

A LOCAL TRANSPORT STRATEGY FOR THE FORTH ESTUARY TRANSPORT AUTHORITY

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1 INTRODUCTION & BACKGROUND

The Scottish Executive created the Forth Estuary Transport Authority (FETA) with effect from 1 April 2002. This decision reflected the strategic importance of the Forth Road Bridge for Edinburgh, the Lothians, Fife and North East Scotland as well as many adjacent communities. FETA is a partnership organisation made up of representatives of Fife, Edinburgh, West Lothian and Perth & Kinross Councils. It is responsible for the management, maintenance and operation of the Forth Road Bridge. Whilst maintaining the physical integrity of the bridge is of prime importance, it is also within FETA's remit to develop measures which reduce traffic congestion on the bridge or encourage use of public transport.

The functions of FETA as set out in The Forth Estuary Transport Authority Order 2002 are:

- The Authority shall be responsible for the management, maintenance and operation of the bridge;
- The Authority may develop, support and fund such schemes and measures including roadworks, traffic management and public transport services, which it considers appropriate to reduce road traffic congestion on the bridge or to encourage an increase in the use of public transport across the Firth of Forth.

In order to implement any appropriate schemes or measures the Authority may enter into an agreement with any local transport authority, organisation, company or person they consider appropriate. Since its inception in April 2002, one of FETA's priorities has been to help find ways to ease congestion and lower traffic volumes on the Forth Road Bridge. When the bridge first opened 40 years ago it carried four million vehicles in its first year, in 2002-03 that figure had risen to approximately 24 million. Every weekday of the year the bridge is working above its congestion limit of 30,000 vehicles per day each way. In 2003 the average weekday total was 34,600.

1.1 Purpose of the Local Transport Strategy

The aim of the Local Transport Strategy is to set out the direction for FETA in relation to its expanded role. In particular, some of the benefits from the LTS include:

- A clear definition of constraints, opportunities and key trends relating to cross-Forth travel;
- Greater clarity for the role and responsibilities of FETA, with a clear vision for the future;
- A clear set of objectives to achieve this vision against which funding bids by and to FETA can be appraised;
- A clear vision and direction that can help secure the introduction of a charging scheme; and
- A key opportunity to develop a co-ordinated and coherent action plan that maximises co-ordination with individual strategies in neighbouring authorities, the regional SESTRAN strategy and national policy guidance.

This paper sets out the background to FETA's Local Transport Strategy (LTS) and the policies, trends and forecasts that have led to its production. This background is split into a number of topics, considered in turn:

- Land Use and Travel Change affecting future cross-Forth travel;
- Travel growth and the consequences for congestion, environment and bridge maintenance if nothing is done;
- LTS Objectives
- Strategy Development
- Public and stakeholder views about tackling these problems; and
- The conclusions in terms of considering new approaches if transport and wider objectives are to be achieved.

2 LAND USE AND TRAVEL CHANGE

2.1 Land Use Change

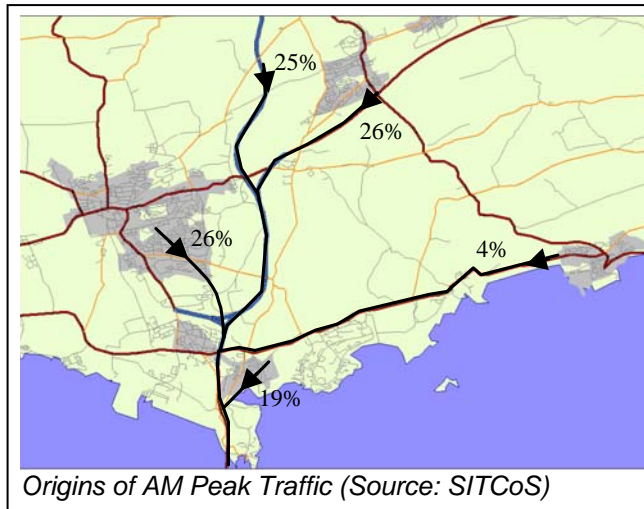
The linkages between land-use and transport activities in the context of cross-Forth movements are complex. FETA controls a key element of travel infrastructure and can also influence other transport systems but has little direct control over many of these land use and other demographic drivers of change.

Land use and demographic changes in South East Scotland and further afield, are clearly influencing travel levels across the Forth. Recent trends in land use patterns have led to a marked increase in out of centre shopping and employment provision and this has been particularly apparent in the Edinburgh area. The potential to serve these new and more dispersed developments by public transport has been more limited than more traditional City Centre locations. Travel patterns to these growth areas have thus become dominated by car based movements.

The supply of land for housing within Edinburgh is constrained and thus demand increasingly has to be met through housing developments in other parts of South East Scotland, including Fife, with consequent impacts on cross-Forth travel.

2.2 Travel Change

The Forth Road Bridge has a local, regional and national part to play in the road network of Scotland. There is a mixture of strategic and non-strategic trips that use the bridge as part of their journey. The latest information on origins and destination of cross-Forth traffic has been developed by the SESTRAN Integrated Corridor Studies: Queensferry Cross Forth Corridor Study using the Transport Model for Scotland (TMfS). The Figure below illustrates the origins of AM peak southbound traffic crossing the Forth Road Bridge.



