

## **OTHER RECENT AND FORTHCOMING DEVELOPMENTS IN SE STATISTICS ABOUT TRANSPORT**

### **1 Introduction**

1.1 The purpose of this paper is to inform members of the Committee about recent and forthcoming developments in statistics about some aspects of transport in Scotland, *apart from* (a) the development of the Scottish Household Survey and (b) statistics which are the responsibility of the Department for Transport (DfT), which are covered in other papers. Because the Committee has been set up as part of the Scottish Executive (SE) National Statistics consultation arrangements, this paper covers mainly the work of the SE Transport Statistics branch, as this is the body whose activities are likely to be influenced most by the Committee's advice. However, other branches within SE and other organisations also have statistics about transport in Scotland, and their representatives at the meeting may wish to mention developments in their areas.

1.2 If you require any further information about any of the points covered in this paper, you are invited to contact:

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Or, if they prefer, members of the Committee are welcome to raise at the meeting any points which they feel are likely to be of interest to others.

1.3 Members of the Committee should receive a copy of each of the branch's publications within a few days of it being published. Please contact the Secretary if you did not receive a copy of any of the publications mentioned in Section 2.

### **2 Developments since the previous T&TSAC meeting (20th October 2005 - NB: these notes mainly cover SE Transport Statistics branch developments)**

2.1 The branch consists of four people (a Statistician, an Assistant Statistician, a B1 Executive Officer and an A3 Administrative Officer). Its performance during the past 12-or-so months was affected by the loss of about six person-months capacity due to a combination of sick leave and a subsequent long-running vacancy. As a result, some problems arose and progress in a few areas was much slower than we would have wished. However, matters have improved in recent months, following the filling of the outstanding A3 vacancy in June.

2.2 *Household Transport in 2004: some Scottish Household Survey results* was published in December 2005. The main improvement was the inclusion of 12 "time-series" tables on the SHS's main Transport topics (apart from the Travel Diary), showing the trends over the past six years. In addition, our policy of "rotating" the topics included in the bulletin meant that it included some analyses that had not appeared in the previous edition.

2.3 In December, members of the Committee were invited to comment on the Office of the Chief Statistician's proposals for developing the "Access" domain of the Scottish Index of Multiple Deprivation.

2.4 *Transport across Scotland in 2003 and 2004: some SHS results for parts of Scotland* was published in January 2006. The main improvements were the addition of 4 new tables (on the proportion of drivers who always make particular types of journey by car, the percentages who could use another means of transport, adults' frequency of use of local bus services and of train services, and users' views on aspects of local bus services). In addition, figures for the areas covered by the new Regional Transport Partnerships were added to some tables, and a new Annex compared some SHS and Census results for local authority areas. As results were available for the survey's first three two-year sweeps (1999/2000, 2001/2002 and 2003/2004), some tables showed whether there were any apparent trends in the figures for RTP areas.

2.5 *Road Accidents Scotland 2004* was published in January 2006, accompanied on the Web by updated versions of the extra road accident statistics tables.

2.6 *Bus and Coach Statistics 2004-2005* was published in February 2006. The main improvements were the addition of a new table analysing the percentages of adults who had travelled by bus on the day before their SHS interview plus 6 time-series tables showing the trends in some of the SHS's main "bus-related" results over the first six years of the survey. In addition, figures for the areas covered by the new Regional Transport Partnerships were added to some tables.

2.7 *Scottish Household Survey Travel Diary results: 2004 edition* was published in March 2006. The main improvement was the addition of 9 time-series tables showing the trends in some of the main "Travel Diary" results over the first six years of the survey. In addition, figures for the areas covered by the new Regional Transport Partnerships were added to some tables.

2.8 From time to time, additional updated versions of "*Scottish Transport Statistics*" tables were made available on the SE Transport Statistics Web site, including those based on a further year's figures from (e.g.) DfT's bus, ports and waterborne freight statistics, the Office of Rail Regulation's rail passenger numbers and the EU's international comparisons publication.

2.9 In April, members of the Committee were consulted regarding the topics which should be the subject of the "one page summaries" on the "front page" of the Transport Statistics Web site.

