

Barriers to the Delivery of Sustainable Transport Solutions

**Final workshop of the DISTILLATE programme
European Economic and Social Committee
Brussels**

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Barriers, Practices and Processes

- **ECMT/OECD**
- **MOST**
- **CIVILISING CITIES**
- **GUIDEMAPS**
- **KONSULT**
- **TRB**
- **DISTILLATE focus:**
- Decision-making within local government
- Stakeholder engagement
- Use of policy instruments and appraisal techniques
- Use of models and indicators
- Funding sources

Data Collection: importance; satisfaction/ scope for improvements; difficulties; remedies

- Questionnaire survey of transport planners in 16 local authorities – Oct 2004
- 29 interviews 2005-06 national experts and officers in 5 local authorities: land use planners, transport planners, environmental strategy, public health, corporate strategy
- Questionnaire re-survey – Oct 2007 of 16 local authorities

INVOLVEMENT OF STAKEHOLDERS

The planning and decision-making process for transport strategies and schemes in your authority may involve a number of stakeholders.

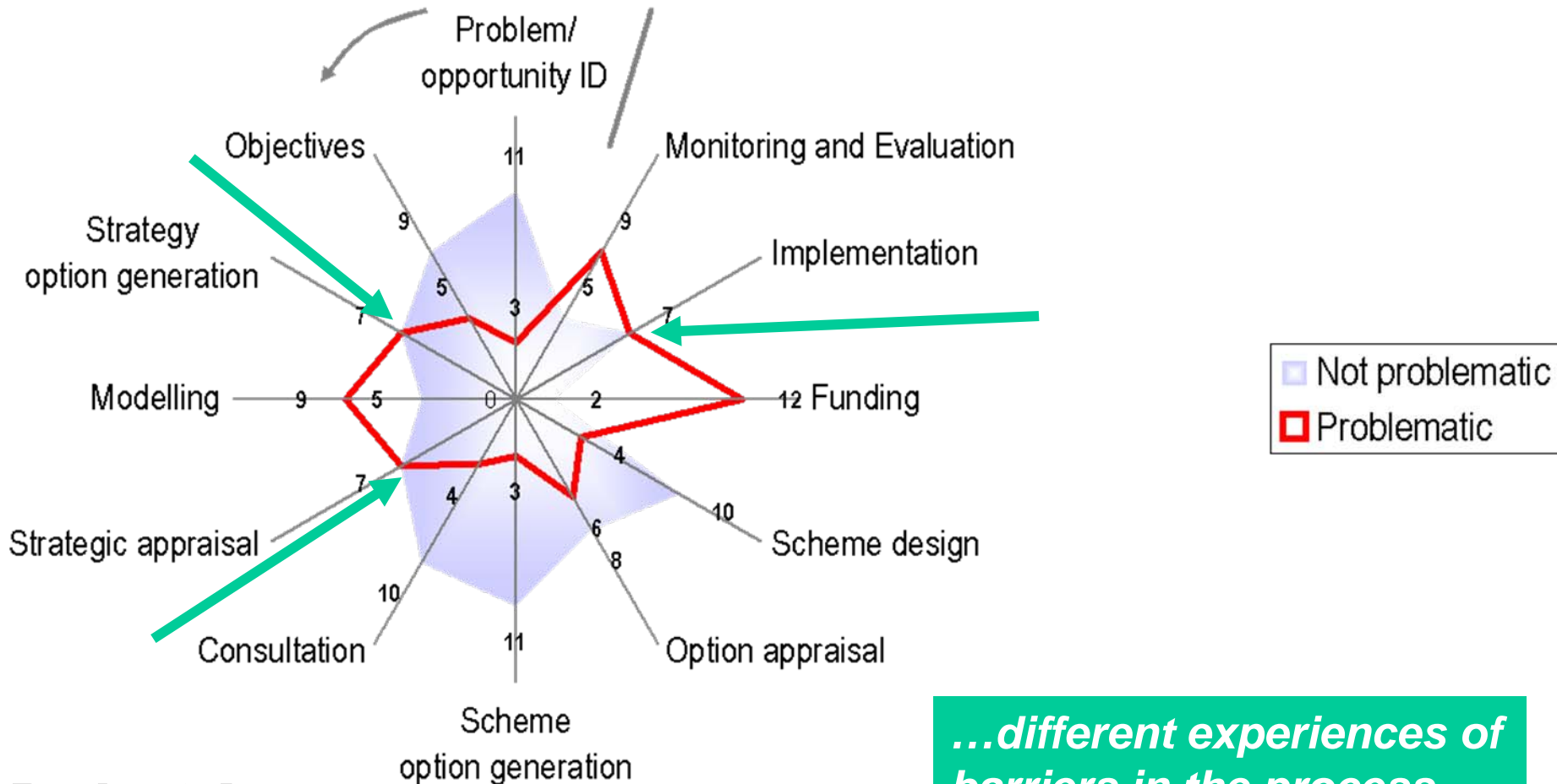
Generally speaking, how important do you consider the involvement of the following stakeholders to be in the overall delivery process for sustainable transport strategies and schemes (see Question 1)?