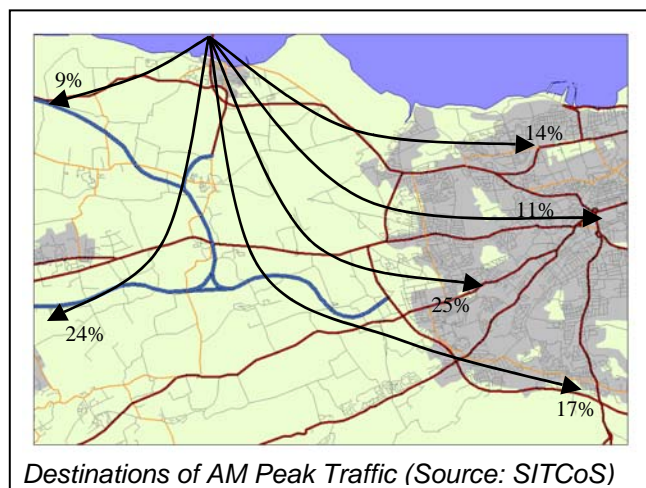
Given the high proportion of commuting trips in the AM peak this figure demonstrates the present nature of commuting and the significant impact long distance commuting has on the demand for cross-Forth travel.

Trip lengths have been increasing. In 1985/86 the average length for a commuting trips was 5.4 miles and in 2002/03 it was 7.7 miles.

This increase in trip lengths is believed to be due to the following factors:

- Increasingly, people prefer to live in an environment of their choice, in houses they can afford, where they have family & friends nearby, and where their children can attend schools of their choice
- Families are becoming less willing to relocate nearer to the workplace of the main worker as jobs are less secure and people are becoming unwilling to continually move to be near employment, preferring instead to travel
- Jobs have become more specialised making them harder to fill with locally based people
- The cost of car travel has reduced in real terms

The perceived role of Edinburgh city centre as the hub of employment is no longer the case as shown in the figure. Only 11% of AM trips across the bridge now destinate in Edinburgh City Centre with a significant number of trips now destinating



at the new employment centres located in West Edinburgh, South Edinburgh/Midlothian and West Lothian.

These figures emphasise the diversity of trips both in terms of origins and destinations using the bridge and highlight the problem of servicing these multiplicity of trip ends by public transport.

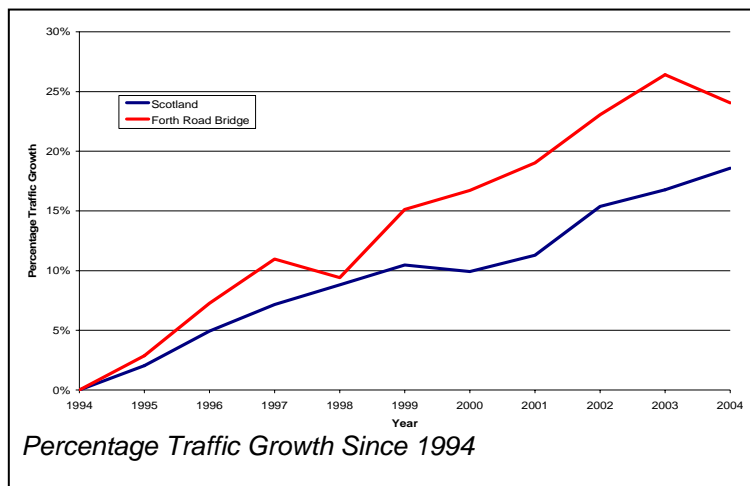
2.3 Future Trends

There is currently little evidence to suggest that any of the above generators of cross-Forth traffic will diminish at least in the short to medium term. The current land use projections in the Fife and Lothian Structure Plans and also in the 20 Year Plan for Fife, will result in further residential growth in Fife together with further commercial sector growth in Edinburgh, particularly in the edge of town development areas of West Edinburgh, North Edinburgh, South Edinburgh and Midlothian areas.

3 TRAVEL GROWTH AND THE CONSEQUENCES FOR CONGESTION, ENVIRONMENT AND BRIDGE MAINTENANCE

3.1 Traffic Trends

Traffic growth has been experienced on the Forth Road Bridge almost unabated since it was opened in 1964 at almost twice the rate of Scottish traffic growth.



