

DEPARTMENT OF THE ENVIRONMENT, TRANSPORT AND THE REGIONS

RESOURCE ACCOUNTS 2000-2001 pdf

1: Department for Environment, Food and Rural Affairs - Wikipedia

Department of the Environment, Transport and the Regions: The Channel Tunnel Rail Link "It is apparent that, faced with a range of complex issues, the Department handled negotiations with LCR in a competent manner.

Responsible for public health at the federal level, including disease prevention , epidemiology , substance abuse , food safety , noise and radiation protection, regulation of chemicals and toxic products, stem cell research , bioterrorism and health and accident insurance. Compiles and publishes statistical information for use by the government, the economy and scientific research. Responsible for higher education and research at the federal level. The following independent authorities are affiliated to the FDHA for administrative purposes: Swiss Agency for Therapeutic Products Swissmedic: Certification and supervisory authority for drugs and other medical products. It is composed of the following offices and institutes: Responsible for providing legal advice to the administration, preparing general legislation, supervising government registers and collaborating on international judicial assistance. Federal Office of Police fedpol: Responsible for intercantonal and international information, coordination and analysis in internal security matters. Responsible for matters relating to foreign nationals and asylum seekers. Provides calibration and accreditation services, supervises the use of measuring instruments and provides training in metrology. Provides consultancy services on issues of comparative law. The following independent authorities are affiliated to the FDJP for administrative purposes: Regulates casinos and enforces Swiss gambling law except lotteries , which are regulated by the cantons. Criminal prosecuting authority with respect to crimes subject to federal jurisdiction, led by the Attorney General of Switzerland. It is composed of the following departmental sectors: Federal Office for Civil Protection FOCP , responsible for the coordination of the civil protection services of the cantons and municipalities. Responsible for armaments procurement, technology and research. Federal Office of Topography swisstopo , which compiles and manages geographical reference data and maps. The following services are also part of the DDPS: Responsible for strategy development, defence and procurement policy, arms control and disarmament policy. It is composed of the following offices: Responsible for the budget, financial planning, financial policy, the federal treasury and financial equalisation between the Confederation and the cantons. Operates the federal mint. Responsible for human resources management, personnel policy and personnel training. Responsible for federal revenue collection and the application of federal tax laws in the cantons. Responsible for monitoring the import, export and transit of goods, collecting customs duties, traffic charges and taxes. Operates the Swiss Border Guard , which carries out border police duties.

2: The Geography of Transport Systems

This document features Department of the Environment Transport and the Regions' annual report and provides details of the government's expenditure plans for / to /

Martin began his public service career at the Department of Foreign Affairs and International Trade in He served overseas in Islamabad, Tokyo and Beijing as well as in Ottawa. Mithani began her federal public service career at the Department of Health in Prior to her current position, Dr. Mithani holds a Bachelor of Pharmacy and a Ph. He has mostly served the federal government in areas such as comptrollership and finance, governance and accountability, audit and evaluation, management consulting, performance and productivity, grant and contribution programs. In the s, he first worked for a public accounting firm, and subsequently for a national management consulting practice. In the s, he pursued his ambitions through the successful creation of a local consulting firm. Originally from the National Capital Region, Mr. Allain has a varied legal background, serving the courts, the legislature and the executive branches of government. She clerked at two different courts, the Federal Court and the Superior Court of Justice in Ontario, and then worked for five years at the Library of Parliament serving members of Parliament and senators. In , she joined the Department of Justice. Her main areas of practice have been Aboriginal law, Administrative law and Constitutional law. She has a B. As the departmental Head of Communications, Mr. Before joining Environment Canada, Mr. He has more than 25 years of experience working with WMO initiatives and programs. He has over 40 years of scientific, operations, research, and management experience at Environment Canada. His experience also includes a significant number of positions and assignments over the years, ranging from weather forecast operations to science policy. He occupied the positions of Director General with the Meteorological Service of Canada for 15 years. Grimes has extensive educational experience in the domains of science and management MBA level. He holds a Bachelor of Science in physics, mathematics and meteorology. He has also been trained and carried out the responsibilities as an operational meteorologist. Prior to this, she worked in various policy and research institutions, including the Canadian Foundation for the Americas and the International Development Research Centre. In this position, she oversees a large branch with activities, labs and scientists across Canada. Dodds holds a B. During her time as a researcher, Dr. Dodds published numerous scientific publications, wrote eight book chapters and edited two books. After joining Environment Canada in , Mr. Enei led integration efforts on key government files involving conservation and environmental protection, as the Director of Conservation Priorities; Executive Director of Existing Substances; and then as Director General of Science and Risk Assessment Directorate. His four-year appointment to this position ended in November He is a registered Professional Engineer in the province of Ontario. McDougall is responsible for strategic policy planning, economic analysis of policies and the implementation of the Federal Sustainable Development Strategy across the Government of Canada. He is also responsible for the Directorates which manage federal-provincial relations, and regional issues. Before joining Environment Canada in May , Mr. McDougall was previously the Director General, Oceans with Fisheries and Oceans Canada where he led the development of oceans management programs and marine conservation initiatives. Owen has over 25 years of public service experience, including 21 years with Environment Canada. Immediately prior to becoming the Chief Enforcement Officer, Mr. Through his duties, Mr. Morel also contributes to the delivery of national programs. Morel held various positions in the private sector and in a number of federal departments in the National Capital Region. She began in the private sector where she worked in a public accounting firm in Ottawa and obtained her Chartered Accountant CA designation in She joined the Canadian Red Cross Society as Senior Auditor in and later went on to work with Canadian Blood Services where she was instrumental in the implementation of two major IT projects involving the renewal of the enterprise-wide financial and human resources systems. Goffin joined Environment Canada in He has worked in a number of positions at both the regional and national levels, with

