



Making Connections

Issue 2 - Spring/Summer 2006

Recently completed projects

Travel Behaviour of Tourists in Scotland

Impacts of Development Proposals in the Inner Moray Firth

Dualling the A9 and A96 Pre-Feasibility Costing

Future Patient Travel through Patient Transport Works in Glasgow

Management Audits for Community Transport in Glasgow

Demand Responsive Transport in Aberdeenshire

Assessment Methods to Determine Eligibility for Concessionary Travel

Review of Demand Responsive Transport in Scotland

Park and Ride in Aberdeenshire

*For further details of these or any other projects visit our website or contact
Derek Halden on
0870 350 4201*

Do Priority Groups Get Concessionary Travel Passes?

National policy recognises the reliance of older and disabled people on public transport, and the need to improve opportunities through the delivery of a new national concessionary fares scheme. The Mobility and Access Committee for Scotland (MACS) has suggested that improvements to assessment methods for concessionary travel eligibility could help to meet these aims better. When launching the new national scheme, the Scottish Executive cited the dearth of research evidence on assessment approaches.

MACS therefore commissioned DHC in December 2005 to review current UK practice, and explore assessment methods. The research has recently been completed helping to inform discussions between all parties with an interest in delivery of the concessionary fares scheme.

Modelling Without Boundaries - National Indicators of Accessibility

Accessibility indicators are of increasing importance in prioritising public funding. Many of the Scottish Executive "Closing the Opportunity Gap" targets rely directly on accessibility measures in the Scottish Index of Multiple Deprivation, and transport funding for local authorities in England and Wales are closely linked to core national accessibility measures.

DHC is managing a team to calculate accessibility using national Traveline data. Working with Ordnance Survey integrated transport network experts Dotted Eyes, software partners Automatica, and transport modelling specialists Peter Davidson Consultancy, DHC is taking accessibility modelling to new levels to allow public agencies and their partners to assess gaps in networks and the impacts of public investment.

The approach builds on the successful modelling undertaken by DHC when leading the development and piloting of accessibility planning for the Department for Transport in 2004. Since then the quality of data available has improved substantially. The modelling approach allows the level of detail in the analysis to be specified by the user from individual address points to the presentation at ward and data zone level being used in the national indicators.

Safer Pedestrian Crossings in West Lothian

Planning of pedestrian crossings can be one of the most contentious elements within local transport planning. West Lothian Council employed DHC to review several crossing locations where there were perceived problems, and to make recommendations for these crossings and the Council's pedestrian crossing policy more generally. The work included video surveys and analysis to analyse pedestrian and vehicle behaviour.

Zebra crossings are suitable where vehicle speeds are low and where there are particular benefits in maximising pedestrian priority. At higher traffic flows pedestrians can cause more significant vehicle delays and there may be a need to manage pedestrian crossing activity using signal controlled crossings. Chicanes and pedestrian refuges can also offer the safest solutions in some locations.

As a result of the DHC review, construction is now underway of improvements at some sites and recommendations are being considered for the Council pedestrian crossing policy more generally.



info@dhc1.co.uk



www.dhc1.co.uk

About DHC

DHC delivers transport planning, community planning, research and consultancy services to a wide range of public, voluntary and private sector clients.

DHC pioneered approaches to topics such as travel planning, safer routes to school and accessibility planning long before they became part of mainstream transport planning.

We specialise in projects that draw from state of the art evidence to engage constructively with policy and market development delivering politically acceptable approaches.

Our clients regularly tell us that we provide "added value", we "identify solutions which can be acted on", and that our "commitment and enthusiasm" sets us apart from many competing organisations.

DHC has a strong track record:

- ✓ Tailoring methods and results to the needs of our clients.
- ✓ Delivering products on time and within agreed budgets.
- ✓ Producing high quality output which adds value for our clients.
- ✓ Understanding barriers to change, and breaking down those barriers.

Our particular strengths lie in the ability to bridge gaps and build partnerships between:

- ✓ Transport and other sectors of society and the economy, such as health, employment, and education.
- ✓ Academics, transport providers, users, government and politicians.

Predicting the Future

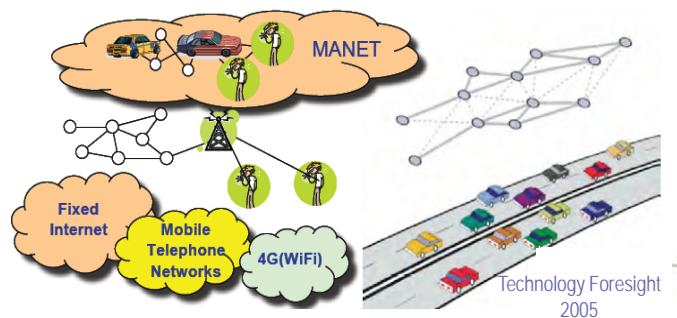
How will people travel in the future? Will new modes be used and what will they cost? Can British transport systems cope with future demands?

These are just some of the questions that the British Council of Shopping Centres (BCSC) asked DHC and the Institute of Retail Studies to consider. The work is taking place under a major programme to review "The Future of Retail Property"

As part of the project DHC is:

- Reviewing macro economic change
- Assessing the impacts of public policies
- Reviewing existing research
- Analysing travel data
- Assessing the impacts of transport investment

It is hoped that the project findings in the Summer of 2006 will, not just inform members of BCSC on optimal shopping centre development approaches, but will stimulate a wider public debate on the future of transport in the UK.



ICT and Future Travel

Information and knowledge are replacing capital and energy as the primary wealth-creating assets, just as the latter two replaced land and labour 200 years ago.

The long held association between travel and economic growth is weakening, with Britain showing slower car growth than poorer parts of Europe, despite a strong growth in the economy.

