

Welcome to the latest Newsletter for the Land-Use and Transport Integration in Scotland (LATIS) service. These newsletters are published quarterly, providing an update on LATIS service developments, model applications and milestones.

## Land Use and Transport Integration in Scotland (LATIS)

The LATIS service fulfils a central role in facilitating decision-making across a range of policy areas, including transport, planning, the environment and the utilities.

The LATIS service consists of four key elements:

**User Engagement** - a continuous programme of consultations, events and

communication focused on ensuring that LATIS meets the needs of users and that users are aware of the services offered;

**Modelling** - use and support of the models within LATIS - TMfS and TELMoS;

**Planning** - the ongoing collection and provision of Local Authority planning data; and

**Data Collection** — the collection of transport and travel data for LATIS, coupled with data collection support for the wider User Group.

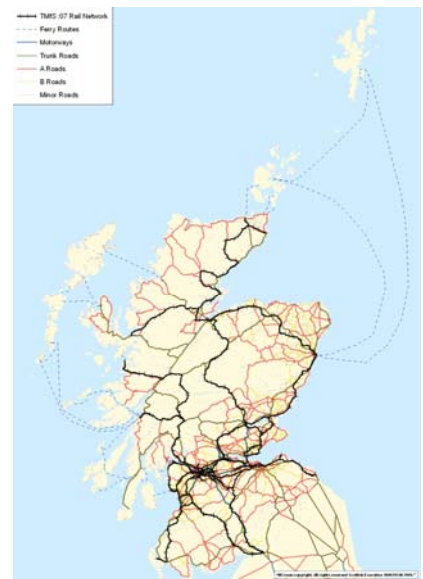
More information about the LATIS service is available at the LATIS website, [www.latis.org.uk](http://www.latis.org.uk) or by email to: [LATISsupport@mvaconsultancy.com](mailto:LATISsupport@mvaconsultancy.com).

## Technical Enhancements

### TMfS:07/TELMoS:07 National Model and the Forth Regional Model

The TMfS:07 / TELMoS:07 Land - Use and Transport Interaction Model and the Forth Regional Model (FRM) are available for use in the appraisal of road and public

transport schemes or policies. Full TMfS:07 model documentation is now available on the LATIS website.



### Audit

The audit of the new TMfS:07 national strategic transport model was completed in October 2009. The full Audit Report and an Executive Summary are now available on the LATIS website.



## User Engagement

### Annual Report

The 2009 Annual Report has recently been completed and is available for download from the LATIS Website, [www.latis.org.uk](http://www.latis.org.uk).

The report reviews development of each component of the LATIS service against the 2008 Annual Report objectives.

The 2009 Annual Report also sets out Transport Scotland's objectives for the development of LATIS over the coming year (2010).

## User Engagement

### LATIS User Group Days

User Group Days have been a highly valuable aspect of the LATIS Commission. Transport Scotland is currently considering options for future events. We would appreciate your views with regards to any one of these potential options:

- a discussion of the future of Land-Use and Transport Interaction

Modelling, with sessions led by experts in the fields of activity-based modelling, variable demand modelling and Graphic Processing Units (GPUs) in matrix-based transport modelling;

- a workshop for land-use and development planners, outlining how LATIS may be used in support of developments appraised using

DPMTAG (Development Planning and Management Transport Appraisal Guidance in Scotland); and

- a User Group Day for decision-makers from local authorities, regional planning authorities, regional transport partnerships and Central Government.

### European Transport Conference

Two LATIS papers were presented at the European Transport Conference (ETC) in the Netherlands in early October. The first presentation discussed how the LATIS Commission is working with local and regional authorities to develop a consistent and pragmatic approach in the preparation of strategic land-use plans. The paper demonstrated how the interaction between land-use, demographic change and the transport system is used to forecast changes to Scottish land-use patterns. The paper also summarised how the LATIS Commission is providing support to the Scottish Government's reform of the planning process.

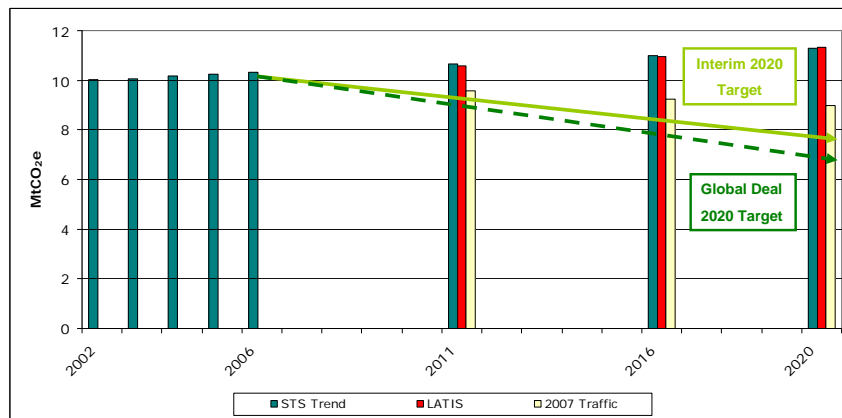
A highly topical paper on the means by which LATIS is supporting the Scottish Government's climate change agenda was also presented. The

paper explored how the LATIS transport and land-use models could be used to forecast the carbon dioxide impacts of road-based transport over time. This paper was also presented at the Transport Practitioners Meeting in Reading in July 2009.