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responsibility for program delivery, planning, and policy development. Goffin received his undergraduate training in environmental studies from the University of Toronto, and has a Master of Science degree in Geomorphology, also from the University of Toronto. Sylvain holds a Ph. Prior to this appointment, Ms. Since , when she joined the federal government, she has also worked on global environmental issues, international development, biodiversity conservation, and clean-up of contaminated sites. Caza obtained her M. She also worked on many wildlife conservation initiatives across Canada during her eight years with Wildlife Habitat Canada, a national non-governmental organization. Since joining Environment Canada in , Ms. Report a problem or mistake on this page Please select all that apply: A link, button or video is not working It has a spelling mistake Information is missing Information is outdated or wrong Login error when trying to access an account e. You will not receive a reply.

3: Republic of Botswana - Government portal

Annual reports and accounts review the Department for Transport's activities over the course of the year. They provide highlights of projects and progress that has been made in meeting.

Useful aspects to explore are: Choose materials that easily separable and are not mutually contaminating, ie. The type of use remains the same, and so the bottles are kept within their own usage cycle. A similar example is the use of plastic crates rather than disposable wood or cardboard, for example in the transport and display of fruit and vegetables. Once empty the crates are returned to the supplier when returning from a delivery and re-used without the issues of disposal and manufacture of replacements. Plastic crates may cost more to produce initially than disposable alternatives, but in the long term save costs of disposal, transport, recycling, raw materials and energy. There are four major barriers to recycling and re-use: These implications must be addressed realistically, not idealistically. Recycled plastic is not approved for direct contact with food products, which is clearly an insurmountable barrier. Black-outs in recent times, in various parts of the world, are proof if any were needed. Britain is predicted to be a net importer of energy by the end of the decade; some researchers suggest as much as three-quarters being imported by Future Energy Solutions works with the British Government to promote awareness among organizations of the need to educate staff about energy conservation. Simple low-cost or no-cost measures such as posters and stickers to remind people to turn lights off are highly effective and encourage employees to be more energy efficient. Simple measures can be taken to reduce these, such as draught-proofing doors and windows and insulating pipes to radiators. Buildings with high ceilings cost more to heat, so putting in a false ceiling reduces energy consumption. As with other measures a cost to benefit assessment needs to be calculated. The amount of energy used in raw materials extraction, processing and manufacturing are factors to consider, as is the correlation between extraction and resource efficiency. For example, aluminium extraction and production is expensive - amazingly c. These examples demonstrate that Life Cycle Analysis addresses issues of resources efficiency more fully than typical costing assessments, and so helps to identify true total costs and environmental implications when comparing options and policies. Be mindful of wider energy trends, such as government targets and policy at national level. In the long term, companies will face pressures to reduce dependence on fossil fuels and to consider renewable energy sources such as bio-fuels or solar power. A greater mix of energy sources and alternative energies is developing, which will lead to more energy choice and methods of energy delivery. So does the provision of car parking spaces for staff. Transport offers wide-ranging and considerable opportunity for resource efficiency improvements, especially those involving people. Organizations often find it helpful to work with external advisors such as Transport in the UK to share and apply best practice in the area of transport. Transport issues span all sectors, so significant commonality and opportunity to share ideas exists in this area. AstraZeneca worked in partnership with Cheshire County Council to achieve improvements in bus services near its Macclesfield site. When they started working together in there was just one bus to the site during peak periods i. For those who have to travel by car, there is car sharing matching scheme: Approximately a quarter of staff are registered on the scheme and one fifth actively participate. The Boots company, on the outskirts of Nottingham, has the longest running staff travel scheme in the country. Their site provides well-lit walkways, pedestrian crossings and cycle way. There is also an off road cycle track that runs from the city centre to the main entrance. There are thirteen areas for cycle parking plus changing and showering facilities for commuting cyclists. Staff buses run to 15 locations including bus and rail stations and are used by up to a quarter of all staff. These schemes have benefited the companies financially and reduced the pressure on car parks and need for expansion. The transport schemes also benefit the wider community and give direct environmental benefits by reducing the number of vehicles on the road at peak times. Securicor Omega Express wanted to be able to provide a next day parcel delivery service to their customers and have achieved this by using the railways. By road the journey from Walsall to Aberdeen takes 13 hours whereas by