2.10 *Key 2005 Road Accident Statistics* was published in June 2006.

2.11 The Liaison Group on Road Accident Statistics met in June 2006, and discussed a number of matters, including

- points arising from the implementation of the "Stats 19" changes in January 2005;
- the quality of the "Contributory Factors" data, which were added to the "Stats 19" specification at the start of 2005;
- possible improvements to *Road Accidents Scotland*, including drafts of:
  - several tables showing Scotland's first year's results of the Contributory Factors
  - charts showing the likely range of values resulting from year-to-year variation in some casualty numbers for Scotland as a whole;
  - charts comparing, and showing the likely range of values resulting from year-to-year variation in, some casualty rates for local authority areas.
- possible linkage of road accident statistics data with statistics of any subsequent criminal proceedings;

- possible future developments in the software and equipment used for road accident statistics data collection;
- possible topics for research to inform the next (2008?) Quality Review of road accident statistics.

2.12 Over the following months, members of the Publications sub-group of LGRAS commented on revised drafts of new tables, charts and text which will be added to "*Road Accidents Scotland 2005*".

2.13 The SE Web site was revised in June 2006. "One page summaries" of "High Level Statistics" were added to the "home" pages of each of the topic areas, including 20 on Transport topics.

2.14 In the summer, an SHS Topic Report on "Long-distance Commuters", prepared by MVA, was published. The aim of such reports is to provide "in depth" analysis of particular topics, focusing on the results which are relevant to particular policy issues, and looking at the SHS's results in the context of information available from other sources.

2.15 "*Key Scottish Environment Statistics 2006*" was published in August 2006. The main points related to transport were as follows:

- The volume of traffic on roads has increased by 22% since 1993 with cars accounting for roughly 80% of road traffic.
- Greenhouse gas (GHG) emissions fell by 14% between 1990 and 2003.
- Net emissions of CO<sub>2</sub> fell by 1.7 million tonnes between 1990 and 2003.
- The main outdoor source of carbon monoxide is currently road transport, in particular petrol-fuelled vehicles, which in 2004 accounted for 47% of UK Emissions. Between 1990 and 2004, UK emissions of CO from road transport have fallen by 75%, a decline attributed to the installation of catalytic converters in vehicles. Air Quality Strategy objectives for carbon monoxide were met at all seven automatic monitoring sites in 2005.
- In ground level ozone the most important man-made precursors are nitrogen oxides and volatile organic compounds (VOCs) produced by road transport, industrial processes and solvent use. Air Quality Strategy objectives for ground level ozone were not met at one of the three rural monitoring sites in 2005 (Strath Vaich).

2.16 The first edition of "*Main Transport Trends*", a new 32-page bulletin containing statistics like those in the "Summary" section of "*Scottish Transport Statistics*" was published in August 2006. It was accompanied by a new edition of the "*Key Transport Statistics*" card. At the same time, updated versions of almost all the tables from the 2005 edition of "*Scottish Transport Statistics*" were made available on the SE Transport Statistics Web site, so that users would have access to the figures which would have appeared in "*STS*" had it been published in August.

2.17 At the start of October 2006, more updated versions of "*Scottish Transport Statistics*" tables were made available on the SE Transport Statistics Web site, following (e.g.) the publication by DfT in September of local bus passenger numbers for 2005-06 (plus revisions to the figures for some years) and National Travel Survey figures for 2004/2005 (plus revisions to the figures for earlier years). Later in the month, the relevant "one page summaries" were updated.

2.18 In October 2006, the Office of the Chief Statistician released the 2006 version of the Scottish Index of Multiple Deprivation, the "Access" domain of which had been expanded to include a "public transport" sub-domain. More details of SIMD are given in **Annex A**.

Recent and forthcoming developments in SE Transport Statistics - Transport and Travel Statistics Advisory Committee - meeting 16 November 2006

2.19 Each quarter, we provided figures for the SHS quarterly releases, and further SHS results in short articles for the *Scottish Transport Review*.

2.20 Our computing colleagues implemented our new road accident statistics computer system, which handles the Contributory Factors and the other new data collected from the start of 2005.

