

**REPORT TO: PLANNING & TRANSPORTATION COMMITTEE
14 AUGUST 2006**

**REPORT ON: SCOTLAND'S NATIONAL TRANSPORT STRATEGY:
A CONSULTATION**

REPORT BY: DIRECTOR OF PLANNING & TRANSPORTATION

REPORT NO: 464-2006

1 PURPOSE OF REPORT

- 1.1 The purpose of this report is to inform Committee of Dundee City Council's response to the Scottish Executive consultation document "Scotland's National Transport Strategy: A Consultation".

2 RECOMMENDATION

- 2.1 It is recommended that the Committee note
- a the Council's current policy of being against road user charging in principle; and
 - b Dundee City Council's response to the consultation document as given in Appendix 1.

3 FINANCIAL IMPLICATIONS

- 3.1 There are no direct financial implications to the Council arising from this report. However, it should be noted that the finalised National Transport Strategy will have significant bearing on future Scottish Executive allocation of funds for Transport.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 It is recognised that the National Transport Strategy will have significant influence on Local Agenda 21 and Dundee City Council's response aims to ensure appropriate consideration is given to Local Agenda 21.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 It is recognised that the National Transport Strategy will have a significant influence on equal opportunities and Dundee City Council's response aims to ensure appropriate consideration is given to Equal Opportunities.

6 BACKGROUND

- 6.1 "Scotland's National Transport Strategy: A Consultation" is clearly an important document for the future of Scotland's transport needs and aspirations. The responses to this document will help develop a National Transport Strategy which, in turn, will set transport policy direction for both regional and local transport strategies.
- 6.2 The consultation document was issued by the Scottish Executive on 20 April 2006 for a 12 week consultation period. Throughout the 12 week consultation period further consultative events took place including focus groups and a National Transport Conference on 30 May 2006. The consultation period ended on 13 July 2006.

- 6.4 The timing of the consultation period and National Conference permitted no time to report Dundee City Council's response to the Planning and Transportation Committee prior to the deadline of 13 July 2006. Committee will recall approving delegated powers for the Director of Planning & Transportation to respond to the consultation and report that response to the Planning & Transportation Committee on 14 August 2006 (P&T Committee, 12 June 2006 - Agenda Note AN195-2006).
- 6.5 Appendix 1 to this report sets out the Council's response to the consultation paper. This was submitted to the Scottish Executive prior to the deadline of 13 July 2006.

7 CONSULTATIONS

- 7.1 The Chief Executive, Depute Chief Executive (Support Services), Head of Finance and Assistant Chief Executive (Community Planning) have been consulted and are in agreement with the contents of this report.

8 BACKGROUND PAPERS

- 8.1 Agenda Note AN195-2006, Planning & Transportation Committee 12 June 2006.

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IFS/NG/EB

7 August 2006

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RESPONSE TO CONSULTATION QUESTIONS

Question 1 – Are: facilitate economic growth; promote accessibility; promote choice and raise awareness of the need for change; promote modal shift; promote new technologies and cleaner fuels; manage demand; reduce the need for travel; and promote road safety the right goals for transport in Scotland?

Response – Generally the goals are appropriate. However the relationship between these goals and the vision, aim and objectives for the strategy is not always immediately entirely clear. For example, none of these goals appear to directly support the objective of improving integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport.

It must always be considered that transport provision is not an end within itself but only a mechanism for a whole range of education, employment, medical, leisure and social activities. It is not the activities that the NTS should try to constrain but rather refine and maximise the efficiency of the transport systems that are key to these activities. Whilst economic development remains the primary objective of Scottish Ministers it should be realised in many instances this will involve additional traffic on a network accessing any new facility and will continue to be so until the link between traffic and economic growth can be decoupled – which would seem somewhat contrary to other objectives. The key issue, however, will be managing that additional demand in the most sustainable manner.

Question 2 – Do consultees consider that the aim, vision and objectives need to be amended, for example to reflect Scottish Minister's expectations to see Health Improvement at the heart of Scottish Executive policy?

Response – Health improvement and well being will be a natural by-product of more sustainable travel choices, cleaner vehicles and a more efficient use of the network. However, they do not need to be added to a list of objectives which includes reducing the need to travel.

