in Calgary to a drive-thru McDonald's for a late snack. It was only 500 yards but there were no pavements and no safe way of crossing the eight-lane highway. When I got back, the concierge asked why I hadn't taken a cab.

Alberta has the highest per capita carbon dioxide emissions in the world after Qatar. This is mainly because the province has huge

reserves of oil, natural gas and coal – including 1.7 trillion barrels in its tar sands.

The profligate way Albertans consume energy is surely linked to those huge supplies on their doorsteps. These instil an attitude that oil will never stop flowing. Having an economy so bound to fossil fuels also seems to encourage a complacent attitude towards climate change. In a recent survey by *The Canadian Press*, Alberta was the only region of Canada which did not have a clear majority in favour of tougher greenhouse gas emission targets.

**The Committee on Climate Change floated the idea of reducing the motorway limit to 60mph to save an additional 1.5 million tonnes of carbon dioxide**

With winter lows of -40°C, it's easy to understand why many Albertans do not understand all the fuss about global warming. Their habits are unlikely to change until the security of their boundless energy resources is threatened.

California is considering banning Canada's tar sands oil because it is much more carbon-intensive than conventional crude. If the whole of the US and Europe took similar action, Albertans might search their souls and rethink their ways.

They already know their economic fortunes are tied to the demand for oil. A popular bumper sticker on Calgary SUVs says: "Please God, give us another oil boom, we promise not to piss it away this time."

Yet people's memories are short.

They tend to slip back into their old ways once the shock has worn off. Disasters like Hurricane Katrina scare people for a short time about the consequences of climate change but do not trigger lasting changes in behaviour.

We need strong and decisive political leadership to make us adapt. A series of mild and induced shocks now would be much better than the fierce, uncontrollable shocks later on a planet 4°C warmer.

The Committee on Climate Change last month had some intriguing suggestions for shock treatment. It proposed road pricing as an additional tax and estimated that this would save 5.6 million tonnes of CO<sub>2</sub> a year by 2020 – or five per cent of total road transport emissions.

It also suggested saturating motorways with speed cameras and rigorously enforcing the limit to save 1.4 million tonnes. Most shocking of all, it floated the idea of reducing the motorway limit to 60mph to save an additional 1.5 million tonnes.

But why stop there? A petrol car driven at 70mph emits around 20% more CO<sub>2</sub> than when driven at 50mph. If mandatory Intelligent Speed Adaptation (also mentioned by the committee) meant people could only drive at 50mph, they would start to rethink their travel habits.

Uncontrolled shocks, such as empty fuel pumps, penalise families in small diesel cars as well as individuals in gas guzzlers. We need to start targeting the shock therapy on those who need it most.



**Ben Webster is environment editor of *The Times*.**

# Investment will falter without political accord

Politicians must urgently seek common ground on transport policy if much-needed improvements are not to become endlessly bogged down in controversy



**C**onsensus is a dirty word in politics. But without it no progress can be made in resolving Britain's transport problems. The timescales for transport infrastructure are so long, usually stretching over several parliaments, that without a measure of agreement between the major political parties little will be achieved.

A national high-speed rail network is supported by a cross-party alliance, which is why it will go ahead. But look elsewhere, and a more depressing picture emerges. There is no consensus on carbon reduction, motoring taxation, airport capacity, pedestrianisation or congestion charging, let alone national road pricing.

The only way that cross-party agreement is likely to emerge is if it is actively sought. But there are few people engaged in this. The Commission for Integrated Transport, a Labour quango, has done useful work but has now run out of energy and ideas. The Conservatives are right to say that they will abolish it. The Transport Select Committee, which should play a key role in developing a transport consensus, has consistently disappointed. The RAC Foundation, which researches transport issues, publishes useful research, albeit with an understandable bias in favour of building new roads.

As for the politicians, almost the only thing they currently agree on is that radical transport reform is a vote loser, which is why transport will be skated over when the parties' election manifestos are published next year.

It is, of course, not only politicians that get things wrong so I thought I would look back at some of the columns I have written over the last four years and see what the les-

sons are. The most important thing I got wrong was to underestimate the degree of popular resistance to increases in motoring taxes, and in particular, road pricing. The success of London's congestion charging led me to believe that its example could be followed elsewhere.

I was right in being sceptical about the government's attempt to bribe local authorities with TIF money in order to persuade them to introduce congestion charging. But I was surprised when Manchester and its surrounding cities voted by a near overwhelming 80% to throw out the plan for a modest cordon pricing ring in return for £3bn of central govern-

**Three years on, the Eddington report is rightly gathering dust in the pigeon-holes of Whitehall**

ment transport investment.

The referendum results in Edinburgh and Manchester indicate that persuading drivers that it is better to pay rather than queue is going to be difficult, but a future government will have to return to it.

Likewise, I was dismayed when Alistair Darling, then transport secretary, pulled the plug on the government's lorry road-user charging scheme in 2005, using the limp excuse that it would be better dealt with as part of a national pricing scheme. This damaging cock-up, the full story of which has yet to be told, is yet another example of the government's inability to implement major projects involving computers.

In this case ministers allowed themselves to be bamboozled into endless refinements and complications instead of settling for a simple system, like Germany's, which would actually work. It didn't help

that responsibility for the project was handed jointly by the DfT and Customs and Excise, a mismatch guaranteed to lead to expense and confusion.

But my most embarrassing wrong call was when I confidently proclaimed that Sir Rod Eddington, the former BA chairman, appointed by the government to look at Britain's transport infrastructure, would come out in favour of high-speed rail. That view was based on an interview I had with Sir Rod when he appeared to accept that Britain could not stand apart from the rest of the world.

But what I hadn't foreseen was that he would be nobbled by the civil servants in his team, who took the prevailing Treasury view that the railways were a black hole. The result was that when the Eddington report was published at the end of 2006, it sneeringly dismissed high-speed rail as a 'grand projet'.

Three years on, the Eddington report is rightly gathering dust in the pigeon-holes of Whitehall. What a waste of an opportunity to set Britain's transport on the right course.

Whichever government is elected next year, a tough public expenditure squeeze is inevitable. Transport projects will be delayed, congestion will get worse, passengers will pay higher fares. All the more important, then, to get as much agreement as possible between the parties on the way ahead. Without that, getting private capital to finance urgently needed transport developments will be near-impossible.

Where consensus is most needed, not just among politicians, is the recognition that if we want new roads, new buses, new trains and new airports, they will have to be paid for

**Adam Raphael, a former executive editor of *The Observer* and transport correspondent of *The Economist*, is the associate editor of *Transport Times*. He is a former presenter of BBC's *Newsnight* and an award-winning investigative journalist.**



# Aberdeenshire Council wins Scottish Transport Local Authority of the Year again!

**A**berdeenshire Council has been named "Scottish Transport Local Authority of the Year" for an unprecedented second consecutive year at the Scottish Transport Awards ceremony, held in Glasgow on 29th October 2009.

The Council also scooped an award in the category "Best Practice in Travel to School and Work Schemes" for its innovative 'Go For It' scheme, an initiative that was developed in partnership with Highland Council.

As well as these awards, the team was shortlisted in a further four categories which demonstrated their achievements across a range of disciplines, including Best Bus Service (with Stagecoach Bluebird); Best Transport Integration; Excellence in Technology and Innovation; and Transport Team / Partnership of the Year (with Stagecoach Bluebird).

The Council's success at the 2009 Awards follows on from an impressive 2008 for the Transportation and Infrastructure Service, as recognised through success at the Scottish Transport Awards 2008. As well as claiming the top title of Transport Local Authority of the Year, the Council picked up awards in the Advanced Road Safety, Traffic Management and Enforcement, and the Best Practice in Travel to School and Work Schemes categories. The Council was also shortlisted for awards at the UK National Transport Awards 2009 held in London in July.

Chairman of Aberdeenshire Council's Infrastructure Services Committee, Peter Argyle said: "Our success in these awards demonstrates the Council's commitment to driving up standards in transport in the widest sense."

"I am particularly delighted that, as well as being nominated and winning individual awards, our commitment to partnership working across the private and public sector has been recognised through being shortlisted for joint awards submissions in conjunction with Stagecoach Bluebird under the category of Transport Partnership of the Year, and with colleagues at Highland Council for the 'Go For It' school travel initiative."

"We will continue to work with our partners to deliver excellent services in an innovative way that delivers tangible results."

Director of Transportation and Infrastructure Iain Gabriel commended the work of the transportation team at Aberdeenshire Council who, he said, were a credit to the organisation and committed to delivering real improvements to transport and travel planning across Aberdeenshire.

"This award is well deserved and I'm very proud that the team's efforts have been recognised for a second year as Scottish Transport Local Authority of the Year."

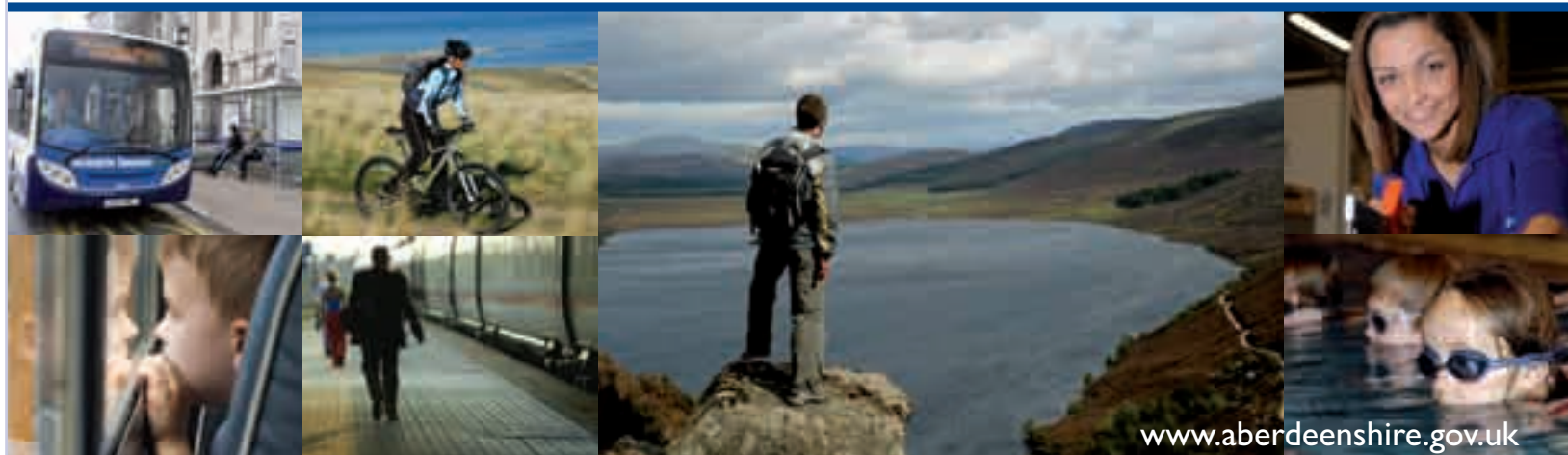
"The competition was fierce and there are some excellent initiatives happening throughout Scotland so I'm delighted that the authority has been recognised in this way. This announcement is another major step towards helping us achieve our vision to become the best council and the best area in Scotland."

**Further details about Aberdeenshire Council and the work of the Transportation and Infrastructure Service can be found by visiting [www.aberdeenshire.gov.uk/scottishtransportawards](http://www.aberdeenshire.gov.uk/scottishtransportawards).**

**Aberdeenshire**  
COUNCIL



**Serving Aberdeenshire from mountain to sea  
– the very best of Scotland**



[www.aberdeenshire.gov.uk](http://www.aberdeenshire.gov.uk)

## Scottish Transport Awards 2008

- 'Scottish Transport Local Authority of the Year'
- 'Advanced Road Safety, Traffic Management & Enforcement'
- 'Best Practice in Travel to School & Work Schemes'



## Scottish Transport Awards 2009

- 'Scottish Transport Local Authority of the Year'
- 'Best Practice in Travel to School & Work Schemes'

Arriva Buses. Here to take you there.