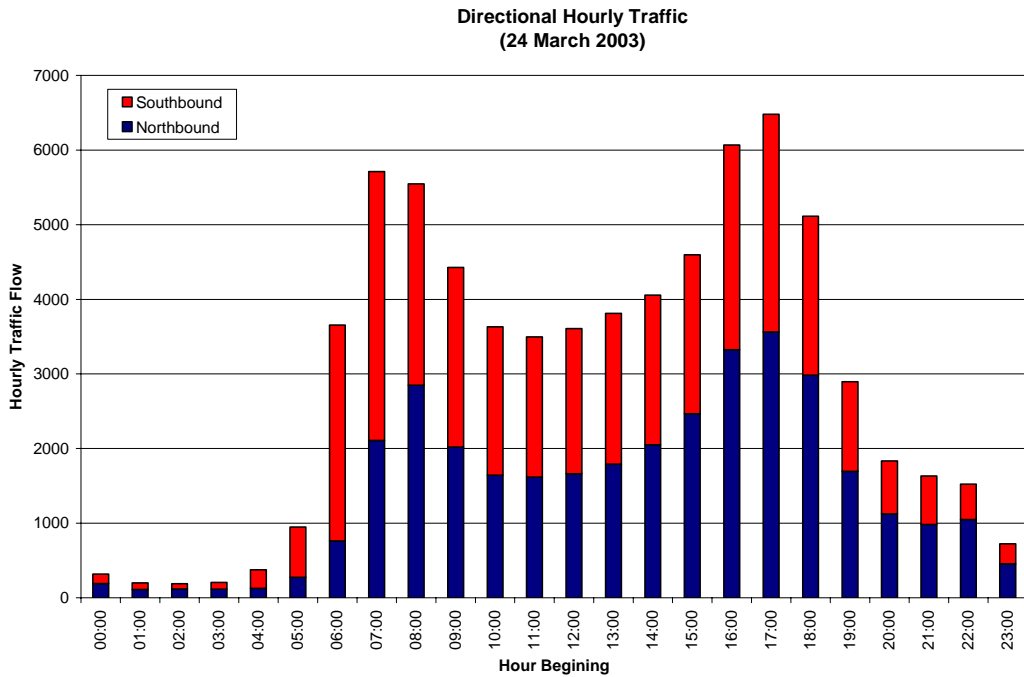
The current traffic volume in the northbound direction increased by 2.7% from 2002 to 2003 resulting in around a total of 24 million vehicle crossings. If current growth rates are maintained then the bridge will be carrying close to 30 million vehicles per year by 2018, close to

three times the original designed practical capacity of 11 million vehicles per year.

3.2 Cross Forth Peak Period Traffic

Daily directional flow is shown in the figure below. Southbound traffic levels on the bridge in the morning during the peak period is such that throughput of the bridge cannot increase. However peak spreading is evident. In the two

years from 2002, there has been a 12% increase in traffic in the Southbound direction between 6am and 7am, with no increase between 0700-0800.



Directional Hourly Traffic (24 March 2003)

3.3 Forth Road Bridge Vehicle Occupancy

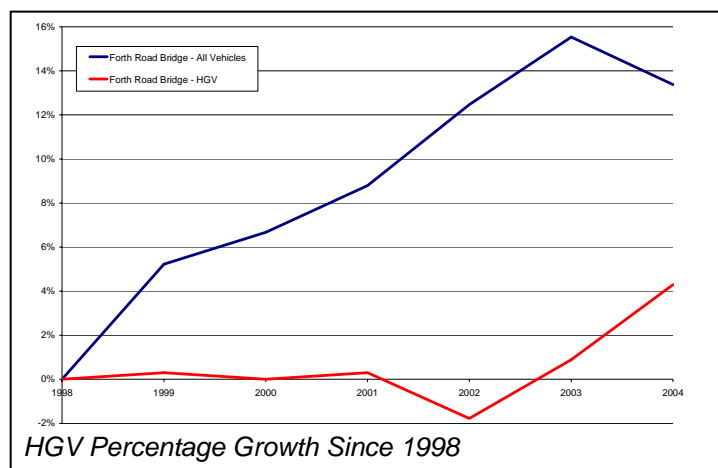
A contributor to peak period congestion is the high levels of single car occupancy across the Forth Road Bridge. The SITCoS Study identified that:

- Over 70% of cars have a single occupant at peak times
- 70% of commuter trips are single occupancy

Providing realistic alternatives to single occupancy vehicle trips could have a significant impact upon the efficiency of the bridge to carry a greater number of person trips.

3.4 Heavy Goods Vehicles

Heavy Goods Vehicles (HGVs) account for around 6% of vehicles crossing the Forth Road Bridge. The overall volume of HGV's crossing the bridge has doubled since 1965 but remained relatively static since 1998, up until 2003 which has seen a 2.6% growth in HGV traffic inline with general traffic



growth and a further 3.4% growth in 2004 despite the weekend carriageway closures in the summer months for planned maintenance work.

3.5 Public Transport Mode Share

The latest detailed information on modal split has established that different origins and destinations for cross-Forth movements exhibit widely different modal split characteristics. The level of public transport modal share in the AM Peak from South Fife to different areas in Edinburgh is:

- South Fife to Central Edinburgh - 78%
- Kirkcaldy to Central Edinburgh - 76%
- South Fife to W Edinburgh - 43%
- South Fife to N Edinburgh - 34%

Similarly, cross-Forth travel to other areas has the following public transport modal share:

- Airport – 6%
- West Lothian - 4%

Those destinations other than Central Edinburgh that have poor public transport frequency suffer low public transport modal split. Unsatisfactory public transport frequency combined with less severe parking restrictions and lower congestion delays make car use the more attractive option in terms of convenience, time and cost to destinations other than Central Edinburgh. This emphasises the key opportunities available to improve the public transport to other areas to encourage the shift from car use.

