

# Information Note: Option Generation & Sifting

Project Title:	TACTRAN Regional Transport Strategy
MVA Project Number:	C3478300
Subject:	Task 3 – Scheme Generation
Note Number	13      Version 1
Author(s):	David Connolly
Date:	12 October 2006

## 1 Introduction

- 1.1 This Information Note summarises the recent and ongoing work by the MVA/Natural Capital/Carl Bro team, as part of the Scheme Generation task, which forms part of the development of the TACTRAN Regional Transport Strategy.

## 2 Task 3 Option Generation and Sifting - Overview

- 2.1 Work is ongoing on collating the 'long list' of potential interventions. An initial list of schemes derived from existing strategy documents etc was issued to the Steering Group for consideration. The Steering Group have provided comments on this initial list and a revised version has formed the starting point for an emerging and evolving 'Long List' of potential interventions as attached.
- 2.2 The main generation of Options will be based on a 3-strand 'Gap Analysis' approach to identifying potential interventions which will help meet the agreed objectives. These three strands are as follows:
- **Strand 1** - Network-based initiatives (measures targeted at improving connectivity and sustainability of key commuter corridors, tackling regionally-significant congestion hot-spots, road safety black spots, road and rail infrastructure measures for freight, regional cycling and walking networks and key connections to areas beyond the region (road, rail, air and sea) etc;
  - **Strand 2** - Measures to Improve Accessibility for Specific Sub-Groups and Geographic Areas (including residents with limited access to a private car, those with limited mobility (including the elderly) and those with specific transport needs (eg those attending college/universities, tourists (including walkers and cyclists) etc; and
  - **Strand 3** - Region-wide initiatives (covering interventions such as regional policies, marketing and awareness campaigns, education and training, recommendation of Best Practice, region wide approaches to public transport quality (eg Information, Integration, Disabled Access etc)
- 2.3 The approach to identifying Options via each of these strands is discussed in turn below.

### 3 Strand 1 – Network-based Initiatives

3.1 Work is ongoing on :-

- Identifying the key variables which appear to influence the Travel to Work mode share in the TACTRAN region;
- Using a statistical model to predict the ‘average’ mode-share of car drivers for a given TACTRAN sector-to-sector commuter movement;
- Identifying the most-significant ‘under-performing’ sector-to-sector commuter movements (ie those which generate more than expected number of car trips)

3.2 These key corridors are currently being considered to: -

- identify reasons for the ‘excess’ car driver mode-share; and
- identify measures which would help deliver a reduction in car driver proportions.

3.3 The combination of the analysis of key commuter corridors where mode-switch is required and a related public transport crowding analysis will lead to a set of targeted public transport interventions in these key commuter movements.

#### **Congestion Hot-spots**

3.4 Carl Bro are progressing the development of infrastructure solutions to identified problems, commencing with peak period congestion ‘hot spots’.

3.5 They are currently examining these locations to:

- confirm the problem;
- understand the reason(s); and
- identify potential solutions.

#### **Road Safety**

3.6 AIP schemes identified in the relevant Road Safety Strategies which are of regional significance and remain outstanding will be included in the Long List.

#### **Freight**

3.7 Any regional freight schemes identified in the existing documents or the emerging National Freight Strategy will be included in the long list. In addition, Carl Bro staff are investigating HGV access at the key ports in the region, to identify problems.

3.8 Existing national statistics are being used to identify the freight traffic on the trunk road network. Schemes which increase road capacity on links which have high freight traffic levels and significant congestion levels (now or in 2015) will be added to the Long List. This component of the analysis is not yet complete.

### **Regional Cycling and Walking Network**

- 3.9 Natural Capital and MVA are reviewing the material provided previously by the Local Authorities and other material associated with national and regional walking and cycle networks to identify any 'strategic' missing links which should be included within this consideration of network-based initiatives.

### **Key Connections beyond the Region**

- 3.10 The key commuter analysis and the freight analysis described above may identify further schemes on road links connecting TACTRAN to its neighbours.
- 3.11 In addition, we will consider other key connections including ports, airports, and ferries.

## **4 Strand 2 - Measures for Specific Groups & Areas**

- 4.1 A draft working paper on UK Best Practice for Rural and Demand Responsive transport has been produced and another working paper on the current provision of Rural and Demand Responsive across the TACTRAN area is in preparation.
- 4.2 This, combined with previous and ongoing accessibility analysis, will generate a series of potential interventions which will tackle the key accessibility problems across the region.

## **5 Strand 3 – Region-wide Initiatives**

- 5.1 The agreed TACTRAN objectives and the material collated during the Issues and Objectives phase has been used to generate a draft list of potential area-wide interventions. These have also been added to the 'Long List' and will be scored against the agreed objectives.