



SPECIAL THEME

Cycling and Sustainable Transport Innovative Transport Applications and Research

WHAT'S INSIDE:

Regional Transport Strategies

Review of Short Trips

Knowledge Update – News and Business

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A major conference at the Edinburgh International Conference Centre in November 2006 mapped out what needs to be one to deliver action on cycling.

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The annual review of innovative Scottish applications and leading research will be debated at a major conference at the Glasgow Royal Concert Hall on Thursday 22 March. STR provides a preview of the papers. "He who loves practice without theory is like a sailor without rudder and compass" Leonardo da Vinci 1452-1519.

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Mairi MacAskil of the Scottish Executive Transport Statistics Unit explains that over a quarter of those who park free in an employer's car park live less than 2 miles from work.

DELIVERING SCOTTISH TRANSPORT THROUGH REGIONAL TRANSPORT STRATEGIES PAGE 16

The comments of the Chartered Institute of Logistics and transport policy group on the draft strategies show that there is still some way to go before the strategies can deliver integration across sectors and modes.

The Scottish Transport Studies Group (STSG)

STR is the newsletter of the Scottish Transport Studies Group (STSG) and is largely funded from STSG membership subscriptions. STSG was formed in 1984 and now has corporate and individual members from transport operators, industry, national government, local government, universities, and consultants.

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

Cover photos courtesy of Cycling Scotland

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Who decides what goes in STR?

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

Secondly the Editor Derek Halden, assisted by the STSG Committee tries to fit the contributions into 16 pages and create a readable document.

If you can contribute to STR please e-mail editor@stsg.org

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Scottish Executive Sustainable Transport Policy

Kirsty Lewin, Head of Sustainable Transport Branch, Scottish Executive

The Stern report on the economic effects of climate change argued that investing now will pay dividends for the future. We have not yet fully assessed the implications for transport from Stern – but the principles seem good ones:

- We all know about climate change - the transport sector in Scotland contributed 17% of Scotland's emissions in 2003 – and it is growing. However transport is one of the most difficult sectors to tackle.
- It is not just emissions that are the problem – energy security will also become important.
- Most of us understand the health benefits of walking and cycling but there is still an extraordinary number of short trips made by car. 39% of trips under two miles are made by a driver or passenger in a car and our population is suffering from a lack of exercise.
- Some of us have experienced or witnessed the social exclusion and environmental impacts of various modes of transport – a major road splitting a community, living under a flight path, streets perceived as too dangerous for our children.
- Ecologists know that many ecosystems are put at risk from transport impacts – fresh air, water quality, precious landscapes, – these systems are not just nice things to enjoy on a Saturday – they provide us with all the essential resources we need for modern life.
- The car, cheap flights, and mass transit opportunities have brought many but not all of us wonderful benefits – benefits that

couldn't have been imagined 40 years ago.

- The NTS sets out a vision for transport in the 21st century and the sustainable development team is focussing on a much smaller aspect - trying to translate what these objectives mean for people's daily lives:

We want cities, towns and villages to be for people – we want safe streets for kids and adults alike, urban environments that are pleasant and easy to socialise and shop in, and rural transport networks for bikes and walkers as well as cars. We want cleaner air and less noise. We want people to be able to choose their transport modes with full information. We want businesses to prosper and freight to get to destinations on time – we all want less congestion. We want easy access to public transport – and we don't want to be intimidated on the bus or stranded on a broken down train.

Mainstreaming cycling requires working with partners on the ground to deliver infrastructure and training – and working across the Executive to embed the principles.

Current programmes include:

- Sustrans for NCN and links
- Cycling Scotland
- School Travel Coordinators
- LAs for Cycling, Walking and Safer Streets
- LAs for 20mph zones

We are focussed on cycling from the travel perspective rather than the sports perspective.



But we realise there is still an enormous amount to do including more action on:

- Cycle training How can we get a better at delivering cycle training for children
- 'School run' – What more can we do to tackle the school run and get children and their parents out of their car and onto their feet or bikes.
- Travel planning - Where does cycling fit in travel planning – guidance is currently being developed.
- 'Demonstration towns' - Are demonstration towns a good thing for Scotland?

The next Spending Review will start after the election and will help to define where will cycling sit in the new frameworks. Cycling clearly has a role to play and although on its own it will do little to reduce global emissions – it has the potential to help deliver a huge range of benefits – for the economy, for the environment, for our health, for our pockets, and for our general quality of life.

Interchanges within an integrated transport solution

Erl Wilkie Chief Executive Cycling Scotland

The research question Cycling Scotland asked was "How can cycling be integrated with public transport to encourage mutual demand uptake". Dialogue between public transport and cycling and walking professionals remains limited with very few cities having a formal exchange through a working group.

Greater formalisation of joint working between these groups would be of mutual benefit as they have much to gain from working together. They have common goals for a reduction in car use.

It is not practical for people to be able to transport a bicycle throughout an entire inter-modal commuting journey. However more research should be carried out on options for carriage of bicycles on buses and trains.

It is therefore necessary to create secure cycle parking at public transport interchanges to facilitate cyclists using a combination of public transport modes and bicycle to facilitate their commuter journey.

Policies to integrate cycling and public transport

modes remain in their infancy, with limited degree of support and few formalised links between local authorities cycling teams and public transport operators.



Cycle path planning in Malmö - Sweden

Leif Jönsson - Department of Traffic, City of Malmö

Malmö, Sweden's third largest city, is situated in the very south of Sweden by the Öresund channel, opposite Copenhagen, the Danish capital. Both cities were linked in the year 2000 by a 16 km road and rail link via a bridge, a man-made island and a tunnel. Malmö has a population of about 260 000, its conurbation covers about a 10 kms diameter, the landscape is very flat and the winters relatively mild. The conditions are therefore good for a vibrant bicycle culture.

Many of Malmö's larger streets had one-way bicycle paths on both sides of the streets in the '30s and '40s. Then the streets were widened for the benefit of cars as car use increased after the war, and the bicycle paths were removed.

The residential areas built in the '60s and '70s were built with segregated traffic systems, which meant that the peripheral areas of the city had plenty of bicycle paths whilst the more central areas of the city had almost no cycling facilities at all.

Malmö adopted a plan in 1976 for the extension of the bicycle path network, one of the first of such plans in Sweden. There was then a dramatic development of bicycle paths in Malmö, largely due to national financial support. As state subsidies and the news value of the Bicycling Plan decreased, there was a marked decline in the interest of planners and project managers in promoting cycling issues.

Traffic levels and emissions of pollutants had increased so dramatically by the mid '90s that the City decided to adopt a Traffic Environment Programme

in 1997. This programme is very detailed and contains a large number of concrete proposals to improve the environment in Malmö.

A very small part of this programme deals with the potential to increase the proportion of cyclists in the city. This was formulated in a number of points:

- Improve the health of Malmö's residents by replacing short car journeys with bicycle trips
- Increase bicycle traffic by 10% over a 10 year period and thereby
- Decrease car traffic flows by 2-3% and as a result
- Decrease car exhaust emissions by 5% from the 1995 level

"As state subsidies and the news value of the Bicycling Plan decreased, there was a marked decline in the interest of planners and project managers in promoting cycling issues"

Reaching these targets is no easy task, particularly as in Malmö in the mid-'90s, over 20% of the total traffic volume was made up of cyclists, about 35% of all journeys to and from school or work were made by bicycle and there were 250 kms of bicycle paths in Malmö.

As a part of the Malmö Cycling City project we developed a Bicycling Programme that includes a strategy

and an action programme.

1. A coherent bicycle network
2. Attractive bicycle paths
3. Bicycle parking
4. The Malmö bicycle
5. Marketing
6. Seeking support
7. Safe bicycle path network





The bicycle paths must be attractive. One way is to set the maintenance levels so high that cycling is promoted, standards are maintained and access and comfort for cyclists is ensured. It is also important to provide winter maintenance of a regular and high quality so that cycling can be an alternative to the car even in the winter.