Since FETA was established it has made significant contributions to examining the manner in which the role of public transport can support cross-forth travel as well as funding on-the-ground public transport enhancements. FETA has previously contributed to the SESTRAN (of which FETA is a member) Integrated Transport Corridor Studies, Cross-Forth Ferry Feasibility Study as well as committing funds to the expansion of Ferrytoll Park and Ride and supporting cross-Forth bus services through revenue funding.

3.6 Bridge Maintenance

The primary core remit of FETA, as described in the FETA Order setting up the Authority was that:

The Authority shall be responsible for the management, maintenance and operation of the bridge.

This requirement is central to the operation of FETA and forms a clear objective for the ongoing programme for the bridge. To that end the key maintenance requirements will be paramount to ensure that adequate accessibility across the Forth is maintained.

The maintenance of the bridge falls into several categories:

- Routine maintenance: painting, lighting etc
- Maintenance required due to significant wear and tear
- Strengthening due to increased loading

The Forth Road Bridge requires continuous maintenance. Over the next 15 years (2005-2020) there is a rolling programme of bridge maintenance schemes scheduled. This includes treatments to all elements of the bridge; Bridge Viaducts, Suspended Structure, Main Towers and Main Cable.

A major element of this maintenance and strengthening programme is due to the significant increase in loading on the bridge. Over the last few years there has been an increase in the permitted weight of heavy goods vehicles (HGVs) up to 44 tonnes. This increase in load has a detrimental impact on the surface particularly by those vehicles with super single high pressure tyres on the back axle. These new features have increased the point load and created a need for resurfacing on a far more regular basis. In addition the increase in loading has brought forward the need to strengthen the bridge to cater for such loads.

In terms of traffic volume HGVs have been shown to be a small part of the actual traffic composition. However, in terms of weight they have a much larger influence that significantly impacts on strengthening of the Forth Road Bridge and its associated infrastructure.

The Table shows a total of 180,000 tonnes crossing the Forth Road Bridge in one day with half of that load on the structure being derived from vehicles exhibiting loads exceeding 7.5 tonne.

Two-Way				
Category of Vehicle	Vehicles (No.)	% Total Vehicles	Load Carried by Bridge (tonne)	% Total Load
< 3.5t	65,188	92%	79,716	45%
3.5-7.5t	1,445	2%	7,687	5%
>7.5t	4,421	6%	88,960	50%
Total	71,054	100%	176,364	100%

WIM data from Wednesday 24/3/04 on the Forth Road Bridge

The live loading adopted for the design of Forth Road Bridge was as specified in the 1954 BS 153 and the legal limit on commercial vehicles was 24 tonnes. Progressive increases in weight limits have led to the current limit that allows 44 tonne vehicles on UK roads. These increased vehicle weight limits; the increased numbers of heavy goods vehicles and the effect of convoys has led to the overall current assessment live load on the bridge being almost double the original BS 153 design load.

It is worth noting that the contemporary live load that would be adopted for the design of any new multi-modal crossing of the Firth of Forth would be more than three times the magnitude of the original design load.

The total capital expenditure on maintenance and strengthening works is projected to be some £112 million from 2004/5 up to 2017/2018. The suspended span painting will account for 58% of the estimated maintenance expenditure in the established programme.

The expenditure on resurfacing and strengthening works which could be directly attributable to the additional loading and the severe impact of the heavy goods vehicles represents 41% of the overall remaining expenditure excluding the suspended span painting.

4 LTS OBJECTIVES

The FETA Interim Action Plan identified an overall vision of being:

To provide reliable, integrated, safe and sustainable travel choices across the Forth for both strategic and local journeys, making optimum use of the Forth Crossings and other associated transport infrastructure.

From this vision come two high level strategic outcomes which FETA would like to achieve in the next 10 – 20 years:

Greater accessibility across the Forth for strategic movements to support a vibrant Scottish economy and promote strategic investment.

More sustainable and reliable patterns of local movement across the Forth which can continue to support local and regional economies.

In pursuit of this vision and strategic outcomes, and following the identification of the problems discussed in §4, 10 objectives were identified at the stakeholder workshops:

- Maintain & Operate the FRB effectively (1)
- Optimise no of PT person trips cross Forth (2)
- Increase car occupancy (3)
- Reduce congestion levels on the approaches to the FRB & minimise env. Safety & social impacts of traffic on local communities (4)
- Improve journey times and reliability for sustainable transport (5)
- Work with partner Authorities to co-ord maintenance of adjoining rd network to min. inconvenience (6)
- Improve provision of information to cross Forth travellers (7)
- Increase range of cross Forth journeys for which PT is attractive alternative (8)
- Improve integration between modes to provide seamless journey opportunities (9)
- Work with partner authorities to minimise need for cross Forth Travel (10)

It was considered that there were a number of cross relationships between objectives and possibly some inclusion of policies and measures and so the opportunity was taken to further rationalise the Planning Objectives for the LTS. Three objectives have been respecified as either policies or schemes for the purpose of the LTS. These being:

- Work with partner Authorities to co-ordinate maintenance of adjoining road network to minimise inconvenience
- Improve provision of information to cross Forth travellers
- Work with partner authorities to minimise need for cross Forth Travel

4.1 SMART Objectives

STAG recommends the establishment of SMART (Specific, Measurable, Achievable, Relevant and Timed) objectives. FETA's LTS and its objectives are intrinsically linked to those of Fife, Edinburgh and SESTRAN. These neighbouring authorities have well established transport strategies. They contain a range of performance indicators, targets and planned outcomes.