# Congratulations to Arriva Scotland West

**scottish  
transport awards**  
—— winner of ——  
**Best Bus Service  
2009/10**



Committed to delivering a better service





# Fine-tuning the approach to public-private funding

With huge investment in infrastructure needed in Central and Eastern Europe, governments are looking for new ways to fund public-private partnerships, says **Simon Temple**

In Western Europe, most transport problems result from congestion and overcrowding caused by a lack of capacity in our transport systems. In many parts of Central and Eastern Europe, this problem is also significant and growing. However, the design capability of the road and rail infrastructure and its physical condition are often bigger problems.

The European Union has recognised that the problems of Central and Eastern Europe's transport networks are a barrier to economic growth. This is exacerbated by the significant distance barriers experienced by new member states at the periphery of the Union.

Some €40bn has been allocated to transport through the EU Cohesion and Structural Funds for 2007-2013. About half this money is allocated to highways and more than a third to main line railways with the remainder split between ports, airports, inter-modal systems and urban transport.

While this is a very large sum it will only go some way to meeting transport needs. For example, Bulgaria has been allocated €2bn in funding for transport for 2007-2013 but preliminary estimates suggest that the investment required in new roads alone may be nearly €5bn, which doesn't take account of much-needed upgrading.

Outside the EU, Russian prime minister Vladimir Putin has estimated the cost of meeting his country's infrastructure needs (not just in transport) at \$1 trillion over the next 10 years. He expects the private sector to contribute at least 60% of this.

Over the past 15 years there has been a great deal of interest in the role of public-private partnerships (PPP) in meeting transport needs. Some countries, such as Hungary, have embraced the concept and successfully developed a number of projects. Others have been slower.

Nearly all the transport projects so far delivered through PPP in Central and Eastern Europe have been highway and airport projects. There has been much discussion about urban rail PPP and some projects, such as NADEX in St Petersburg, are well advanced, but there have been few successes so far.

The airport projects and some of the highway projects have been funded by charges on users, although the record of success has been mixed in the highway sector. Hungary's first toll motorway, the M1-M15, was a financial disaster due to over-optimistic revenue projections. Other schemes such as Zagreb-Macelj in Croatia have been more successful.

However there has been a move towards shadow toll and availability payment based projects, where the PPP concessionaire is reimbursed by the state and does not carry direct revenue risk. Whatever the merits of these schemes, they create long-term financial commitments for the public sector. Inevitably this will create limits on the ability of governments to fund PPP schemes from general taxation.

As an example, the Polish government let motorway concessions with real tolls for cars and shadow tolls for trucks. The admirable logic was to encourage trucks to use the motorway network rather than less suitable roads. However this imposed a substantial financial burden when truck traffic rose faster than expected.

The financial crisis and the resulting pressure on public finances throughout Europe has brought the issue of fundability sharply into focus. As a result public bodies are looking at more innovative ways of funding PPP projects.

In Latvia, AECOM is advising Riga City Council on a major new highway corridor designed to relieve traffic in the historic city centre (a UNESCO World heritage site) and



Congestion is an increasing problem in cities such as Riga

improve access to the port. It is an expensive scheme involving 28km of new dual carriageway and a high level bridge across the Daugava River, allowing ships to pass beneath it. The city is looking at a range of user charging options to fund it as a PPP project, including the introduction of a city centre congestion charge.

In Russia, transport minister Igor Letvin recently said: "We are going to test mechanisms from alternative sources... allocations from the pension fund, issuing bonds and, if necessary, looking at loans from international banks with risk and currency exchange rate insurance" to support PPP highway schemes. This represents an increase in state support to PPP and, perhaps, starts to blur the distinction between what is "public" and what is "private".

Overall it is clear that new and innovative solutions, combined with a continuing drive to improve the efficiency of project delivery to reduce costs, will be needed. As in Western Europe, the user is likely to be expected to pay directly for an increasing proportion of the cost of transport investment.

**Simon Temple is a director of AECOM**

**The Polish government let motorway concessions with real tolls for cars and shadow tolls for trucks, to encourage trucks to use the motorway network**

# Land of high endeavour

Celebrations were in order last week as the seventh Scottish Transport Awards honoured innovation and excellence in the industry

### Scottish Transport Local Authority



**A**berdeenshire Council had much to celebrate at the Scottish Transport Awards last week where it took the prestigious award for Scottish transport local authority for the second year running.

The judges were impressed by a range of initiatives and a history of innovation including demand responsive transport services, interactive signs and part time speed limits outside schools.

Successes include school travel planning – with active travel modes accounting for 52% of school journeys in 2008 – and the use of e-scheduling software for school transport, with the potential to reduce vehicle mileage by 21%.

On buses, IT HotStops with free wi-fi access have been extended and bus patronage figures continue to rise, up 23.4% in 2008/09.

Aberdeenshire belongs to the longest-standing public transport

quality partnership in Scotland. Currently 55% of services are covered by the Aberdeenshire Connect through-ticketing initiative. Patronage on the Deeside corridor has grown 27%.

In March 2009, an extensive customer satisfaction survey for over 3,300 bus users indicated that service delivery exceeded the national benchmark in 80% of the national bus quality indicators.

As well as conventional public transport, Aberdeenshire is at the forefront of demand responsive transport services.

DRT passenger numbers were up by 19.5% in 2008/09.

Partnerships are seen by Aberdeenshire as an essential delivery mechanism, and are used for areas including safety cameras, school travel plans, rail freight and public transport.

**Fife Council** was highly commended in this section.

### Cycling Improvements

**F**ife Council was a winner in the Cycling Improvements category. The council has for many years recognised the benefits of cycling, identifying a number of strategic targets in its local transport strategy.

Its emphasis over the last five years has been on providing high quality cycling routes within and to the main towns and villages in Fife, including improving connections from rural villages to Dunfermline (West Fife Way); accessibility to rail interchanges at Markinch and

Inverkeithing; and strategic connections across the Forth and Tay estuaries. Automatic counters at key locations show an average 43% increase in cycling between 2005 and 2008.

There has also been a 30% increase in the number of children receiving cycling training between 2008 and 2009. Over 1000 bikes have been sold through the council's employee bike to work scheme.

There has been a 5% fall in car journeys to schools and a 200% increase in levels of cycling to schools.

### Excellence in Technology and Innovation

**C**ycling was centre stage in the technology and innovation category where the award was carried off by **Argyll & Bute Council's** iCycle scheme.

Argyll & Bute had achieved a high standard of practical cycle training for children but wanted to improve on how the theoretical knowledge to become an independent cyclist was imparted.

It approached Promethean, a provider of interactive education software, to produce a teaching aid which could be used on interactive

whiteboards. The result was known as iCycle.

Teachers helped to create ready-made flipchart-style lessons covering topics such as manoeuvres, road position, junction priority, signs and road markings, hazards, and cycle maintenance.

Pilots of iCycle in classes met with an enthusiastic response, and pupils particularly enjoyed the games, such as a timed road signs quiz.

The completed flipchart lessons will be available as a free download from Promethean, as will a version of the software for use at home.

### Public Transport Operator of the Year



**F**irst in Glasgow won the Public Transport Operator category in recognition of a transformation in the quality of its customer service over the last three years.

It has achieved this through online satisfaction surveys, customer forums in the community and the appointment of a new head of customer services. Since the establishment of the annual route development plan in 2007, passengers and stakeholders have been able to comment on and influence planning directly.

Staff are encouraged to develop their skills on a continuing basis.

Punctuality has improved, with 95% of services running on time, and lost mileage down to 0.5%. Passenger journeys have increased at around

2.5% annually – equivalent to 16,000 more passengers daily since 2006.

There have been improvements in the company's health and safety record and it is also reducing its environmental impact.

In 2006 First set up a quality partnership with Strathclyde Partnership for Transport and Glasgow City Council, and signed a "stability and growth pact". Under the pact First committed itself to formal consultation on route changes through the route development plan, to a limited number of timetable changes each year, and to investment in state-of-the-art airconditioned buses.

**Stagecoach in Fife** was commended for a range of initiatives which improved performance and reduced emissions.



## Best Transport Integration

**F**ife Council won the Transport Integration category with its transport hubs strategy. It has invested over £30m over the last few years in creating a network of hubs across the county.

The aims are to ensure that development in Fife has good access to public transport; to widen travel choices through the provision of integrated transport networks; to limit the growth in driver-only car commuting; and generally to promote more sustainable travel.

The initiatives include Ferrytoll Park and Ride, operated in partnership with Stagecoach, which opened in 2000 with the aim of reducing the growth of peak-hour congestion on the Forth Road Bridge and into Edin-

burgh. A £2m interchange at nearby Inverkeithing rail station, which serves express trains to the north and to England, was opened in 2006. With Stagecoach, Fife established the 747 airport bus link from the station in 2006. Passenger numbers rose 140,000 in 2008/09, an increase of 160% since 2006.

A new £1.5m road was opened in 2007 to connect the Ferrytoll interchange to the industrial and business areas in the Rosyth Europarc and the Norfolkline Ferry Terminal. Bus stations have been upgraded or rebuilt at Dunfermline, Glenrothes, Kirkcaldy, Leven and St Andrews and a new interchange was opened in 2007 at Markinch rail station, where passenger numbers are up 20% since opening.

## Travel to School and Work

**L**ocal authority of the year **Aberdeenshire Council** also took the honours in the Travel to School and Work category.

The Go For It scheme was originally the brainchild of the Highland Council in October 2004. Aberdeenshire Council launched an expanded version of Go For It that was fully inclusive to cyclists, school transport and special needs pupils, and opened up the scheme to rural schools.

Pupils collect a tick or stamp for every active travel trip they make to or from school. When a pupil has collected 40 ticks they earn a reward card to redeem against a sponsor-funded reward. The 38 different rewards are linked to physical or

educational activities, such as swimming and skiing or science and historical visits. Schools are encouraged to identify park and stride sites that allow pupils to walk safely at least part of the way to school.

Aberdeenshire plans a phased introduction with between 12-20 new schools starting on the scheme each year.

The increase in active travel brought about by Go For It averages from 23-35%; a number of schools with acute "school run" problems showed a 50% drop in car-only travel.

**Cycling Scotland** was commended for its Cycle Friendly School Award, intended to encourage schools and give them guidance on creating an environment conducive to cycling.

## Road Safety, Traffic Management and Enforcement

**T**op honours in the Road Safety, Traffic Management and Enforcement category went to the **Scottish Safety Camera programme**. This consists of eight safety camera partnerships covering mainland Scotland, overseen by a central programme office, funded by the Scottish Government.

Membership of the partnerships is drawn from the police and local authorities, supported by organisations such as the Fire and Ambulance Services, the NHS and Transport Scotland.

The programme has forged links with national and local fleet operators and car hire and leasing companies to provide information to drivers, and the programme provides a wide range of promotional material to the general public.

The number of fixed penalties for speeding at camera sites fell from 144,235 in 2004/05 to 88,427 in 2007/08, showing that driver behaviour is being influenced. This figure is expected to fall even further during 2008/09.

As 70% of all fatal accidents occur on rural roads, the "Route Strategies" programme was established to allow cameras to be sited along roads that have a high accident rate and a speeding problem.

On the A811 between Stirling and Drymen, where the strategy has been operating since March, the number of collisions between March and May fell from a norm of 17-22 down to 11.

**Glasgow City Council** was commended for the Council Accident Reduction Scheme.



## Travel Information and Marketing

**I**n the Travel Information and Marketing section, **Strathclyde Partnership for Transport** won the award for its Modal Shift Campaign.

SPT ran a £200,000 TV, radio, online and outdoor advertising campaign to encourage people to make small changes to their journeys, by either building in a walk or a cycle to help them become healthier, or by switching to public transport or car-sharing and making financial savings too.

