

Increasing Travel Demand;  
Need, Speed or Greed?

The Challenges of Sustainable  
Travel



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# 2005; an important year for Transport in Scotland

- SE has taken over rail network from SRA; £375m p.a. investment
- New SPP17 Planning for Transport and TA Guidance in July/August
- New National Transport Agency based in Glasgow

# National Transport Agency for Scotland

The decision was announced on 13 January by the Transport Minister Nicol Stephen MSP. The new agency will have around 200 staff and is expected to be up and running by the end of 2005, with full relocation by April 2007.

Over the next decade, the agency will be responsible for delivering the Executive's £3 billion capital investment of transport improvements for rail, tram and trunk roads.



CONSULTING



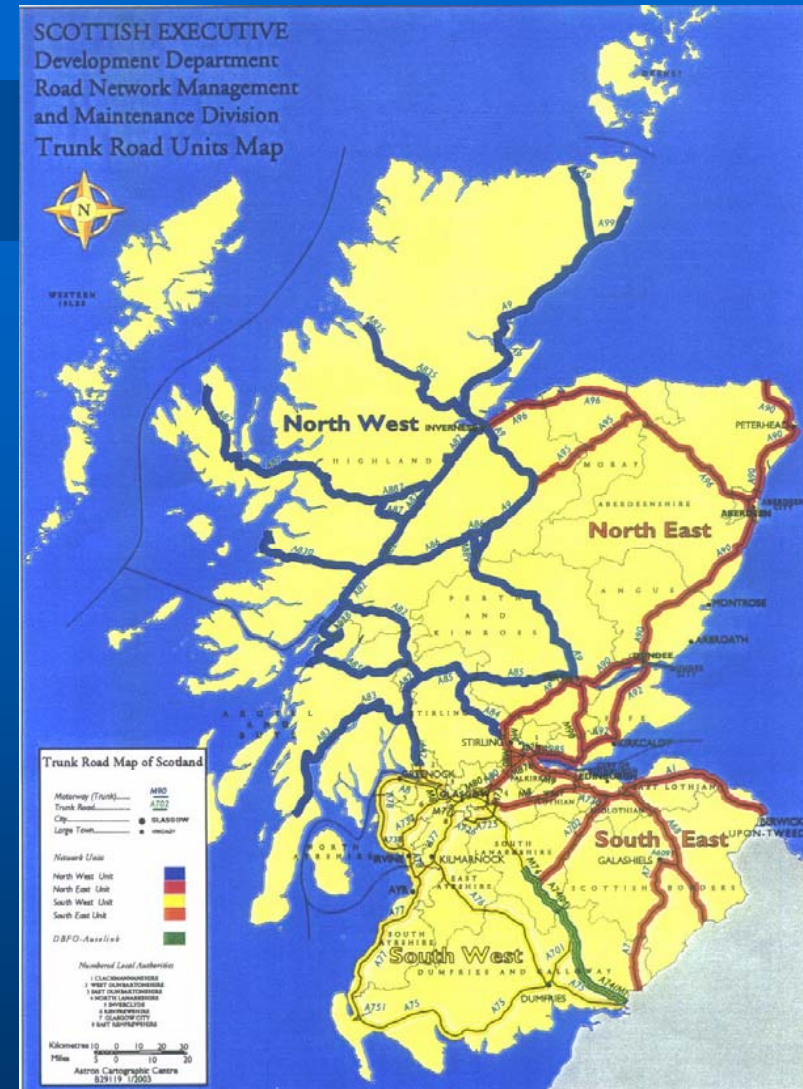
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# Presentation Coverage

- **Trunk Road Network**
- **TA-related matters from JMP Term Commission with SE**
- **Issues, Research and Policy Development**
- **Sustainable Development**
- **SPP17 and TA Guidance**