Question 3 – Are there areas of work in relation to local/regional transport that would merit the national dissemination of best practice examples? If so, what are they and who would be best placed to lead this?

Response – DCC consider that Local Authorities have been at the forefront of developing and delivering best practice for years. For example Dundee City Council through the Public Transport Fund have successfully delivered the Bringing Confidence to Public Transport and SmartBus Projects and these projects have provided high quality PT information and passenger facilities throughout the City. Through a pro-active approach DCC have been delivering best practice and this has been recognised as the Council won the Scottish Transport Authority of the Year Award in 2005. The new Regional Transport Partnerships are also well placed to enable the sharing and development of good practice at a Regional level and Professional Associations, such as SCOTS and ATCO also have a key role to play in the development of "best practice" in transport policy, innovation and delivery. Transport Scotland are best placed to lead the dissemination of good practice advice throughout the country though not necessarily formulate "Best Practice" in isolation given that regional and local circumstances have to be recognised.

Question 4 – What issues must this NTS address, to ensure that the Strategic Projects Review (SPR) which will follow it is as effective as possible? For example, should the NTS identify key transport corridors or key types of investment which are most effective at growing the economy, to inform the SPR? If so, which ones?

Response - DCC consider that the NTS must provide a clear steer to Strategic Projects Review (SPR) and therefore must be quite specific in setting objectives, priorities, goals etc. The NTS must identify key Transport Corridors within Scotland as well as key international and UK links that are of national importance. The Strategic Projects Review must not be driven solely by economic and regeneration objectives and the needs of business, but must also take account of social and environmental objectives and benefits and not purely on a per capita basis.

Question 5 – Do we have the balance of investment between spending on new and existing infrastructure and other non-infrastructure activities and between different modes of transport right? If not, how should it change over time?

Response – DCC consider that it should not be a question of having a balance between spending on new and existing infrastructure and non-infrastructure activities. It is more important about have the appropriate funding levels to ensure that the existing transport networks are well maintained and that funding is available to provide new infrastructure that supports the NTS objectives. This also applies across different modes.

Question 6 – To what extent should transport spending be targeted specifically at areas with significant potential for regeneration? How should transport spending be balanced between regeneration areas and other key areas, such as rural Scotland?

Response – DCC consider it is essential that the NTS takes a broader view of and addresses the needs of all deprived areas, and gives equal consideration to the needs of urban and rural areas.

Question 7 – What further steps need to be taken in Scotland to facilitate the development of international connectivity by both air and by sea?

Response – The National Planning Framework highlights the importance of developing a wider range of non-stop air services and expanding the capacity of links to continental hubs. It also recognises the potential contribution of fast ferries to the movement of freight between Scotland, Ireland and the Continent and suggests that such vessels could also provide a coastal distribution service between Scottish and English ports.

Perhaps more importantly the need to establish improved connectivity to southern England and continental Europe with East and West Coast high speed rail links will be of greater importance in the future.

Question 8 – Do consultees consider that there are issues relating to cross-border connectivity by rail and road, and within devolved competence, that the Strategy should consider?

Response – Improvements to road and rail on the west coast corridor (West Coast Mainline and A74(M)) need to be complemented by further improvement on the east coast corridor (East Coast Mainline and A1) to address cross-border connectivity issues.

Question 9 – What view do consultees take on whether there is a need for a faster Scotland to London rail service, to provide an alternative to flying in the long term?

Response – DCC Agree that there is a need for a faster rail service although such investment should not be restricted to the west coast main line to the exclusion of the east coast route. A continental high speed link model will be needed to provide a long term alternative to flying.

Question 10 – How do we ensure that all Local Authorities spend their Grant Aided Expenditure allocation for local roads on local roads? Do consultees think anything more needs to be done to ensure appropriate management, maintenance and operation of the Trunk Road Network?

Response – There is a great deal of misunderstanding and misinformation regarding GAE.

GAE is simply a method for distributing available grant to Scottish Local Authorities. It bears absolutely no relationship to the resources required to maintain the infrastructure in a defined condition. In addition GAE is not wholly grant funded and assumes part funding from Council Tax.

In recent years, the Scottish Executive has recognised the case made by Scottish Local Authorities that the total level of resources made available for roads infrastructure has been wholly inadequate and has made additional funding available for this purpose. In most cases, local authorities can demonstrate that these additional resources have indeed been spent on roads infrastructure management and maintenance, as intended. There is no point in requiring Councils to reallocate historic patterns of spend if this will have unintended consequences for community care, education, or other council services.