We try to make a unified and clear signposting and implement measures to enhance and enrich the bicycle paths. In the plan for signposting we in Malmö signpost primarily to and from the City Centre. We also work with close and distant destinations and signs at all underpasses to inform cyclists which street they are driving under.

We have also created a green, recreational bicycle network as a complement to the rest of the network. We try to give the different recreational routes a defined character with resting opportunities along the way.

We often have a problem with parked bicycles since there are not enough bicycle stands. We have also developed two bicycle parking handbooks for Malmö as a by-product of the Bicycling Programme. One contains "Proposals for design and dimensioning of indoor bicycle parking", and the other "Proposals for a standard in the street environment and design examples". The standard for bicycle parking which has been adopted for the first time in Malmö is shown in this document. Previous parking standards have only been for car traffic.

In the marketing area we have the following goals: To work with properly designed information to change attitudes to clarify the benefits of cycling and that Malmö's residents increasingly replace short car journeys with bicycles and to develop and provide bicycle maps of Malmö for cyclists that function both as a route guide and a basis for themed bicycle trips. Information sheets are always provided to residents along the road at least three months before the start of works, partly because of the demands of Swedish legislation and partly to spread information on what is to be constructed. Nowadays we also have the information at the official web-site and sometimes also in the newspapers.

Another form of information was printed on the back of the City's parking tickets. There is a picture of a car slowly changing into a bicycle with the text "It takes about 15 minutes to cycle 5kms. How far is it to YOUR work?". We have followed this up on our cycle map with circles marking the distance from the centre in minutes.

Partnership for Progress in Strathclyde

Hilary Howatt, SPT

In the SPT area only 1% of trips are made by bike but there are:

- 1,765 kms right of way cycle paths
- The national cycle route is 560 kms long
- 31% of households in the region own a bike
- Cycling most popular among 30 – 39 year olds
- Cycling to work is most common journey purpose by bike
- 57% of cycling trips are <3kms – relatively local
- £2.22m invested in cycling and walking between 2004 - 2007

Transport policy can make a difference to the attractiveness of cycling:

- Cost of travel - Bikes are carried on trains for free on the Strathclyde rail network
- Discounted fares for multiple trips and through ticketing - Zonocard throughout SPT area.
- Provide facilities/services at transport interchanges - cycle lockers/stands, cycle-and-ride, CCTV, information – maps and timetables, good illumination

A more attractive cycling environment includes:

- Providing cycle lanes/ways that are off road
- Traffic calming that reduces the speed of road traffic and improves the pedestrian walking environment
- Offer secure cycle lockers at destinations (including schools) and transport interchanges
- Encourage people to adopt a fitter lifestyle – more walking and cycling, fresh air
- Showers and changing facilities at work
- Employers pay travel costs for bike use (e.g. interest-free loans to staff to buy bike)

SPT is about partnership. Any action plan can only be delivered in partnership with key stakeholders. Local authorities also have a crucial role to play in achieving the objectives of the plan. Under the Land Reform Act 2003, local authorities are legally obliged to plan a system of core paths. This represents an opportunity to improve provision through community planning partnerships. It is essential that cycling plans are contained in local transport strategies and that they are consistent with the regional strategy. SPT has developed a Sustainable Travel Forum, and SPT/Councils Liaison Group to deliver these partnerships.



Glasgow City Centre 'Nite Zone' Project

Jamie Rodden, Assistant Traffic Operations Manager, Glasgow City Council

Glasgow City Centre has a vibrant night time economy. The city centre is geographically small incorporating a mere 0.5 square mile area within which has a choice of more than 500 pubs, bars, nightclubs, restaurants, theatres and casinos. The local police believe there to be more than 70,000 people, predominantly aged between 18 and 25 years, exiting those clubs around 3 am, a large proportion being under the influence of alcohol and, in some case, controlled drugs.

The options for travel from the city centre are severely restricted during the night with the closure of rail and subway services and a significant reduction of bus services effectively leaving taxi travel as the only viable choice to people in the middle of the night.

The paper examines the linkage between insufficient or inappropriate transport services and the potential for alcohol related crime, disorder and antisocial behaviour. The 'Nite Zone' concept was considered as an option to address a number of key objectives including:

- To make existing night time transport more convenient, safer and accessible
- To identify ways of developing and expanding existing transport options from the city centre at night
- To make pedestrian movement at night safer and simpler
- To reduce the number of reported violent crimes, disorder and antisocial behaviour within the city centre at night
- To reduce the perception of crime within the city centre at night, and
- To enhance Glasgow City Centre's reputation as a safe city

Transport and Global Warming: What is the Potential for Carbon Reduction?

*Robin Hickman, Halcrow and David Banister,
Transport Studies Unit, Oxford University*

Transport is a major user of carbon-based fuels, and achievement of the targets set at the Kyoto Protocol and elsewhere mean that the EU and national governments must reduce CO₂ emissions in all sectors, including transport. This will be a difficult task and will require action on many fronts. This paper reports on two recently completed studies considering these issues – for the UK Department for Transport and the Scottish Executive.

The core analysis in this research considered the options available to meet a 60% CO₂ reduction target by 2030 in the transport sector at the UK level and, using an innovative backcasting study approach, developed a "business as usual" baseline for transport emissions, and two alternative scenarios to 2030. Different policy measures were assessed and assembled into mutually supporting combinations. These are then further grouped into policy packages to establish whether the challenging 60% CO₂ reduction target can be reached and when the key actions need to be taken.

Scotland can play a distinct role within these using "new" policy measures and by "more intensive" application of existing policy measures. Although 2030 seems a long way ahead, action must be taken now in Scotland if the targets for CO₂ reduction are to be met. The opportunity is there to develop a niche as a market leader in carbon efficient transport. Combining this with behavioural change, aimed at holding car-based travel at or near to present levels, will help us move towards even the more stringent carbon reduction targets. A major transformation in the way transport and urban planning is carried out is however required. As transport, urban planners and the public we need to think very differently in tackling the new environmental imperative.

Is Accessibility Planning Delivering Transport Change?

Derek Halden, DHC

Although accessibility planning has been a requirement of land use planning for more than a decade, it was not until 2003 that Scottish Transport Appraisal Guidance introduced accessibility audits of transport plans and expenditure in Scotland. The new accessibility audit requirements since 2003 in STAG challenge transport planners to think about transport from the perspective of users in addition to established operational and network efficiency measures.

This process is assisted by the national accessibility model of Scotland includes road networks built from Ordnance Survey Mastermap data and public transport networks built from Traveline data. The results from the national model have been used in the Scottish Index of Multiple Deprivation and are informing community plans, regeneration outcome agreements and other social inclusion programmes to close the opportunity gap in Scotland.

Accessibility measures also allow transport and land use planners to plan investment and development to minimise the need to travel, maximising the local opportunities available for residents and businesses.

The Annual Scottish Transport Applications and Research Conference is being held on 28 March 2007 at the Glasgow Royal Concert Hall. STR previews the issues to be debated.

If readers of STR have not yet booked up and wish to do so then please contact the event organizers at:

PTRC  Tel: +44 (0)20 7348 1970 info@ptrc-training.co.uk

Private Sector Fee - £150 plus VAT; Public Sector Fee - £130 plus VAT; Registered Charity Fee - £60 plus VAT

Assessment of School Transport Pick-Up/Drop-off Points (PUDOs)

Angus Bodie, Manager of Roads, West Dunbartonshire Council,

Most days, school children wait by the roadside for school transport at locations determined by the local authority in conjunction with public transport advisors. How safe are these locations?

West Dunbartonshire Council in conjunction with Strathclyde Partnership for Transport engaged MVA Consultancy to develop a robust assessment process, which results in prioritised, pragmatic and realistic improvement actions aimed at improving children's safety at these locations.

MVA undertook an initial desk research exercise that considered:

- whether there was any policy to undertake such an exercise elsewhere in the country;

- whether there was any prevailing experience in this country or beyond; and
- what the important issues were.