2.21 The *Transport Model for Scotland (TMfS)* continues to be available for use by Local Authorities and other strategic bodies in Scotland. In August 2006, Transport Scotland appointed MVA to be the TMfS term consultant for the next three years. This three year commission will allow TMfS to be enhanced further, including achieving geographical coverage of Scotland. The new commission also places a greater emphasis on risk assessment and customer care, with satisfaction levels being recorded. Early in 2007, MVA will produce their Enhancement Report, which will detail their proposals for enhancements to the model for the remainder of the commission. The planning data, which is contained within the *Transport/ Economic/ Land-use Model of Scotland (TELMoS)*, which is a specific interaction module within TMfS, was recently updated, allowing TMfS to be rebased to a 2005 datum. The model has been used for a number of strategic studies including the Tolled Bridges Review and is currently being used in the Strategic Transport Projects Review. Further information can be obtained from the TMfS website [www.tmfs.org.uk](http://www.tmfs.org.uk).

2.22 The Scottish Executive has a substantial annual transport research programme. Transport research reports that have been published since October 2005 are listed in **Annex B**. These can be accessed through the following link:

<http://www.scotland.gov.uk/Topics/Research/Research/17692/SocialResearchPubs/TransportAndPlanning> .

2.23 The 2006-07 Transport Research Programme was published in May 2006. Commissioning of projects in the programme is progressing. A link to the programme is:

<http://www.scotland.gov.uk/Topics/Research/topic/tranres05-06/page1> .

3 **Forthcoming developments** (again, mainly SE Transport Statistics branch matters - covering the period until October 2007)

3.1 This section describes the branch's current plans, which are, of course, subject to revision in the light of developments and the advice of the Committee.

3.2 "*Household Transport in 2005: some Scottish Household Survey results*" will be published on 27 October 2006. The main improvements are the inclusion of 14 new tables, almost all of which are on topics which were added to the survey at the start of 2005 (e.g. views on motoring taxes and charges, traffic growth and congestion; non-users' views on rail services; knowledge and use of Traveline Scotland; etc).

3.3 "*Road Accidents Scotland 2005*" will be published on 24 November 2006. The main improvements will be the inclusion of several new tables and charts - some will give the first year's results of the Contributory Factors data; others will show the likely ranges of year-to-year variation in some casualty numbers for Scotland as a whole and some casualty rates for individual local authority areas. We will also make available on the Web updated versions of the extra road accident statistics tables.

3.4 *"Scottish Transport Statistics no. 25 / 2006 edition"* will be published in December 2006. Some improvements will be made, including the addition of a few new tables, but it is *not* envisaged that it will expand further (as it will have more than 300 pages). It will be accompanied by another edition of the *"Key Transport Statistics"* card.

3.5 We will subsequently make available, on the SE Web site, updated versions of some of the tables from *"Scottish Transport Statistics"*, in cases where a further year's data become available - for example, we expect to make available updated "international comparisons" and "local government finance" tables in the Spring. The relevant "one page summaries" will be updated as and when appropriate.

3.6 Environment colleagues have recently consulted on establishing a new website dedicated to air monitoring in Scotland. Discussions are still continuing on the issue and if it goes ahead, this site will serve as a culminating point for detailed and validated data on emissions at a local authority level with detailed maps of air quality across Scotland. If you wish to find out more about this site please contact Geeta Wonnacott (direct line: 0131-244-7824 or e-mail to: [Geeta.Wonnacott@scotland.gsi.gov.uk](mailto:Geeta.Wonnacott@scotland.gsi.gov.uk) ).

3.7 *"Travel by Scottish residents in 2004 and 2005"* will be published in January 2007. It will give some Scottish results from the GB-wide National Travel Survey. The main improvement is likely to be the addition of a few new tables.

3.8 *"Bus and Coach Statistics 2005-2006"* will be published in March 2007. The main improvement is likely to be the addition of one or more tables analysing the frequency of use of a concessionary travel pass by different sub-groups of the populations, based upon the results of a new question which was added to the SHS at the start of 2005.