In our experience the responsiveness of the trunk road operating companies to local communities has deteriorated through the term of the current contracts and acts in a way which is completely at odds with other government initiatives in respect of community planning.

Expenditure on trunk road maintenance has increased significantly since privatisation of the operations, and is disproportionate to the funding allocated to regional and local roads.

It is often forgotten that the national road network is a combination of trunk, regional and local roads with the vast majority of all traffic making use of regional and local roads before and after using the trunk routes on any journey. The current policy of no new junction on to Trunk Road can in urban areas conflict with the objective of promoting economic growth as it acts as a development constraint and the Scottish Executive should review all road policies in light of the overall NTS objectives. The re-integration of the management of the strategic road network at a regional level is a logical consequence of the creation of regional transport partnerships.

Question 11 – What are the issues relating to the management and maintenance of the road and rail networks over the long term that the Strategy should address?

Response – Management and maintenance of the rail network should have regard to balancing sometimes competing demands of long distance v local services and passenger v freight movements on a network with finite capacity.

Specific reference will have to be made to the emerging Scottish Planning Assessment and Route Utilisation Study in terms of what the future priorities for rail will be. It is of significant benefit that responsibility for rail in Scotland now rests with Ministers and moves to streamline the Parliamentary process for approval will help deliver improvements quicker.

Capacity constraints are not restricted to the rail network and exist on the road network as well.

While the desire to shift the emphasis away from road traffic in favour of rail traffic is laudable. The current modal distribution will not quickly be changed significantly as the lack of capacity on rail, made obvious by First Scotrail price increases ensures that the road network seems likely to continue to meet the needs of almost all local journeys in many parts of Scotland for the foreseeable future. It is vital therefore that future investment in rail infrastructure does not jeopardise our ability to continue to maintain and improve the existing road network at all levels.

In relation to long term management of the road network there will clearly need to be strong interface arrangements with Transport Scotland and relevant RTP's. As referred to in the previous response, given that most of the traffic on Trunk Roads is of a local or regional dimension (in the context of RTP boundaries) the re-integration of the management of strategic routes at a regional level must be considered.

Question 12 – What should the NTS say about freight, bearing in mind that a freight strategy is under development? In particular, what should the NTS say about meeting the different needs of freight and passengers on the road and rail network, and how to balance these competing demands?

Response – Notwithstanding the preparation of a separate Freight Strategy it is important that freight issues are tackled as an integral part of the NTS. While the Freight Strategy may address more detailed matters of freight and logistics, the NTS must maintain an overview in order to properly integrate freight considerations alongside passenger requirements on both the road and rail networks. In terms of maximising the capacity of the networks it may be worth giving consideration to the timing of freight movements compared to the peak demand times for passenger (commuter) movements. Given that rail capacity is limited the NTS should decide the priority between passenger movements and freight movements.

Question 13 – What, if anything, should the NTS be saying about skills, bearing in mind the leading role that the Sector Skills Councils have in reducing skills gaps and shortages in the public and private sectors and the role Transport Scotland has in promulgating good practice across the industry? It is right to integrate skills issues into the NTS?

Response – DCC considers that the skills issues are important in developing and delivering transport improvements. This is not a key requirement to be addressed in the NTS itself but should be tackled through other appropriate mechanisms. The new Regional Transport Partnerships should use the skilled people currently embedded within the constituent Local Authorities.

Question 14 – Bearing in mind that investment in new transport infrastructure is not covered in the NTS, as it will be addressed in the forthcoming Strategic Projects Review, what specific steps, if any, does the NTS need to set out to support tourism?

Response – Tourism is one aspect of economic activity, particularly so in certain parts of the country, and the NTS is therefore well placed to identify potential transport constraints on tourism development and suggest options to tackle such constraints.

Question 15 – What are the key barriers to developing effective Demand Responsive Transport and how should they be overcome? For example, legislative, regulatory or operational barriers?