Contact was made with Passenger Transport Executives in England and contacts in other countries. Despite extensive research, the only useful advice came from North America, but even then, their approach was not immediately transferable to our local environments.

A detailed pro-forma was developed for site assessments. It covers many topics including guardrails, lighting, signing, the footway width, visibility, shelter, stopping location for parents, road conditions, vehicle speed, seasonal variations etc. The differences between urban and rural sites were also covered.

As a pilot, a few site assessments were undertaken to confirm the suitability of the pro-forma and to accurately assess the detailed challenges that may be faced in the field and the costs associated with undertaking such exercises. Following the pilot the assessment methodology was modified and finalised.

West Dunbartonshire Council now plans to carry out assessments of all remaining PUDOs in its area and to start to implement the recommended improvements early in 2007.

The team has worked very closely to develop a methodology and strategy which combines engineering / technical ideals with social and behavioural issues in a unique way, resulting in pro-active action on the ground.

Off-peak train fare flexibility and the wider implications on achieving modal shift

William Murchison Loughborough University

In recent years many rail operators have introduced a new range of cheap, quota based, off-peak single tickets, priced on a yield management basis in order to increase load factors on some of the more lightly used sections of route.

These tickets carry the caveat that travel must be on the specified train and if this train is missed, then full-fare for the journey would be payable which could comfortably be 5-10 times the price of the ticket already purchased (more at peak times). This research reviewed whether existing and potential rail travellers feel comfortable with this pricing strategy, and whether, with less onerous restrictions on travel, individuals would be more likely to choose rail for their travel than car or aeroplane. Overall the work shows that off-peak tickets capitalise on the rail industry's ability to offer a flexible and environmentally friendly service to individuals who currently travel by less sustainable modes.

A benchmarking method for setting effective modal targets for employment site Travel Plans

Dr Sean Xiaodong Zhang, JMP Consulting

Transport Assessment is a widely used method for informing the planning process. Travel planning is a necessary continuation of the above process, which ensures that good planning intentions are implemented in the actual land use activities. However, one of the key questions concerning travel planning that is frequently asked by all involved parties is "what are the most appropriate modal targets for this Travel Plan (TP)?"

Based on a pilot modelling exercise carried out in a Scottish context, a methodology of using SMP (Sustainable Modal Profiling) method for predicting and examining "anticipated" car modal shares for employment sites was introduced. The SMP method attempts to deal separately with the accessibility issue, that is largely determined by infrastructural provision, and the issue of travel behaviour which is determined by many random social factors. It relates modal shares to relative accessibility, and provides a method by which TP targets set for different sites can be derived and benchmarked based on real and easy-to-obtain data. The methodology introduced in this paper makes TP targets setting a more evidence-based procedure, hence bringing more confidence into the planning process.

Demand Management Issues – Effective Travel Plans

Jonathan Plant, Halcrow Group Ltd

This paper outlines the innovative approach undertaken by Halcrow in developing a Green Travel Plan as an integral part of an office move to new offices at City Park in November 2006. Green Travel Plans tend to leave the contentious issue of car parking space allocation to the medium/long term. However, due to the office move, the opportunity was taken to address this issue at the outset. Based on the results of a staff travel survey the allocation of car parking spaces was split between operational need and commuters. Car parking spaces for commuters were allocated using a weighted scoring system based on car sharing, public transport accessibility and journey time to work. Staff with allocated commuter car parking spaces pay a monthly charge that is ring-fenced for the purposes of a Green Travel Fund.

The fund is administered by a Staff Green Travel Plan committee and is contributing to initiatives aimed at encouraging sustainable modes of travel to work and thus towards overall Green Travel Plan objectives.

Community Speed Watch Initiatives

John Everett, Planning & Transport, Renfrewshire Council

In a number of parts of the UK, community speed watch has been trialed. This involves the local Police force working with the local authority to empower community groups to set up speed monitoring in their local areas. Typically the scheme involves local volunteers being trained in the use of a speed gun. The volunteers, with the aid of road traffic signs and Council support, measure vehicle speeds at a known speeding location and note the numbers of vehicles who exceed the speed limit. Thereafter the Police can issue a warning letter having traced the vehicle owner. No penalty is issued and the concerns of the local community can be expressed in the letter.

In Renfrewshire, a scheme has been piloted where the community engages in a similar speed watch initiative but rather than use a speed gun, we use a portable speed activated display. This display indicates to drivers in large letters their speed. Road signage on approach to the community speed watch initiative identifies the purpose of the exercise. From a motorists perspective therefore it is clear what the people at the side of the road are doing and the display indicates the degree to which they are exceeding the speed limit. Thereafter the Police have the option of sending a warning letter as in the case with conventional speed watch initiatives.

The reason Renfrewshire pursued this particular approach was to remove conflict between motorists and community groups which can arise when a speed gun is pointed. By using a speed activated portable sign, there is no action by the roadside volunteers which could be perceived as aggressive. It is also clear what the purpose of the exercise is. Working in partnership with Strathclyde Police, we have sought to ensure that the letter of warning is in no way threatening and simply seeks a modification of behaviour to reflect a community's concerns.

A Comparative Look at Rail in Scotland

Dick Dunmore, Steer Davies Gleave

Transport Scotland required an international comparative analysis of rail networks and lessons for rail policy in Scotland. This work was undertaken to provide comparisons on market context, regulatory framework, extent and rationale for government intervention, ownership and condition of infrastructure, management and operation of network, competition, and demand.

A review of the framework of European law within which Scotland's rail services must be delivered and the specific markets which rail services could serve was undertaken. This identified which markets could attract "open access", which would require subsidy, and whether and how this was delivered through franchising.

Comparators were selected to be similar to Scotland in market characteristics (including income levels, population and settlement patterns), relative peripherality within Europe (with no or few links to other rail networks), and delivery of rail services through cooperation with neighbours and combinations of national, federal, regional, provincial, city and county government.

On this basis the study examined:

- Eire and Northern Ireland's linked but isolated broad gauge railways
- Sweden, Denmark and Schleswig-Holstein and Hamburg in Germany's adjoining standard gauge railways
- New Zealand's narrow gauge railway, an example of an isolated non-European network privatised on an integrated basis

The study reviewed the various networks' approaches, and successes and failures, in the value chain from policy to services. These include policy setting and involvement of national and local government and other stakeholders, control of access and setting of access charges, separation (within Europe) of infrastructure and operations, and further subcontracting by the infrastructure manager and freight and passenger operators.

Issues of geography in Scottish transport governance

*Kate Pangbourne,
University of Aberdeen*

This paper describes a Scottish Executive-funded project to observe and analyse the process of change affecting Scottish transport governance. The research has identified that within transport there are now three tiers for strategic transport planning, and the top tier is itself split between the Scottish Executive Transport Group and Transport Scotland. The institutional landscape for transport governance is also complicated by over 40 official policy arenas, as well as the plethora of private and partially private interests involved such as rail regulators, public transport operators, freight, ports and airports.

The new structures both constrain and enable the key agents to achieve the national, regional and local policy outcomes. This research examines issues such as whether the composition of RTPs impacts upon effectiveness, and whether there are conflicts of interest operating between agents that lead to hierarchy rather than partnership and consensus-building. A key theme underlying these issues is power – where it lies formally, by whom, where and how it is exercised, and how this might result in success or failure in implementing policy.

Transport Model for Scotland – Scotland's National Model

Kevin Lumsden MVA Consultancy

Current proposed enhancements to the Transport Model for Scotland (TMfS) are as part of the fifth generation of the Central Scotland Transport Model (CSTM) series. It is intended that TMfS will become a truly national model, fully incorporating Argyll and Bute, Moray and the Highlands and Islands for the first time. In addition, the mode choice element of the model will also be enhanced with the inclusion of air and ferry service data.