(Please choose one answer from the scale below for each stakeholder, giving a cross in the appropriate box)

	Very important	Fully important	Not very important	Not at all important	Not applicable/irrelevant
Business interests	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Consultants	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Department for Transport - DfT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Elected Members of your authority	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Government Office for the Region	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Highways Agency - HA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local Strategic Partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Neighbouring local authorities - Members	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Neighbouring local authorities - Non-elected officers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Office of the Deputy Prime Minister - ODPM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Offices from other departments in your authority	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other public sector services (e.g. health, education etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Public	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Regional Assemblies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Regional Development Agency - RDA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strategic Rail Authority - SRA (or equivalent)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transport operators	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other please specify	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



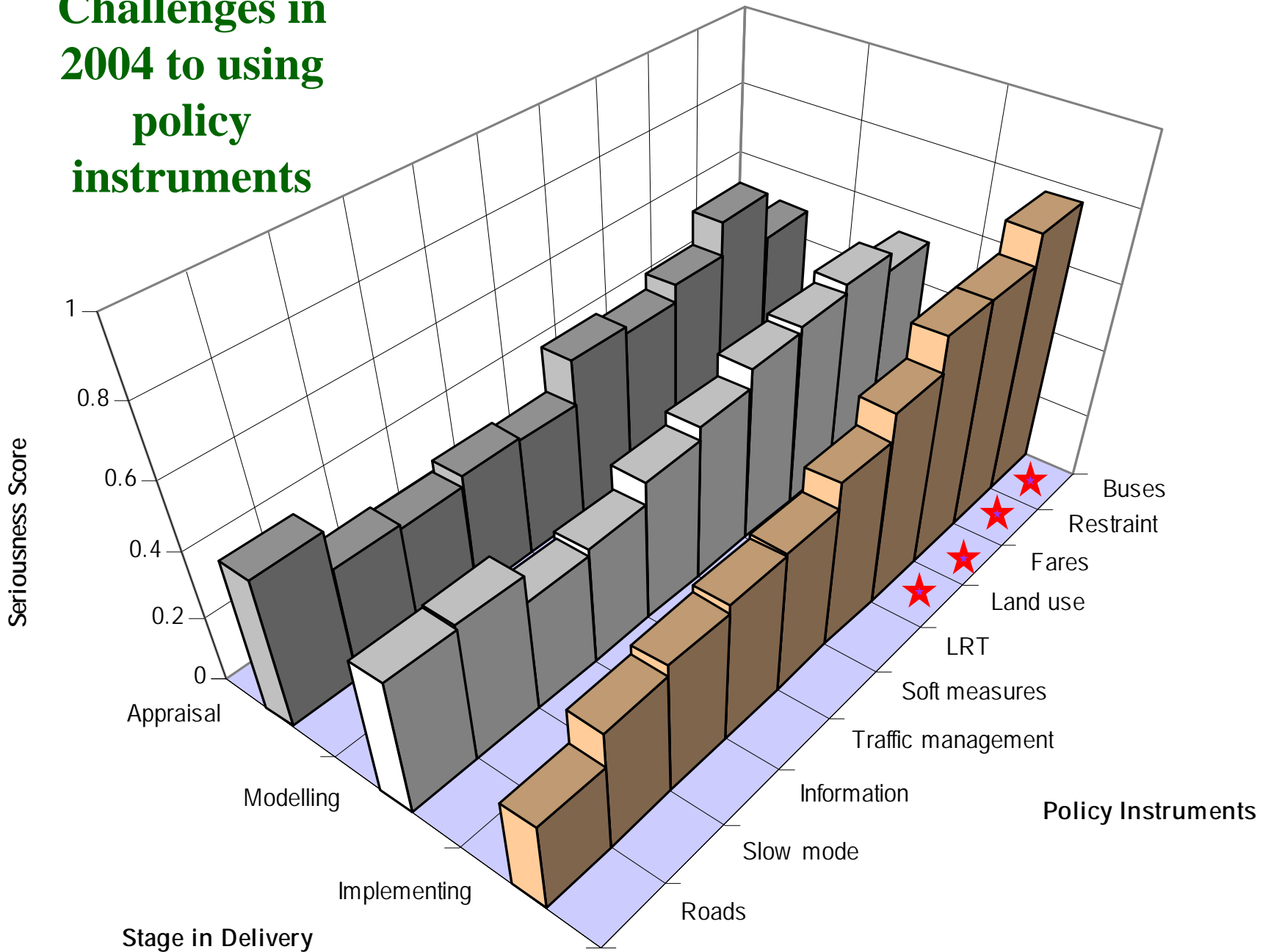
2004 - Problematic Stages in the Decision-making process