3.9 We will assist policy colleagues to develop whatever "measuring and monitoring" transport indicators and/or other related documents the Executive decides to produce, in the light of the forthcoming publication of the National Transport Strategy.

3.10 LGRAS may meet in Spring 2007 to discuss (e.g.) points arising from the implementation of the "Stats 19" changes in January 2005, points for consideration in the next (2008?) Quality Review of road accident statistics and possible further improvements to *"Road Accidents Scotland"*.

3.11 *"Key 2006 Road Accident Statistics"* will be published in June 2007. As its purpose is to make the (provisional) figures for the year available quickly, it is not envisaged that it will be expanded any further.

3.12 *"Main Transport Trends"*, will be published in August 2007, accompanied by another edition of the *"Key Transport Statistics"* card. At the same time, updated versions of almost all the tables from the previous year's edition of *"Scottish Transport Statistics"* will be made available on the SE Web site, in order to provide the figures which would have appeared had *"STS"* been published in August.

3.13 During Autumn 2007, more updated versions of *"Scottish Transport Statistics"* tables will be made available on the SE Transport Statistics Web site, following (e.g.) the publication by DfT in September of local bus passenger numbers for 2006-07. The relevant "one page summaries" will be updated using the new figures.

3.14 *Household Transport in 2006: some Scottish Household Survey results* will be published in October 2007. Our policy of "rotating" the topics included in the bulletin will mean that it will include some analyses that had not appeared in the previous edition.

3.15 We will also provide further SHS Transport-related results in short articles for the quarterly *Scottish Transport Review*. From Autumn 2007, we will start to publish the first results of some of the new questions on Transport which were added to the survey at the start of 2007.

3.16 Our computer colleagues will develop our new road accident statistics system to link better with GIS facilities, and hence with certain types of geographically-based information, such as the Index of Multiple Deprivation and the urban/rural classification.

## ANNEX A : THE 2006 SCOTTISH INDEX OF MULTIPLE DEPRIVATION

This Annex provides a brief description of the main features of the 2006 version of the Scottish Index of Multiple Deprivation (SIMD), *from the "Transport" point-of-view*. The SIMD provides a relative ranking of small areas (6,505 "data zones") across Scotland, and identifies the most deprived. It is based on a range of indicators which cover:

- Income - e.g. people in Income Support households;
- Employment - e.g. unemployment claimant count;
- Health - e.g. mortality rates;
- Crime - e.g. crime rates;
- Education - e.g. school pupil absences;
- Housing - e.g. people in overcrowded households;
- Access - see below..

"Income" and "Employment" together account for 56% of the overall "weight"; "Access" for 9%.

The SIMD 2006 Geographic Access domain consists of two "sub-domains":

- estimates of the *drive times* to the following types of service:
  - GP
  - shopping facilities
  - petrol station
  - primary and secondary schools
  - post office.
- estimates of the *public transport journey times* to the following types of service:
  - GP
  - shopping facility
  - post office.

Within each sub-domain, each of the different indicators is ranked, the scores for the different data zones are transformed to a normal distribution, and then combined using weights generated by factor analysis to create the overall scores for each data zone for the sub-domain. The results are then combined, with the "drive time" sub-domain accounting for 75% of the total weight of the "Access" domain.

Concentrations of multiple deprivation (as measured by the national share of the 15% most deprived data zones in the SIMD 2006) are mainly found in Glasgow, and (to a lesser extent) North Lanarkshire, Edinburgh, South Lanarkshire, Dundee, and Fife. However, as would be expected, most of the "data zones" which are the "most deprived" when considered *solely* in terms of the "Access" domain are in rural areas, with "remote" areas tending to be the most "access deprived". Highland and Aberdeenshire have the greatest share of Scotland's 15% most "access deprived" data zones in Scotland. Within local authorities, Eilean Siar and the Shetland Islands have high proportions of their data zones in Scotland's 15% most "access deprived".