The initial enhancements to the model have been driven by the Strategic Transport Projects Review (STPR) requirements. A number of training and marketing measures have been integrated into the enhancement programme to include greater user engagement through User Group Days, website enhancements and TMfS Newsletters.

Leith Docks – Is Reduced Parking Provision a Realistic Tool in Developing Sustainable Communities?

Kate Morris, Halcrow and Phil Noble, City of Edinburgh Council.

Leith Docks is approximately 2 miles from the north east of Edinburgh City Centre and provides a development site encompassing 170 hectares. Forth Ports and the City Council have agreed a long term vision to develop the area over the next 20 years. This may lead to the building of up to 18,000 dwellings, together with significant office and leisure development. The location and scale of the development means it offers major opportunities to maximise the role of sustainable transport, and it will be served by the proposed Edinburgh Tram. However it does raise significant traffic generation and

air pollution challenges. As such, managing parking provision within the development will be a key issue.

The research has included:

- A literature review of work undertaken to date on car parking allocations;
- A detailed review of a number of European wide case studies. These were chosen because they exhibit reduced levels of car parking provision;
- Interrogation of the TRAVL database to establish links between parking provision

and travel behaviour;

- Focus groups with a number of individuals within the Leith area to establish their priorities in terms of parking provision;
- Interviews with a variety of planning authorities throughout the UK;
- Interviews with property consultants and developers;
- Development of a 'parking matrix tool' which provides a mechanism for identifying conditions which support reduced parking provision and can be used in helping to guide the development of the Leith Docks.

Engaging Schools In Active And Sustainable Travel

Katy Gillies, Glasgow City Council

There are significant challenges engaging schools, staff, parents and pupils, in the process of school travel plan development and the variety of opportunities, agencies and curricular links. Glasgow City Council's School Travel Plan Team has helped support schools and raised the profile of active school travel to the wider audience through the development of a number of resources, initiatives, projects and competitions.

Resources have included the development of a School Travel Plan Pack, an information based resource developed to support schools as they address their own school travel issues. Other resources include a short information leaflet, available in English, Urdu and French, display boards for parents' nights and promotional novelty and educational items to reward and support pupils.

Access for All?

Equality Impact Assessment and SPT's Regional Transport Strategy

Hilary Howatt MBE, and Bruce Kiloh, Strathclyde Partnership for Transport (SPT) Dr Dory Reeves (Reeves Associates)

SPT is the largest regional transport partnership in Scotland and is preparing its first statutory regional transport strategy. The new Partnership is aiming to raise its own benchmark in terms of delivering its *Access for All* policy through:

- Establishment of an Equalities Working Group to steer the process
- Extensive equalities stakeholders consultation exercises
- Identification of the issues to be addressed – the construction of a transport equalities matrix
- Identifying gaps in service – accessibility of the transport network; information provision, marketing and promotion of services, safety and personal security
- Examining interventions which met needs
- Literature review and evaluation of best practice

An Equalities Sub-strategy is currently being prepared which creates a series of equalities sub-objectives, and a range of recommended interventions for the RTS. The Equalities Impact Assessment will include responses to SPT's largescale consultation exercise. The aim is to include the transport service aspirations of the diverse west of Scotland communities and its visitors and start to match SPT's vision of a world class transport system and services.

Council Accident Reduction Scheme

George Cairns, Glasgow City Council

An innovative Council Accident Reduction Scheme (CARS), has been introduced by Glasgow City Council to manage the risk associated with employees who drive at work. Before and during the initial pilot of the scheme, challenges were faced by the Road Safety Unit.

The scheme evolved from a reactive 'paper based' recording system to a dynamic and proactive database which records and analyses key safety and risk data to assist the local authority in setting and communicating clear corporate road safety objectives. The database is a unique example of recommended best practice and sets a standard to which other local authorities might aspire.

Occupational road use is the single biggest cause of 'workplace' deaths. An estimated one third of all road traffic crashes involve somebody who was driving for work at the time. The paper examines the benefits of introducing and effectively managing a road risk policy in a large organisation and the significant results which can be achieved through accident management.

In the first year of operation the CARS scheme has recorded a significant reduction of 39% in reported accidents, resulting in reduced risk to employees and the public, and significant saving to the Council. The Road Safety Unit is committed to achieving a cycle of continuous improvement and the presentation will include examples of planned initiatives for 2006/7, such as video route analysis and the development of vehicle accident packs. These initiatives are designed to improve the efficacy of the scheme and to create a road safety culture with full workforce consultation and participation.

ITS applications to freight transport and management

Stefano Mainero, WSP Group

Currently there is an increasing interest in improving and optimising transport of goods on short, mid and long distances as well as their management when multi-modality is concerned. This means design of Intelligent Transport Systems (ITS) should include Inter-modal Freight Villages (IFVs), devices on board the means of transport and the creation of Freight Traffic Control Centres (FTCCs). The study explains how to reduce waiting times of different means of transport (road, rail, water) gathering into Inter-modal Freight Villages. The main aspects of the work are:

- Automatic Vehicle Localisation (AVL) technique to track & trace all means of transport
- RfId technology to identify, classify, track & trace any kind of transported goods

- ITS installations at the Inter-modal Freight Villages such as access control technologies (CCTVs and RfId beacons), automatic parking slot assignment
- High-level FTCC able to manage all Vehicles-to-Centre communications as well as enormous amount of data regarding:
 - traffic and viability information on motorways & national road networks
 - sea and weather conditions
 - ferries & boats and trains (sometimes air cargo too) timetables
 - lorries & Heavy Goods Vehicles (HGVs) arrival / departure scheduled / estimated times.

Beyond installation of physical infrastructure on board the means of transport and within the IFVs area, data communication and management can achieve an effective and efficient result.

Hit the SuperInformation Highway...not the road!

Richie Fraser, Faber Maunsell

In early 2007, Aberdeenshire Council will publish their Local Transport Strategy, which adopts travel behaviour change as the central theme in response to the "tough and uncomfortable realities" that we face today, most notably the transport sector's ever increasing contribution to carbon dioxide emissions, which is fuelling global climate change.

In response to these concerns, there is growing awareness within the transport industry of the need to adopt more sustainable travel behaviours and to "think global, act local". Aberdeenshire Council is constantly looking for new ways to reduce traffic growth and it is hoped that the development of two innovative offices in Aberdeenshire can help promote sustainable travel by reducing the need to travel to work.

As part of the European Interreg IIIB SustAccess project, Aberdeenshire Council have set up two "IT Hot Stop" offices; one located in an existing business centre in Peterhead, and the other set within the Huntly Learning Centre, an outreach centre of Banff and Buchan College. These 'satellite offices', which were launched in September 2006, have been set up provide local residents, businesses and community groups with free access to meeting areas equipped with the latest Information and Communications Technology (ICT), including PC's for hot-desk working, Wi-Fi access, and video-conferencing meeting rooms.

The IT Hot Stops are part of a pilot initiative to investigate how ICT can reduce business mileage and the need to travel for meetings, but at the same time deliver wider community benefits. For example, it is hoped that the video-conferencing equipment at the IT Hot Stop in Huntly could be used by local students to follow lectures offered by Banff and Buchan College in Fraserburgh and the universities in Aberdeen, or elsewhere.

What are the benefits of Modelling Temporary Traffic Management Arrangements?

Stephen Cragg SIAS

Chapter 8 of the Traffic Signs Manual gives guidance on how to design temporary traffic management measures for the protection of passing drivers and those undertaking the works, but provides little guidance on their impacts to the road network.

Benefits can be obtained from modelling temporary traffic management arrangements to assist optimum design. By ensuring that users have accurate information in advance of the works commencing there are significant operational benefits.

Two case studies illustrate the approach: M8 major roadworks to illustrate the benefits for trunk road situations; Gas Mains Renewal in central Edinburgh to illustrate the benefits in urban situations.