A microsite was created which included features such as interactive maps to locate the nearest park and

ride location, and help with planning a journey using multiple modes of transport.

Awareness has been raised significantly. In a post-campaign survey, 20% said they were more likely to contact SPT for travel information. The number of people using more than one mode of transport "most days" is up 10%; those that never use a method of transport other than the car are down by 23%.

The research proved the campaign was starting to change behaviour with an 8% increase in the number of people who would park and ride most days.

## Contribution to Sustainable Transport

**A** new approach to travel planning by **NHS Greater Glasgow and Clyde** won the Contribution to Sustainable Transport award.

The change involved a number of initiatives, including creation of a Travel Plan and Systems office; the development of travel plans for each acute hospital; introduction of a car-sharing system; introduction of the DfT Cycle to Work scheme; a scheme to allow staff to spread the cost of buying annual multi-mode season tickets; and hospital sites becoming ticket agents for bus companies serving them.

People cycling to work or car sharing now account for 2% of the total workforce and the car-sharing scheme has the potential to save over 389,000 miles in single occupancy journeys annually.

Public transport services to hospital sites have been improved



with the addition of several new services. Regular services run into the grounds of 70% of acute hospital sites. Where this is impossible, the board has worked with bus companies to ensure there are numerous bus stops making the sites as accessible as possible.

**Stagecoach West Scotland** was commended for its BioBus initiative in which eight buses were converted to run on waste-derived biofuel, including recycled cooking oil.

turn to page 24

# scottish transport awards

from page 23

## Best Bus Service

**A**rriva Scotland West's Glasgow Flyer came up trumps in the Best Bus Service category. The thinking behind the Glasgow Flyer (service 500) was to offer a fast, easy and pleasant alternative for people who would normally drive or take a taxi from Glasgow city centre to the airport, at the same time helping to limit congestion on the M8 and reduce carbon dioxide emissions.

Arriva invested £1.5m on 11 high specification buses, a GPS-linked passenger announcement system, free wi-fi internet access, digital CCTV

and an optimised electronic transmission which lowers emissions.

Running every 10 minutes, 365 days a year, the service is the first round-the-clock operation of its kind and the only direct service between the city centre and the airport. A journey time of 15 minutes to the city centre also makes it the fastest service between the two points.

In the first six months of operation a passenger numbers rose by 28%, and in January 2009 a second route, Glasgow Flyer service 600, was introduced to give East Kilbride an hourly direct link to the airport.

## Walking and Public Realm

**R**enfrewshire Council's regeneration of Renfrew Town Centre won plaudits from the judges in the Walking and Public Realm section.

Work began in 2007 on the £3.9m project to transform the centre from an area dominated by traffic into a pedestrian priority space. This was achieved despite the fact that the centre still has to accommodate around 10,000 vehicles per day, requiring a sophisticated but unobtrusive traffic control system.

Pedestrian movement around the town has been vastly improved, especially at Renfrew Cross where traffic signals replaced a roundabout.

Around 90 bus services continue to run every hour in the peak period. Access to public transport has been improved with well positioned and designed bus stops.

The blurring of the boundary between pedestrian and trafficked areas has been achieved through the use of 50mm kerbs and careful selection of surface materials.

Street clutter has been minimised through removal of pedestrian barriers and careful siting of poles, bollards and signs.

As much as 50% of road space formerly used for traffic has been transferred to pedestrians. Through traffic has been reduced by around 30%.

## Transport Team/Partnership of the year

**T**he partnership behind a mobile youth club, including Stagecoach West Scotland, Strathclyde Police and East Renfrew Council, was the winner in the Transport Team/Partnership category. The Wee Gee is a project aimed at combating youth disorder and vandalism, which operates in the East Renfrew area.

The project was developed by Strathclyde Police and East Renfrew Council following concerns of rising vandalism in their area. The idea of a mobile youth club was thought more likely to work than sending police officers to schools to give lectures, and Stagecoach agreed to provide a bus in 2005. But the WeeGee really took off in 2008 with the introduction of a dedicated bus fitted out with state-of-the-art entertainment.

The partnership has expanded to include the local fire service, Strathclyde Partnership for Transport, Arriva, Citylink and a local safety and

health project Magic Wand.

The bus is equipped with an air hockey table and computer games including a Wii, a Playstation 3 and an Xbox 360 and it is used by up to 1,000 children every week. It visits schools, disadvantaged kids' groups and fire and safety displays, among others.

Before the children can use the games, driver Brian Robertson presents a talk about the dangers of vandalism, the cost to the community, and the problems vandalism on public transport causes to operators.

The bus appears to be a success, with youth-related incidents reported to the police down by almost 50% over six months.

**Strathclyde Partnership for Transport** was commended for its work with **NHS Greater Glasgow & Clyde** and **Traveline Scotland** in developing software to create personalised journey plans for people travelling to NHS sites.

## Individual awards

**N**one of these initiatives would have happened without the commitment of a range of dedicated people, and some were duly honoured for their contributions.

**Jimmy McGrory**, Arriva regulator for Erskine, Renfrew and Glasgow, and the City Centre, was named Frontline Employee of the Year.

Mr McGrory began his career 28 years ago as a bus driver. Nowadays, he begins his day at the Inchinnan depot at 6.30am. He is on call 24 hours a day to ensure that every bus leaves when it is supposed to, and that if this is not the case, to rectify it quickly, while appeasing disgruntled passengers.

He has embraced a rapid response ethos: he can be anywhere in next to no time on his scooter.

Mr McGrory is involved with various charity events and community events, and organises an annual snooker event to commemorate the late William Rodger, an Arriva inspector of long-standing.

He is highly valued by his peers, colleagues, managers and customers, and sets high standards for customer care.

ScotRail train driver **George Kelly**, who is also a Team Sergeant Major in Britain's Reserve Forces, was commended, as was Amey media office **Vicki Greenhill** for her commitment to improving the safety of workers on the trunk road network.

Napier University's **Steve Stradling** won a special award for his

contribution to research in Scotland. The judges noted that in his research into the psychology of transport at Napier University, Steve has developed a deserved international reputation as one of the best in his field of expertise. Understanding people's travel behaviour and why they respond the way they do to different policies has been invaluable to decision makers. Steve's lasting legacy will be the use that has been made of this research to improve road safety.

FirstGroup head of rail **Mary Grant** won the accolade for outstanding contribution to transport across Scotland. Under her leadership ScotRail was one of the top performing train operating companies in the UK for the past five years. In recognition of her outstanding achievements at ScotRail Mary was promoted last year to head of rail, which made her responsible for the four franchises the Group runs.

Finally, this year's lifetime achievement award went to Glasgow City Council's **Earl Wilkie**, who has been the face of cycling in Scotland for over a decade. At Glasgow he masterminded an ambitious cycling strategy for the city and made sure that the prestigious Velo City event was hosted successfully in Glasgow.

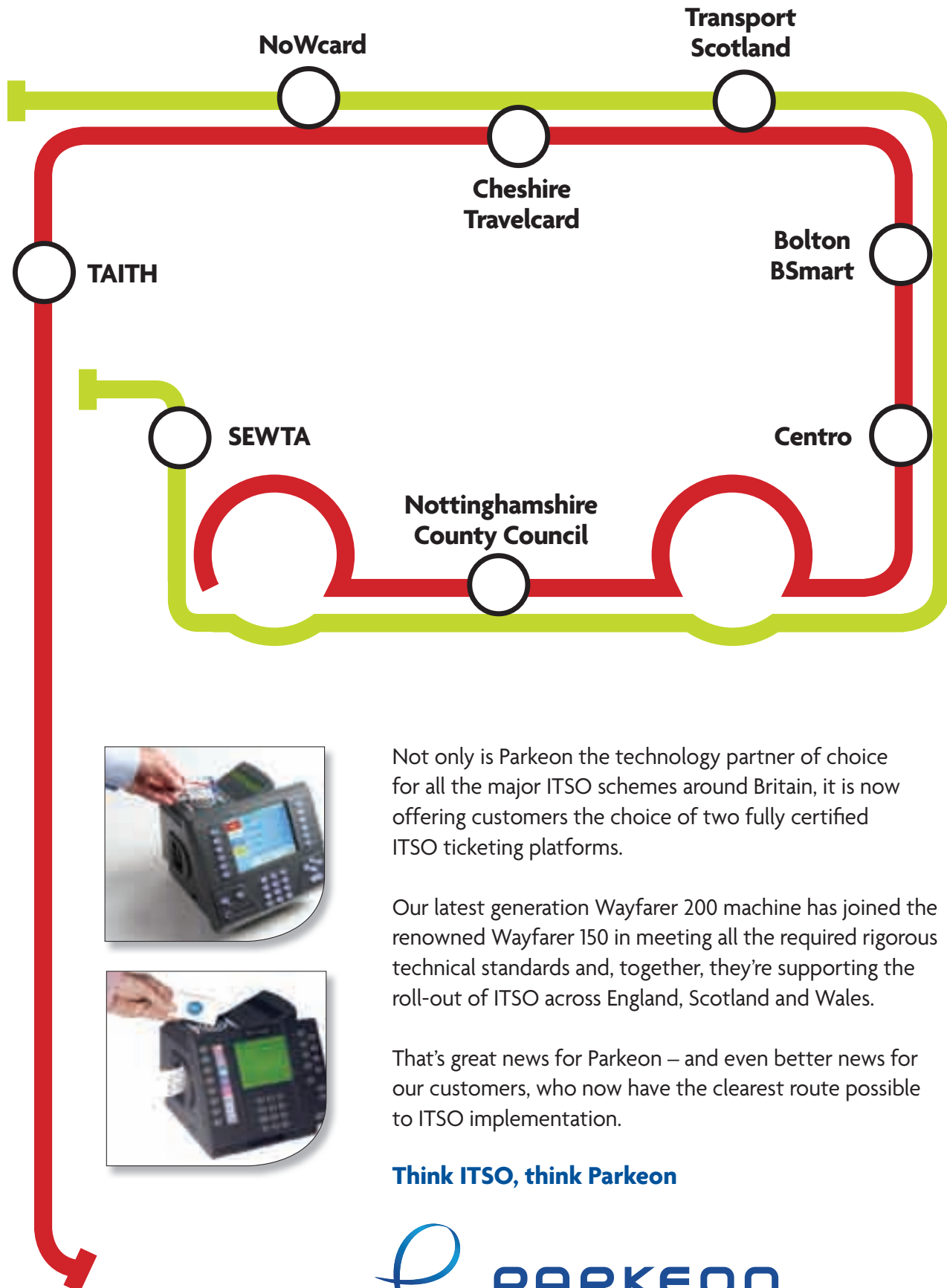
In recent years Earl has worked for the Scottish Government and his passion for cycling as a mode of transport has rubbed off on everyone he meets. Earl retired earlier this year, leaving behind a formidable legacy.

**Jimmy McGrory: rapid response ethos**





# Shaping the **Future** of ITSO ticketing technology



Not only is Parkeon the technology partner of choice for all the major ITSO schemes around Britain, it is now offering customers the choice of two fully certified ITSO ticketing platforms.

Our latest generation Wayfarer 200 machine has joined the renowned Wayfarer 150 in meeting all the required rigorous technical standards and, together, they're supporting the roll-out of ITSO across England, Scotland and Wales.

That's great news for Parkeon – and even better news for our customers, who now have the clearest route possible to ITSO implementation.

**Think ITSO, think Parkeon**



**For more information call: 01202 339 339  
or email: [sales\\_uk@parkeon.com](mailto:sales_uk@parkeon.com) [www.parkeon.com](http://www.parkeon.com)**

10 Willis Way, Fleets Industrial Estate, Poole, Dorset, BH15 3SS, UK



# Not just a ticket

Fulfilment of the smart card vision is looking less remote. But a range of technologies including ITSO, tap and pay, and mobile phones carrying bar codes or using near field communication will all be jostling for space, a *Transport Times* conference heard

**The Yorcard pilot has successfully demonstrated a number of innovations**

**T**ransport secretary Lord Adonis told the Labour Party conference: "to encourage more bus use we are promoting smartcard ticketing". The recent government consultation document on its smart and integrated ticketing strategy set out a vision for public transport in England of "universal coverage of smart ticketing infrastructure" supported by "integrated and innovative tickets" and "leading to a significantly improved travelling experience for the passenger".