Response – The outcomes of the recent research into DRT will be welcome. The major barriers to developing DRT are legislative and sections 19 and 22 of the 1985 Transport Act can cause problems with operations. Barriers which prevent service vehicles not being used for other groups when not in use and different driver regimes for different service providers is wholly inefficient and undermines many of the wider objectives set out in the NTS. It will be key for the Scottish Executive to examine the legislative framework within which the industry exists. Funding and financial sustainability are also significant barriers to introduction and development of many, particularly community-based services. Current Executive funding through the DRT pilot scheme and RCTI scheme should be maintained. The role of the new RTP's will also be of importance in this issue given their statutory requirement to address access and transport issues in relation to Health Boards. It may be a crucial role for the RTP's to provide the mechanism between health service, local authority and voluntary providers in relation to transport service provision. Decisions which shift the Transport funding responsibility from Health Boards to Transport Authorities needs to be addressed.

Question 16 – Where are there examples of particularly good practice in demand responsive transport?

Response – DCC consider that there are many examples of good practice eg in Fife, Dundee, Stirling and Angus to name only a few.

Question 17 – Is accessibility planning something that should be considered for local or regional transport strategies in Scotland? If so, should it be compulsory, or (as at present), one of a suite of possible approaches?

Response – DCC consider that Accessibility planning is a useful technique in assessing development as it focuses on individual travel rather than on different transport modes. However, it should not be compulsory but can be used as an alternative or alongside other techniques to underpin policy development and to inform mode share targets for individual proposals.

Question 18 – How can we improve the accessibility of public transport to disabled people? For example, how far should concessions be extended for disabled people?

Response – The outcome of the recent research undertaken into looking at how transport can be improved to ensure it is accessible for disabled people is awaited with interest. Accessibility and affordability should not be confused. Whilst it is recognised that key issues for disabled and older people include availability of information, timing and service integration, attitudes of staff, interchange arrangements etc, it is worth noting that these are

the same issues that dissuade many able bodied people from currently using public transport

A stronger emphasis should be placed on accelerating the provision of disabled access to all of Scotland's stations

Question 19 – How do we make sure that transport operators and drivers follow best practice in dealing with older people, with disabled people and other groups who may have difficulties with transport? For example, should it be a condition of funding that such best practice is demonstrated?

Response – DCC consider that Transport Operators and drivers should be encouraged to improve customer care and follow best practice in dealing with older people, disabled people and other groups through a Quality Partnership and be embedded in the partnership agreement. It should not be a condition of funding because the concession is to the individual and not the operator.

Question 20 – What more could be done through transport means to tackle social exclusion in rural areas?

Response – Although DCC is an Urban authority the Council recognises the fact that there is a higher degree of car dependency in rural areas and therefore the opportunities for taking forward Car clubs, car sharing and Car Demand Responsive Travel should be pursued more vigorously within these rural areas. Communities in rural areas have more of a sense of identity and will engage more in "community" programmes.

Question 21 – What do we need to consider in reflecting on the future of the lifeline air and ferry network?

Response – Lifeline air and the ferry network are differing modes on strategic corridors linking Scotland in terms of land mass and population. Just because they look different than mainstream public transport they are in fact that and not some form of luxury choice of travel. The cost of providing these services will never be met by the user and serious consideration will have to be given how to provide affordable travel on lifeline services..

Question 22 – What more should be done to ensure that there are connections from outlying estates to towns and cities?

Response - DCC consider that improving walking, cycling and public transport links (including roads) will improve the connections between outlying estates and towns and cities. Local and Regional Transport Strategies should be used as the best mechanism for identifying and delivering these improvements. DCC also consider that Land Use Planning is of prime importance to ensure future connections between outlying estates to town and cities are suitably provided at the start of the planning process and not just an add on. Local Plans and Structure plans should take full cognisance of the transport implications for new development and ensure that all land allocations and polices are promoted in a sustainable manner.

Question 23 – Are there any specific areas or events in Scotland where transport particularly well or particularly poorly supports access to cultural opportunities? Are there any specific societal groups disproportionately disadvantaged in accessing cultural activities because of transport issues?

Response – Access from rural areas generally is more problematic where rural residents may have more difficulty in accessing the fuller range of cultural activities normally found in larger urban areas. However, this is again a local or regional issue rather than national.

Question 24 – Should Travel Plans be required of all “larger” employers? If so, how should we define “larger” and should Travel Plans be required of all public bodies such as Local Authorities and Health Boards to show public sector leadership on this issue?

