

# Taking the High Road to Integrated Transport

## The Scottish Experience

# Record for car sales as Scots spend £2bn

Scots drivers have splashed out £2billion on new cars so far this year - as sales surge to a new record high.

Figures show that 189,498 new cars were driven off garage forecourts in Scotland from January to October - a rate of 623 cars a day.

During the last month alone, 15,464 new cars were sold. Scotland is now showing a modest rise of 0.52% over the year - while the rest of the UK is showing a fall.

The Scottish Motor Trade Association said the latest figures fuelled hopes for sales to break the 200,000 barrier for the fourth year in a row.

A SMTA spokeswoman said: "Economic indicators suggested the final quarter of 2004 would show a sharp drop in new car sales, so I am delighted we remain ahead of last year at this stage."

It was also revealed that dealers in Central Scotland have cashed in most with sales up 7.5%.

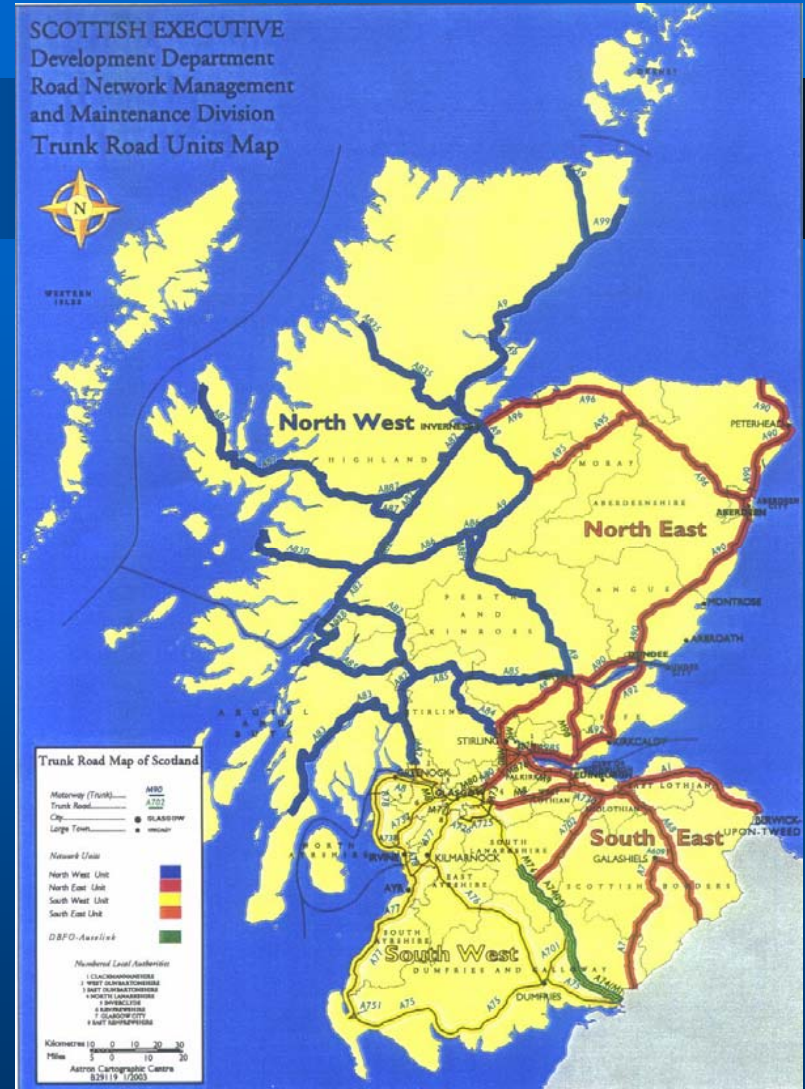
Sales in Strathclyde are up 5% for the 10 months - with 87,332 vehicles sold. The worst hit area has been Lothian where sales have fallen by 10.5%.

The sales chart for October shows that the Renault Megane took pole position as Scotland's top selling car with 1185 sales - ahead of the Renault Clio which registered 854 sales.

Glasgow Evening Times; 8<sup>th</sup> November 2004

# The Network

- Four Network Areas
- Total of 3215 kms (7%)
- 33% of all traffic
- 60% of HGV mileage
- Busiest; 160000 vpd
- Value £10bn



# Town and Country Planning Act (General Development Procedure) (Scotland) Order 1992

- Development within 67 metres of the middle of the trunk road;
- where the development consists of, or includes, the formation, laying out or alteration of any means of access to such a road; or
- where the development is likely to result in a material change in the character of traffic entering or leaving the road.