The FETA LTS has been created in partnership with all the primary stakeholders in the area, through workshops, and as such, the vision, objectives and specific packages of measures represent their collective aspirations. With FETA unable to manage the demand for travel created in areas beyond its immediate administrative area, it was considered unreasonable to set specific targets for objectives but FETA should contribute to the wider monitoring of Edinburgh Councils, Fife Councils and SESTRANS strategies. The agreed objectives for the LTS were therefore:

- To maintain and operate the Forth Road Bridge and to do so in the most effective manner and to minimise inconvenience to users
- To optimise the potential number of public transport person trips across the Forth
- To increase car occupancy across the Forth Road Bridge
- To reduce congestion levels on the Forth Road Bridge and minimise environmental, safety and social impacts of traffic on local communities
- To improve journey times and reliability for sustainable transport modes
- To increase the range of cross-Forth journeys for which public transport can be an attractive option
- To improve integration between transport modes for cross-Forth travel to provide seamless journey opportunities

5 STRATEGY DEVELOPMENT

5.1 Introduction

In developing an LTS it is apparent that the strategy needs to not only include measures which aim to achieve the planning objectives but also the Local Authority needs to set itself some clearly defined policies to guide its future work and to provide a framework to achieving its wide objectives. As for schemes, these policies need to be demonstrably related to the problems identified within the LTS.

5.2 LTS Policies

For FETA's LTS, 19 policies were identified based upon the key problems identified and FETA's overall vision and aims. Within the LTS, accompanying each policy statement, was a clear and concise explanation of the rationale for the policy.

Problem, Opportunity or Constraint	LTS Policy
Maintenance & Capital Works	The primary responsibility of FETA is the management and maintenance of the Forth Road Bridge. FETA will manage, maintain and operate the bridge and will do so in the most effective manner. It will endeavour, in partnership with member authorities and the Scottish Executive to minimise the impact on users of both bridge maintenance programmes and maintenance on the adjoining road network.
	FETA will liaise with the Scottish Executive, Network Rail, the SRA and rail operators to, where feasible, co-ordinate maintenance of the bridge to minimise the impacts of Cross Forth maintenance programmes.
	FETA will liaise with freight operators, the tourist industry and other key business sectors to minimise the impact of bridge maintenance.
	FETA will develop, support and fund schemes and measures which FETA considers appropriate to reduce road traffic congestion on the bridge.
	FETA will develop, support and fund schemes and measures which FETA considers appropriate to encourage an increase in the use of public transport across the Firth of Forth.
	FETA will continue to work closely with the City of Edinburgh Council and the Scottish Executive and will provide funding to ensure that the M9 Spur/A8000 project is delivered as soon as possible.
Future Charging Scheme	To enable FETA to achieve policies 1, 4 and 5 it will pursue proposals to have an appropriate replacement charging regime in place on the Forth Road Bridge as soon as possible.
	FETA will regularly review its Local Transport Strategy and the charging scheme. The charging structure should provide a stimulus for sustainable modes, particularly public transport and should more fairly reflect the impacts of different users on the fabric of the bridge and the consequential maintenance and strengthening programmes.
Bridge Operations	FETA will provide free breakdown recovery of vehicles on the bridge to remove them as quickly and safely as possible so as to minimise the impact on other users.
	FETA will continue to liaise with other bridge authorities and monitor and apply international best practice in bridge operations to ensure that the bridge is operated in the most effective manner.

Information	FETA will review the effectiveness with which it communicates with key stakeholders and bridge users on maintenance and other issues. Improvements to the quality of current information and the potential opened up by new technology will be investigated and, if appropriate, implemented.
Public Transport	FETA will work closely with local authorities, bus, rail, ferry and other transport operators to make public transport a more attractive option for a greater proportion of Cross Forth journeys and, where appropriate, provide funding.
Social Inclusion	FETA will seek to promote equality of access for disabled people and others with mobility impairments in respect of Cross Forth movements.
Environment	FETA will work with its constituent authorities to develop an environmental monitoring strategy for the Forth Road Bridge.
FETA in the Region	FETA will work with SESTRAN, its member authorities and other key stakeholders to take forward both FETA's Local Transport Strategy objectives and the objectives of the Regional Transport Strategy and those Local Transport Strategy objectives of member local authorities, where relevant.
	FETA will continue to monitor proposals for road user charging by SESTRAN authorities and its potential impact on Cross Forth travel.
New Multi-Modal Crossing	In pursuit of the Local Transport Strategy, FETA is committed to the principle of a new multimodal crossing of the Forth and will, in association with key stakeholders, undertake feasibility studies and produce a business case for a new multi-modal crossing of the Forth Estuary. The feasibility studies will include a study of demand management measures and the examination of measures to minimise the impacts of any new road infrastructure associated with the new crossing on through traffic for Edinburgh and traffic that passes through the villages affected by the new crossing.
Targets	FETA will work with SESTRAN and its constituent authorities to monitor and develop relevant targets as set out in the Regional Transport Strategy and respective Local Transport Strategies and Road Traffic Reduction Reports.
Appraisal & Monitoring	FETA will seek to optimise the benefits of investment in schemes through appraisal and monitoring against FETA's Local Transport Strategy vision and objectives.