Response – DCC consider that all large employers (and Public bodies) that have sites containing a significant amount of employees must have a Travel Plan. The Travel Plan should emphasise on compulsory measures rather than mode share targets as it would be very difficult to enforce targets.

DCC consider that Employers with more than 100 employees within one site should have a Travel Plan.

Public bodies must take leadership in developing Travel Plans and show their benefits as the private sector will be reluctant to accept the Travel Plan concept when public bodies are not doing so. All RTP areas should aspire to form Transport Management Organisations (TMO's).

Question 25 – What should the relative roles of the Executive, regional transport partnerships and Local Authorities be in increasing the uptake and how might it be ensured that Travel Plans required of developers under the planning system are systematically enforced?

Response – DCC consider that the Scottish Executive should pass the relevant legislation to enforce large employers to put in place Travel Plans. RTP/LA's should agree and monitor the travel plan measures that are put in place. At present LA's do not have the resources to monitor the effectiveness of Travel Plans.

Question 26 – Should we be investing in “smart measures” to promote modal shift? If so, what degree of investment is required; what measures are most effective; and what should be the role of the Scottish Executive (for example, promotion of the concept, sharing best practice, running a scheme or funding others to run a scheme)?

Response – DCC consider that issues such as school travel planning, individualised personal travel, travel awareness campaigns, car share schemes tele-working etc are all activities that complement wider transport objectives. It is likely that these type of activities will continue to gain in importance as levels of congestion and the whole issue of the external costs of transport become more apparent. The concept of ‘smart measures’ appears to be a cross cutting theme that will continue to need addressed at all levels from the Executive, through the RTP's and cascading down towards local authorities. It is obvious, however, that changes in culture and attitude will be fundamental in achieving and maintaining sustainable transport.

Question 27 – Is there a need for a single national travel awareness “brand” that the Executive, RTPs and Local Authorities could all use? If so, what should it be?

Response – A single national travel awareness “brand” would have advantages as part of a long term continuing drive to influence travel behaviour.

Question 28 – We want to promote walking and cycling as healthy, sustainable ways to travel – what more should be done in this regard?

Response – The Planning system can encourage shorter journeys through arranging land uses and integrating networks. There is, however, much that could still be done in relation to existing routes ie assessing directness, signage, lighting, drainage, surfacing etc particularly where routes are at either end of a significant traffic generator or attractor of car traffic.

Question 29 – How can the NTS maximise its contribution to improving the health of the nation?

Response – As referred to in a previous response transport is a means to an end and not an end in itself. People use the transport network, whether that be walking, cycling, bus, rail etc, to carry out other activities and with this in mind it is difficult to see how the NTS can relate directly to the issue of health. However, it does have the additional by-products of improving health through promoting walking and cycling, improving air quality through cleaner vehicles and more efficient use of the network through ITS and demand management techniques etc but it is not understood how health improvement in itself can ever be a principal objective of the NTS.

The Executive's Health and other department's should place greater emphasis on transport and should make health agencies more accountable for the transport implications of their decisions in relating to land use/health facility planning.

Question 30 – How do we make buses more attractive for people to use, and therefore allow them to make the choice to take the bus rather than using their car? How do we ensure that the quality of the travelling experience is made a priority by bus operators?

Response – DCC consider that there are many barriers that prevent people from travelling by bus. These barriers range from personal security, safety, poor information, to fare cost and ease of access etc. DCC have led the way in removing them through the Bringing Confidence to Public Transport and SmartBus projects. These two projects have significantly enhanced the attractiveness of the bus by providing high quality PT information and passenger waiting facilities throughout the city. DCC and the local bus operators have entered into a formal Quality Partnership that ensure that buses and service provision are of a high quality and that high standards are maintained. Quality vehicles providing frequent services on convenient routes to meet travel demands are required to attract new bus users particularly as an attractive and sustainable alternative for those with access to a car. The further development of Quality Partnerships may assist a general raising of standards. Peoples choices of mode is often dominated by cost and journey time therefore scheduling and timetabling of connections are important particularly in a commuting context. DCC best practice should be used as model for other areas of Scotland.

Question 31 – Is there a need for change in how the bus market operates, or are the current arrangements working? If so, what should this change be?