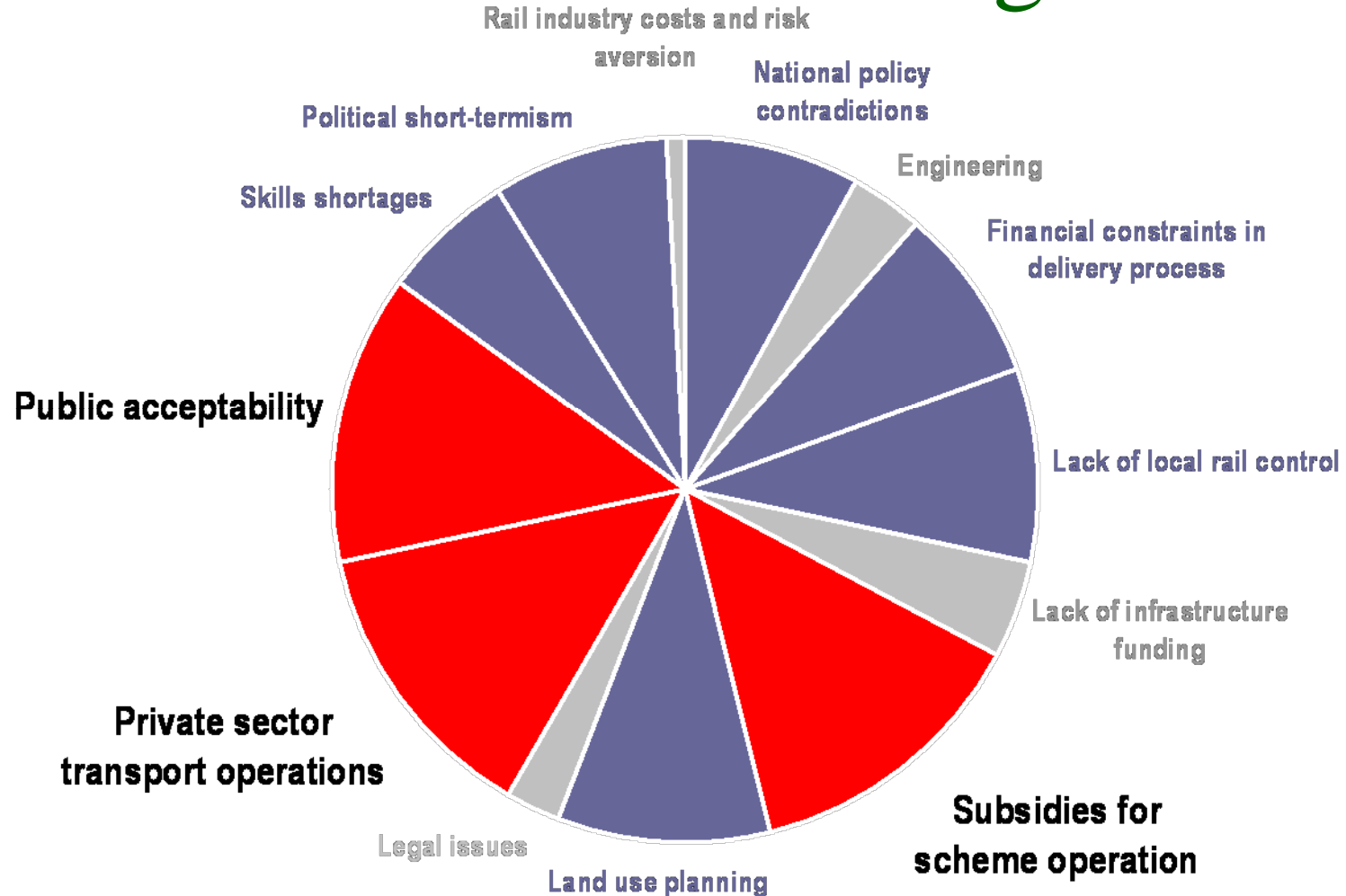
Project A

...different experiences of barriers in the process

Challenges in 2004 to using policy instruments



‘External’ challenges



Net rating of ‘barriers’ faced in local transport delivery



2004 – Ranking & Prioritisation of Stakeholders



Stakeholders	'Seriousness Score'
Transport operators	0.55
Business	0.52
Public	0.51
Elected Members	0.51
DfT	0.49