5.3 Scheme Identification & Sifting

The approach to the development of the LTS has been to utilise as much of the then on-going SITCoS approach and information as possible to maintain consistency between the two studies. The initial sifting of schemes undertaken by SITCoS reduced the original scheme list from 66 to 50 which were appraised at STAG Part 1.

From the initial appraisal the SITCoS concluded that a further 14 schemes should not be taken forward as they were either not economically viable or implementable.

Because the LTS has different planning objectives it was important to appraise schemes against these. Given the close relationship with the SITCoS planning objectives (as already discussed) and to maintain consistency, the LTS has taken as a starting point for its sifting the schemes remaining after the SITCoS Part 1 appraisal. The rationale for SITCoS rejecting schemes at STAG Part 1 was reviewed to ensure that they were

consistent with the LTS planning objectives and it was decided to adopt the final Part 1 list of schemes as proposed by the SITCoS study.

In addition to the SITCoS study a small number of new proposals were identified in response to the LTS objectives, this included a review of the tolling structure to more accurately reflect the disproportionate wear and tear on the bridge made by HGV's.

The final list of 38 schemes was then taken forward and an initial appraisal against the LTS objectives and against four implementability criteria: Technical, Operational, Financial and Public undertaken. For each potential scheme, each objective was appraised using the STAG seven point scale using a bespoke spreadsheet based tool developed by WSP.

Following this initial appraisal the schemes were reviewed and 20 schemes taken forward to form the basis of package development.

An issue with the development of any LTS is the insufficient and disproportionate development and appraisal work which has been undertaken for individual measures. At the strategic level therefore the LTS has approached the packaging of schemes around key types of measure. For example, in the case of FETA's LTS Park and Ride is identified as one element of a potential package of measures where there are four proposed sites which could be considered.

From the financial information provided to date various income scenarios were derived dependent upon various tolling scenarios. These simplistic estimates were based on applying suitable factors to the current financial plans to 2017. five packages were developed. Package 1, attempts to contribute to the broader objectives of the LTS. As well as schemes which can contribute to improving the operation of the bridge there are also public transport schemes which require revenue/operational support such as new bus services and bus route extensions to areas currently poorly served by public transport. The nature of this support would be dependent upon further study and could range from initial pump priming of services to ongoing revenue support.

The most effective means of influencing modal shift to public transport is when both service and infrastructure are enhanced. The second LTS package attempts to do this by enhancing Package 1 with the addition of measured and targeted provision of PT infrastructure. Measures include bus priority between Halbeath and the northern bridgehead as well as further investment in Park and Ride/choose infrastructure. LTS package P3 significantly develops PT infrastructure through intensive investment in public transport.

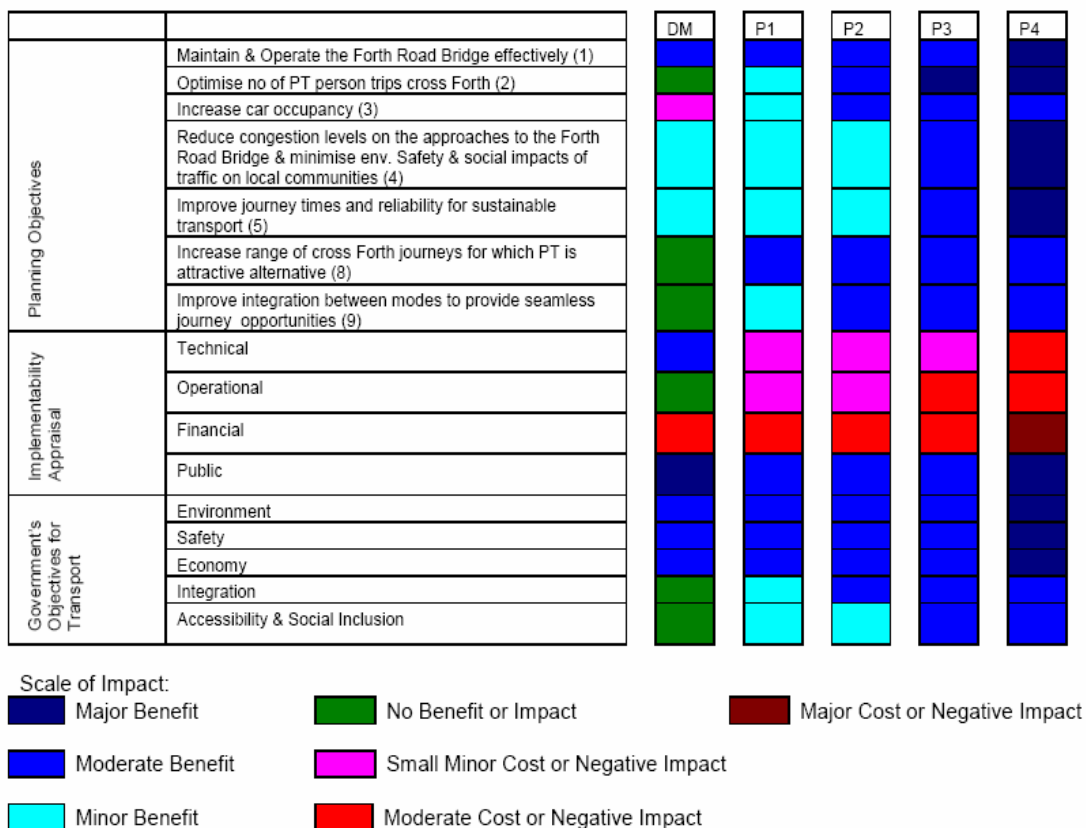
The final LTS package (P4) is a new multi-modal bridge capable of upgrading to accommodate a future busway or LRT system, and enhanced by road space reallocation so that all additional road space is reserved for high occupancy vehicles and there is no increase in Cross Forth lanes provided for single occupancy vehicles. Because a new multi-modal bridge alone does not contribute to all of the LTS planning objectives it has not been considered in