Developing a new transport future for Scotland

Susan Malcolm and Pamela Gidney, Scottish Executive

The aim of the NTS is to promote economic growth, social inclusion and sustainable development through a safe, integrated and efficient transport network. In developing the NTS, extensive consultation was undertaken with stakeholders, the general public and specific hard to reach groups. The analytical work undertaken to support the development of the NTS included a Strategic Environmental Assessment (SEA) process.

The identification of the key processes, issues and challenges presented in developing the NTS will aid practitioners in the successful development and delivery of future transport policy throughout local authority and regional transport partnership areas.

Tracking and Analysis of the Movement of Pedestrians

Sarah Clayton, Napier University

Pedestrian movement is unconstrained. For this reason it is not amenable to mathematical modelling in the same way as road traffic. Individual pedestrian are notoriously difficult to monitor at a microscopic level. This has led to a lack of primary data that can be used to develop reliable models.

Although video surveillance is cheap to install and operate, video data is extremely expensive to process for this purpose. An alternative approach is to use passive infrared detectors that are able to track individuals unobtrusively. Although the field of view of each sensor is relatively small (4m²), trajectories can be matched in software as they leave the field of view of one sensor and enter that of an adjoining one, in real time. In this way, sensors can be deployed in an array and individual pedestrians can be tracked across a wide area.

Delivering Better Local And Regional Transport – Lessons For Scotland From The First Round Of English Local Transport Plans

Andy Lighttower, Atkins

Regional and Local Transport Strategies are at various stages of development across Scotland. Shortly the challenge will switch from plan development, to the processes of implementation and monitoring of progress. Whilst Regional Transport Partnerships and Councils contemplate these tasks, there are many lessons to be learnt from the experience of developing and delivering the first round of English Local Transport Plans (LTPs) which concluded in March 2006.

These lessons range from successful delivery and outcomes, to good practice processes and systems used to develop, design, procure, deliver and monitor effective projects. This research defines the lessons and examples of good practice, drawing on a Long-Term Process and Impact Evaluation of the LTP Policy the UK Department for Transport. It also reviews the issues of delivering local transport within the ever changing context of modernisation of local and regional government and public services.

Tackling the Abuse of Off-street Disabled Parking in Scotland

Davina Fereday and Dr Philip Barham Transport & Travel Research Ltd

The abuse of parking spaces reserved for disabled people is a problem in many locations throughout Scotland. Research for the Scottish Executive, has considered the effectiveness of different intervention measures that can be used to prevent or deter non-disabled drivers from using such reserved spaces in off-street locations. A number of interventions have been considered, from technical solutions using smart technology and barrier systems, to lower-cost policies such as education campaigns and the putting of notices on car windows urging inappropriately parkers to modify their behaviour. Each enforcement measure has been studied in terms of cost, implementation issues and effectiveness.

An important feature has been consideration of what enforcement measures might be most effective in changing drivers' behaviour in the longer term. This issue has been approached with in-depth qualitative research into the attitudes of drivers towards the provision of reserved parking facilities for disabled people, and into their own behaviour in relation to such reserved parking spaces. From this qualitative research, it has been possible to categorise drivers according to certain attitude and behaviour types, each requiring a different approach in terms of enforcement.

Northern Exposure - A Transport Strategy for Shetland

Paul Finch, Faber Maunsell

Shetland is the smallest transport partnership in Scotland. Planning transport in this area has unique challenges and this study describes:

- What is so special and unique about Shetland which meant that it was designated its own partnership?
- What have been Shetland's experiences in moving from a member of a voluntary partnership to establishing its own structures?
- What lessons have been learnt during the development of the strategy and prioritisation process?
- Moving forward, what can the Shetland experiences offer others parts Scotland?

Perhaps most rewarding has been the process of working with each community to develop a full recognition of their transport issues, and to understanding the potential impact of possible interventions. Specific issues are transport's role in sustaining and providing opportunity to many of the most remote and fragile communities in Scotland, as well as responding to particular issues of rural transport poverty. Shetland's longer term proposals for the development of Scandinavian style fixed links will be of interest to some other authorities in Scotland.

Business News

- **Loganair** has doubled profits to £2.2m. Turnover is up 12% and the fleet is up from 10 to 13 planes. Further growth is expected under the Scottish Executive's H&I air fare discount scheme.
- **easyJet** annual profits have risen 56% as demand has offset fuel price rises.
- **flybe** has taken over BA Connect, BA's regional flight business including Aberdeen and Inverness services.
- **Peel Ports**, owner of Clydeport, has sold a 49% share to Deutsche Bank.
- **AB Ports** has been sold to Goldman Sachs.
- **FirstGroup** has beaten profit forecasts after soaring bus fuel bills were offset by strong UK rail earnings.
- **Stagecoach** has sold its London bus operations and Brian Souter has warned that he may withdraw from UK bus operations if moves are made towards greater bus regulation.
- **Lothian Buses** driver shortage has been eased by recruiting 35 Polish drivers.
- **Network Rail** reports its first surplus since it was set up in 2002. Pre-tax profits of £747m in the six months to 30 September 2006 are to be re-invested in further improvement.
- **David Urquhart Travel**, the second largest independent coach tour operator in the UK, has almost doubled pre-tax profits to £621,000 but this was only possible after an investment gain. Operating losses of £398,000 were sustained.
- **Barclaycard** has signed up to be part of an expanding Oystercard network.
- **Glasgow Taxis**, the city's biggest black cab firm formed in a 1997 merger, is relocating from its Lawmoor Rd site, affected by the urban M74, to a new site in Dalmarnock. The company has 960 cabs and a headquarters staff of 90.
- **BEAR** has re-gained the south-east Scotland trunk road maintenance contracts for a further five years.
- The costs of **local authority bus contracts** are rising at 7.9% a year, more than twice the rate of inflation

MULTI-MODAL FARES

A strategy for integrated and multi-modal fares will be published later this year. The scheme is to costs not more than £30m a year.

- Regional Transport Partnerships and user groups are seeking an extension of free bus travel for the disabled and those over 60 to 'local' rail and ferry services in Scotland. From January 16 to 18 year olds and fulltime volunteers up to 25 became entitled to one-third off single bus fares and a similar amount off rail fares but only after 10am unless rail ticket cost is £16 or more.
- Qualifying islanders will get two free ferry trips a year.
- Earlier plans for a wider age and availability range have been restricted due to funding restraints.

TRANSPORT AND THE MAY ELECTIONS

Based on existing announcements on transport, the views of the political parties are:

- **SNP** has supported Anglo-Scottish high-speed rail, further enlargement of Waverley capacity, full dualling of the roads from Perth and Aberdeen to Inverness, an extra Forth crossing, city bus improvements, cancellation of the Edinburgh tram project and replacement of the EARL plan for a tunnel under Edinburgh Airport with a shuttle link to the Fife line and an extra £300m for lesser rail improvements meeting local needs and cutting inter-city trip times (including Glasgow-Edinburgh). A direct Tain-Golspie rail link is favoured.
- The **Conservatives** support an extra Forth crossing, Anglo-Scottish high-speed rail (possibly maglev up to 300mph) and efficiency measures to ensure good value.
- **Liberal Democrats** are calling for Anglo-Scottish high-speed rail, faster Glasgow-Edinburgh links, community transport initiatives and (despite former opposition to congestion charging in Edinburgh) congestion or nationwide road charging (with the latter lowering car use costs in rural areas and off-peak).
- **Labour** also seems likely to support faster Glasgow-Edinburgh rail links, Glasgow Crossrail, Anglo-Scottish high-speed rail (with delayed phasing?), bus improvements and selective road schemes.