Response – DCC consider that the current arrangements within the Bus Market are satisfactory and that bus operators and Local Authorities/RTP should work together to achieve mutual goals. It would be prudent to review areas which have experienced considerable success in bus service provision within Scotland, and Dundee could be used as an example of this. Given that the actual cost of maintaining the network is relatively small and has not increased in real terms in over ten years whilst actually increasing in bus miles operated. DCC also consider that Question 31 should apply to all modes and not just buses.

Question 32 – How do we make rail more attractive for people and therefore allow them to make the choice to take the train rather than use their car?

Response – Rail can not compete on door to door flexibility with the car or, indeed, the bus. However, opportunities for rail travel can be increased by providing dedicated services for local journeys as well as longer distance services. DCC consider that intercity rail travel should be fast with limited stopping, while being supplemented by a stopping local service.

Question 33 – What else should be done at a national level to support improvements in travel information? How do we capitalise on the potential opportunities created by new technologies – such as 3G mobile phones – to improve the provision of travel information?

Response – Information, or access to information in particular is likely to be an area of significant change over the next decade due to the various technology developments. Again, this will be an activity which will require a national level of involvement to at the least ensure a level of consistency throughout the various regions in the country. Dundee provide high quality Public Transport information through a variety of media and should be used as a best practice example.

Question 34 – Do you consider that action needs to be taken on the cost of public transport fares and, if so, what?

Response – In general the cost of PT fares have risen in real terms compared with the cost of owning and using a car. Many of the true costs, such as congestion and environmental damage of car use are hidden and the NTS should make more of an effort in publicising the full cost of motoring. There is a need to internalise the negative externalities of transport.

One way of encouraging people out of their cars would be to encourage operators to adopt simple fare structures with easy to understand passenger discounts. Recent increases in rail fares has positively encouraged people to switch from train to car which contradicts government policy and this should be reversed.

Question 35 – If you support lower fares, would such reductions need to be funded by tax revenue, or are there schemes which consultees consider could pay for themselves through modal shift (ie because more people would be travelling, albeit paying somewhat lower fares)?

Response – There is a complex balance between price, capacity and availability and it should not be considered that price is the major determining factor.

Question 36 – How can we promote integrated ticketing between different operators?

Response —DCC consider that a Scotland-wide multi modal ticketing scheme should be a high priority for the NTS. The Scottish Exec should address and remove the legal barriers to facilitate an integrated ticketing scheme.

Question 37 – How do we promote additional modal shift from road freight to rail and waterborne freight?

Response – See answer to Question 12.

Question 38 – How do we ensure that people are safe, and feel safe, on public transport, at stations and bus stops, and while travelling by foot, bike or car? For example, what needs to be done to tackle anti-social behaviour on public transport and on our roads?

Response - There is no simple answer to tackling safety issues and a multi-agency approach is required. A combination of measures including the design of transport facilities, coverage by CCTV, improved lighting, communication facilities, monitoring and intervention initiatives, fixed penalties, public awareness campaigns etc are all relevant.

Question 39 – Within a UK market, what, if anything, should Scotland specifically do to promote the uptake of biofuels?

Response – In addition to participating in the UK wide target for the uptake of biofuels Scotland could adopt the higher European Union targets on biofuels set at 5.75% of total fuel sales for 2011. However, not being mandatory, it would be difficult to predict the impact of any voluntary higher targets.

Question 40 – What are the commercial opportunities for biofuels in Scotland? What, if anything, is the role for the public sector in supporting commercial biofuels developments? Are there downsides of an increased biofuel market in Scotland?

Response – DCC consider that there should be good affordable access to biofuels within Scotland. Therefore local depots are required through out the country.

Question 41 – Within the context of a UK regulatory framework, what more, if anything, should be done to make motor vehicles in Scotland cleaner to run?

Response – Lobby UK & EU Governments for improved fuel consumption and emissions reducing measures for cars.

Question 42 – Where are the potential gains in terms of new transport technology in Scotland? How do we capture the potential economic benefits of developing them in Scotland? What, if anything, is the role for the public sector in supporting the development of such new technologies?

Response – DCC consider this as a national / international issue.

Question 43 – What needs to be done to ensure that parking policy – on-street parking, bus and rail park and ride and so on is more effective in managing demand and promoting modal shift?