Speaking at last week's *Transport Times* conference, *Developing smart ticketing technology in the transport sector*, the DfT's Louise Barnett said the secretary of state "likes smart ticketing and he wants it now".

Analysis of the responses to the document, which set out a detailed strategy and on which consultation closed on 28 October, is under way and the Secretary of State plans to publish a revised strategy by the end of the year.

Ms Barnett, head of ticketing technology at the DfT, said that smart tickets had the potential to reduce carbon dioxide emissions, improve security by reducing the need for transport staff to handle money, and improve people's quality of life. Interoperability of tickets was crucial to meet the differing needs of commuters, the elderly, or tourists.

The DfT plans to work closely with ITSO, the body responsible for drawing up the specifications for interoperable tickets, in putting its strategy into action. The department has appointed new directors to ITSO's board to strengthen its ability achieve this and the appointment of a new chief executive is expected soon.

The goal, said Ms Barnett, is "to make smart ticketing part of everyday life".

Mike Eastham, ITSO general manager and head of technology, described the latest revisions to the ITSO specification, which are likely to be finalised by the end of the year. A significant addition, about which

**“The need to buy a ticket has been drummed into people. We’d like them to be able to travel with what they have in their pocket”**

the rail operators are enthusiastic, is "remote fulfilment" – the ability to collect a ticket paid for earlier at a ticket machine at a chosen location. He described his vision of a trip from Manchester to London using ITSO.

The first part of the trip, within Manchester, would be taken care of by the passenger's existing season ticket or prepayment stored on the ITSO card.

On entering the national rail system at Manchester, a ticket for the London trip, paid for in advance online, would be automatically downloaded to the ITSO card. On the train, the passenger would buy a TfL ticket for use in London on arrival, which would be added to the same card.

Shashi Verma, director of fares and ticketing at Transport for London, said that without the introduction of the Oyster ticket system the gatelines at many central Underground stations would have had to be extended to cope with peak passenger flows. The cost of extending the gate line at Liverpool Street alone would have been more than the entire capital cost of introducing Oyster. Revenue saved from reduced ticket fraud was £40m in 2008/09 alone, again comparable to the entire cost of installing Oyster.

Fitting out of the Oyster infrastructure so that ITSO cards can also be read is due to happen by 2011, before the Olympics; "ITSO will become a reality in London," he said.

But, he added, transport operators were "still using a 19th century business model". By issuing tickets, "TfL effectively has its own currency," he said. In addition TfL incurs large costs in employing staff to sell tickets and handle cash.

That could all change with the advent of "tap and go" payments using the next evolution of the credit/debit card for paying for low value items (currently up to £10). "The payments industry has invented something that might work for us to allow us to go back to running transport, not a currency."

Instead of using an Oyster card, people would simply tap their payment card on the reader and the fare would be deducted directly from their bank account.

He added: "The need to buy a ticket has been drummed into people. We'd like them to be able to travel with what they have in their pocket." He envisaged that this "electronic money", of which a trial was launched last week on stagecoach buses in Liverpool, would eventually subsume the functions of the Oyster card.

Keith Hobbs, MasterCard head of UK business development for public transport, elaborated on the theme.



Tap and pay, he said, was like “having the right change all the time. It will be faster than cash and good for record-keeping.”

For transport it avoids the need to have a separate card: passengers just pay for each journey as it happens.

Transport for London envisages there being two modes of operation. In “pay by ride” mode, passengers would need no preparation or to sign up to anything in advance, and Oyster functions such as daily capping in pay as you go mode would be handled automatically.

In travel plan mode, a pre-purchased virtual pass such as a season ticket would be associated with the card to allow regular travel. Most passengers would buy the pass online rather than face-to-face: TfL’s role as a ticket issuer would be minimised.

Benefits, said Mr Hobbs, would be reducing queueing and less need for passengers to be familiar with ticket prices or conditions.

The trial in Liverpool involves around 200 buses on city centre routes and is part of a general surge in the use of tap and pay in the city. Passengers will be able to pay by card instead of cash, though bus drivers will still issue tickets.

In Paris, transport authority RATP began a study last year of use of the system on the Metro, supported by Banque Postale, with the aim initially of replacing single ticket purchases. A staff trial is planned for late this year or early next.

In the New York and New Jersey, a trial on bus, subway and the Port Authority Trans-Hudson service is going ahead on a similar timescale.

Mark Elliott, director for infrastructure and transportation services at Accenture, analysed the success factors in smartcard schemes around the world (see page 26). He said that though the introduction of tap and pay cards “shifts the whole system we’ve been looking at for 10 years”, with banks rather than transport operators potentially emerging to drive the takeup of smart tickets, there were still many unanswered questions about how well it would work. “The next 12-24 months will be critical,” he said.

However, in a question and answer session, he said ITSO could be squeezed if transport operators find the cost of implementing an ITSO system is greater than that of a tap and go system.

Steve Howes, managing director of Rail Settlement Plan, the company run by the train operators to provide their integrated ticket sales operation, said that the current credit-card

sized rail ticket accounts for 98% of all tickets issued. But the future would be much less homogeneous, with smart cards, mobile phones using bar codes or near field communication, self-print tickets and tap and pay all existing together. Self-printing of tickets bought online is increasingly popular, and he also welcomed the capability for remote fulfilment being added to ITSO.

Rail Settlement Plan is working on ITSO back office systems ready for when the train operators want to use it. Meanwhile individual operators were making progress on different aspects of smartcard use depending on what was specified in their franchises, he said.

South West trains has installed readers at stations and is undertaking a trial between Windsor and Staines, with plans to extend it. First ScotRail is to go live with an ITSO system on Glasgow-Edinburgh services next year. London Midland has a commitment to move a proportion of passengers from conventional to ITSO-based tickets.

However, he admitted, the situation “remains fragmented. An integrated nationwide offer will require something far in excess of the sum of these before we have a coherent ITSO proposition across the network.”

Mike Duncombe, Yorcard project manager, described progress on the most ambitious smartcard scheme outside London to date, run by South Yorkshire passenger transport executive and its West Yorkshire counterpart, Metro.

The Yorcard pilot was initiated in 2007 and involves Stagecoach, First South Yorkshire and local independent Mass on six routes with 200 buses.

It was also the first ITSO scheme to use pay as you go with a daily cap.

The scheme began using cards to touch in only. Touching out as the passenger leaves the bus is desirable because it gives the operator information about where passengers are going as well as where they boarded. A second validator for touching off was successfully introduced later, but the physical limitations of buses with a single front door and a narrow gangway, with limited room for a stream of people getting on and off at the same time, meant that the theoretical benefits of speeding up boarding and alighting times were not fully realised.

On rail the system was demonstrated to work successfully – as stations were ungated, platform validators like those on the Docklands Light Railway in London were used.

**The next 12-24 months will be critical for tap and pay**

Among lessons learned from the pilot was that current solutions are too difficult for smaller operators.

Mass, having no specialised technical staff, struggled with the technical complexity of having two on-bus devices, a wireless LAN in the depot, and a depot system to transfer data to the back office. Yorcard is addressing this problem by working with equipment manufacturers to design a solution that is low-cost, low-maintenance and doesn’t require a depot LAN or a depot system to work.

Overall, however, the project successfully demonstrated the use of the national concessionary travel card; the existing TravelMaster, a multi-operator card; and children’s concessions as well as new tickets: a 28 Day Megarider, only available on smartcard; First’s Week Red 52 Red; and pay as you go.

The pilot has now come to an end and the two transport authorities will decide within the next few months whether to proceed to a permanent scheme.

**‘Tap and pay’ bank cards such as Pay Pass, currently undergoing a trial on buses in Liverpool, could eventually replace Oyster-style smartcards**



# E-ticketing: strategies for success

Enough smartcard schemes now exist to compare their performance. Consultant Accenture has discovered that the most successful schemes focus on getting the transport offering right before going into other markets

**D**on't try to be too clever too soon. That's the main message to emerge from Accenture research into e-ticketing schemes at some 30 major public transport authorities and operators worldwide, all of which boast a minimum of two years' e-ticketing experience.

"To be successful, e-ticketing fare management schemes need to gain the trust of passengers by offering them easily accessible products and payment choices," says Mark Elliott, a senior executive in Accenture's infrastructure and transportation services practice. And he adds, "Successful schemes also manage the complexity of diverse fare structures between travel modes, as well as the complexities of governance between and among operators."

Accenture research and experience reveal that interest in e-ticketing remains as strong as when the global consulting, technology services and outsourcing company first investigated the industry five years ago. And many schemes report that the introduction of e-ticketing has boosted customer satisfaction levels.

Yet few track the number of customers actually using smartcards accurately, and there is no common set of measurements. There are also wide variations in how scheme operators assess the impact of e-ticketing on their wider fare management goals.

By contrast, the best performing providers of smartcard-enabled public transport schemes are taking a patient, disciplined and pragmatic approach to resolving its many challenges. Indeed, the experience of these providers confirms that successful schemes require a clear market focus, solid preparation for contract management, a meaningful and consistent customer proposition, and equally consistent processes across all sales channels.

The industry landscape has changed significantly since 2005. At that time, for example, the promise of e-ticketing as a driver of new growth was a key motivator. But most subsequent efforts to apply transport smartcard technologies to non-transport services such as retail have proved unrealistic. And the recent emergence of smartcard banking products has further muddled the waters.

**To be successful, e-ticketing schemes need to gain the trust of passengers**



The use of contactless bank card products (open payments or tap and pay) in transport is yet to be proven at scale and confirmed as acceptable to the majority of travellers. What may seem like an obvious next step for transport agencies that have already successfully moved their patrons to a "closed" e-ticketing scheme is still fraught with complexities. Putting the cost of upgrading infrastructure to one side, an agency will still need to develop a strategy that remains inclusive to all members of the public, does not penalise cardholders with additional fees and can cope with complex fare policies such as transfers and distance-based charges.

Furthermore, the quest for operational efficiency – and specifically, internal process simplification – is now as important a motivator for the introduction of e-ticketing as customer convenience.

The most successful e-ticketing providers are focused on their core market – transport. And they ensure that their transport offerings are optimised before moving – incrementally and with some caution – into such new markets as municipal services, access control and loyalty. They are just as circumspect, in fact, when they consider expansion into adjacent markets, such as long-distance rail travel or parking.

These higher performers recognise that best practice in an area characterised by multiple vendors depends on good contract management. In

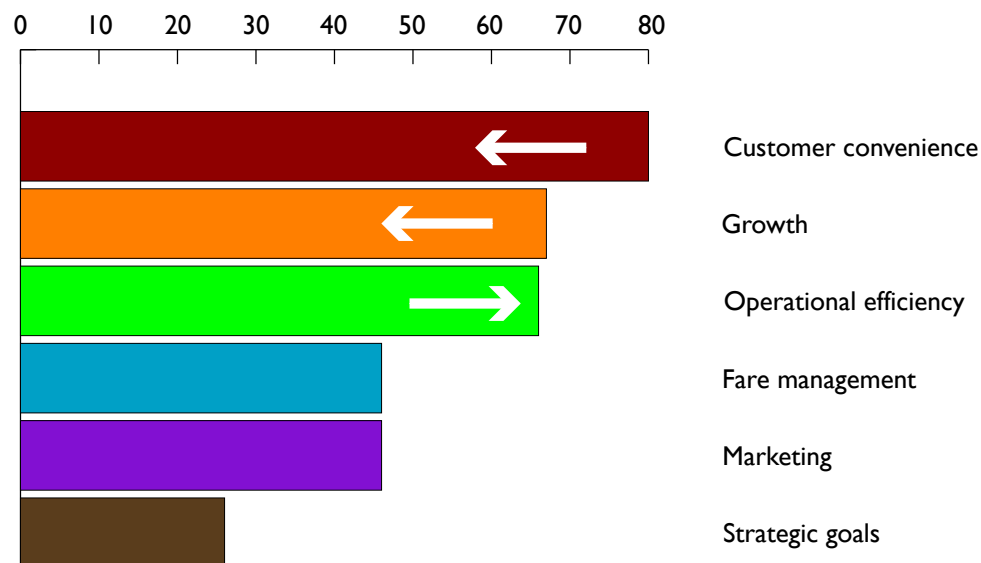
fact, they view the suppliers of their e-ticketing systems as potential partners. And they take a collaborative approach to scheme design and delivery management, often working with vendors on execution.