# The Network

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



# Trunk Road



# Trunk Road



# Trunk Road !!!



# Scope of the Term Commission



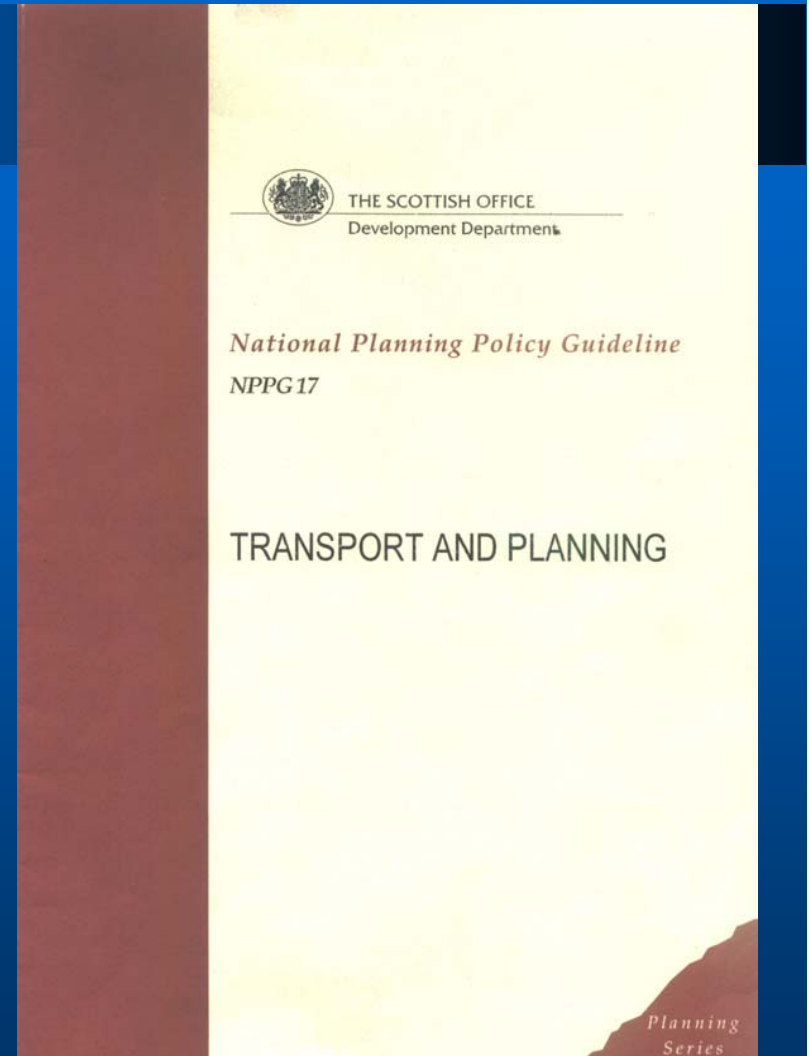
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# ETLLD - TRNMD