- **Greens** oppose extra car capacity over the Forth but support high-speed rail as part of a strategy to cut aviation use plus a range of other measures to encourage less movement, CO2 cuts, higher quality local environments and greater reliance on walking and cycling.
- The now divided **Socialist** parties agree on rail nationalisation plus other public transport improvements and lower fares. Many of these priorities remain light on funding issues and the nature of the evidence base. Parties tend to ignore issues such as freight, delivery mechanisms and meaningful consultation, seeking media coverage (or quick responses) ahead of understanding the current concerns and aspirations of the public and business.
- OfT favours increased competition at Scottish airports by requiring BAA to sell Glasgow or Edinburgh. The issue may be referred to the Competition Commission.
- Aberdeen Airport gained 20 new services over the past two years.
- Cash from the Scottish Executive's Air Route Development Fund has secured 36 direct flights from Scotland.
- The Scottish Tourism Forum is seeking an alternative Access Development Fund to aid sustainable tourism with priority for high-speed rail to London and Paris and expanded direct ferries.

PORTS & SHIPPING UPDATE

- **SUPERFAST** has introduced a larger vessel on the Rosyth-Zeebrugge service. Passenger capacity rises from 626 to 830 but car capacity falls from 120 to 100 with lorries up from 100 to 110.
- A Rural Transport Grant will help maintain the Papa Westray-Westray ferry. A £2.5m Forestry Commission contract with ABports will allow Timberlink shipping services from Argyll to Troon to carry 100,000 tonnes in the year to March 2008.
- No bids have been received for the **Gourock-Dunoon** ferry route though a new link span is now available at Dunoon and plans have finally been approved for an upgraded Gourock interchange. Issues of fair competition between CalMac and Western Ferries have led to protracted delays yet decisions on future services are needed due to the age of the current Dunoon ferries. Delays in tendering for other CalMac services mean that decisions on a future operator will not be taken until after the May elections.

AVIATION UPDATE

Plans for new or expanded routes routes include:-

- Daily easyjet flights from Edinburgh to Milan, flights to Madrid and Munich and twice-weekly
- Flights to Palma; other operators are due to start new services to Toronto, Oslo, Zurich,
- Bergerac, Prague, Bastia & Alghero (a total of 20 new flights from Edinburgh started in 2006)
- Bmi regional service from Aberdeen to Kristiansand
- April to October SAS flights from Glasgow to Stockholm
- CAA has given approval for **Loch Lomond Seaplanes** to run seaplanes from a base on the Clyde in Glasgow to Campbeltown, Portree and other Highland locations at 110 to £185 return between March and November. 8 seat planes will be added to existing 5 seaters. Planes can use both water and runways.

Infrastructure and funding changes involve

- A runway extension at **Aberdeen Airport** has been approved by the City Council.
- The West Edinburgh Planning Framework has confirmed expansion at **Edinburgh Airport** but has cut back on plans for extra parking and deleted direct road access to the M8.
- Jack McConnell has opened a £19m south-east pier at Edinburgh Airport.
- **BAA Glasgow's** masterplan includes £290m of investment over the next ten years with 24m passengers expected by 2030.

RAIL UPDATE

- The **Scottish Executive** and **Transport Scotland** are reviewing their rail fares strategy in Scotland.
- The Virgin West Coast passenger franchise has been extended to 20 years under revised terms easing the payment of access charges and likely to allow train lengthening as well as extra trains.
- The GNER franchise has been revoked with GNER being given a management fee to

operate the service over the next 12 to 18 months while new bids are assessed.

- Most rail fares rose above inflation rates in January but pre-travel discounts are substantial. A Virgin Glasgow-London standard return is now £98 but the cheapest advance single remains at £17.50.
- ScotRail timetable changes in December included more late evening trains and temporary cuts in trains running through Waverley until track and signalling work is completed. Some Fife trains now terminate at Haymarket.
- The former Crossrail service became a separate shuttle east and west of Waverley despite fears that this could mean a loss of patronage.
- The Scottish Executive and ScotRail have agreed a £20m programme for priority improvements to stations and rolling stock but no decisions have yet been made on extra rolling stock to cope with rising usage.
- Laurencekirk station, closed in 1967, is expected to reopen within 12 months at a cost around £3m.
- Parliament has approved the Glasgow Airport Rail Link.
- Crime rates on the Scottish rail system have fallen to the lowest level for five years. In Glasgow, a joint SPT/British Transport Police initiative has introduced Subway patrols.
- Full services have been restored on the Far North and Kyle lines after late October flood damage but rail, ferries and roads have been hit by further high winds and prolonged rain
- Transport Scotland has announced support for SESTRAN/SPT plans for an additional hourly express service in 67 minutes on the Glasgow Central-Shotts-Edinburgh route.
- The Scottish Executive has approved a £2m grant to ATH Resources to build a 7 mile coal conveyor (carrying 2m tonnes a year) to the present railhead near New Cumnock.

BUS, TRAM AND TAXI UPDATE

- Edinburgh City Council has approved Phase 1 of the Edinburgh tram scheme (Newhaven via Leith Walk to the Airport plus a Granton spur).
- SPT and Glasgow City Council are collaborating on quality corridors to serve the north Clyde Waterfront by 2009 with subsequent extensions to Renfrew

Ferry via the Southern General Hospital and from Yoker through Clydebank to the Jubilee Hospital (Total cost c£110m).

- First Glasgow is seeking partnership packages which could sustain bus growth at 4% a year, including expansion of bus park and ride.
- Lothian Buses has introduced new double deckers on the 31 route to Midlothian and expects that the whole fleet will be low floor by 2010, well ahead of government targets.
- First has ordered 62 Euro4 buses for Glasgow and is negotiating an 'stability pact' with SPT and Glasgow City Council.
- Stagecoach has warned that Competition Commission proposals to force a sale of parts of Scottish Citylink may weaken the business case for the purchase of new coaches needed to encourage greater shifts from longer car trips.
- National Express has banned hand luggage from coach services after the M4/M25 coach overturn at the start of a trip to Dundee. Though the overall bus safety record is very good, there is concern at the stability and accident record of doubledeck coaches.
- Edinburgh may allow disabled residents to use both free bus passes and the disabled card allowing £3 trips around the capital. At present, users must choose between these options.
- A £2.2m Bus Route Development Grant will aid express services from the Sheriffhall park and ride site to central Edinburgh plus better night buses. West Lothian Council has also gained £2.6m for new low-floor services expected to start in April giving better access to Edinburgh Airport and west Edinburgh. Extension of Lothian Buses 35 to Edinburgh Airport has led to substantial extra usage. The Inverkeithing-Edinburgh Airport Stagecoach service started early in 2006 has attracted 1300 trips per week.
- Cabbies in Edinburgh have attacked rises in driving and vehicle licensing fees charged by the city council, claiming the plan seeks to deter new operators should a future council decide to drop the cap on cab numbers.
- Disputes have arisen over Aberdeenshire taxi drivers operating illegally in Aberdeen, especially at week-ends. Aberdeen abolished its limit on cab numbers in January 2006 but Aberdeenshire has never had a limit.

ROADS, PARKING, STREETS & PATHS UPDATE

- Lothian NHS has cut top charges at the Royal Infirmary from £10 to £7 a day.
- Legal speeds on the A77 at Symington have been cut to 50mph following a severe accident and pending work on grade separated junctions.
- Highland Council is taking forward plans for a 10km Southern Trunk Link Road in Inverness costing £70m.
- The Council has also invited tenders to realign 3.4km of the A836 between Melvich and Strathy at a cost of £3m. This will replace a section of single track road.
- Line Orders have been published for the 28 mile Aberdeen Western Peripheral Route costing between £300 and £400m with projected completion in 2011.
- Transport Scotland has announced the route for an 8km off-line dualling of the A90 between Balmedie and Tipperty costing £45m and also a £4m scheme to widen 2km of the A68 between South Soutra and Oxton.
- Shadow Scottish Secretary David Mundell is seeking views on the use of tolls to fully dual the A1 between Edinburgh and Newcastle.
- Business relocation costs for the urban M74 have risen to £180m on top of other preparatory costs and construction costs of at least £300m. Construction contracts are expected in April. 90% of affected businesses are already in process of relocating.
- Compulsory Purchase Orders have been published for the Glasgow East End Regeneration Route between the M74 and the M8 with completion planned for 2010.
- Four projects under the Strategic Timber Transport Fund will take lorries away from sensitive rural roads. These include the Tarbert bypass in Argyll and Bute and new and upgraded forest routes around Dunoon.
- The Scottish Executive has awarded £5m to improve paths and cycling routes used for school access. 33% of school pupils say they would like to cycle but only 1% do. 1 in 5 11/12 year olds are now clinically obese and in need of daily exercise.
- The Cairngorm visitor management plan is to be amended to allow walkers to use the funicular railway for descents in a one year trial. Mountain biking, cycling holidays and weekend outings were worth £219m for the Scottish economy from UK visitors alone by 2003 with increasing numbers also coming from abroad. Strong growth is continuing with many market opportunities.