DHC reviewed the impacts of these new technologies for the Scottish Executive. The work demonstrated that ICT helps people and business to be more flexible. This flexibility can increase travel for some trips and reduce the need for others. Whether the increases or reductions prove to be the greater effect will depend on many factors. Market responses to new opportunities will tend to increase travel, but public policies operate more broadly than markets and have the potential to be more successful than in the past at securing social and environmental benefits through reduced travel.

Community Planning for an Accessible East Dunbartonshire

Although community planning is not a new concept, the Local Government in Scotland Act 2003 gave it a statutory basis. The Act requires Local Authorities to work with core partners including the NHS, Enterprise Networks, Police, and others to meet the needs of all groups within communities. This requirement has been strengthened by Scottish Transport Appraisal Guidance, with a systematic audit of people's needs within transport plans and projects.

Accessibility planning is about using evidence of people's needs to build connections between delivery partners. To manage this process East Dunbartonshire Council set up a Transport and Access working group (TAG) and commissioned DHC to support and advise the work of the group.

Access problems included: lack of information, unsuitable taxi provision, limited public transport coverage, safety concerns, and new employment opportunities in inaccessible locations.

Working through the TAG, and in consultation with the local community, the review identified the most important accessibility difficulties faced by each group of people accessing healthcare, work, food, education and leisure.

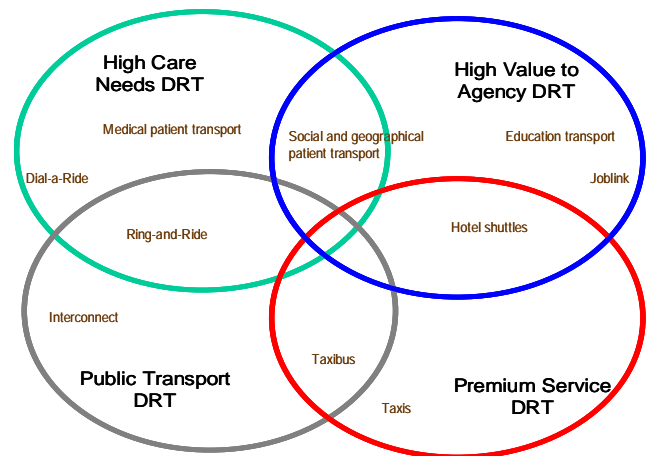
An action plan was developed committing partners to deliver on over 20 priority initiatives including:

- Integrating access to work for less mobile groups within business travel plans.
- Taxi licensing changes to provide better facilities for wheelchair users.
- Identifying new community transport solutions.
- Improving information on public transport services and car sharing.
- Tackling parking problems at hospitals and considering access issues within health service re-organisation.



An Integrated Approach to Socially Necessary Bus, Taxi, Minibus, Patient and Community Transport

Public transport is often considered to be inflexible and not suitable for some people. Demand Responsive Transport (DRT) can deliver more flexible transport to more people. The starting point is to build from the networks and services we already have. Some fixed services are serving us well, but others need to be redesigned or supplemented with additional or more flexible provision.



DHC led a two year project for the Scottish Executive supporting and reviewing pilot DRT initiatives. DRT includes services which:

- Are booked in advance by users and only run when there are people to carry. These demand responsive forms of transport include taxis, private hire vehicles including airport transfer services, community transport, dial-a-ride and ring-and-ride.
- Are booked or arranged by public agencies to respond to travel needs for patient transport, school transport, social services and employment agencies.
- Run on a fixed route unless people book in advance to request a diversion based on their required travel needs. Flexibility is sometimes only needed at certain times of day or on certain days of the week. These include many rural public transport services and other transport serving areas of low demand.



The Scottish Executive expects to publish plans to take forward the lessons from the work during 2006.

Scaling the Bus Stop

Linking rural bus networks to urban park and ride schemes has long been a problem. Although Park and Ride at the edge of cities helps to reduce urban congestion, it can reduce the viability of some rural bus services by encouraging a switch to car travel from infrequent rural bus services.

Recent work by DHC and Aberdeen University for Aberdeenshire Council and NESTRANS (under the European Union funded SustAccess programme) assessed the contribution of Park and Ride to the Local Transport Strategy and North East Scotland Transport Partnership (NESTRANS) Modern Transport System (MTS).

Surveys of bus passengers were undertaken on an experimental long distance park and ride scheme at Ellon and many data sources were studied to understand travel patterns.

Based on these surveys and analysis, the review identified a highly effective way to deliver accessible attractive bus frequencies to a small market without significant revenue commitment by the local authority. By avoiding significant revenue expenditure, local rural "micro park and ride" can be more cost effective in comparison to conventional Park and Ride, and also more sustainable.

Overall, successful future Park and Ride delivery depends on as widespread use as possible of all available rail and bus services, enhancing these as required to maximise accessibility in line with the potential market and link with changing land uses.

Schemes also need to be understood and supported by the community, with investment and engagement being required to build consensus on the approach, design and implementation.



Keeping in Touch

We would welcome your comments on any of the projects discussed in this newsletter.

If you have not received a copy of this by post and would like to be added to our future mailing lists then please e-mail your details to makingconnections@dhc1.co.uk

We look forward to hearing from you.

New DHC Staff

Over the last seven years Peter Mogridge has developed a reputation as one of the leading transport partnership builders in the UK, through his work at Northumberland County Council.

Peter is known for turning best practice into scheme delivery, and has been an advisor and conference speaker on rural transport and community rail partnership issues. Peter has joined DHC to build on this experience providing advice to DHC clients across the UK.



Peter Mogridge joins DHC

contact

26 Palmerston Place
Edinburgh
EH12 5AL

0870 350 4200
Fax 0871 250 4200



info@dhc1.co.uk
www.dhc1.co.uk