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

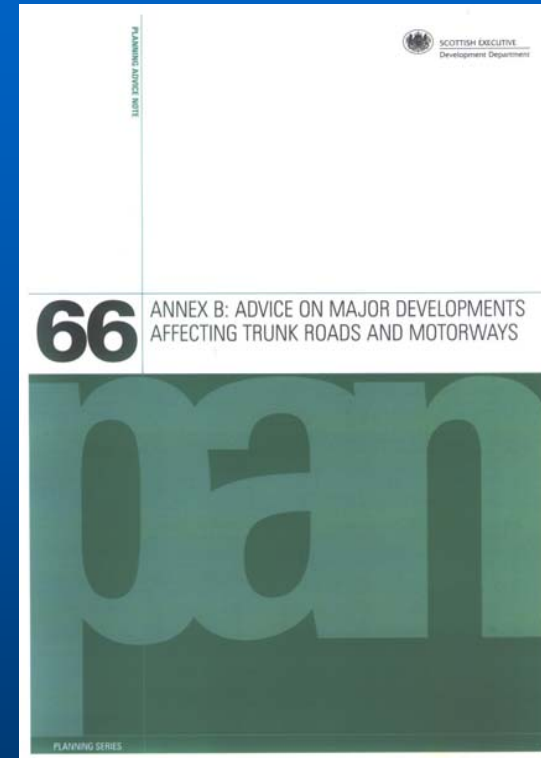
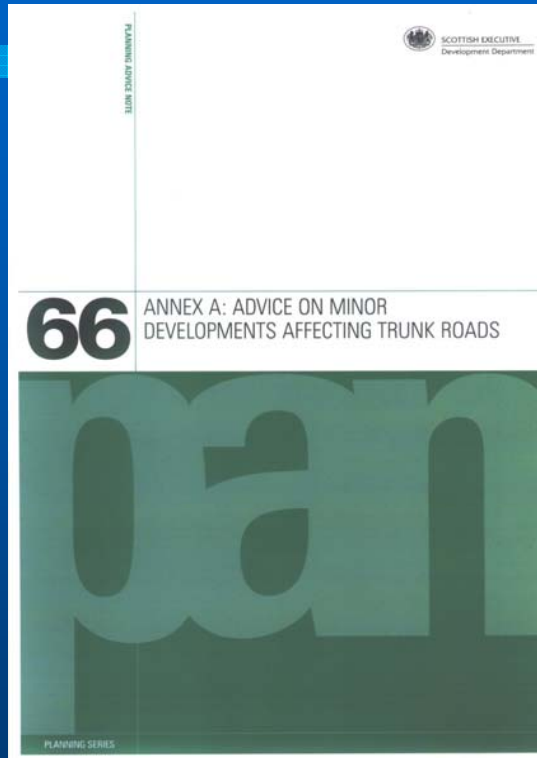
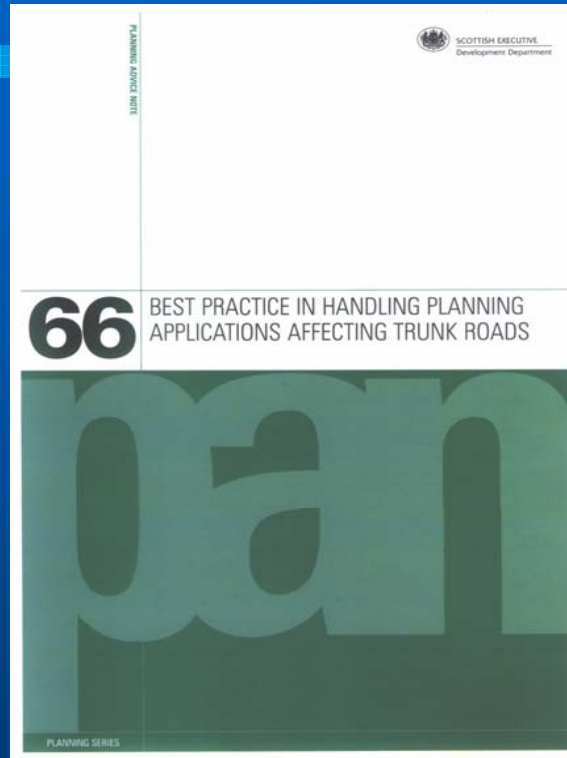
# NPPG 17

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



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# Best Practice



# 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 Activity

Technical assistance and advice to TRNMD on:

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

# Development Plan

- Early contact with stakeholders
- Early warning of likely future trunk road issues
- Early opportunity for action

# 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

# 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

# Issues, Research and Policy Development



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# Factors Affecting Trunk Road

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

# Travel Plans - What Happens to Them?



NOW THE FACTORY'S UP AND RUNNING, WE MAY AS WELL FILE THIS IN THE TIME-HONOURED FASHION!

# Travel Plan Research

- Was a Travel Plan condition attached to consent?
- Current Status of development proposal?
- Has a Travel plan been prepared?
- Does it meet the requirements of the Scottish Executive?
- Is the Plan being implemented?
- Is the plan being monitored?
- Is plan meeting targets?
- What matters, if any, require to be addressed/improved?

# What's actually happening?

- Examination of TRNMD's TR/NPA/2 consultation responses since the process of requesting a Travel Plan condition commenced. This identified that since 1999 a total of 80 responses had requested that a Travel Plan condition be attached to any consent granted by the planning authority.
- To date only **one** Travel Plan Monitoring Report has been submitted.

# What progress have Travel Plans made since granting planning permission?

- In all cases interviewees reported little progress had been made on Travel Plans since approval of the initial framework.
- Primary problem appears to be gaining commitment from developers (and/ or their consultants) towards progressing the Travel Plans.
- As such, most local authorities are not convinced Travel Plans are an effective tool for encouraging a change in travel mode.

# 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?
- RESOURCES

# Travel Plan Criticisms

- The principal criticism levelled at many travel plans was that they are nothing more than simplistic initiatives lacking objective evaluation, and even basic mode split targets etc.
- In many instances developers include sustainability measures at the design stage, and many councils insist sites are accessible on foot, by bicycle and by public transport. However, approaching public transport operators can prove problematic when developing a new development which is not supported by adequate services. **For example, several LA's highlighted the difficulty developers had getting public transport operators to "buy in" to their travel plans.**

# Monitoring Travel Plan Conditions

- Monitoring was seen as a particular problem for most local authorities. Most do not have adequate resources to monitor all planning conditions attached to all developments for which they are responsible.
- It was noted by one interviewee that a recent survey found that within Scottish Councils as a whole, 70% of councils follow up less than 10% of their planning conditions, and 60% of these follow up less than 5% of the conditions they apply. This was wholly the result of resource constraints and pressures to meet planning targets.