Other public services	0.47
LSP	0.47
SRA	0.46
Other parts of authority	0.46
Regional Assembly	0.40
Highways Agency	0.39
Government Office	0.36
RDA	0.36
N'bouring Members	0.32
Neighbouring Officers	0.32
ODPM	0.30
Consultants	0.23

Local priorities, disintegration at national level

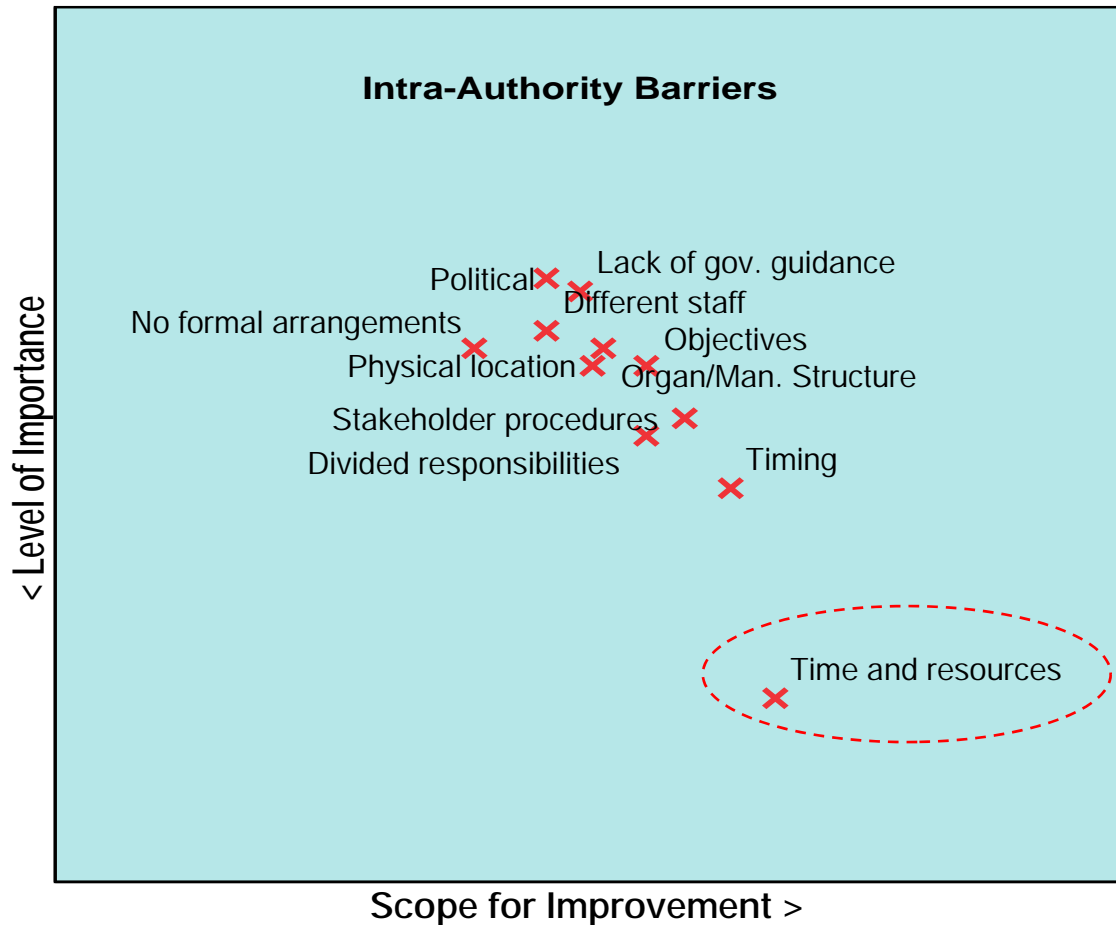
Difficulties with delivery, inc. some two-way problems in coordination and delivery