An SIMD Guidance Leaflet and General Report are available from the Office of the Chief Statistician (direct line: 0131-244-0442). The SIMD web site [www.scotland.gov.uk/simd](http://www.scotland.gov.uk/simd) also gives access to a Technical Report, a Statistical Compendium and many spreadsheets of data. The "Access" spreadsheet provides, for each data zone, its overall Access domain score and ranking, the two sub-domain rankings, and the values of the drive time and public transport travel time to each service (expressed as numbers of minutes with two decimal places).

## ANNEX B : RECENT TRANSPORT RESEARCH REPORTS

Research reports published since October 2005 are listed below. They are available from the Scottish Executive Social Research website

<http://www.scotland.gov.uk/Topics/Research/Research/17692/SocialResearchPubs/TransportAndPlanning>

<b>Title</b>	<b>Availability of Transport Accessibility Information for Disabled People</b>
<b>Publication date</b>	September 2006
<b>Contractor</b>	Atkins
<b>Purpose of research</b>	To determine the availability of information which is required by disabled people when planning a journey using public transport. The purpose was to improve the level of service provided by government supported multi-modal journey planning and information services, such as Transport Direct and Traveline Scotland, to people with a disability.
<b>Main outcomes</b>	The research provides details of 'essential' pre-travel information for disabled people, analysis of the extent to which this data is currently available and finally provides details of how further data may be collected and stored most effectively.

<b>Title</b>	<b>Bus Passenger Satisfaction Survey 2005</b>
<b>Publication date</b>	August 2006
<b>Contractor</b>	Colin Buchanan
<b>Purpose of research</b>	This is the fourth in a series of surveys aimed at assessing passenger satisfaction with local bus services throughout Scotland.
<b>Main findings</b>	The 2005 Bus Passenger Satisfaction Survey found that satisfaction is high across Scotland with ratings for the overall service indicating that the average passenger is more than 'satisfied'. Satisfaction levels of people 60 and over are particularly high, particularly with 'value for money', and the 'ease of paying the fare'. The one aspect where satisfaction has shown a significant decrease overall, from 2002 to 2005 is 'value for money' which is now at its lowest level, although even this is still at a relatively high level of satisfaction compared with other service aspects.

<b>Title</b>	<b>Contribution Made By Traveline Scotland to Modal Shift</b>
<b>Publication date</b>	August 2006
<b>Contractor</b>	Ipsos MORI
<b>Purpose of research</b>	To establish the extent to which Traveline Scotland has contributed to modal shift.
<b>Main findings</b>	The research provided a profile of Traveline Scotland users including travel patterns and attitudes towards public transport. For all journey types, public transport use increased and car use decreased after contacting Traveline Scotland. The research concludes that the receipt of travel information prior to making a journey can help facilitate a shift to public transport, while recognising that there can be many contributing factors to the decision-making process.

<b>Title</b>	<b>Long Distance Commuting in Scotland</b>
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Recent and forthcoming developments in SE Transport Statistics - Transport and Travel Statistics Advisory Committee - meeting 16 November 2006

<b>Publication date</b>	August 2006
<b>Contractor</b>	MVA Consultancy
<b>Purpose of research</b>	To investigate the pattern and prevalence of long distance commuting in Scotland by analysis of Scottish Household Survey (SHS), Census and other relevant data, transport modelling techniques and focus group research.
<b>Main findings</b>	The research suggested that it may be more cost-effective to target shorter-distance car commuter road users (on account of the greater difficulty of offering acceptable public transport alternatives to the car long distance commuter); and if aiming to encourage existing long distance car commuters to commute in more sustainable ways then the greatest prospects may be through investment in the rail network, Park and Ride sites, car sharing schemes and encouraging home working.

<b>Title</b>	<b>Illicit Drugs and Driving</b>
<b>Publication date</b>	July 2006
<b>Contractor</b>	Ipsos MORI, Centre for Drugs Misuse at Glasgow University, Transport Research Institute, Napier University
<b>Purpose of research</b>	To investigate the prevalence and social context of drug driving.
<b>Main findings</b>	The research suggests that there has been no significant change in drug driving between the prevalence recorded in 2000 and that recorded in 2005, however, it is likely that the figures reflect a degree of under-reporting. Two main explanations for drug driving emerged: convenience and lack of deterrents. Most drug drivers do not believe that drugs have an adverse effect on their driving and most drivers do not think there is a significant risk of being caught by the police. In addition, if they are stopped by police, the overwhelming opinion is that there are not effective enough tests for detecting whether someone has been taking drugs or not.