# Residual Traffic Impact

- IHT Guidelines
- Years of Assessment
- No Net Detriment - definition
- Thresholds – re-examined

# Design Years

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

**IF**

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

**OR**

- Network is already congested at year of opening?

# Approach to Area Study

- Engage stakeholders
- Examine development aspirations
- Examine potential impact
- Investigate options to mitigate impact
- Delivery mechanism

# Consultation

- **Dundee City Council**
- **Perth and Kinross Council**
- **Angus Council**
- **Scottish Enterprise Tayside**
- **Scottish Crop Research Institute**
- **BP UK**
- **Local Community Council**
- **Developers**



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# Development Location

Proposed Developments:-

1. SCRI Science Park
2. Dundee Western Villages Development
3. Retail/ Business, Dunsinane
4. Mixed Development, Wester Gourdie
5. Mixed-Use Development, Camperdown District Centre
6. Asda, Myerkirk
7. SET Balgarthno



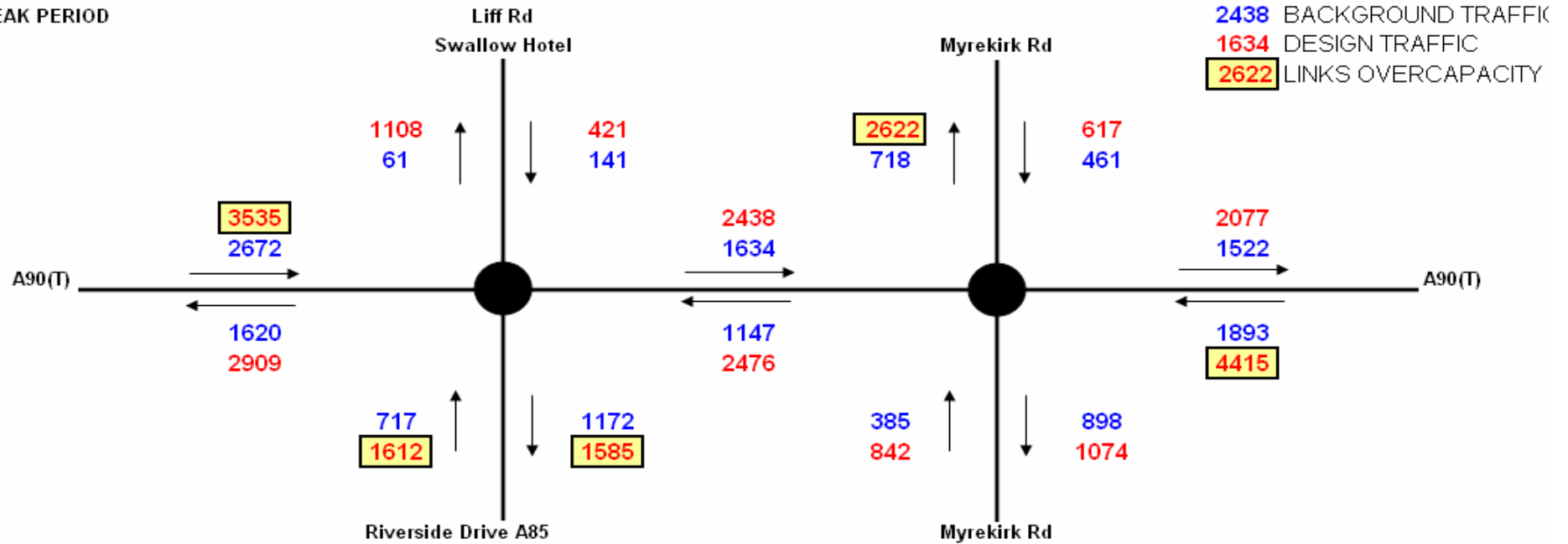
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Figure 2.2  
Proposed Development Sites

# Development Trips

Development	Type	Generated Trips	
		AM	PM
SCRI	Science Park	710	660
Western Villages	Mixed (Res. & Bus.)	2330	2000
Dunsinane	Mixed (Retail & Bus)	560	640
West Gourdie	Mixed (Res & Bus)	920	780
Camperdown	District Centre	270	700
Asda, Myrekirk	Retail		540
SET, Balgarthno	Business	950	800
Total Trips		5740	6120