Short Car Driver Journeys – Some Scottish Household Survey Results

A note by the Scottish Executive Transport Statistics branch

Short car journeys are of particular interest in the context of sustainable transport policy as it is possible that many of them could be made by other means, such as walking and cycling. This article describes the characteristics and views of people who drive short distances, both generally and for travel to work. For the purpose of this article, car journeys of under 2 miles are classed as "short".

1. Short car driver journeys

38% of car drives are less than 2 miles. Shopping is the main purpose of short driver journeys, accounting for a quarter of them.

1.1 38% of journeys made as the driver of a car were "short": 21% of car driver journeys were under a mile, 18% between 1 and 2 miles, 26% between 2 and 5 miles and the remaining 36% over 5 miles. The main purpose of short car driver journeys was for shopping (a quarter); a further fifth were for commuting and about an eighth for escorting someone (e.g. to work or school). The main purpose for car driver journeys as a whole (any length) was commuting (27%), with a fifth being for shopping. Women, part time workers and retired people make a greater proportion of short car driver journeys than they do of car driver journeys as a whole.

1.2 Short car driver journeys are more important to women; 42% of car driver journeys by women are short, compared to 35% of men's. However, because men make more car driver journeys per head, half of short car driver journeys are made by men, and half by women; for all car driver journeys the split is 55% to 45%. Chart 1 shows the sex split for a range of distances; it is clear that the proportion of car driver journeys made by men rises as distance increases. Nearly half (47%) of short car drives are made by those who are in full time employment, 16% by those who are permanently retired from work, and 15% by those employed part time. This compares with 53%, 14% and 13% respectively for car driver journeys of any length; so those who are not in full-time employment make a greater proportion of short car driver journeys than they do of all car driver journeys. Those living in urban areas make a greater proportion of short car drives than they do of car driver journeys as a whole.

1.3 People living in urban areas made three-quarters of short car driver journeys, compared to 63% of all car driver journeys; conversely, those who live in rural areas made 13% of short car driver journeys, compared to 23% of all car driver journeys. People with a disability, health problem or long-standing illness made 14% of short car driver journeys, compared to 12% of all car driver journeys.

1.4 Just over half of short car driver journeys were made by those aged 30-49, with only 19% being made by those aged 60+ and 11% by under 30s. This is broadly the same pattern as for car driver journeys of all distances. Those who lived in households with an annual net income of more than £20,000 made 54% of short car driver journeys, and a similar percentage of all car driver journeys.

2. Adults who make short car driver journeys: views on bus services

Bus users who had made a short car driver journey are less positive about bus services than bus users as a whole.

2.1 The interviewer asks adults who used a bus in the past month for their views on several aspects of local bus services. Those who had made a short car journey on the day before the interview were less likely to agree that "finding out about routes and times is easy" (72% vs. 79% for all bus users), "it was easy changing to other forms of transport" (65% vs. 72%), "the service runs when I need it" (71% vs. 74%) and "the service is stable and not regularly changing" (76% vs. 79%). However, they were more likely to say that they thought the buses were clean (77% vs. 72%). Adults who had made a short car journey were more likely to say that they did not use buses more often because they were inconvenient and take too long.

2.2 Those who had used the bus less than once a week, or not at all, in the past month were then asked why they did not use buses more often. Adults who had driven a short distance the day before the interview were more likely to say that they did not need to because they used their own car (48% vs. 33%), that buses were inconvenient (25% vs. 18%), that buses take too long (17% vs. 13%) and that they need a car for work (10% vs. 7%). They were less likely to cite "health reasons" (4% vs. 10%), to say there was no need (13% vs. 20%) and that they prefer to walk (4% vs. 8%).

3. Travel to Work

16% of commuters drive under 2 miles to work; Orkney has the highest percentage and East Lothian the lowest.

3.1 16% of employed adults who travel to work in Scotland drove less than 2 miles to their place of work. Chart 2 shows how this and the car driver commuter percentages vary across Scotland. The local authority with the highest proportion of commuters driving under 2 miles to work is Orkney, while the lowest is East Lothian.

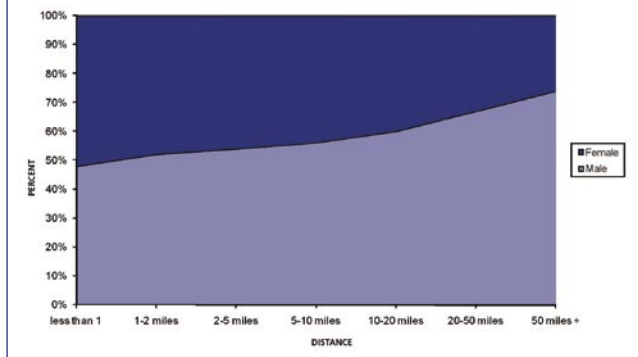
Women, part time workers and people living in urban areas account for higher proportions of short distance car driver commutes than they do of all car driver commutes.

3.2 Women made up a higher proportion of commuters who drove a short distance to work than they did of all car driver commuters (56% vs. 48%). A similar pattern was shown for people who work part time (26% vs. 19%). Adults who lived in urban areas represented a larger proportion of those who drove short distances to work than of all car driver commuters (74% vs. 64%), with those who live in rural areas being the opposite (15% vs. 28%).

3.3 58% of those who drove less than 2 miles to their place of work were aged 30-49; this compares to 27% of those aged 50+ and 14% of under 30s. As for car driver journeys as a whole, there was a similar pattern for car driver commutes of all lengths. Those who lived in households with an annual net income of over £20,000 made 63% of short car driver commutes, but made 68% of car driver commutes of all lengths.

The most popular reason for driving a short distance to work was because it was the most convenient method, followed by it being the quickest method.

Chart 1 - Car driver journeys by adults (17+): by sex within distance (miles)



3.4 Commuters were asked for the reasons for their choice of method of travel to work. The reasons given by those who drove a short distance to work are compared with those of all commuters. In general, these differences are not great. Those who drove a short distance to work were more likely to say that they did so because it was the most convenient method (61% vs. 57%), because it was the quickest method (29% vs. 25%), because they needed the car for work (16% vs. 10%), because of their work pattern (11% vs. 8%), "laziness" (5% vs. 2%) and because they had too much to carry (5% vs. 2%). They were less likely to say that they chose that method because their place of work was nearby (3% vs. 12%), and, unsurprisingly, less likely to say it was because it was good exercise (0% vs. 3%) or because they had no car (0% vs. 3%).

3.5 The interviewer went on to ask those who travelled to work by car whether they could use public transport to get to work. 42% of those who drove a short distance to work said that they could, as did 43% of all drivers. Of those who could use public transport, short distance commuters were more likely to simply say that they have no need to use it because it they use their car (32% vs. 28%), and less likely to say that they did not use public transport because it takes too long (32% vs. 45%) and because there is no direct route (15% vs. 26%). Those who drove a short distance to work gave fewer reasons why they don't use public transport than all car driver commuters.