# In 2002 .....

- 778 trunk road development consultations
- 75% domestic or commercial
- 13% regarded as major applications

# ETLLD - TRNMD

- Proactive approach; not reactive
- Encourage change through consultation and communication
- Monitoring
- Best Practice
- Meaningful Research

# Objectives of Commission

- TRNMD to play an integral role in the development process;
- A partnership with Planning Authorities in dealing with trunk road issues in Development Plans;
- Provide a proactive, transparent service and reduce response times to Planning Authorities.

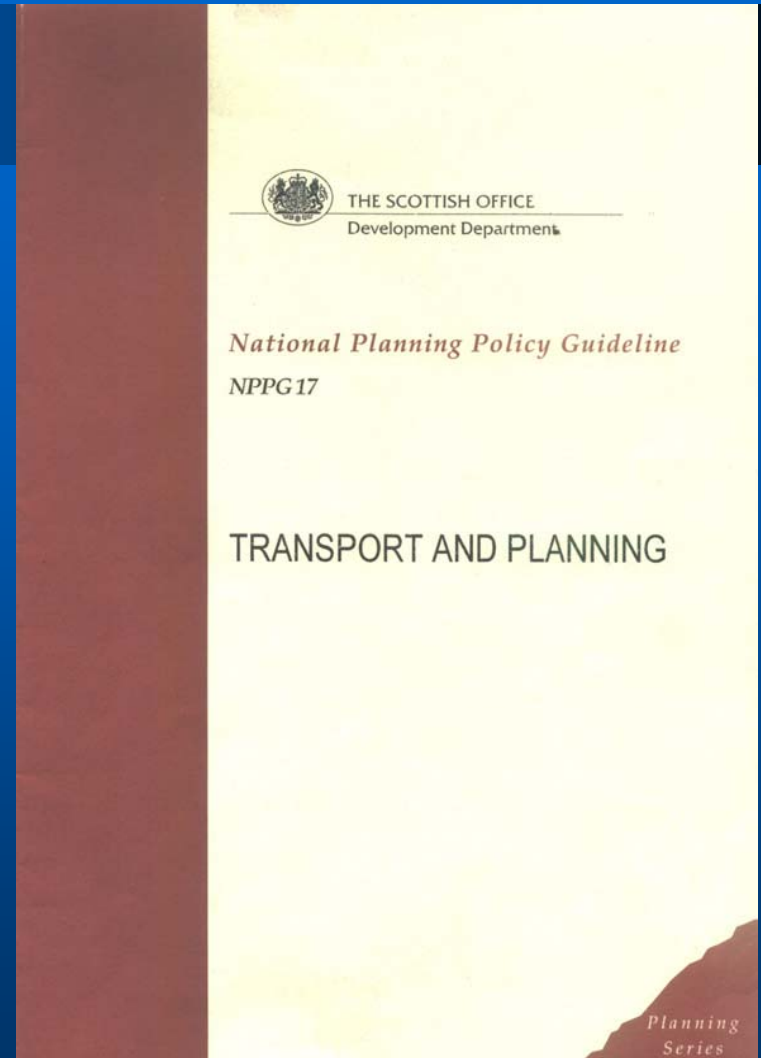
# Areas of Responsibility

Technical assistance and advice to TRNMD on:

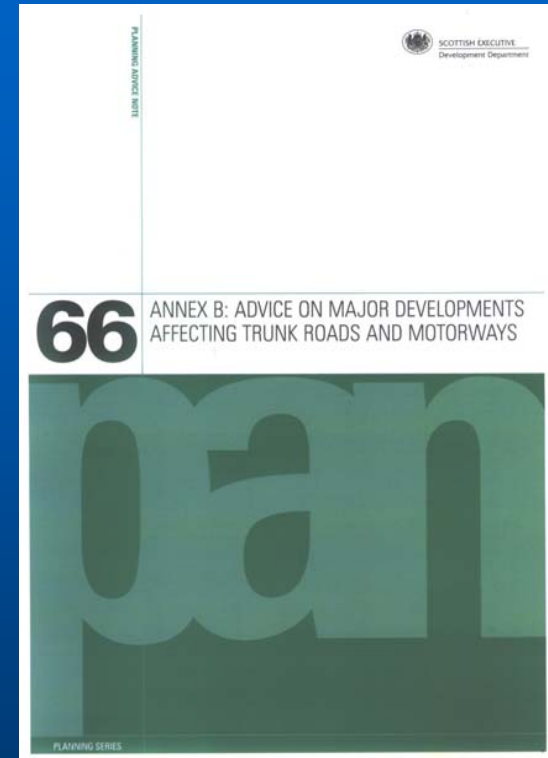
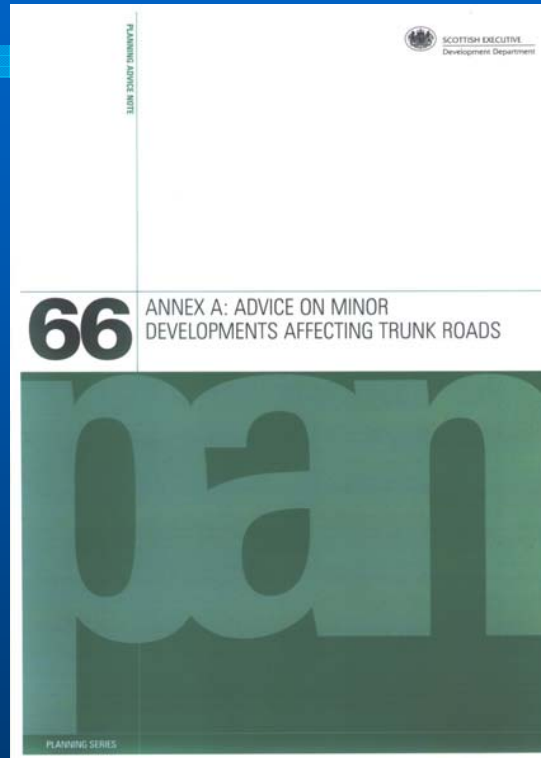
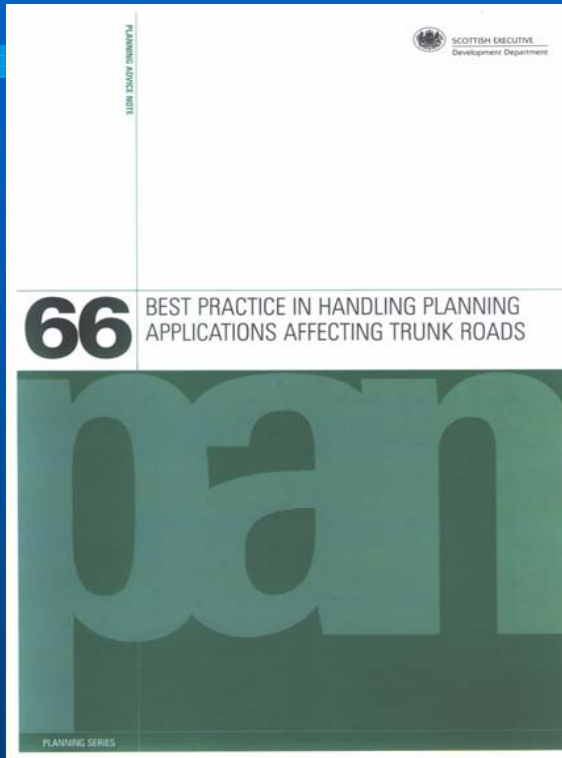
- Development Plans
- Area Studies
- Pre-application enquiries and planning applications for developments affecting the trunk road network
- Travel Plans
- Environmental Assessments.

# NPPG 17

- Integrated Approach to Land Use and Transport Planning
- Location
- Accessibility to alternative modes of transport
- Reduce the need to travel



# Best Practice



# Factors Affecting Trunk Road

- Location
- Accessibility
- Land Use - potential trip generation
- Network constraints
- Access Strategy

# Development Plans

- Early involvement
- Stakeholder Consultation
- Targeting of issues wrt trunk road
- Setting context for future detailed analyses

# TRNMD Projects

SEARCH FOR PROJECT

## REPORTS - ALL PROJECTS

By JMP Job No.