AM PEAK PERIOD



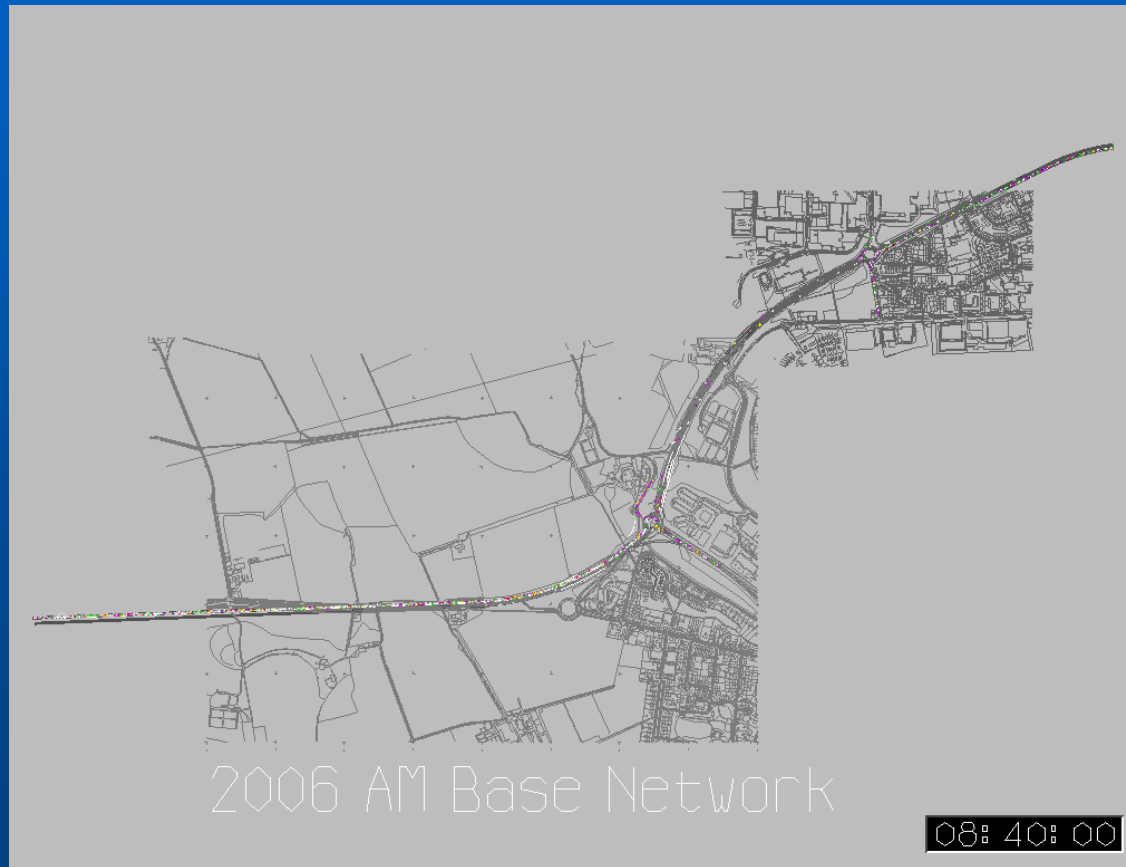
# 2021 LINK FLOWS

	Practical Capacity	Design Flow
A90 w/b	3600	4415
A90 e/b	3600	3535



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# Dundee; 2006 AM Base + Development



# Dundee; Proposed Infrastructure 2021 AM



2021 AM Design Network: West Dundee Area Study

08:10:00

# Before and After Study

- 4 sites; retail and residential
- Trunk Road alterations implemented
- New survey collected in November 2004
- Publish findings; August 2005

# Sustainable Development

**Think Global, Act Local**

**Good Transport Planning is Planet Saving !**



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# Sustainable Development

Time to have a reality check.....