Response – There are various methods of managing demand using parking policy for example reduce the number of spaces, increasing parking charges, introduce park and rides etc. However DCC consider that parking policy is a local / regional issue and it should be developed through the Regional / Local Transport Strategies.

Question 44 – How might park and ride schemes best be developed to further encourage modal shift and reduce congestion? How should enhancements be funded and what should pricing policies be?

Response – DCC consider that Park and Ride schemes should be identified through the Regional Transport Strategy and funded via Regional Transport Partnerships. The pricing policies of the park and ride will have to take cognisance of cost of running a high frequency bus service against parking availability and charges within the local area to ensure that it will be an attractive alternative to driving into the town or city centre.

Question 45 – Should we pilot new approaches to improving demand management on the trunk road network? If so, which approaches should we pilot (for example, bus priority measures, multi-occupancy vehicle and heavy goods vehicle preference, metering, more park and ride) and do you have any views about where and when they should be piloted?

Response – DCC consider that the Scottish Executive should investigate demand management on the Trunk Road. However as the Trunk Road performs regional and local functions any demand management measures should be undertaken in conjunction with RTP/LAs through the RTS/LTS process. The Scottish Executive should also be sympathetic to Local / Regional demand management measures and schemes.

Question 46 – Given the difficulties in managing demand for road space by other means, do consultees agree that, in principle, national and/or local road pricing in Scotland could be an effective way to manage demand?

Response –. DCC consider that a national road pricing scheme could be an effective way to manage demand in Scotland but there are other measures that may be more appropriate. Local and Regional road pricing schemes should only be developed through Regional and Local Transport Strategies.

Question 47 – Does the Executive need to do more to build support for road pricing? Should there be funding made available to Local Authorities and regional transport partnerships which wish to promote local/regional road pricing schemes. If so, what model?

Response -

- i DCC considers that the Executive does need to build more support for road pricing.
- ii Yes although it should be up to Local Authority/Regional Transport Partnership to identify the need for local road pricing schemes.

Question 48 – What should be the objectives of any future national road pricing scheme? For example:-

- should it primarily be concerned with cutting congestion levels?
- or should it also reflect environmental concerns about CO₂ and other emissions?
- should it be a means by which, in Scotland, we try to achieve our aspiration of stabilising road traffic volumes at 2001 levels by 2021?
- should it aim to reflect better the true cost of motoring (including the costs to other people, the economy and the environment), or should it cost about the same to drive overall as at the moment?

Response – DCC consider that the objectives of national road pricing scheme should be inextricably connected to the overall objectives and direction of the National Transport Strategy. It is up to the NTS to determine the objectives of national road pricing eg is it to cut congestion, improve the environment, reduce traffic growth etc.

Question 49 – If there were no U.K. wide national road pricing scheme, should a Scotland-only scheme be considered?

Response – DCC consider that a Scotland-only scheme should not be pursued.

Question 50 – Do consultees support the inclusion of surface transport in any future CO₂ emissions trading mechanisms? What impact could this have on transport emissions of CO₂?

Response – DCC consider it is not clear how this can be applied to private transport which is a major contributor to the problem.

Question 51 – What more, if anything, needs to be done to ensure that transport considerations are taken into account in location decisions, for example of health services and schools?

Response – DCC consider that Local Plans / Structure plans must undertake a full Transport Analysis of their location decisions & policies that can feed into RTS. All public bodies including health and education must also take account of the transport implications when making location decisions and the Scottish Executive should encourage them to do so.

Question 52 – What contribution can broadband and flexible working practices make to reducing individual's need to travel? What else should be done to reduce the need to travel?

Response – DCC consider that Local Government / Central Government should take the lead in flexible working and this could be carried out in conjunction with developing and promoting Travel plans through public bodies.

Question 53 – We are tackling road safety and are on track to meet our targets. But is there more that should be done at the national (rather than local) level?

Response – The relative success of reducing drink driving and how this has now become socially unacceptable needs to be continued into the campaign against excessive vehicle

speed which influences both actual road safety/accidents and particularly citizens' perception of road safety and consequential well being.

Law enforcement is a matter for the police supplemented by safety camera partnerships and these need to be continued to be supported at a national level.

There are still many instances on the Trunk road network where junctions are currently sub-standard or inherently unsafe due to the nature and volume of traffic.

