

## Nottingham's Business Community Invited to Comment on Workplace Parking Levy



What effect will the WPL have on parking in Nottingham?

Nottingham City Council is proposing to introduce a Workplace Parking Levy (WPL) in 2004, the first scheme of its kind in the UK. The WPL forms a major strand of the Greater Nottingham Local Transport Plan and has the objective of managing congestion more effectively as well as supporting the provision of additional public transport services.

The City Council works closely with the business community to analyse transport issues and implement site specific commuter initiatives. In order to evaluate how employers will respond to the introduction of the WPL, the Council has engaged TTR to carry out a series of face-to-face interviews with the heads of local businesses.

TTR will consider the existing provision of staff car parking within the city and investigate employers' anticipated proposals for change once the WPL has been introduced. Will they for example make any changes at all? Are they likely to promote

alternative transport modes, introduce more flexible working practices, or pass the costs onto the commuters? Or would they consider reducing the number of parking spaces allocated for commuters at the site or even building on part of their current car parking space, so making better economic use of their land?

The results will be available in the early summer and will be fed into the Nottingham Multi-Modal Transport Model to help predict travel patterns within the city under a number of future scenarios.

## Transport Direct: Information Needs and Priorities

Transport Direct is being developed as a national travel information service covering the whole of the UK and all modes of transport (including the car). It will be available via the internet, kiosks, mobile phones/hand-held devices and interactive TV. TTR is currently leading two research studies, the results of which will guide the development of the service.

The first sets out to consider the information needed for journey planning where the decision to travel

by car has already been made. It will also identify the information needed to make an informed decision on the choice of mode and to compare travel by car with other modes. The second study will investigate the relative importance of ticket purchase/booking systems and real-time information as components of Transport Direct, and the willingness of customers to pay for the information that might form part of the service.



Transport Direct, while initially an Internet based service, aims to provide comprehensive travel information via mobile devices



Transport & Travel Research Ltd

Formed in 1991, Transport & Travel Research Ltd (TTR) offers transport consultancy services to public and private sector organisations in the UK and Europe. We are committed to providing a responsive, personal service to meet the needs of our clients. In all our work we aim to be innovative and creative, applying the most appropriate techniques and latest research findings. We have an established track record in our areas

of expertise and have built a reputation for thoroughness, original thought and value for money. Our expertise lies in the following key areas:

- Transport policy assessment
- Public consultation & travel awareness
- Demand management & special needs
- Local transport plan appraisal
- Multi-modal transport assessment
- Transport, energy & environment
- Public transport assessment
- Transport telematics & information systems
- Market & social research
- European consortium management

TTR offers advice and research to support planning and decision making at all stages of transport system development, from initial concept through to implementation and appraisal.

TTR Offices  
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For further information on any of these projects or general information about TTR, please contact Cathy Plover at:

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## Transport Policies to Combat Social Exclusion



Just some of the groups TTR is working with to improve mobility access. Reproduced by kind permission of Andy Barton, OCC.

To what extent do transport policies cause problems of social exclusion? How might transport policies be used as a catalyst for greater social inclusion and social cohesion in our cities and rural areas? There is an increasing demand on politicians and transport professionals to demonstrate that transport plans and strategies are meeting social policy targets – both at the local or national levels. However the precise nature of the link between transport and the process of social exclusion remain unclear.

TTR is working at the forefront of

this field of work with a very experienced team of social scientists. We are currently co-ordinating the MATISSE Consortium, funded by the European Commission Directorate for Employment and Social Affairs. MATISSE is developing a practical tool to enable local authorities across Europe to better understand how their plans can assist strategies for social inclusion, how they can better target their policies, better measure, monitor and evaluate the performance of their policies. The project is validating its work against local transport plans, national action plans on tackling

## Quality Assured with TTR

TTR is pleased to announce that it has met the requirements of the ISO 9001:2000 quality standard.



GB2000157

social exclusion and the European Social Policy Agenda.

MATISSE forms an important umbrella project for a cluster of social exclusion and transport projects currently being carried out by TTR on behalf of DTLR and local authorities. These projects set out to raise the minimum standards of transport provision or target specific disadvantaged groups. We are also promoting a closer dialogue between the transport and social policy makers to ensure co-ordination and consistency of policy direction.

<http://www.ttr-ltd.com>

## Achieving Interreg Funding

TTR has been appointed by Merseytravel to form a consortium with the aim of preparing a bid to the EC's Interreg IIIB Community Initiative. The proposed project will concentrate on improving local public transport links to regional air, sea and train terminals within the Atlantic Area, and is being prepared in conjunction with partners in France, Ireland, and Portugal. At the same time, TTR has also been appointed by Greater Manchester PTE to develop project ideas and contact potential partners for a bid to the North West Europe programme.

The Interreg IIIB Community Initiative is one element of the European Commission's 2000-2006 Structural Fund programme. It promotes transnational co-operation in territorial planning between national, regional and local authorities within large groupings of European regions. Proposals for transport projects to support sustainable development of the regions concerned are welcomed under the new programme.