Clarity of relationship with DfT, poor understanding of strategic transport interventions, unrealistic reporting requirements

Engagement of operators with LTP delivery

Representation and inclusiveness, use of responses

Intra-Authority Barriers to Delivering Sustainable Transport Systems in 2004



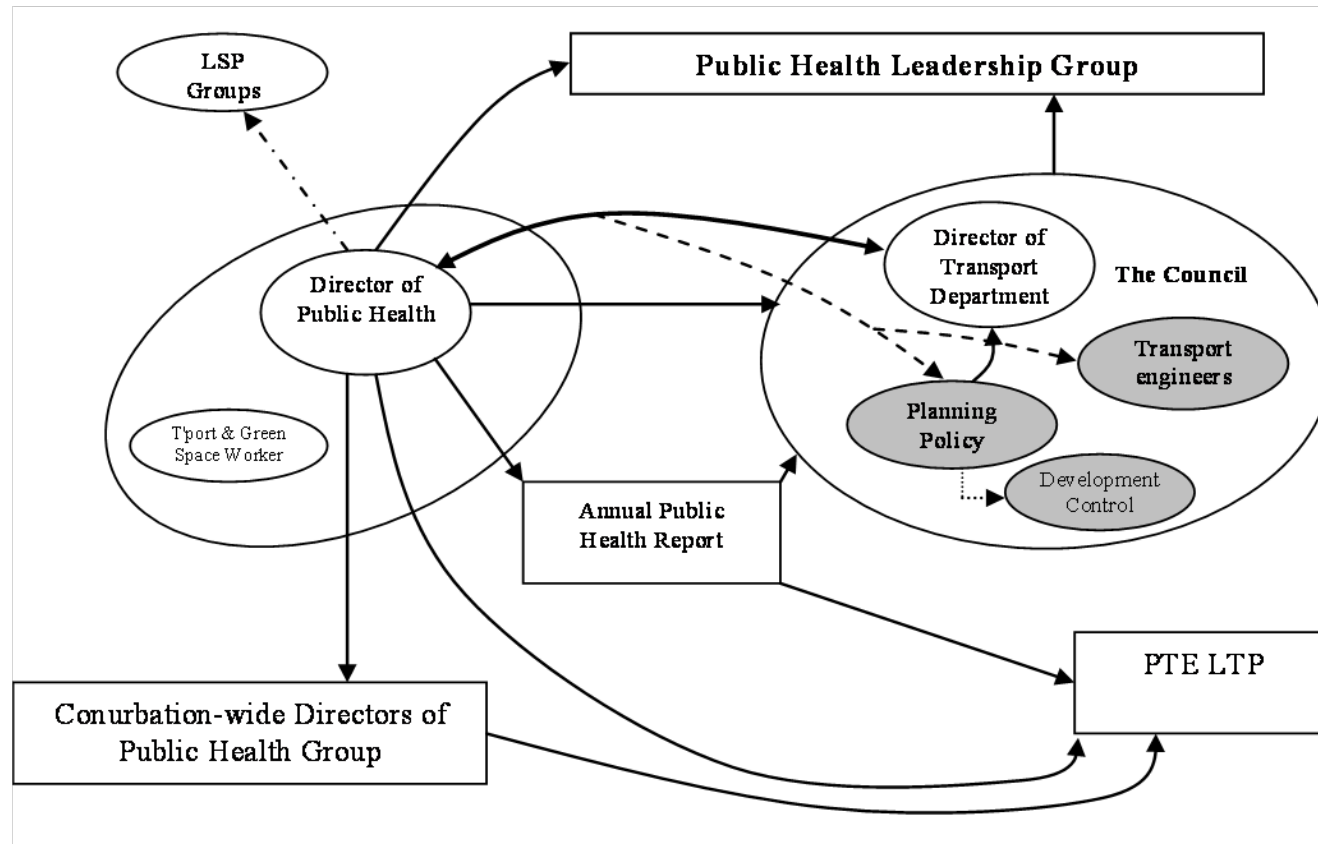
Time and resources

Cross sector working on policy instruments

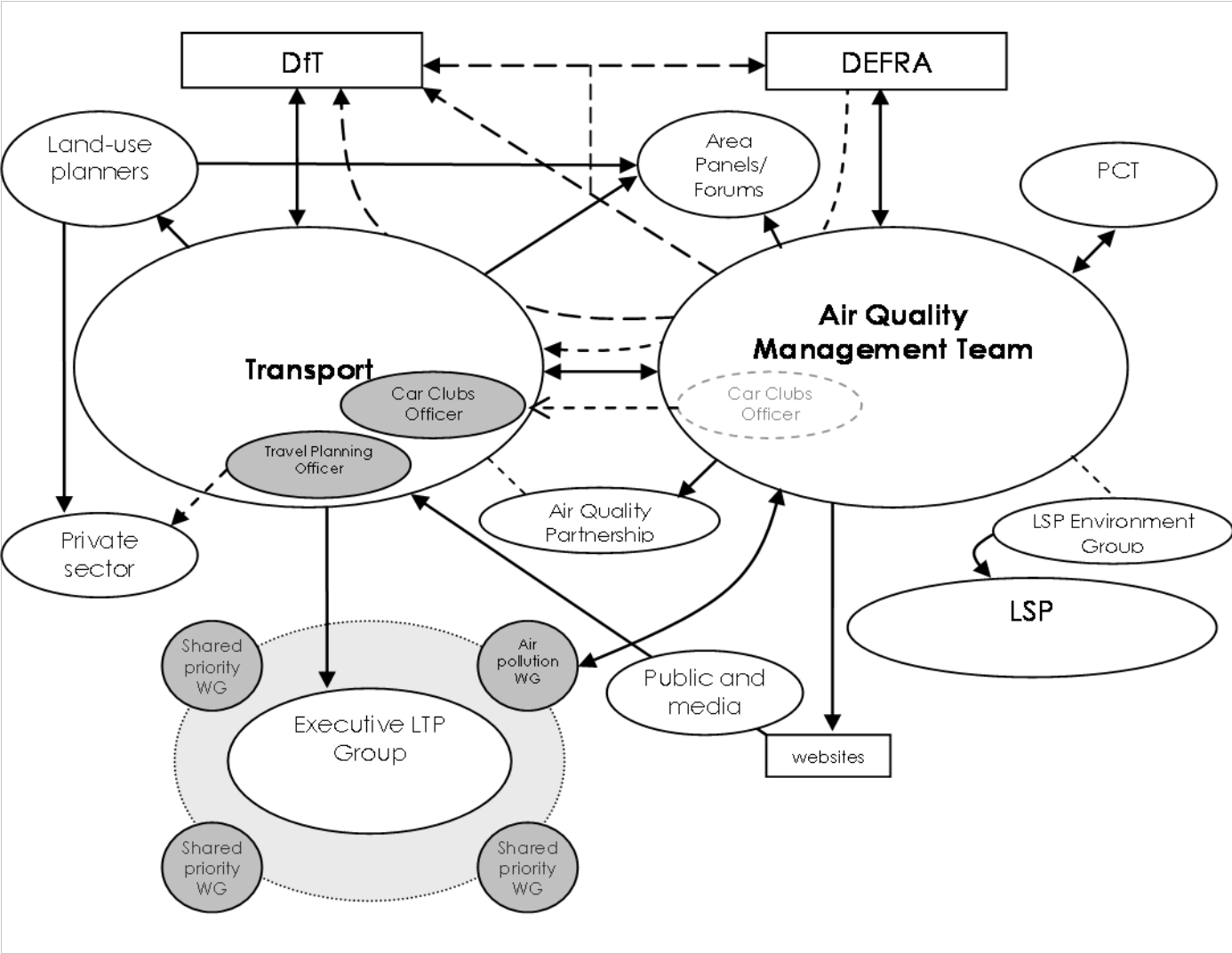
	Health	Land-use	Environment	Transport	Corporate Strategy	
Demand restraint (e.g. parking controls/ congestion charges)	◐	◐	◐	○	○	
Information provision	◐	○	○	○	○	⊗
Land use measures (inc. regeneration)	●	●	◐	◐	◐	
Light Rapid Transit (LRT)	◐	●	◐	○	○	
New road infrastructure (inc. bridges)	●	◐	◐	◐	○	
New/enhanced bus services and community transport	●	◐	◐	●	○	
Public transport fares	○	○	○	○	○	⊗
Soft measures (e.g. awareness schemes, travel planning)	●	○	●	●	◐	
Traffic management	◐	○	○	◐	○	⊗
Walking and cycling provision	●	●	◐	●	○	