Best practice also acknowledges the key role of the customer – and that customer requirements vary. The most successful e-ticketing providers have overcome a tendency to confuse innovation with product and channel proliferation. Indeed, they have put themselves in the customer's shoes.

And because they know that accessibility is key to customer take-up, they have developed standardised capabilities that can provide a consistent customer experience and interoperable products.

A case in point is the Flexus interoperable smartcard scheme operated by Ruter, the organisation responsible for administering public transport in Oslo and Akershus, Norway. The Flexus scheme incorporates two distinct e-ticketing operations for the central and greater Oslo area, managed by Ruter, which require integration with the national rail operator (NSB) e-ticketing systems. Ruter has helped manage the consolidation of fare collection processes across all these operations and, by working closely with Accenture, has begun the introduction of the integrated scheme into the local market. Ruter is now benefiting from Accenture experience with similar schemes to expand its own offering to commuters.

Motivation factors underlying the introduction of e-ticketing. Arrows indicate changes against 2005 survey





# Ready, Steady, Go Green...

...with ultra low carbon buses  
from Alexander Dennis!



- ✓ **ADL single and double deck hybrids have achieved certified CO<sub>2</sub> reductions of 35% and 38% respectively, figures that have been surpassed in operation.**
- ✓ **ADL hybrids operating in London are achieving 94%+ availability, reinforcing their reliability credentials.**
- ✓ **ADL hybrids are available NOW with a firm guarantee of fuel savings.**
- ✓ **Life-cycle costs are dramatically reduced with both ADL single and double deck hybrid buses.**

ADL's ultra low carbon, "green" buses bring together cutting edge hybrid technology and conventional engineering solutions, resulting in certified fuel and CO<sub>2</sub> reductions of over 35%.

They usher in an era of proven, reliable, low carbon buses that meet every aspect of the Department for Transport's £30m Green Bus Fund. Add to this 94%+ reliability during 150,000 miles of in-service operations in London, plus vastly reduced life-cycle costs, and working with ADL to buy hybrids for the price of a conventional diesel just has to make sense.

This is technology that is available NOW – with the credentials to ensure that you win a slice of the Government's £30m, one-off fund.

Make sure you're at the front of the queue. Call Alexander Dennis today to learn more about our Enviro200H and Enviro400H hybrid models.



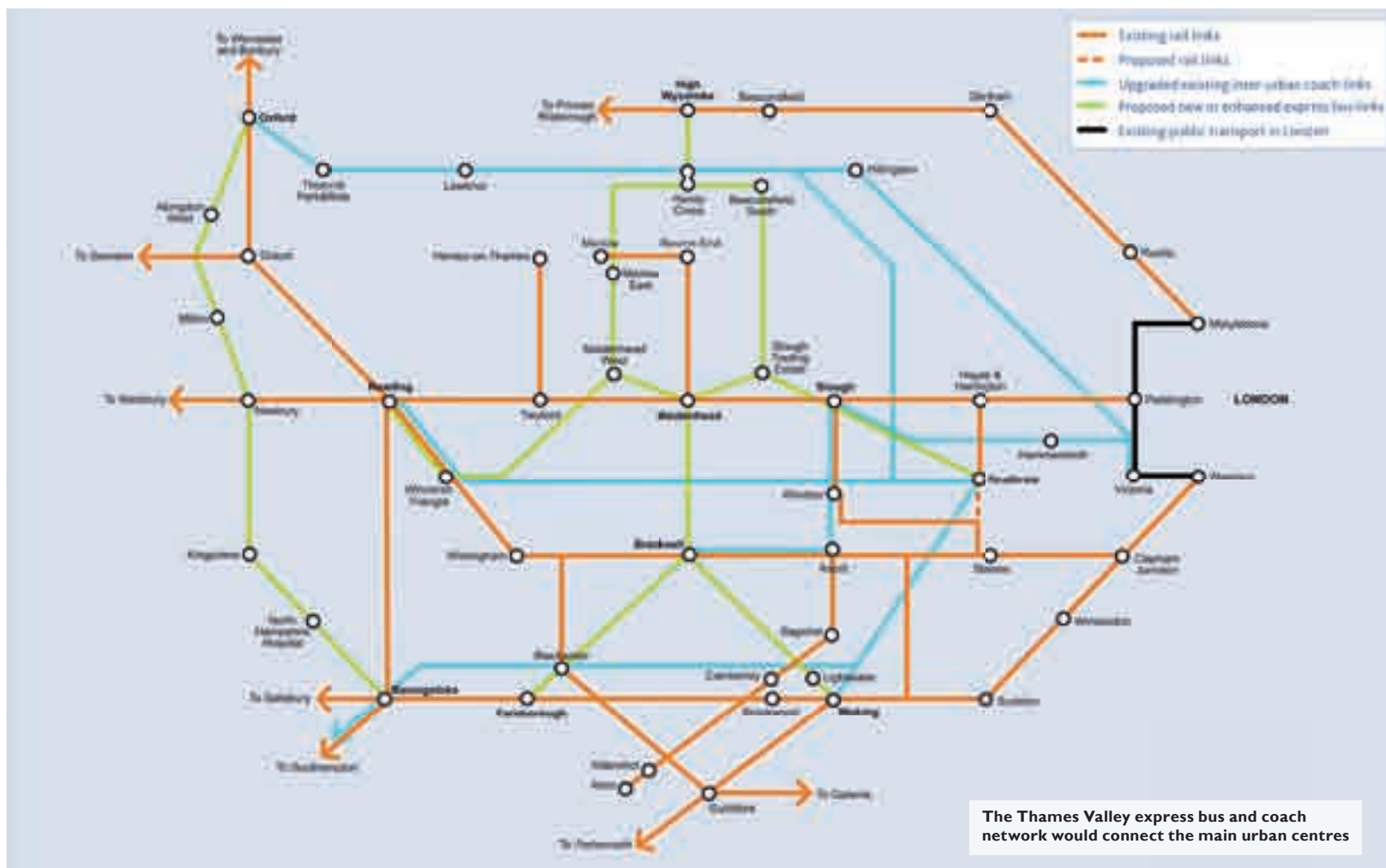
**Call the Green Bus Hotline Now! 01483 825 087**

Alexander Dennis Limited  
91 Glasgow Road,  
Falkirk FK1 4JB UK  
Tel: 01324 621672  
Email: [sales@alexander-dennis.com](mailto:sales@alexander-dennis.com)



[www.alexander-dennis.com](http://www.alexander-dennis.com)

  
**ALEXANDER  
DENNIS**



# Express route

In a buses special feature, we look at the government's green bus initiative (page 30), an early attempt to use the powers of the Local Transport Act in St Albans (page 35), how the Greener Journeys initiative aims to cut a billion car trips (page 32) and on this page, a vision for a strategic express bus and coach network in the Thames Valley

**T**he Thames Valley is perhaps not an area you'd immediately associate with being deficient in public transport links.

There's no shortage of commuter and inter-city rail services, you might argue, with the Great Western main line, the Chiltern line and South West trains all connecting to different parts of the area.

On closer study, though, it's apparent that these run predominantly east-west. There is a lack of north-south routes and cross-links between the rail stations and the urban centres they serve.

It's for this reason that the South East England Regional Assembly, whose functions have now been taken over by its corresponding regional development agency, SEEDA, commissioned consultant Colin

Buchanan to look into the feasibility of introducing a network of high-quality inter-urban bus services.

Buchanan senior transport planner Duncan Ellis explains: "In the Thames Valley there are a lot of dispersed residential areas and dispersed work areas, including a lot of business parks. It's not traditional bus territory. Apart from Reading, there are no dense urban areas or large areas of population, and a lot of people commute long distances."

Bus links exist but are of variable standard, and tend to rely for the bulk of their patronage on journeys between intermediate points on the route rather than end to end trips. They divert into residential areas, with the result that journey times are long. For example, Reading to High Wycombe takes an hour and a half, compared with 45 minutes to drive.

Buchanan was asked to look at nine corridors (see box) and to explore the feasibility of providing an alternative to the car for such journeys, to look into the costs and potential revenue and to specify service standards, with a view to improving accessibility and bringing about modal shift. Currently bus's modal share is typically between 1 and 4%, with isolated exceptions such as the Slough-Heathrow route with 11%. Buchanan was also asked to identify corridors where potential existed for "quick wins".

The idea was to mimic rail with fast, direct and frequent services, pleasant waiting areas and good quality buses with features such as wi-fi internet access. The aim would be to achieve a service quality similar to Stagecoach's successful Oxford Tube, which runs from London

to Oxford at 10 minute intervals. Though Mr Ellis points out that this is to some extent a special case, running as it does between two cities where it can be difficult to park, and with a fast, direct route between them, it seemed a good standard to aspire to.

Buchanan began by consulting local authorities, the Highways Agency and bus operators, reviewing local transport plans and compiling details of existing services. This was followed by a workshop for interested parties, held in Windsor, to identify route options for each corridor. "This gave us a good understanding of the options before finalising our conclusions," says Mr Ellis.

Generally, existing services included a mixture of commercial and subsidised services, plus coaches



providing fast services from the main centres to central London and the region's airports.

Elsewhere inter-urban provision was provided by local bus services with slow end-to-end journey times. Operators were not convinced that there was an end-to-end market in many cases, and at the same time worried that new services might cannibalise passengers and push marginal existing services over the edge.

Buchanan aimed to come up with two or three options for each corridor, with demand estimates, costs, benefits and revenue estimates, and a service specification.

A frequency of 20 minutes was considered the best starting point: 30 minutes was thought too long but 10 minutes could not be justified, at least initially. Buses would run from early morning to late evening (6am-11pm). Vehicles would be coach-style, well-appointed and with wi-fi access.

Stops and waiting areas would be of a high quality, with real-time information displays. In town they would aim for the feel of a rail station; out of town they would be likely to be sited at existing park and ride sites.

Stopping patterns would aim for fast end-to-end journey times, with the aim of capturing demand from business and residential areas. There could be some intermediate stops, at business parks for example, although in many cases the layout of such parks – with many cul-de-sacs – would preclude venturing into them and stops would generally have to be on the periphery.

### Bus priority

Regarding bus priority, this is not needed on rural sections of the route. Congestion tends to occur in towns and where a route crosses a major road. Generally with a frequency of three buses hourly, significant investment in bus lanes would not be justified; measures such as traffic signal priority would be more appropriate.

For example, for the High Wycombe-Slough route, eight stops were proposed: High Wycombe rail station; the town centre; the planned Handy Cross bus and coach interchange being developed at junction 4 of the M40; Beaconsfield services at junction 2 of the motorway; Farnham Common on the A355; Slough Trading Estate; Slough town centre; and Slough bus station.

The study concludes on the basis of experience and best practice elsewhere, that demand equivalent to a

modal share of around 7%, roughly double the present level, could be expected. The nine corridors should have limited stop services operating at 20-minute intervals, with targeted priority measures. Infrastructure capital costs would be relatively small, at £15m. But because the network would cost around £11 annually to run, bringing in revenue of around £7m, a source of revenue funding to plug this gap was needed.