## Disabled and Wanting to Travel from London to Bath? No Problem.

TTR is involved in a groundbreaking trial of new coaches on the busy London to Bath route via Heathrow. Four of the 8 coaches currently serving this line (operated by National Express) have been fitted with a lift and other features offering better access for disabled travellers; by autumn this year these features will have been extended to all 8 coaches. Although enhancements of this kind are not new on coaches and buses, it is the first time that they have been introduced on a scheduled service.

TTR is carrying out before and after monitoring of the trial on behalf of DTLR and will look in detail at the

## Personal Rapid Transit - The Shape of Things to Come?



ULtra pod on trial in Cardiff

There is an urgent need across Europe for sustainable forms of transport that address the problems of congestion, poor air quality and social exclusion in cities. The ideal solution will offer an alternative to the car and complement existing forms of public transport.

EDICT (Evaluation and Demonstration of Innovative City Transport) is a European funded project being co-ordinated by TTR which sets out to

assess and demonstrate the concept of Personal Rapid Transit (PRT) as a potential solution to meet this need. PRT is a system of driverless automatic cabs travelling on their own guideway network. Vehicles are available on demand at all stations on the network to meet individual travel needs. They are electrically powered and take up to four passengers.

Cardiff (Wales) is one of 4 cities involved in the trial, the others being Eindhoven (Holland), Huddinge (Sweden), and Rome (Italy). The Cardiff demonstration is based on a pilot PRT scheme, known as ULtra, and developed by Advanced Transport Systems Ltd. A test track was opened earlier this year, and the first public demonstration route, backed by a 30m euro grant from the Welsh Assembly and actively supported by Cardiff County Council, is planned to open in 2005. TTR is responsible for overall project co-ordination and management, and is also assisting with the research on the Cardiff demonstration.



The new bus with lift in operation

booking arrangements for wheelchair users, driver training, implications for access and manoeuvrability at coach stations and roadside stops. It will also consider the costs and design of the new service. This is one of several special needs transport assignments involving Philip Oxley, TTR's special adviser on disabled transport issues.

From January 2005, all new coaches running on scheduled services will be required by law to be wheelchair accessible. The trial will therefore enable industry and Government to test the practical and operational

implications of the new requirement before the legislation comes into full effect. The service was launched in March by John Spellar, Minister for Transport.

## Meeting the Transport Needs of Local Parishes

TTR has been assisting parishes across the East of England to apply for funding from the Parish Transport Grant to develop local, small-scale initiatives to meet their transport needs.

Under a project funded by the Countryside Agency, TTR worked closely with 10 parishes to identify their unmet transport needs, consider appropriate measures to meet those needs, and produce realistic grant applications.

The maximum grant available per parish is £10,000 with the grant funding up to 75% of project costs, whether capital or revenue.

A range of techniques were used to identify the unmet needs; these included questionnaire surveys sent to households and individual residents of a parish, as well as focus groups which explored the needs of specific groups, such as the young and the elderly.

Possible solutions for increasing the mobility of rural communities include the introduction of taxi voucher schemes, diverting current bus services, establishing car sharing and minibus schemes, as well as improving publicity about existing public transport. Parish residents played a vital role in influencing the choice of scheme(s) for each parish.



An innovative approach can help reduce the isolation of rural communities

## Improving our Urban Environment: The Clear Zones Initiative

In the drive to reduce congestion, improve air quality and achieve a better quality urban environment in our towns and cities, local authorities are looking for ever more effective ways of controlling traffic. TTR will play its part by promoting innovation and best practice, as Co-ordinators of the Clear Zones initiative for a further three years.

assessing the introduction of Clear Zones measures, particular their impact on the vitality of the town.

For further information on Clear Zones and the activities of the forum see [www.clearzones.org.uk](http://www.clearzones.org.uk).

With Tony Ciaburro from Hampshire County Council as the new chair of the Clear Zones steering group, the initiative will focus on promoting and influencing Government policy. In particular Tony will be working with TTR to stimulate greater participation in Clear Zones from the technology industry and to develop the contribution that Clear Zones can make to improving our towns and cities for the future.

Central to the work of the initiative is the Clear Zones Forum, including the 9 Trailblazer cities which are implementing a variety of Clear Zones measures. The Forum seeks to share and exchange information, disseminate good practice and influence policy development. The next meeting in Winchester will focus on developing the process for monitoring and

Access control in the city centre - just one element of Bath's Clear Zone strategy



## Best Value Review: Increasing Accessibility and Sustainability

Following completion of its Best Value Review of public transport services, Leicestershire County Council has drawn up a package of measures to be implemented by summer 2004. Developed according to Best Value principles, the measures set out to improve accessibility and sustainability in transport through the most efficient usage of local authority resources. The report highlights four key targets:

- Hourly daytime service coverage for 95% of people in the county by the end of 2003
- Complete provision of evening and Sunday hourly services, within available funding, by the end of 2003
- The introduction of new rural services to meet the expressed priorities, covering all areas away from the hourly services network, by summer 2004
- The introduction of new schools services, in partnership with schools undertaking school travel plans, within available funding, by summer 2004

TTR will provide project management support and advice to the Council's Implementation Team on an ongoing basis over the next two years.