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# The Global Perspective

- Population; 1950, 3 billion; 2000, 6 billion; 2050, 9 billion !!
- Climate change; demonstrable. Temp increase this century needs to be restricted to 2C > CO2 less than 450ppm. Currently CO2 at 370ppm and rising at 2ppm per year !!
- Contract and converge; equal allocation of CO2 absorption

# UK Perspective

- 15 Headline Indicators; used as basis for annual reporting
- UK falling well short of climate change targets; traffic continues to rise steadily
- Waste management and recycling shows poor performance
- Some Government departments beginning to respond to holistic approach to SD; transport success needs ALL to respond
- Regeneration schemes producing some wins

# Scottish Perspective

- 2004 Progress Report; 24 indicators for Scotland (4 in Travel; distance, industry, mode, accessibility)
- Travel distance indicator shows decline since 1999 and in last year; i.e. distance is increasing
- Waste production, energy consumed, and home life indicators also show decline in last year.

# SD Targets for Transport in Scotland

- **Travel Distance; to stabilise road traffic at 2001 levels by 2021**
- **Travel Industry; FFGs to transfer 23-25 million lorry miles per year by March 2006**
- **Travel Mode; to increase the proportion of non-car travel to work by 2006**
- **Travel Accessibility; to increase local bus passenger journeys by 5% by 2006 compared with 2000-01 levels. The 2002-03 level was about 2% above the 2000-01 level.**

## Record for car sales as Scots spend £2bn

Scots drivers have splashed out £2billion on new cars so far this year (2004) - 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%.