<b>Title</b>	<b>Development of a Primary School Road Safety Charter for Scotland</b>
<b>Publication date</b>	July 2006
<b>Contractor</b>	Carole Millar Research
<b>Purpose of research</b>	To investigate the feasibility of developing a national Road Safety Charter, with the aims of: identifying the successful components of existing charter schemes; exploring the feasibility of developing a Road Safety Charter for primary schools and to provide guidance on its development.
<b>Main findings</b>	The research found that there was strong support for the concept of a Road Safety Charter for Scotland, the benefits of which included providing a clear framework for road safety tasks, improving co-ordination of road safety education and raising the profile of road safety education. Some potential barriers to implementing the charter centred around the time the initiative would take and whether teachers would be given sufficient support.

<b>Title</b>	<b>Increasing Membership of the Children's Traffic Club in Scotland</b>
<b>Publication date</b>	July 2006
<b>Contractor</b>	ODS

<b>Purpose of research</b>	To investigate how membership of the Children's Traffic Club in Scotland (CTCS) could successfully be promoted in areas of high social deprivation.
<b>Main findings</b>	The study provided a series of recommendations about how uptake of the CTCS could be increased in areas of high social deprivation. It focused on the potential for developing joint working arrangements with other agencies and organisations as a mechanism for raising awareness of and increasing membership of the CTCS.

<b>Title</b>	<b>Streetsense Evaluation</b>
<b>Publication date</b>	July 2006
<b>Contractor</b>	Carole Millar Research
<b>Purpose of research</b>	To evaluate Streetsense, a road safety education resource. The study aimed to identify how effectively the Streetsense resource has been distributed; exploring whether primary schools currently use the Streetsense resource and how it is used. It also aimed to identify ways in which Streetsense could be sustained and developed.
<b>Main findings</b>	The research confirmed that Streetsense is seen as a highly successful road safety education resource used by both teachers and Road Safety Officers. The report recommended that further efforts should now be made to promote the resource on an ongoing basis to increase levels of awareness amongst practitioners.

<b>Title</b>	<b>Risk and Motorcyclists in Scotland</b>
<b>Publication date</b>	June 2006
<b>Contractor</b>	TRL, in collaboration with TRi, Napier University
<b>Purpose of research</b>	To analyse attitudes to risk taking and understanding of risks across different groupings of motorcyclists in Scotland in order to inform future Road Safety Scotland campaigns.
<b>Main findings</b>	The research suggested that road safety campaigns based on using risk as the lever of influence may not be very effective in reducing motorcycle accidents and offered advice on elements for a more widely campaign strategy.

<b>Title</b>	<b>Evaluation of Edinburgh Residents' Attitudes to the Proposed Road User Charging Scheme</b>
<b>Publication date</b>	June 2006
<b>Contractor</b>	Ipsos MORI
<b>Purpose of research</b>	To understand the underlying reasons for Edinburgh residents' rejection of the City of Edinburgh Council's Preferred Transport Strategy, which included introducing a road charging scheme.
<b>Main findings</b>	The research focuses on a number of issues relating to the public's knowledge of, and attitudes towards, the proposed Edinburgh Road charging scheme (congestion charge), alternative road charging schemes and wider issues of car use such as congestion and pollution. Broadly, support for the scheme in the survey reflected the referendum result, with only around a quarter supporting it. The research suggests that residents had made up their minds on the scheme soon after hearing about it – and this was not based on a detailed understanding of the scheme.

<b>Title</b>	<b>The Provision of Travel Plans: Mapping Activity in Scotland</b>
<b>Publication date</b>	June 2006
<b>Contractor</b>	Halcrow
<b>Purpose of research</b>	To provide a clear and detailed picture of travel plan activity throughout Scotland, with a particular focus on local authorities, regional transport partnerships and large employers.
<b>Main findings</b>	The research highlights that travel plan activity at the time of study was fairly limited within the sample organisations selected, a number of common barriers were identified. Recommendations for increasing travel plan activity included: improving funding and resourcing, increasing awareness of travel planning, offering incentives to take up travel planning and improving co-ordination of activities.