Nevertheless, with rising congestion, and with 10-25 mile trips representing the fastest-growing contribution to greenhouse gas emissions, the project deserved pursuing.

Some of the routes were closer to commercial viability than others and Buchanan identified three corridors as having potential for quick wins: Slough-High Wycombe; Newbury-Basingstoke; and Bracknell-Slough.

All these routes exhibited a reasonable level of existing demand and already had what was considered a good level of public transport provision. This may seem somewhat paradoxical, but Mr Ellis explains: "Because of this you've haven't got to change people's habits so much." By contrast, introducing an express service on a corridor where demand was less established, "there would be more pressure if passenger numbers were initially low".

Even on the quick win corridors existing services are not particularly fast or frequent. In general the strategy would be to build on the market for the existing local services, which run at frequencies of one to three buses hourly, to try to build an end-to-end market by investing, increasing the frequency and introducing limited stop running.

Buchanan's study envisaged a two-year pilot on these routes after which, if successful, the concept could be introduced more widely.

Candidates for subsequent development would include Newbury to Basingstoke and Oxford to Newbury, using a Kickstart bid to extend the X32 Oxford-Didcot service.

As the network is established the aim would be to develop a website on the lines of the National Rail enquiry site and to develop integrated ticketing with rail services.

Following further work by the SE Regional Transport Board and local authorities, a paper to the South East Regional Partnership Board strongly supported the establishment of the network.

It concluded that Slough-High Wycombe was the most promising corridor to demonstrate the

The network would target the difficult to shift medium distance car trips of 10-25 miles

potential for express bus, partly because of a strong commuting flow particularly to Slough Trading Estate, and partly because existing competition on the route arguably wastes resources.

RFA funding for the Handy Cross coachway has been brought forward to 2010, with a target opening date of 2012, and Slough is proceeding with town centre transport improvement schemes including a new bus station, both of which would support the introduction of this route.

Local authorities and operators reached agreement allowing Kickstart bids to be made for funding the Slough-High Wycombe route and to bring forward the X32 Oxford-Newbury.

### Working group

A working group, with representatives from all Berkshire's local authorities, has been set up to implement the findings of the study, and is now looking at the other quick wins.

RFA funding for the other corridors are in the RFA programme for funding from 2015, subject to a review of the whole post-2014 regional transport programme following a study under Delivering a Sustainable Transport System process next year, being led by Berkshire Strategic Transport Forum.

Buchanan points out that the express model could be widely applicable, to any area with similar characteristics to the Thames Valley. The Milton Keynes-South Midlands growth area is a case in point.

And the report to the regional transport board earlier this year stressed the importance of the network. It would, it concluded, "target the difficult to shift medium distance car trips of 10-25 miles which account for over a quarter of all carbon emissions from car transport". On this basis, and in view of the scale of growth identified in the South East spatial development strategy, "it can be argued that such a network is a necessity in terms of the operation of the South East's transport networks".

### The nine corridors

- Reading – High Wycombe
- Slough – High Wycombe
- Maidenhead – Slough – Heathrow
- Bracknell – Maidenhead – High Wycombe
- Bracknell – Windsor – Slough
- Bracknell – Woking
- Bracknell – Blackwater Valley
- Newbury – Basingstoke
- Newbury – Oxford

# Green incentive boosts eco-buses

**A £30m Government grant scheme has stimulated market interest in hybrids and other low-emissions buses**



Wright's Electrocitiy is one of a fleet of 56 hybrids on trial in London

**T**he closing date for applications under the Government's £30m Green Bus Fund, designed to stimulate the uptake in the market of low-carbon buses, is less than two weeks away.

It's been something of a break-neck process: not only is it little over three months since the fund was first announced but discussions on clearance under European state aid rules have been going on in parallel, and continue.

As a result the bidding process and documents were only finalised in early October.

Despite this there is a general feeling in the industry that the scheme has succeeded in raising interest in hybrid and low-carbon buses.

"It's an excellent scheme," says Volvo Bus product planning manager Adrian Wickens, recalling an earlier attempt in 2003 to start something similar, but which never got off the ground because of state aid rules. "This looks much more thought through."

Alexander Dennis's Bill Simpson says: "As a manufacturer we're delighted with the government's response. It's not often a government steps up to the mark to stimulate the market in this way."

He adds that the industry is waiting in the hope that the European Commission will furnish "a defining moment" by giving clearance for funding of the full 100% of the difference between a hybrid and a conventional bus under state aid rules.

To be eligible for the scheme, a bus has to be capable of achieving fuel economy, and hence carbon emissions, at least 30% better than a conventional diesel bus complying with the Euro 5 emissions standard. Compliant vehicles are hybrids, full electric vehicles or dual-fuel vehicles capable of running on biofuel. Most attention has focused on hybrids, though, whose higher capital cost and the fact that they are unproven in service has so far been a barrier to their adoption by bus companies. According to the Low Carbon Vehicle partnership, 56 are so far in service in the UK, all in trials being undertaken by Transport for London.

By offering an incentive to bring low carbon buses into service the DfT hopes to bring forward the reduction in cost that will come about with increased production.

Bidding for a grant from the fund is open to operators, local authorities, PTEs and Transport for London.

The DfT's aim is to fund as many buses as possible; the most it will



## Going green: how the manufacturers stack up



Alexander Dennis's Enviro400H; a Wright-bodied Volvo B5LH; Optare's Solo EV

**B**us manufacturers have to certify that their vehicles will meet the 30% lower emissions criterion as well as meeting Euro 5 regulations, with the usual way to demonstrate this being to provide details of tests on the Millbrook Proving Ground's London Transport Bus test cycle, based on route 159 in London.

The hybrid buses which meet the eligibility criteria for the fund are broadly those being evaluated under Transport for London's test programme (TT, June 2009) and are made by Alexander Dennis, Volvo, Wright and Optare.

Other European manufacturers make hybrids but their models are not currently available in right-hand drive or complying with Disability Discrimination Act requirements.

Optare models eligible for the grant are the all-electric Solo EV and Versa EV; all its models converted to dual-fuel using bio-methane; and the Solo and Versa with Siemens series hybrid system.

Wrightbus has Electrocitiy single decks and Gemini/Gemini 2 HEV double decks in operation in London, and another Gemini HEV is in service in Dublin.

These are all series hybrids using drivetrains from Enova (in the single deckers) or Siemens (in the

double decks). In addition six Volvo B5Ls with Volvo's parallel drivetrain and Wright bodies are being run in London.

Alexander Dennis's Enviro 200H and 400H (single and double decker respectively) use BAE Systems' HybriDrive series hybrid system.

The company's corporate communications manager Bill Simpson says its buses are leading the reliability and availability rankings in the TfL trials so far, consistently achieving improvements in fuel efficiency of 35% (for the single deck) and 38% (for the double decker), and 97-98% availability. Maintenance engineers say the buses fit seamlessly into the fleet and they are liked by drivers.

The BAE drivetrain used by Alexander Dennis was already proven in service having covered 80-90 million miles in hybrids in New York and elsewhere. ADL, however, has taken integration "to another level"; it has also saved two tonnes in weight compared to a typical New York bus by using lithium-ion batteries and using a lightweight aluminium superstructure, in itself worth up to another three miles/gallon.

The BAE drivetrain is a series hybrid, which Mr Simpson argues is better for constant stop/start operation, while parallel is better

for long distances. The series set-up, he says, is better for recapturing energy under braking, and also keeps the battery at a more constant level of charge, extending its life.

Over the life of a hybrid he calculates that it can save £100,000-120,000, comfortably exceeding the £100,000 premium in initial costs.

The big issue has been getting buses in service to demonstrate that reliability can be achieved, a barrier "which I think we're about to overcome". After all, he argues, for every 100 hybrids in your fleet, compared with conventional buses "it's like not having to put fuel into 40 of them".

Volvo's B5LH double deck uses Volvo's own parallel hybrid drivetrain. Volvo's Adrian Wickens said that on the standard test cycle a bus spends 30% of its time idling. The parallel hybrid drivetrain allows either the internal combustion engine or batteries to drive the bus. At stops, the engine is cut when the doors open, and the bus moves away under battery power initially, with the diesel joining in later.

Mr Wickens adds that Volvo is using the London trials to refine the management system for the hybrid drivetrains and is achieving

a steady improvement in economy, reliability and availability.

Bus fuel economy has deteriorated by around 25% in recent years due to a number of factors. These include emissions regulations, which compromised fuel efficiency at least until the Euro 4 standard. Mr Wickens says: "We would argue that from Euro 4 we turned the corner in terms of basic engine economy."

In Volvo's case using selective catalytic reduction to treat emissions of nitrogen oxides allowed the engine to run at a higher efficiency.

In parallel, however, the unladen weight of buses has increased because of higher specification designs, with additional equipment such as access ramps, air chillers, powered destination indicators, and in London the iBus system for providing route announcements. "We're getting a very clear message from operators that buses have got to go on a diet," he says.

Increasing congestion is also a factor, as the statistics on how long buses spend idling show. Mr Wickens adds that even with a hybrid, driver technique can significantly influence economy and training remains a key factor. "A leaden-footed driver will still give you worse economy," he said.

pay will be the difference between the cost of a low-carbon bus and a standard vehicle, but it hopes that it will be able to pay less and thus spread the money more widely. Partly to reduce state aid concerns, the grant to any one organisation will be limited to £5m.

The main assessment criterion for bids will be the amount of grant sought per bus: applicants must justify the funds they are seeking with reference to purchasing, operation and maintenance costs. Bids will be

assessed as stronger if the new buses will result in older buses, meeting Euro 1 standards or earlier, being replaced or scrapped.

Winning bidders are due to be announced within two months; all the buses must be ordered by March 2011 and enter service by the following March. Bids will be considered stronger if buses would enter service in 2010. There is no guarantee of funding beyond March 2011.

The Low Carbon Vehicle Partnership has welcomed the fund as a

counterpart to the recent changes to the Bus Service Operators Grant, to which a supplement has been added for low carbon buses (because BSOG is paid on the amount of fuel used, it provided no incentive for operators to move to more economical vehicles).

However, the LowCVP hopes BSOG will be further reformed to create a positive incentive in favour of low-carbon buses rather than just levelling the playing field.

Low CVP deputy director Jonath-

an Murray believes the Government was right to accelerate the bidding process for the green fund.

He says: "The DfT was aware of the need to respond rapidly. It's vitally important the scheme goes ahead with health warnings rather than waiting for all the T's to be crossed.

"I think there'll be a second round of bidding. If it's oversubscribed in the first round that's fantastic, but realistically a second round will probably be necessary."

# The billion-journey challenge

Greener Journeys is a collaborative initiative by Britain's bus and coach operators to address the threat posed sets out the One Billion Challenge, while **Steven Stewart** argues that technology improvements alone will not



Claire Haigh: "We would very quickly see a virtuous circle"

**Much more could be made of the express coach, the most carbon-efficient form of motorised transport available**

**W**hen it comes to public transport we believe that two key objectives are perfectly aligned: tackling climate change and supporting economic growth. The Greener Journeys initiative demonstrates a very clear "win-win". While progress in technology and innovation is essential to tackle climate change, these benefits will only be felt in the long term and there is an urgent need to focus on behavioural change – and part of that change will involve switching from car to public transport.

In the case of bus and coach this modal switch can be delivered very quickly and cost effectively – buses and coaches run on existing infrastructure and provide real flexibility. We are asking government at all levels to recognise the huge benefits that bus and coach bring, both in terms of tackling climate change and addressing the ever intensifying problem of congestion. Buses and coaches can provide additional capacity at a fraction of the cost of building new roads or railways.

We have estimated that switching from car to bus or coach for just one journey in 25 would save 2 million tonnes of carbon dioxide. This would mean one billion fewer car journeys on our roads, and 50% more CO<sub>2</sub> savings from transport than planned by the Government over the same period, and it could be achieved in just three years.