isolation and the package includes the early delivery of an intensive package of PT measures. It is acknowledged that any new multi-modal crossing will generate additional demand and that an approach will be required which balances congestion relief with the desire to manage demand. This can be achieved partly through the provision of a multi-modal crossing but this will be enhanced by associated public transport measures. The design of a new multi-modal bridge would incorporate wind shielding and would accommodate modern loading standards.

There were a number of common elements to all packages as they were considered to be either policies which should be adopted by FETA in all that it does or were relatively low cost schemes which can be readily implemented and which are considered to contribute to the LTS objectives.

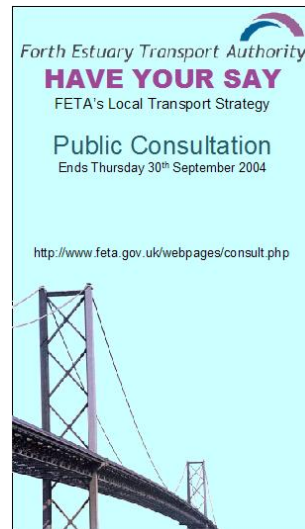
- Travel Plan / Car Share Incentive Schemes
- Cycle and Pedestrian Access to Interchanges
- Charging Regime Review

The packages have been appraised using STAG Part 1 AST's to present an initial qualitative assessment of the packages against the planning objectives and against the Government's objectives for Transport.



6 PUBLIC AND STAKEHOLDER CONSULTATION

Consultation with the public and stakeholders has been an essential part of the development of the Local Transport Strategy. A major consultation exercise was undertaken for the draft LTS to establish to what extent the public and stakeholders agreed or disagreed with FETA's objectives and proposals. It was important to determine what the public and stakeholders saw as the greatest issues facing FETA. It was also useful to obtain further views on barriers to cross Forth public transport trips and seek views on the relative priority of the measures proposed in the draft LTS. The consultation also sought to gather opinions on a charging regime including discounting and toll levels which was essential to guide development of the principles and details of the ITI.

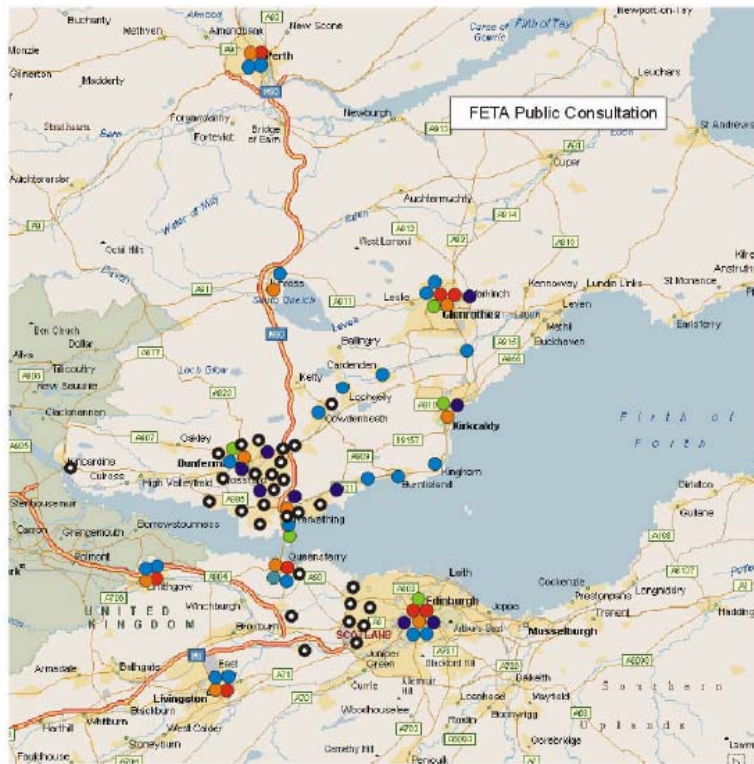


The consultation approach was as inclusive as possible and adhered to the following principles:

- Consultation should follow, where appropriate, current good practice;
- The consultation should cover a wide geographic area representative of the majority of the bridges everyday users;
- Consultation should be aimed at all cross-Forth transport modes;
- The approach to receiving comments on the consultation draft LTS should be as flexible as possible, including Internet, Post and Local Collection Points;
- The consultation should target specific key stakeholders;
- The consultation questionnaire should be easy to complete with written responses welcomed.