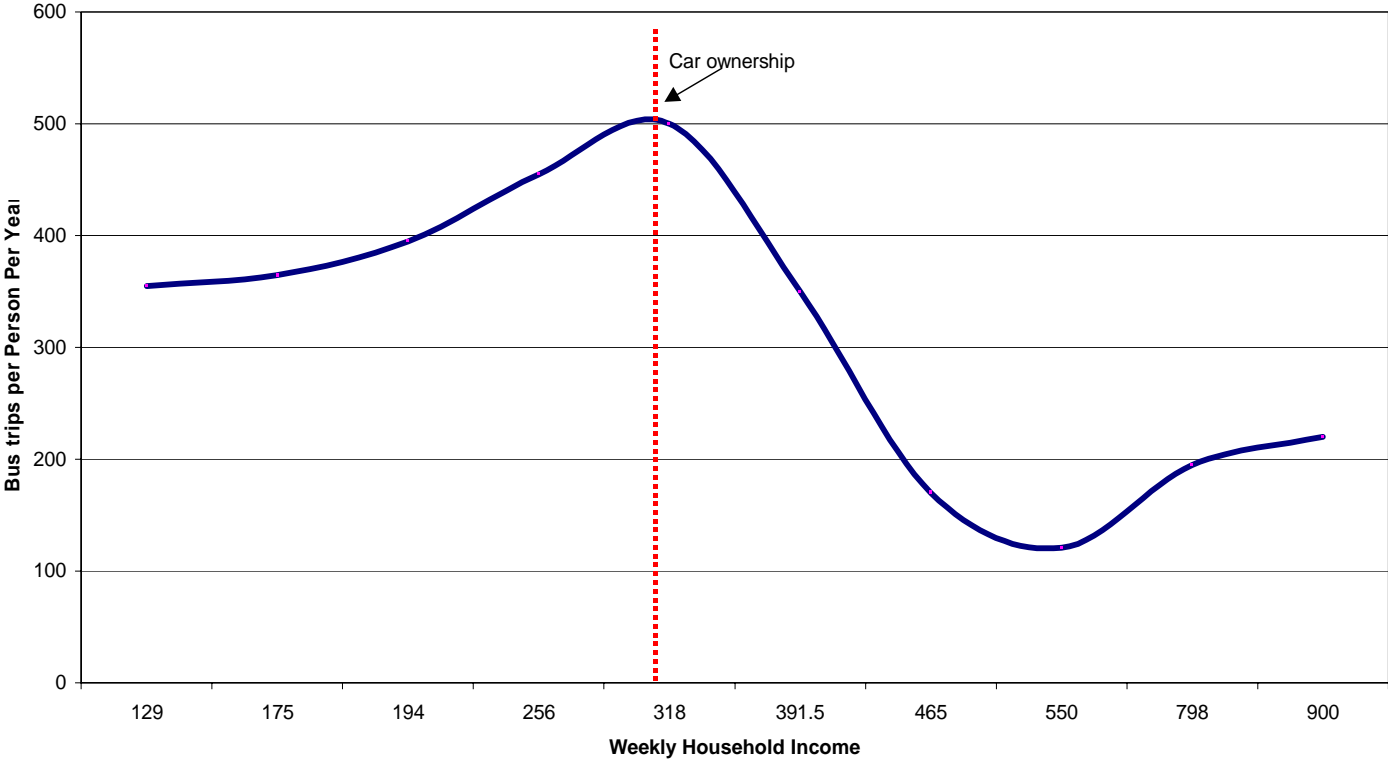


Glasgow Evening Times; 8<sup>th</sup> November 2004



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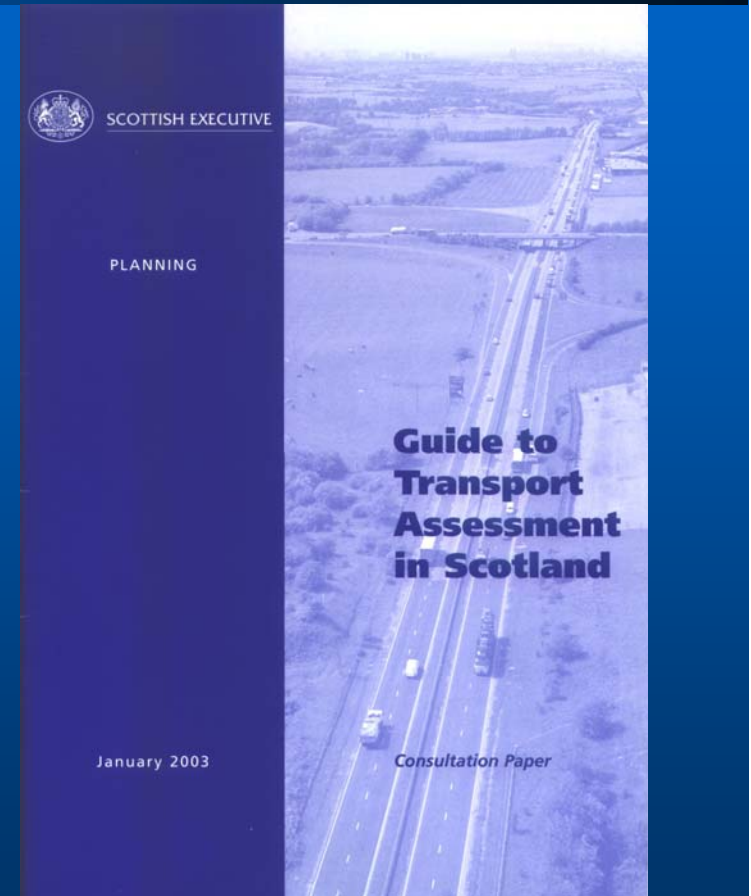
### Bus Use against Household Income





# Guide to Transport Assessment in Scotland

- Sustainable Approach
- Person Trips and Mode Share Targets (MSTs)
- Use and accessibility of walking, cycling and public transport
- Development Impact
- Mitigation Measures
- 18-month trial



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# Consultation Issues

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

# SPP17; Planning for Transport

The overall vision is of a Scotland where the economy can flourish and communities can function without significant environmental and social problems arising from car dependency, traffic congestion and pollution.

# SPP17; assessing development proposals

- Location policy; must have regard to development plan requirements at all levels
- Maximum parking standards for specified uses
- TA methodology; maximum feasible sustainable transport access and forming basis for planning conditions or agreements
- The use of Travel Plans and planning agreements to deliver sustainable transport solutions by development end users

# SPP17; assessing development proposals

Planning permission should not be granted for significant travel generating uses in locations:

- where immediate links to walking and cycling routes are not or cannot be made available;
- where access to PT networks > 400 metres walk;
- which would encourage reliance on the private car;
- which would be likely to have a detrimental effect on the capacity of the strategic road network;
- where the TA does not include any satisfactory mechanism for meeting sustainable transport requirements.

# Transport Assessment and Implementation; A Guide

- Scoping
- Transport Assessment
- Travel Plan
- Monitoring

# What's new ?

- Person trip assessment
- Focus on delivery which is driven by accessibility issues
- Monitoring (and proof) is an integral part of the process
- Design years; opening and completion of development

# The way ahead.....

- Continue with education, communication and consultation
- New SPP17 in July 2005 with new Guidance with a focus on delivery including Travel Plan integration
- Travel Plan monitoring
- Focus in short-term delivery targets/outcomes
- Extension of monitoring (outcome of Before and After Study)

# Planning for Real

SD demands a change of approach



Delivering Visions and  
Changing Culture

Can we get it right and save  
the planet?



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