For a small country like the UK the massive growth in car use we have seen is unsustainable. Car traffic is 87% greater than in 1980

and still rising, and electric cars will do nothing to address the problem of congestion. Cars produce nearly 60% of greenhouse gas emissions from UK domestic transport. Eliminating existing congestion would be worth some £7-8bn of GDP.

To achieve substantial environmental and economic benefits all we are suggesting is that people make some small changes to their travel behaviour – such as one extra commuting journey by bus or coach a month, just three out of every hundred parents letting their children travel to school by bus, just once a month doing one leisure trip by bus or coach instead of car, and so on.

It's not much to ask, but it would bring real and immediate benefits both in reducing CO<sub>2</sub> and in economic growth – tackling congestion, supporting vital services and creating jobs.

What's more, evidence shows that once people start using bus and coach they are very satisfied with the experience – customer satisfaction levels are extraordinarily high at 89%. We could very quickly see a virtuous circle created, whereby both existing and new passengers would choose to travel more often by bus or coach instead of car.

We also know that increasing numbers of motorists are finding driving increasingly stressful. A fifth would prefer to reduce their car use; a further fifth already have, and would make further reductions if travelling by public transport was made easier.

Surveys show that people rank taking public transport second

only to recycling as the main thing they can do to "do their bit" for the environment.

We need the Government to set targets for local authorities that encourage modal shift from car (through measures like bus priority, park and ride, parking policy and the like). Integration of sustainable transport policies with land use planning, rather than developments that encourage high car dependency like out of town supermarkets, are essential also.

Key targets for us are car commuting and business travel where CO<sub>2</sub> emissions are especially high, owing to the high proportion of single occupancy drivers. We are encouraging businesses to adopt green travel plans.

And we believe so much more could be made of the express coach, which is the most carbon-efficient form of motorised transport available. Only 7% of journeys are over 25 miles but they account for 38% of emissions, making a compelling case for priority measures for coaches on motorways.

Our "One Billion Challenge" is just the beginning – with the widespread application of policies conducive to bus and coach travel we could go much further and take billions more car journeys off our roads, making a massive contribution to meeting the Government's carbon reduction targets.

**Greener Journeys is being driven forward by Arriva, FirstGroup, Go-Ahead, National Express and Stagecoach.**

An apparently busy and congested road (left) hides the fact (centre) that in single occupancy vehicles, not many people are moving; (right) the same people in the space that would be occupied by a bus





# and our low carbon future

by climate change. Here campaign director, **Claire Haigh** explains the rationale behind Greener Journeys and achieve the low carbon transport future we need

**L**ike many people, I am a sucker for technological innovation. From the Apple iPhone to the Dyson Ball, when it comes to gadgets and gizmos that make our lives easier and quicker, we are not shy about getting out our wallets.

Media stories that talk of technological breakthroughs and promise a bright new future from the appliance of science have a ready ear. Recent headlines about a cleaner electric car future are a case in point. But it should have anyone with an interest in the future of greener, smarter public transport seriously worried.

Lower carbon technology for cars is advancing rapidly, with mainstream hybrids and a push for mass-market electric vehicles and a supporting plug-in charging network. Buses and coaches are also benefiting from advances developed for cars. The first hybrids are on the road. We are also seeing cleaner engines, trials of sustainable biofuels, fuel-efficient driving training programmes and in-cab technology, as well as steps to reduce the weight of vehicles.

But we shouldn't be duped into believing there is a technological nirvana ahead in a few short years that will mean we can forget about radical changes to the transport choices we make.

New technologies in cars – or buses – are not a complete solution. Regardless of the energy source, congestion from continued high dependence on cars will further damage our towns and cities, reduce energy efficiency and affect economic competitiveness. And the cost of adopting new technologies in buses is still prohibitively expensive.

There is a real danger that the focus on technological advances in cars is making consumers and the Government complacent at a time when we are seeing the convergence of two major threats: climate change, and peak oil and energy security.

Emissions from road transport have more than doubled in the past 30 years and are still rising, and the sector is almost exclusively dependent on petroleum products. In 2007, petroleum products accounted for 98.2% of transport energy consump-

tion, according to the Department of Energy and Climate Change. That figure remains stubbornly high at 97.2% today and we could see the end of easy, cheap oil within the term of the next government.

This should be an alarm call to the public transport sector on how we deliver and market our product. It should also influence our engagement with policymakers at national and local level. While the Government should be supported in keeping rail a priority as budgets are stretched, not enough is being said or done to back bus and coach, the most flexible and critical public transport mode.

Central to our transport revolution has to be a package of measures to bring about behavioural change and modal shift. Britain's biggest bus and

**There is a real danger that the focus on technological advances in cars is making consumers and the Government complacent**

coach operators have taken the initiative by launching a campaign to take one billion car journeys off our roads in the next three years. That could be achieved by switching from car to bus and coach for just one in 25 journeys. It would provide 50% more savings in transport CO<sub>2</sub> emissions than planned under existing Government policies.

In the current challenging economic environment, the case for investment in bus and coach is undeniable. They run on existing infrastructure, provide real flexibility, are cost-effective and can provide additional capacity very quickly. We need to target the key lifestyle areas of commuting and the school run. These can be effectively and cheaply addressed by bus and coach priority in our cities and on congested motorways. All it needs is brave local politicians.

Bus and coach park and ride also has a proven track record in reducing journey times, a major influence on commuter transport choices. Yet it is seriously under-exploited. In Scotland alone, Stagecoach has identified 20 potential new sites that would reduce car traffic, cut emissions and benefit the economy.

Improving bus speeds through targets for transport authorities, backed up by an incentive based system where successful transport authorities qualify for extra non-ring-fenced central Government funding, would encourage council buy-in.

Perhaps these tight economic times are also the perfect opportunity to address some curious policy contradictions. Think what could be achieved by ending the £9bn tax concession received by airlines every year through exemptions in fuel duty and using it to fund a massive programme of pro-bus and coach measures. The net cost to taxpayers would be zero.

But let's not forget that the challenge also requires action from public transport operators. We need to make more of green travel plans with major employers. We must encourage the public sector – and our own people – to set an example in their transport choices. We need to win hearts and minds by exposing the myth about the high cost of bus travel and changing outdated views about the quality of our product. Finally, we absolutely cannot afford to take our carbon advantage for granted.

All this requires partnership between transport operators and local authorities. It also needs brave politicians with long-term vision. Technology will take us some way along the road. But behavioural change, modal shift to greener, smarter bus and coach travel and measures to support these modes will make or break our efforts to deliver a low carbon transport future.

**Steven Stewart is director of corporate communications with Stagecoach Group. He is a member of the group's environment strategy working group.**



**Steven Stewart: "The case for investment in bus and coach is undeniable"**

**10% discount** available on bookings received before **12th November 2009**

# Crunch time: leading the bus industry forward

## Annual Buses Conference

26 November 2009, The Grand Connaught Rooms WC2B 5DA, Central London

Our highly respected Annual Buses Conference will once again focus on the critical issues facing the bus industry over the next few years, with prolific industry speakers conveying their thoughts and strategies on the way forward.

A growing number of healthy bus networks with high levels of passenger satisfaction give local authorities and operators much to be applauded for. But this task will become increasingly challenging in the face of such a shifting landscape – a growing market of pensioners has to be carried and paid for, the way bus subsidy is funded must be workably reformed and implemented soon, the introduction of a Quality Contract is yet to be realised and evaluated; and competition in the market outside London may be subject to change by the OFT. All these issues must be grappled with in a new and difficult economic climate which itself, brings with it harsh new operating realities.

### Confirmed speakers include:

- **Rt Hon Sadiq Khan MP**, Minister of State for Transport
- **Stephen Hammond MP**, Shadow Minister for Transport
- **David Leeder**, Vice-Chair, CfIT
- **Giles Fearnley**, President, CPT
- **Stephen Joseph OBE**, Executive Director, Campaign for Better Transport
- **Anthony Smith**, Chief Executive, Passenger Focus
- **David Brown**, Director General, SYPT
- **Nicola Shaw**, Director, Bus, First Group
- **Barry Horne**, Corporate Director, Nottingham City Council
- **Claire Haigh**, Campaign Manager, Greener Journeys
- **John Godfrey**, The TAS Partnership
- **Joe Thomas**, Financial Analyst, Investec Securities



### Key areas for discussion include:

- **The effect** of budgetary pressures on local authority service provision
- **How** well can operators ride the current economic climate?
- **Making** the reformed Bus Service Operators Grant workable
- **Is the** concessionary fares system fair? Is it sustainable?
- **Would** Quality Contracts legislation survive a potential change in Government?
- **What** impact will the OFT's findings on the deregulated bus market outside London have?

**BOOK YOUR PLACE NOW** at [www.transporttimes.co.uk](http://www.transporttimes.co.uk) or by calling our events team on **0131 556 1500**.





# St Albans network takes shape

The Hertfordshire city is pioneering the use of partnership provisions under the Local Transport Act – but competition issues are still a barrier. **David Fowler** reports

**T**he first test of eagerly-awaited new Local Transport Act powers allowing local authorities to influence bus provision and transport operators to work more closely together is gathering momentum in St Albans.

Extensive plans to remodel the network and generally improve the quality and frequency of services are ready to go into operation, and will be accelerated if a bid for Kickstart funding is successful. It is hoped that integrated ticketing will also be possible, though it remains unclear how far the new act has succeeded in relaxing or clarifying competition legislation to allow this.

The St Albans Quality Network Partnership brings together the local district and county councils, four bus operators, two train companies and the University of Hertfordshire.

Keith White, head of passenger

transport network planning, says the idea emerged from grass roots – from local residents – about a year ago. It was championed by Campaign for Better Transport executive director Stephen Joseph, a St Albans dweller himself, who chairs the partnership. The university also quickly became involved: through its Uno subsidiary is the main operator of buses in St Albans.

“We very quickly got buy-in from four bus operators,” says Mr White. These are Arriva, the main operator in the county, which runs mainly long-distance services to the city, Uno, Metrolink and the independent Centrebus, which sold most of its services in St Albans to Uno but still runs a service from Dunstable, as well as some contract services and other routes to the north of the county. Between them these companies cover most of the services in St Albans.

**“The controls on us may hinder the next stage of our evolution”**

Train operators are also seen as important partners. St Albans has a high level of commuting to London, and Hatfield/St Albans is one of ATOC's pilot station travel plan areas. “We're trying to encourage each mode to think about the whole picture, not just their bit,” says Mr White.

Mr White points out that the partnership is not a one-off but that co-operation had already existed for some time in the area. The Intalink partnership recently celebrated its tenth anniversary, and is a marketing and publicity partnership with the main bus companies, rail operators, districts and councils to promote public transport. It offers a multi-operator Explorer ticket offering unlimited bus travel for one day, mainly aimed at visitors to the county.

**Uno, owned by the University of Hertfordshire, is the main operator in St Albans**

turn to page 36

from page 36

A community rail partnership exists on the St Albans Abbey branch line while Hertfordshire Highways is well advanced with plans to introduce real time information and satellite location for bus services. The quality network partnership complements these initiatives and crosses party political allegiances – it is supported both by the Conservative controlled county council and St Albans district council, which is Liberal Democrat.

The momentum for the network partnership arose “from a feeling that there could be better frequency and quality,” says Mr White. Many of the city services only run every 20 minutes, not really close enough to be considered a “turn up and go” operation, while the St Albans network was designed from an operational point of view rather than from the passenger’s. The routes have a historical basis around a depot to the east of the city, and buses undertake a complicated itinerary round the centre covering three routes in succession, which also include a number of one-way loops, before arriving back at their starting point. So, for example, you can get a bus from a housing estate to the south of St Albans to the hospital, but not back again.