Ways of working: getting the public health agenda into the transport plan



Incorporating the environmental agenda into the transport plan



2007 Questionnaire Survey

What the questionnaire is designed to measure:

The 'beliefs' of our Local Authority partners on what has changed since 2004:

- a) The use of tools: indicators, option generation and appraisal, modelling, funding
- b) How the process of delivering transport strategies and schemes has changed [national → regional → local]
- c) Changes within local authorities

Test the appropriateness and targeting of the DISTILLATE Products

Very Important Stakeholders

2004	2007
1 Elected members (own authority)	1 Elected members (own authority)
2 Department for Transport Government Office in the Region	2 Transport operators The public
4 Officers (other depts in authority) Transport operators The public	4 Department for Transport 5 Government Office in the Region 6 Business interests
7 Business interests	Neighbouring local authorities (members)
Local Strategic Partnerships	Officers (other depts in authority)
9 Neighbouring local authorities (officers) Regional Assembly	Other public services (health, educ, etc) Regional Assembly Regional Transport Board

highest ranked

Transport Planners' satisfaction with stakeholder engagement

2004		2007	
1	Government Office in the Region	1	Government Office in the Region
2	Officers (neighbouring authorities)	2	Transport operators
	Consultants		Regional Development Agency
4	Department for Transport	4	Elected members (own authority)
	Elected members own authority)	5	Department for Transport
	Local Strategic Partnership		Highways Agency
	Officers (other depts in authority)		
		12	Consultants
			Local Strategic Partnership
13	Business interests		Officers (neighbouring authorities)
	Highways Agency		Other public services (health, educ, etc)
	Elected members (neighbouring authorities)		Regional Transport Board
	Regional Development Agency	17	Business interests
17	Regional Assembly	18	Dept of Communities and Local Government