<b>Title</b>	<b>Scoping the Impacts on Travel Behaviour in Scotland of E-Working and other ICTs</b>
<b>Publication date</b>	June 2006
<b>Contractor</b>	Derek Halden Consultancy
<b>Purpose of research</b>	To review the considerable amount of research in recent years on the implications of e-working and other ICTs on travel behaviour and traffic reduction in order to improve understanding of potential impact in Scotland.
<b>Main findings</b>	The study set out the wide range of and at times complicated nature of impacts that need to be recognised. It highlighted that the potential of ICTs to reduce traffic is only likely to be realised if complementary measures to manage travel demand are put in place.

<b>Title</b>	<b>Peer Road Safety Education in Scottish Secondary Schools</b>
<b>Publication date</b>	June 2006
<b>Contractor</b>	East House Research
<b>Purpose of research</b>	To explore the feasibility of using peer education in road safety education (RSE) in secondary schools in Scotland.
<b>Main findings</b>	The study identified a range of pre-requisites of successful peer education programmes. It also found that educators were the main beneficiaries of such programmes and were seen to increase in knowledge and confidence as a result of taking part. Benefits to the target group of pupils were harder to quantify and there has been no research to date that has indicated that peer education is more effective than traditional educational methods at informing this target group of pupils.

<b>Title</b>	<b>Review of Demand Responsive Transport in Scotland</b>
<b>Publication date</b>	May 2006
<b>Contractor</b>	Derek Halden, the TAS Partnership and the University of Aberdeen
<b>Purpose of research</b>	To review evidence on DRT delivery including the contribution that DRT can make to social inclusion and accessibility, the impact of the pilot DRT schemes and recommendations on how future DRT schemes could be developed in Scotland
<b>Main findings</b>	The study suggests that DRT plays an important and growing role in the spectrum of transport provision. There are particular user groups which rely on this mode of transport to access the services they require.

	<p>The report recommends that there are many opportunities to improve current DRT provision, including through better joined up working and delivery. As a result of this research, a guidance document was produced entitled 'How to Plan and Run Flexible and Demand Responsive Transport' (<a href="http://www.scottishexecutive.gov.uk/Publications/2006/05/22101418/0">http://www.scottishexecutive.gov.uk/Publications/2006/05/22101418/0</a>).</p>
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<b>Title</b>	<b>Improved Public Transport for Disabled People</b>
<b>Publication date</b>	May 2006
<b>Contractor</b>	TNS, TRi and TTR
<b>Purpose of research</b>	To explore and assess a wide range of potential improvements to public transport for disabled people, including: availability, accessibility, information needs, affordability, fear of travel and personal barriers to travel.
<b>Main findings</b>	Findings highlight that key inequalities still exist between disabled and non-disabled travellers and that the considerable majority of disabled adults would like to travel more often than they currently do. The evidence also shows that the problem is multi-faceted in that no one single 'solution' is likely to make a difference to the travel opportunities of disabled people in Scotland. The research recommends that a coherent and comprehensive strategy for achieving equality of mobility should be an integral part of National, Regional and Local Transport Strategies rather being separate or 'add-on'.

<b>Title</b>	<b>A Review of National Transport Strategies Across Developed Countries in Europe and Elsewhere</b>
<b>Publication date</b>	February 2006
<b>Contractor</b>	Atkins and MacLean Hazel
<b>Purpose of research</b>	To review National Transport Strategies across developed countries in Europe and elsewhere. The aim of which was to identify good practice and provide a starting point for the development of the National Transport Strategy for Scotland.
<b>Main findings</b>	The research identifies three 'typical' NTS structures that provide guiding principles: High Level Framework; National Strategy; and Investment Plans. The research concludes with a list of main attributes which can contribute to effective NTSs.