So key aims were to simplify the network, improve frequency, improve quality and reliability, and look at highway issues such as the question of whether St Albans’ main shopping street should be part-pedestrianised.

Four work streams have been set up under the partnership.

Network planning, led by Mr White, is considering whether the network can be better planned, exploring sensible integration between operators to eliminate, for example, two buses going down the same street in quick succession.

Hertfordshire Highways (a partnership between the county and Mouchel) is leading on infrastructure, looking at measures which can be taken to improve reliability. This includes bus priority at traffic signals and simple measures such as waiting restrictions to deal with congestion. In an initiative which pre-dates the network partnership, Hertfordshire Highways is currently evaluating tenders for real time information and vehicle location; St Albans and Watford are the first areas where these systems will be introduced.

Intalink is leading on communication and marketing as far as route maps, timetables, are concerned,



**You can't have integrated ticketing without a common price. If the operators agree a price, is it a cartel?**

with wider public relations being handled by the county and districts.

Fares and tickets, with a particular focus on better integration, is being led by the operators. “Ideas are coming forward but it’s unclear about how far competition legislation can be pushed,” says Mr White.

So far the service working group has examined corridors north to Wheathampstead and south to London Colney and is looking into boosting frequency to 15 minute intervals on all Uno routes.

The county has made a bid for £935,000 of Kickstart funding for the St Albans city centre network. “We’re trying to unravel it into a more coherent structure, with two routes across the city, and to boost the frequency from 20 to 15 minutes,” says Mr White. “On the basis of other work by the partners we believe this gives the network a greater chance of commercial success.”

The Kickstart bid emphasises the partnership approach and makes the point that it is trying to use the new powers of the Act.

If the bid is successful it would fund at least two additional buses for three years, replacing current midlife buses with fully DDA compliant vehicles, plus a marketing campaign for the remodelled network. Work is going on to develop a simplified network map, on the lines of London tube and bus network maps, which will be more easily understandable while still including all operators’ services. An advantage here is that

bus stop flags have recently been upgraded and all stops have a unique location name which will appear on the map.

Kickstart funding would last three years by which time it is hoped the central network would be commercially viable, with increased frequency, marketing and bus priority and infrastructure improvements all expected to add passengers.

Mr White would like to see better ticket machines on buses, and the council will press for these to be introduced at the same time as automatic bus location. “If you’re putting GPS on buses there are systems which integrate it into smartcard readers. Smartcard ticketing would take some of the pressure off competition issues because it would make it easier to allocate revenue between operators.”

Meanwhile, competition concerns remain a serious barrier to progress on the ticket front. The partnership would like to introduce daily, weekly or monthly season tickets for regular users. The operators are developing proposals for a zonal fare system but are reluctant to pursue these too far for fear of falling foul of the competition authorities.

“You can’t have integrated ticketing without a common price. If the operators agree a price, is it a cartel?” Mr White asks. The partnership is currently seeking legal advice, and highlighted the competition issue in its response to the Government consultation on smart ticketing, which ended last week.

**Bus priority and waiting restrictions to improve reliability are being investigated**



# ARE YOU A PART OF THE WINNING TEAM?

**T**he Scottish Safety Camera Programme was delighted to receive the top award for Road Safety, Traffic Management and Enforcement at the prestigious Scottish Transport Awards 2009. Established to help reduce the number of people killed and injured on Scotland's Roads by influencing driver behaviour through targeted enforcement at locations with a history of fatal and serious collisions and an identified problem of speeding, the programme is delivered by eight safety camera partnerships. A central Programme Office that's part of the Scottish Government's Justice Department oversees the programme that covers all of mainland Scotland.

Membership of the partnerships is drawn from the Police, local roads authorities and Transport Scotland, with support from the NHS, Scottish Ambulance Service and the Fire and Rescue Services among others. The 2009 Scottish Crime and Justice Survey published in October, shows that 73% of adults in Scotland support the continued use of safety cameras despite the contrary view often portrayed in the media.

It's not all about wielding the heavy hand of enforcement to catch people speeding or running red lights. The programme has forged strong links with national and local fleet operators, hire companies and local businesses to provide information on applicable speed limits for different types of vehicles.

**"It's not all about wielding the heavy hand of enforcement to catch people speeding or running red lights".**

Promotional materials providing information to the general public have been widely distributed and our national website provides information on every safety camera site and route where camera enforcement takes place in Scotland. If you think we could help you to reduce offending levels in your business please contact us or the local partnerships through the web address below.

By adopting an evidence led approach, figures from the Strathclyde Safety Camera Partnership for example, show that during 2000 to 2006 there was a reduction of 60% in ksi collisions at camera sites compared with a 37% reduction across Strathclyde roads as a whole. As for influencing driver behaviour, compliance with the speed limits at camera locations has improved dramatically. In 2004/2005 there were 144,235 fixed penalties issued for speeding offences caught on camera, but year on year this has dropped to 60,133 in 2008/2009 despite additional partnerships joining the programme and the level of enforcement increasing in some areas.

With 70% of fatal collisions now occurring on rural roads the programme is working to develop new route strategies where targeted deployment of cameras may, along with other measures delivered by partnership members, help reduce the incidence or severity of collisions and speeding on these routes.

If you're part of our winning Scotland wide team we extend our sincere thanks for helping to demonstrate that by working together in partnership we have, and will continue, to make a difference.



[www.scottishsafetycameras.com](http://www.scottishsafetycameras.com)

# Motorists' demands on tax justified

**A**s has oft been said recently, let no good crisis go to waste. And the financial collapse of the past year or so has created problems which demand the consideration of radical methods to address them. This seems to be the view of Jim Steer (TT October 2009) and it is one we would endorse. So far so good.

Where we diverge with Mr Steer is in his dismissive remarks about the amount of tax motorists pay and how much more they should pay in the future. He asks whether he is alone in "wondering how a large and relatively well-off section of society came to believe it is entitled to get its tax back" through investment in the road network?

It is worth starting by debunking the myth that driving is the preserve of the rich. It is not. Over the past decade, car ownership has increased significantly, not least amongst the fifth of households with the lowest incomes. In this sector ownership has

**Where we diverge with Mr Steer is in his dismissive remarks about the amount of tax motorists pay**

exploded from 5% in 1960 to 49% in 2008. This has created huge opportunities in terms of mobility. Even for those households where car ownership remains beyond their means, access to vehicles – in the form of taxis or cars owned by friends and relatives – is an important part of their lives.

Nor do motorists demand all of what is taken from them be given back. What they do ask for is a reasonable amount of money spent on what is an "essential service" or if you prefer a "vital public utility".

Jim Steer also suggests higher fuel prices are bringing about some useful behavioural changes with switches to less-fuel hungry cars. True, but it is the relatively wealthy and not the poor who can afford to make these changes, leaving the most vulnerable members of society (in financial terms) to struggle on with inefficient vehicles dependent on the most highly-priced fuel.

What there seems an increasing need for is a sophisticated method of

demand management, like road user charging, not the blunt instrument of ever more expensive petrol.

Motorists would also like to see some consistency. Let us suspend our disbelief for a minute and view fuel duty as an environmental tax rather than a general revenue raiser – not hard to do given that in the 2009 Budget document it is described as such by the Treasury. On the principle that the polluter pays, motorists are contributing far too much to the Exchequer in relation to the damage they are actually doing to the planet. Yet at the same time users of domestic fuel are being given tax breaks in the form of reduced VAT. Where is the logic in that?

*Professor Stephen Glaister,  
Director, RAC Foundation*

**Send your comments to  
david.fowler@  
transporttimes.co.uk**

## Blood, Iron and Gold winners

**L**ast month we gave you the chance to win one of three copies of *Blood, Iron and Gold*, Christian Wolmar's new history of the world's railways.

The correct answers to the three questions we set are:

- 1. What was first country in Latin America to have a railway?**  
Cuba
- 2. In what state did the Central Pacific and Union Pacific railways meet?**  
Utah
- 3. How was Australia's first railway powered?**  
By convicts

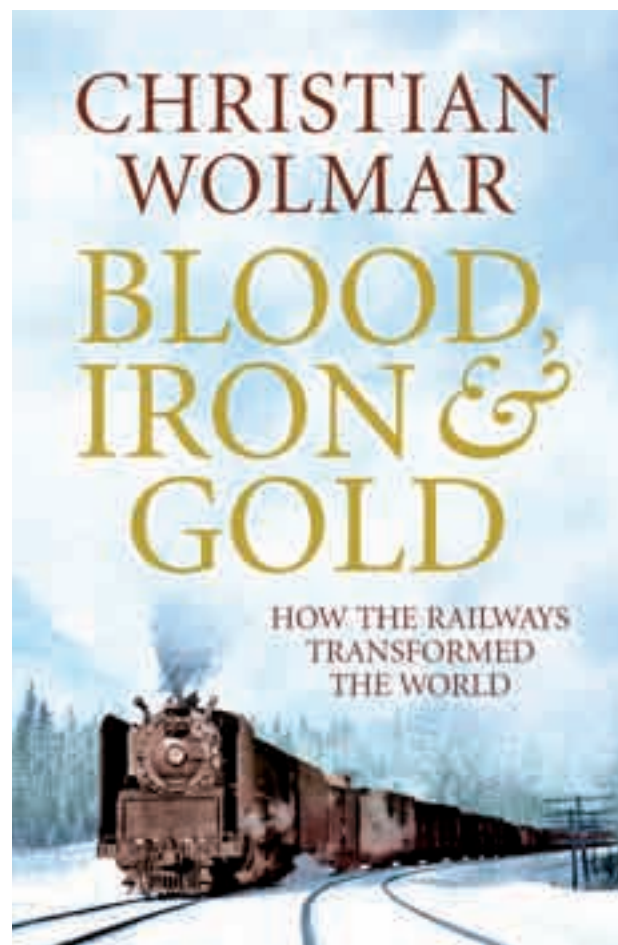
Congratulations to the winners: Michael Groll, a transport planner with Jacobs in Coventry; Mike Binnington of Transport for London's Corporate Finance Department; and Bill Mitchell from Dumfries and Galloway.

Copies of the book are on their way to you.

*Blood, Iron & Gold: How the Railways Transformed the World*, published by Atlantic Books, reveals the huge impact of the railways as they spread rapidly across the world after the opening of the Liverpool and Manchester Railway in 1830, linking cities that had hitherto been isolated, stimulating both economic growth and social change on an unprecedented scale.

Christian Wolmar describes the vision and determination of the pioneers who developed railways that would one day span continents, as well as the labour of the navvies who endured horrific conditions to build this global network.

**If you didn't win, you can still order the book direct from the publisher for £20 including P&P, a discount of 20% on the recommended retail price of £25. To order call 01206 255777, quoting TRANSPORT. The offer will end on 31 December 2009.**







# “Good morning, Britain. Going somewhere today?”

At Cubic we know the importance of public transport operators providing their customers with a world-class service. Cubic has the know-how to deliver.

London – home of the Oyster® Card – is among major cities across the UK and around the world benefiting from our fare collection and management systems, providing round-the-clock reliable services at point of contact, backed with complex business support services.

Utilising Cubic systems:

- 45 million transactions a day will be made
- Every year nearly 10 billion rides are taken worldwide
- 400 projects in five continents will benefit from our expertise
- 90,000 Cubic devices will collect €40 million in revenue daily

May we take you where you want to go?



# AVENTRA

Proven Innovation

\*Trademarks of Bombardier Inc. or its subsidiaries. \*\*Trademarks of third parties.



## The best worldwide technologies in a single train

The result of an intensive two year development programme, the *BOMBARDIER\* AVENTRA\** train combines the best technologies from our global portfolio of metro, commuter and regional train products. Including the latest *BOMBARDIER\* ECO4\** energy-saving innovations *EBI\* Drive 50 Driver Assistance System*, *FLEXX\* Eco Bogie* and an intelligent airconditioning system. *AVENTRA* is lighter, more efficient and more reliable than the best-in-class trains in the UK.