By TRNMD Reference

By Network Area

By Status

Alphabetical List

Description and

SUMMARY REVIEW -  
By Network Area

SUMMARY REVIEW -  
By Sub Code

TA AUDITS

EA AUDITS



DEVELOPMENT  
PLANS

TRAVEL  
PLANS

ADMINISTRATION

AREA STUDIES

Close Access  
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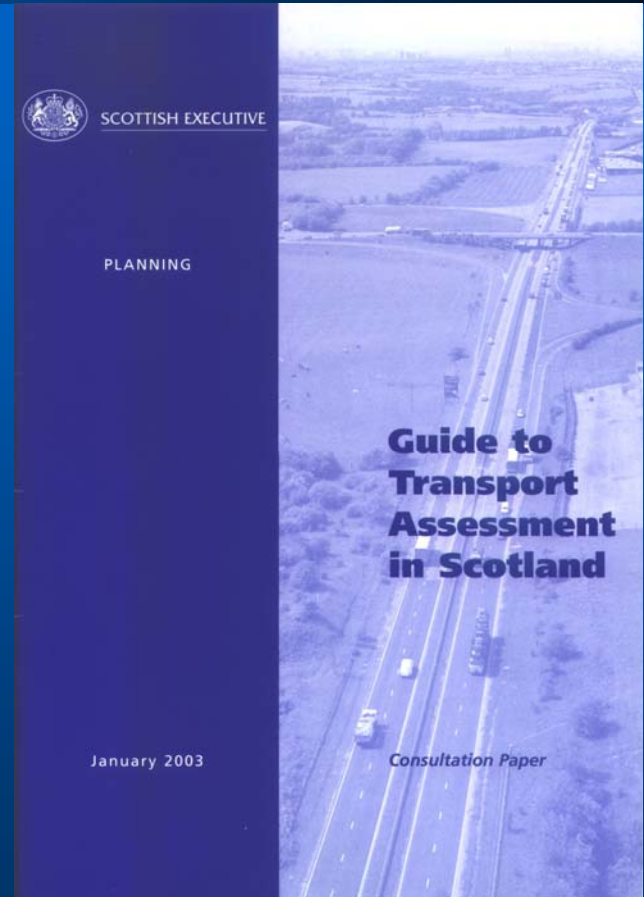
Designed by C A Fettes/07-10-03 - Third Draft

# Environmental Assessments

- Scottish Executive is Statutory Consultee with respect to EAs
- Audit potential environmental impact of traffic on the trunk road network:
  - Noise
  - Air Quality
  - Safety
  - Severance

# Guide to Transport Assessment in Scotland

- Sustainable Approach
- Person Trips
- Use and accessibility of walking, cycling and public transport
- Development Impact
- Mitigation Measures



# Consultation Issues

- Consultation Status of Document
- TA Form
- Person Trip Assessment/Accessibility
- Travel Plans
- Traffic Growth and Years of Assessment
- Achieving No Net Detriment

# Travel Plans

- To Influence Travel Patterns and encourage behavioural change
- Scale and Type of Development
- Potential Measures
- Monitoring
- Reporting

# The Role of the Travel Plan

- **Balancing personal mobility with environmental social and economic equity**
- **Tackling congestion**
- **Tackling pollution**
- **Increasing accessibility for ALL**

# Enforcement Concerns

- Travel Plans have no teeth
- There is no case law
- The acceptability of enforcement measures to applicants
- What happens when there is default?
- Resource Constraints

# Enforcement

- Direct link with planning and transport policy
- Travel Plans must have clear, quantifiable, outcomes
- Rigorous evaluation and monitoring regime
- Explicit actions defined and agreed in case of default

# Travel Plan Barriers

- Lack of established and published policy, procedures and documentation
- Not being clear when, or why, a Travel Plan is required
- Inadequate information, result - potential for “greenwash”
- Failure to negotiate effectively

# Residual Traffic Impact

- IHT Guidelines
- Years of Assessment
- No Net Detriment
- Thresholds

# Design Years

- So, how important is a 10-year and 15-year design figure

IF

- Everything goes pear-shaped in Years 1 and 2?!

# Area Studies

- Dealing with cumulative impact issues
- Full stakeholder involvement in process
- Sets context for decision-making

# The way ahead.....

- Continue with communication and consultation
- New SPP17 in March 2005 with new TA Guidance
- Travel Plan monitoring
- Extension of monitoring (outcome of Before and After Study)