weighted ranks

Important Factors in Problem/ Opportunity Identification

2004		2007	
1	Opinions elected members (own authority)	1	Internal officer strategic review
2	National government objectives	2	Opinions of elected members (own authority)
3	Internal officer strategic review	3	Local consultative forums
7	Public consultation Monitoring programmes	10	Health and education service providers
9	Elected members (neighbouring authorities) Interaction with regional level decision making bodies	11	Technical officers (neighbouring authorities) Elected members (neighbouring authorities)
11	Media comment	13	Community strategy /Local Area Agreements
		14	Media comment

weighted ranks

Hindrances (all of the time/ often) in Integrated Planning and Decision Making

2004	2007
1 Pressures on staff time	1 Pressures on staff time
2 Different timing of writing/ publishing plans	2 Different timing of writing/ publishing plans
3 Different physical locations of departments	3 Different stakeholder engagement procedures/ timing
4 Division of responsibility for implementing different aspects of the delivery process	Division of responsibility for implementing different aspects of the delivery process

highest weighted ranks



Factors that could be improved within the authority in the delivery of transport strategies and schemes

2004		2007	
1	Pressure on time and resources	1	Pressure on time and resources
2	Different timing or writing/ publishing plans	2	Division of responsibility for implementing different aspects of the delivery process
3	Different stakeholder engagement procedures/ timing	3	Different timing of writing/ publishing plans
	Lack of central government guidance on policy integration	4	Different stakeholder engagement procedures/ timing
5	Division of responsibility for implementing different aspects of the delivery process	5	Organisational or management structure
	Different physical locations of departments	6	Different objectives between departments
	Different political agendas within authority	7	Different political agendas within authority
	Different technical staff writing plan documents		

highest weighted ranks

External Barriers to the delivery of a sustainable transport system

2004	2007
1 Lack of funding for operational subsidies	1 Public acceptability of congestion charging
2 Nature of privatised local transport operations Public acceptability of demand restraint measures	2 Financial constraints (modelling, consultation, monitoring, etc) 3 Lack of funding for infrastructure development
4 Lack of funding for infrastructure development Financial constraints (modelling, consultation, monitoring, ect) Lack of control over rail network	4 Nature of privatised local transport operations Short-termism in political decision making Lack of control over rail network

highest weighted ranks



Importance of Policy Instruments

2004	2007
1 New/ enhanced bus services	1 Demand restraint – parking controls
2 Land use measures	2 New/ enhanced bus services
3 Demand restraints	3 Light Rapid Transit
4 Traffic management	4 Land use measures
5 Information provision	5 Public transport fares
Light Rapid Transit	6 Traffic management
	Walking and cycling provision

Low levels of satisfaction in the ability to use these policy instruments, except for:

2004: Information provision

2007: Awareness raising; Travel planning; New road infrastructure; Information provision



Importance of modelling policy instruments

2004	2007
1 Demand restraint measures	1 New/ enhanced bus services
2 Light Rapid Transit	2 New road infrastructure
New road infrastructure	3 Traffic management
4 New/enhanced bus services	4 Land use measures
5 Land use measures	Light Rapid Transit
	Public transport fares

Low levels of satisfaction with modelling in both surveys, except for:

2004: New road infrastructure; LRT; Traffic management; Land use measures

2007: New road infrastructure; Traffic management.

Importance of Indicators for assessing small/ medium transport schemes

2004		2007	
1	Public transport patronage	1	Cost of construction
2	Accessibility	2	Accessibility
	Traffic levels	3	Operating cost
4	Accidents		Traffic levels
	Walking	5	Accidents
6	Travel time by mode		Quality of street environment
15	Carbon dioxide emissions	15	Distribution of benefits across society
	Cost of construction	16	Carbon dioxide emissions
	Noise levels		Noise levels
18	Heritage	18	Health (excluding accidents)
19	Biodiversity		Heritage
20	Distribution of benefits across society		Water pollution from transport
21	Water pollution from transport	21	Biodiversity

Thanks for your attention
ANY QUESTIONS?

For further info Contact

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Break-out Sessions

after the Coffee Break

- Development of Strategies
 - Chair: Tony May
- Development of Schemes
 - Chair: Neil Paulley
- Financing and Institutional Management
 - Chair: Angela Hull