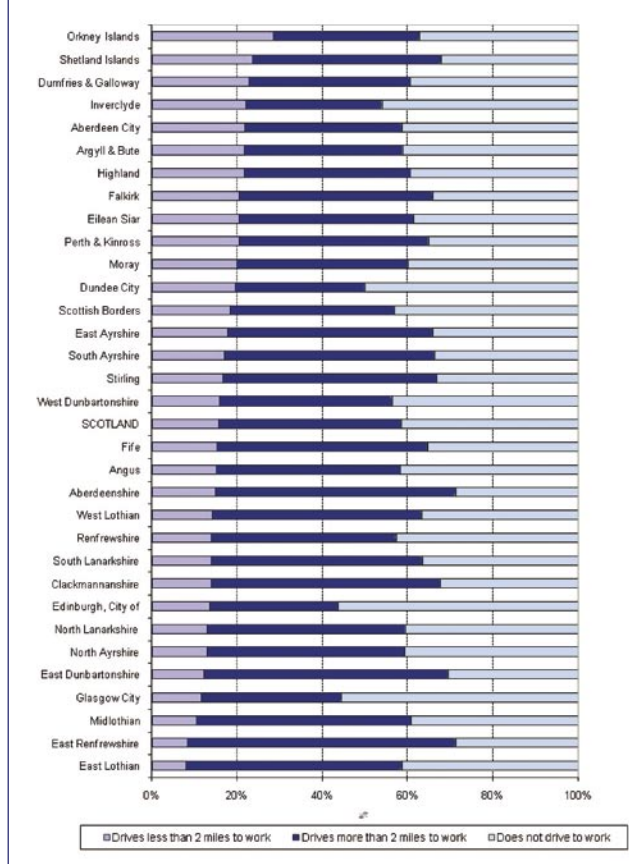
3.6 Those who claimed that they could not use public transport to travel to work were asked why they could not. Those who drove less than two miles to work were less likely than all car driver commuters to say "takes too long" (9% vs. 16%), "no direct route" (30% vs. 35%) and "work unsocial hours" (17% vs. 20%). There was no reason that was markedly more likely to be given by short distance car commuters; and they gave fewer reasons overall. Over a quarter of those who park free in an employer's car park lived less than 2 miles from work.

3.7 Those that drove to work were asked where they parked their vehicle. The pattern was broadly the same for those who drove a short distance as all drivers, however short distance drivers were slightly more likely to park "on the street at no cost" (18% vs. 15%) and slightly less likely to park "free, in a car park provided by your employer" (65% vs. 68%). Of the drivers who parked free in a car park provided by their employer, 26% lived less than 2 miles from their place of work.

4. Background and Further Information

The 'Short car driver journeys' section uses the SHS Travel Diary data

Chart 2 - Employed Adults (aged 16+): % driving to work



for 1999 to 2005 inclusive, which has a sample size of 105,188 car driver journey stages where distance is known.

The 'Adults who make short car driver journeys: views on bus services' section uses data from the main part of the interview to examine the views of adults who said in the Travel Diary that they had driven a car for a distance of less than 2 miles the day before the interview, and compares them with all adults. Around 23,000 adults who had used their local bus service in the past month were in the survey for 1999-2005, and 1,861 of these had driven a car less than 2 miles on the day before the interview. There were about 44,000 "infrequent bus users" (i.e. those who had used the local bus service less than once a week, or not at all, in the past month) in the sample between 1999 and 2005, 8,654 of whom had made a short car journey on the day before the interview.

The 'Travel to work' section analyses the characteristics and views of the 40,471 employed adults (excluding those working at or from home) in the sample between 1999 and 2005, 6,531 of whom drove less than 2 miles to their place of work. The final paragraph about car parking was based upon data for 1999-2004, because the "parking" questions were not asked in 2005.

Further information about the SHS can be found at www.scotland.gov.uk/shs. Enquiries should be made to the SHS Project Manager: Tel: 0131 244 8420 Fax: 0131 244 7573 Email: shs@scotland.gsi.gov.uk.

What will the Regional Transport Strategies Deliver?

Comments on the Draft Strategies by the Chartered Institute of Logistics and Transport Policy Group

Draft Regional Transport Strategies have been produced for consultation by all the Scottish Regional Transport Partnerships. The comments in this note reflect the Institute's overall view on the Strategies taken together, but do not necessarily apply to every strategy.

All the RTPs are to be congratulated on the amount achieved, given the challenges. Each has produced extensive documents, and each has adopted an apparently systematic approach identifying **vision, objectives, targets, policies and interventions**.

Overall they reflect a 'business as usual' approach to transport strategy, and do not yet seize the opportunities provided by establishment of the RTPs. We would expect the final RTSs to show more vision and foresight in tackling the challenges of the transport future, adding value and raising standards in comparison to the previous institutional framework.

Context and guidance

Guidance issued by the Scottish Executive highlights the long-term nature of the strategies, the need to cover all modes, to provide for the five national government objectives for transport (economy, environment, social inclusion, accessibility and integration), and to look at wider connectivity requirements to other regions, the rest of the UK and further afield. The RTS is therefore of key importance in setting the transport vision and strategy for each region.

Vision and priorities

The guidance highlights that the RTSs should set a long-term framework. In this respect, the drafts show limited vision beyond very generalised aspirations about sustainability and economic growth. There is very limited analysis in the RTSs of the major challenges facing the whole of the UK reflected for example in the Stern Review on Climate Change and the Eddington Transport Study, or of the specific economic, environmental and social aspirations of each region. Yet these are critical to establishing 'how we want things to be in 2015' and to the identification of priorities for improvement and investment in order to get there.

Policy context

Much more examination of the relationships between the RTS and complementary strategy and policy frameworks would be helpful

– each RTS should be demonstrably grounded in the wider policy framework for its area. The relationship can simplistically be represented diagrammatically as below – all these and more need to be taken into account.

We would expect to see a clear and transparent process in the RTSs that identifies strategic priorities (whether in the form of investment, service improvement or demand management) and shows how these link to core objectives. Such a prioritisation process can also demonstrate why other interventions should be given lower priority; and ensure that the strategy is working towards all the objectives, not just some of them.

Delivery

The Strategies should also explain the processes and the criteria that will be adopted in taking projects through to approval and implementation stages, including the relationship with the Executive's Strategic Projects Review.

Identification of all these relationships should lead naturally into proposals for developing partnerships with key stakeholders including Health Boards, Bus Operators, Planning Authorities and others to develop and improve integration between the interests of all the partners.

None of the draft RTSs considers in any depth the mechanisms by which its strategy will be delivered. Yet the approach to be adopted to ensure effective delivery is a core issue in the guidance, and should be considered in detail. A number of routes are likely to be required depending on the type of measure, from partnerships to direct assumption of powers. Delivery of (for example) improved access to healthcare is likely to need a different approach to (for example) building a tram, but both need equivalent consideration in the RTS in terms of priority, funding, timescales and management.

We do not have any preconceptions about the extent to which RTPs should take on additional powers; however we would expect to see an analysis of the pros and cons of transfer of functions relevant to key policies and strategic interventions identified in the strategies as part of the assessment of how these measures will be delivered. Such an analysis needs to take into account the capacity of local authorities

to deliver, issues of integration, and overall efficiency and effectiveness.

Funding

The level of detail provided in the draft RTSs about the benefits, costs and value for money of strategic projects (if any information is provided at all) seems unlikely to be sufficient to justify additional funding from the Scottish Executive. At the very least, the RTP should be clear about which projects are being put forward for consideration as part of the Executive's Strategic Transport Projects Review, and where development funding is required to improve project definition.

The need and extent of additional funding to support measures such as 'smart choices' activities and bus service enhancements that are conventionally considered **revenue** expenditure needs more detailed consideration: this is an area where RTPs can potentially provide assistance to local authorities that have considerable difficulty in finding funding for such measures against competing priorities in education or social care.

Finally but importantly, the recent transfer of community transport funding from the Executive to RTPs highlights the importance of a coherent approach in RTSs to the whole area of demand-responsive and specialised transport to ensure public transport is comprehensive and integrated at all levels, not only for high-demand corridors.