<b>Title</b>	<b>Review of Regional Transport Strategies in the UK</b>
<b>Publication date</b>	February 2006
<b>Contractor</b>	Atkins
<b>Purpose of research</b>	To review regional transport strategies in the UK. The aim of which was to inform the preparation of draft statutory guidance for regional transport partnerships in Scotland on the development of their regional transport strategies
<b>Main findings</b>	The report provides comprehensive recommendations for guidance on future statutory RTSs in Scotland, including placing a strong emphasis on delivery and performance management.

<b>Title</b>	<b>Cycling in Scotland 2005</b>
<b>Publication date</b>	January 2006
<b>Contractor</b>	TNS
<b>Purpose of research</b>	To collect information on cycling use and attitudes towards cycling in Scotland that could be compared with previous research conducted in 1997 and 2001.
<b>Main findings</b>	The research indicates that cycling frequency among adults appears to have increased between 2001 and 2005 to levels similar to those recorded in 1997, with no significant variation in cycling frequency amongst children. The weather, and concerns about sharing the road with motorists remain prevalent barriers to cycling amongst those who currently cycle, as well as those who do not.

<b>Title</b>	<b>Plan to improve road safety: Good Practice Guidelines</b>
<b>Publication date</b>	November 2005
<b>Contractor</b>	Colin Buchanan
<b>Purpose of research</b>	To find out why there is such a large variation in the casualty reductions being achieved by Local Authorities and to identify good practice which may be more widely adopted to help cut casualties across the whole of Scotland.
<b>Main findings</b>	The research reveals that local authorities achieving higher casualty reductions tended to demonstrate a number of positive behaviours including: identifying problems and setting targets; developing opportunities for interagency working; identifying priorities; motivating staff; setting SMART objectives; budgeting effectively; using existing road safety resources; adhering to objectives; working with other professionals; evaluating individual initiatives; evaluating road safety programmes and reducing inefficiencies.

<b>Title</b>	<b>Creative Development and Evaluation of the SRSC Young Driver Campaign 2005</b>
<b>Publication date</b>	October 2005
<b>Contractor</b>	mruk Ltd
<b>Purpose of research</b>	To assess the suitability of a proposed new advertising campaign designed to reduce the number of driving accidents among new, young drivers by increasing awareness of their vulnerability when driving.
<b>Main findings</b>	Key findings show that young male drivers felt the campaign lacked credibility and was easy to deflect. The campaign failed to clearly demonstrate cause and effect and was perceived by young males to have a parental / authoritarian tone. Future campaigns must depict people and activities that young people can relate to, using a young person's tone of voice and showing serious injuries that have obviously been caused by careless driving. In addition, the financial and legal consequences of being in a car accident should be emphasised.

<b>Title</b>	<b>Scottish Household Survey Analytical Topic Report: Mode Choice</b>
<b>Publication date</b>	October 2005
<b>Contractor</b>	MVA
<b>Purpose of research</b>	To use SHS data to summarise the key statistics on current mode choice and perceptions of alternative modes, identifying factors which affect

	behaviour of travellers in making a mode choice.
<b>Main findings</b>	The findings from the modal choice research include that there is a strong relationship between mode choice and the relative attractiveness of the car and public transport alternatives. Also for both short and long distances, there was a strong link between the car ownership level of the child's household and the likelihood of them either walking or cycling. The greater the number of cars available, the less likely it was that the child would walk or cycle.

<b>Title</b>	<b>Scottish Household Survey Analytical Topic Report: Accessibility and Transport</b>
<b>Publication date</b>	October 2005
<b>Contractor</b>	A team led by Napier University Transport Research Institute
<b>Purpose of research</b>	To examine accessibility <b>of</b> transport and accessibility <b>by</b> transport with particular attention to social inclusion, using data from the Scottish Household Survey.
<b>Main findings</b>	The research, which focused on car and bus travel, is a useful body of detailed results for future consideration of transport issues. The report demonstrates a clear association between access to a car and people's self-reported well-being. It suggested that the main implication is the need to consider how improvements to the alternatives to car use can substitute for the destination accessibility, speed, autonomy, comfort and convenience that the car appears, from the results of the analyses, to continue to carry.