The ETC presented a valuable opportunity for publicising Transport Scotland's role in the development planning process,

whilst also allowing for dialogue with UK and European colleagues. In particular, the conference allowed Transport Scotland to demonstrate Scotland's ability to maintain a range of services that allow for the consistent appraisal of transport and land-use strategies across Scotland.

Papers are available at [www.latis.org.uk/publications/presentations/conferences.html](http://www.latis.org.uk/publications/presentations/conferences.html).



## Recent Applications

### West Edinburgh Transport Assessment (WETA)

The West Edinburgh Planning Framework was published jointly by the Scottish Government, Scottish Enterprise and City of Edinburgh Council in 2003, and was subsequently updated in 2008 to provide a more detailed basis for future investment in the area. The Framework sets out a long-term strategic vision for West Edinburgh

as an area considered to be important in terms of economic development, global connectivity, transport and the environment.

The developments included within the framework could have significant impacts on transport infrastructure in West Edinburgh and further afield. The Forth

Regional Model (FRM) is being used to appraise the impact of these developments on the strategic transport network. The FRM has been enhanced and includes a new reference case incorporating the STPR outcomes influencing the West Edinburgh area.

## Recent Applications

### A801 River Avon Gorge

Falkirk Council previously carried out transportation modelling and an economic assessment for the A801 River Avon Gorge Scheme. The proposed scheme involves the construction of 3.2km of new carriageway and a bridge over the

River Avon. The original modelling and economic assessment was carried out in 2000 / 2001 and this was subsequently updated using TMfS:05a which incorporated up-to-date traffic data. The economic assessment methodology included

changes to vehicle operating costs, accident rates and scheme costs. Transport Scotland's environmental modelling tool, ENEVAL, was used to appraise the changes in carbon dioxide emissions associated with the scheme.

## Case Study

### Mitigating Transport's Climate Change Impact in Scotland - Assessment of Policy Options

Climate change has become one of the dominant issues affecting the transport sector in recent years. Reducing emissions from transport is one of the National Transport Strategy's three key strategic outcomes. Building on this, the Scottish Government published their ambitious Climate Change (Scotland Bill) in December 2008, which includes a commitment to reduce carbon dioxide emissions by 80% by 2050. The finalised version also includes an interim

target of a 42% reduction by 2020. The transport sector is one of the key emitters of carbon dioxide. Therefore, it was important for the Scottish Government to understand the likely pattern of traffic growth in the future, together with the potential for the development and adoption of low carbon vehicle technologies and traffic mitigation measures to help deliver Scotland's climate change targets.

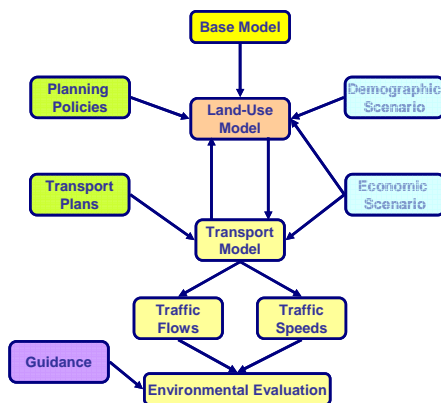
the DfT on the basis of the TEMPRO dataset.

With a Baseline established, the national model was applied to study the effect of various mitigation measures upon road-based carbon dioxide emissions. These packages included proposals such as travel plans, national speed limits, rail investment, bus priority parking strategies and changes in land use patterns.

In the context of this study, LATIS offered the advantage of being a national model with national coverage. In addition, the combined use of both transport and land use modelling provided a consistent basis for appraising a variety of infrastructure and policy based options.

Further information is available at [www.scotland.gov.uk/Publications/2009/08/26141950/0](http://www.scotland.gov.uk/Publications/2009/08/26141950/0).

TMfS:05a was used to develop the baseline and 'business-as-usual' scenarios. Traffic flow and vehicle speed forecasts were used to form the first key input of the baseline level of emissions from road transport. Vehicle kilometre forecasts were extracted for three future years (2012, 2017 and 2022). These reflected planned transport infrastructure changes and land-use and development proposals. Extended forecasts for 2027 and 2032 were derived by adjusting the trends forecast to 2022 to reflect those forecast by



## Use of the Service

We would like to remind all prospective users that a LATIS User Request Form is required to be submitted for consideration before the service, model and / or data can be released for use. It is also a condition of this process that model users fill in a LATIS User Satisfaction Form upon completion of their application. Transport Scotland would like to re-emphasise this point as we are seeking as much feedback as possible to help us deliver technical improvements and increased user satisfaction. Both the LATIS User Request Form and LATIS User Satisfaction Form are available on the LATIS Website.

If you have any other queries, please do not hesitate to contact the LATIS Support Team at: [LATISsupport@mvaconsultancy.com](mailto:LATISsupport@mvaconsultancy.com)