It was vital to make the consultation as wide reaching and inclusive as possible. There were many methods employed to communicate with the public within the consultation period that ran from 12th July 2004 to 30th September 2004.

Cross Forth travellers were specifically targeted with a major information leaflet distribution to encourage people to respond to the consultation. The leaflet was given to people directing them towards the FETA web site or key locations to "HAVE YOUR SAY". This leaflet was distributed to 6,000 cross Forth public transport users and 21,000 cross Forth vehicular users on Thursday 26th August 2004. The draft LTS and questionnaires were available on the FETA web site and at main libraries and council offices across the member authority areas. Ballot boxes were provided for questionnaire returns or it was possible to reply directly via the web site. The opportunity for alternative formats was given on all advertising literature.



The information leaflet was also sent to local Community Councils and other groups that requested copies. FETA's top 100 user companies and a proportion of frequent users were sent information about the consultation. There was comprehensive media coverage of the consultation including newspaper and television news articles.

6.1 Public Response

There was an excellent level of response from the public with over 690 public questionnaires being received. Responses from the public came from a range of respondents providing a sample of the FETA population. Information on trip origins, destinations, age group, gender type, car ownership and travel modes were recorded.

MEDIA COVERAGE

- Why need for a second Forth Road Bridge is Urgent (Scotsman, 23-08-04)
- Bridge will make problem worse (Evening News, 02-09-04)
- Public transport group pours Scorn on Second Forth Bridge (Scotsman, 07-09-04)
- Bridge to far or the answer To gridlock? (Scotsman, 01-09-04)

Support for Objectives: There was strong support from the public and stakeholders for the fundamental seven objectives set out by FETA in the consultation draft LTS. These results confirm that the objectives were acceptable and should form the basis on which FETA

should operate.

The biggest issues facing FETA were thought to be maintenance and operation of the bridge and improving public transport alternatives. The greatest barrier to public transport use was thought to be the lack of direct services followed by reliability, speed and cost.

Support for Measures: There was significant support from the public and stakeholders for improved public transport measures. When combined together the public transport measures proved the most popular highest priority scheme for members of the public. This also applied to stakeholders who were asked to apportion points to schemes. A new multi-modal crossing also had some public and stakeholder support as did queue management and changes to the tolling regime.

There was general agreement that charges should be increased for HGVs and reduced for sustainable modes of transport. There was less support from members of the public and motoring organisations for the proposal to remove frequent user discounts. Views on charge increases varied but it was found that stakeholders were keener to raise charges to higher levels than members of the public.

Other Responses: Stakeholders provided written responses that welcomed the consultation draft LTS and offered suggestions to clarify the document. These suggestions have been noted and incorporated where appropriate in the final LTS. Non-stakeholders also contributed written responses. These came from transport interest groups, environmental groups, community groups, political organisations, individuals and a petition.

7 LTS OUTCOMES

The final package adopted by FETA in response to the public consultation and consideration of the various strategies put forward was to recognise that FETA alone cannot reduce the demand for cross-Forth travel. The ability to manage future traffic growth and the impacts of that growth on the physical structure of the bridge is therefore becoming evermore challenging. FETA in partnership with other bodies can help to reduce traffic growth by implementing alternative tolling regimes and supporting a range of public transport measures and other sustainable modes.

The appraisal of measures within the LTS demonstrated that a new multi-modal crossing on its own would make a significant contribution to enabling effective maintenance of the existing bridge, provide the operational flexibility to minimise impacts on cross Forth travellers, meet the current design requirements for carrying heavier loads which are now crossing the Forth as well as make a significant contribution to minimising congestion to the benefit of public transport and high occupancy users and the economy of Scotland. However, it would not address many of FETA's other objectives associated with optimising public transport trips, promoting car sharing and improving the attractiveness of sustainable transport modes in a bid to reduce overall demand for cross-forth traffic and in some instances it may have a negative impact.

The public transport packages incorporating congestion measures such as queue management and differential charging could have a significant impact on optimising public transport trips, promoting car sharing and improving the attractiveness of sustainable transport modes. These benefits can provide

“breathing space” by providing alternative modes for the growing demand for dispersed travel patterns. However, the impacts will erode over time as the demand for cross-Forth travel increases and continued strain will be placed on the existing crossing in terms of its maintainability and operation of the bridge.

Based on the various analyses undertaken for the Local Transport Strategy and the SITCoS study and considering feedback from consultation on the draft Local Transport FETA committed to a programme of intensive investment in sustainable travel options and the introduction of a new multi-modal crossing of the Forth Estuary. This package of measures will deliver short/medium term benefits prior to the delivery of a new crossing, and will accommodate the growing demand for dispersed travel patterns, without adversely impacting on the SESTRAN economy.

8 BIBLIOGRAPHY

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