There will need to be a much more open and 'joined-up' approach between Transport Scotland and the new RTP's and Local Authorities in relation to trunk road improvements and new development.

Question 54 – What more can be done to make our streets safer and more pleasant places to be?

Response – DCC consider that it is important to make streets and roads pleasant environments for all users however it is more important to recognise that road safety should be considered as the top priority in any proposed road or streetscape design and all Scottish Executive Guidance relating to streetscape and road design should reaffirm this priority.

Question 55 – What issues should be considered in implementing the NTS following its publication later in 2006?

Response – To ensure that the new RTS are fully compliant with the NTS it is important that it is published as soon as possible.

Question 56 – Do consultees consider that “traffic intensity” is likely to be a useful overall indicator of our success with the forthcoming NTS? If not, what alternative(s) would be preferable?

Response – DCC consider that traffic intensity may be a useful indicator but it should not be used as an overall measure of the success of the NTS. This would primarily lead the NTS to be skewed towards promoting economic growth to the exclusion of all other objectives. DCC are unsure how traffic intensity is measured in local and regional terms that could be useful for transport strategies.

Question 57 – Are the indicators outlined for each transport goal useful? If not, what alternative(s) would be preferable?

Response – DCC consider that the indicators outlined are useful. However DCC are unsure how the indicators are to be monitored and how often the indicators are going to be published. The indicators should be easily monitored, meaningful and not resource hungry.

Question 58 – Are consultees content that the target of quadrupling cycle use should now be reviewed? What, if anything, might replace it (for example, Local Authority – level targets on the Dft model)?

Response – DCC consider that it should be up to Local Authorities and Regional Transport Partnerships to set Targets through the Local and Regional Transport Strategies which are relevant to local/regional circumstances. The Scottish Executive should support these by maintaining existing CWSS funding in support of these measures.

Question 59 – Are there other measures which should be considered in Scotland which would move us towards the target to stabilise road traffic volumes at 2001 levels by 2021, recognising that significant fiscal measures could have to be agreed by the U.K. Government?

Response – DCC consider that it is difficult to see how a traffic stabilisation target can be achieved without decoupling the link between traffic and economic growth. Therefore any stabilisation target may become meaningless.

Question 60 – Do consultees agree with the proposal to:-

- continue to have stabilisation of road traffic as a high level aspiration;
- use indicators measuring modal shift to measure how our modal shift policies are working; and
- redirect our efforts more clearly at the environmental and congestion issues which underpin the traffic stabilisation aspiration by:-
 - i considering new transport-related targets for CO₂; and
 - ii continuing to monitor congestion trends on our trunk roads, as at present, and considering what further measures might be required.

Response –

- a Until the link between economic growth and traffic growth is broken a traffic stabilisation target is unachievable. Therefore the target will become meaningless.
- b Yes
- c
 - i Yes, although targets must realistic and achievable (SMART Targets)
 - ii Yes

Question 61 – Do consultees have any views on the idea of a move to regional traffic reduction targets in place of a national target?

Response – DCC consider that if the Scottish Executive cannot achieve the national target because they do not control all the levers then it is difficult to understand how RTP's with even more limited powers are to be any more successful. Traffic knows no boundaries, neither local nor regional.

Question 62 – Given the difficulties with the national traffic stabilisation aspirational target, do consultees agree that realistic, deliverable milestones towards its delivery cannot be put in place at present?

Response – Agree, see also response to Question 59.

Question 63 – Do consultees agree that setting a level of contribution for reductions in Scotland's CO₂ emissions which are directly linked to the impact of our policies in areas which are devolved would be the best measure of the Scottish Executive's effectiveness in tackling transport emissions?

Response – DCC consider that it would be difficult if not impossible to measure and assess any impacts.

Question 64 – What specific reduction level(s) for CO₂ should be put in place for transport?

Response – DCC consider that all emission targets (NO₂, Pm₁₀, CO₂ etc) should be consistent throughout UK and EU.

Question 65 - Do consultees have any views about the timing or scope of reviews of the NTS?

Response – The proposal to review the NTS approximately every four years appears appropriate while recognising that some elements may require early consideration while others may remain in place unchanged for a longer period. The review of the NTS should adequately predate the RTS review process to suitably inform these strategies.