rail it takes 7 hours and there is no need for expensive infrastructure. The loading and unloading areas are very simple with lorries driving up to the train and a small loading platform being laid between the two. Securicor state that this service now runs at full capacity and has removed 22, lorry movements a year off the roads, with all the environmental and cost benefits that brings. Biodiesel is a tested proven alternative to fossil diesel. It is produced from animal or vegetable oil either used or recovered. Manufacture warranty should also be checked. The main advantages of biodiesel are: It can be locally produced at a small scale reducing transport costs; crop residues can be burnt at a local electricity generating plant providing an all year round income; and the energy can be distributed using existing facilities. Biodiesel brief case studies: It estimates it will use 7,00 gallons a month of locally produced biodiesel. Harvard University uses it in all its diesel vehicles and Neil Young used it in on his recent tour of the US! In the UK a 20p tax concession made by the Chancellor in July does not make this a cheap fuel but as oil runs out and the price goes up it might pay to be ahead of the game. It is non-carcinogenic and biodegradable, reducing tail-pipe emissions of carbon monoxide, smoke and other noxious substances. Because plants absorb carbon dioxide whilst growing, carbon dioxide emissions are also substantially reduced" Allied biodiesel Industries UK, achieving resources efficiency A common inertia that prevents progress towards resources efficiency is the time and effort in completing a Life Cycle Analysis. Thereafter researching alternatives and possibilities require some effort, as do carrying out the improvements. Organizations that want to improve performance in the areas of resources efficiency, environmental management and sustainable development, but find themselves constrained by budgets and resources, should strive to find other solutions. Doing nothing is only storing up problems for the future. Various sources of funding are available for environmental and energy or resources efficiency initiatives. Various advisory bodies, partners, and institutions are also available to help, for example Studentforce, who have contributed this article, whose details appear below. Studentforce offer contracted Project Work of between two and twelve months for recent graduates graduated within the past three years who are committed to working within the environmental and sustainable development sector. Project Work provides a wide range of opportunities: Studentforce for Sustainability is based at:

4: Safe removal of grounded vessel expected tomorrow

The Department for Environment, Food and Rural Affairs (or, as an acronym, DEFRA) is the government department responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities in the United Kingdom of Great Britain and Northern Ireland.

Action within other Government Departments is co-ordinated by "Green Ministers" charged with ensuring that environmental considerations are integrated into the strategy and policies of their own Departments. This Committee has responsibility, at the strategic level, for ensuring that environmental considerations are fully integrated into all areas of policy in a joined up way in order to help achieve sustainable development. The Government Panel provides Government with independent advice on sustainable development, both at home and abroad; identifies major problems and opportunities, monitors progress, and considers priorities. The UK Round Table was established in the beginning of to bring together leaders from a range of disciplines to seek to build a consensus about action necessary to achieve sustainable development. The Government proposes to establish, from the beginning of , a new Sustainable Development Commission. This will subsume the Panel and the Round Table. Its main responsibility will be to monitor progress on sustainable development, and to build consensus on action to be taken by all sectors to accelerate its achievement. In addition to the above bodies, the Parliamentary Environmental Audit Committee scrutinises how far the policies and programmes of Government Departments and agencies contribute to environmental protection and sustainable development.

Legislation and Regulations It is not possible for the UK to give an estimate of how much the legislation, decrees and administrative guidelines have been reviewed and revised since Rio, taking into consideration sustainable development aspects. This process has been re-invigorated following the publication of the UK Strategy. The Environment Act of places a duty on Ministers to give the Environment Agencies guidance periodically on objectives and the contribution they make to achieving sustainable development. It is believed that greater integration will mean that it will be better placed than its predecessor bodies to:

Environmental Impact Assessments EIAs are generally required where a project would be likely to have significant environmental impacts. The Strategy defines sustainable development as ensuring a better quality of life for everyone, now and for generations to come. It sets out the objectives and principles of sustainable development, some of the priorities for action in the UK, key actions being taken and commitments which the Government has made. It also includes indicators which will be used to judge whether or not the country is progressing towards a more sustainable form of development. Local Agenda 21 involves all sectors of the community and it aims to develop local policies for sustainable development and building partnerships between local authorities and other sectors to implement them. The Prime Minister has made clear that he wants all local authorities in the UK to adopt Local Agenda 21 strategies by the year . The following major group organisations are full members of the National Sustainable Development Co-ordinating Mechanism:

Programmes and Projects

1. Sustainable Development Indicators Programme:

5: Federal administration of Switzerland - Wikipedia

A Resource for Free-standing Mathematics Units Safety on the Roads Crown (charts), The Nuffield Foundation (text) 1 1 Photo-copiable These charts and graphs are from the Department of the Environment, Transport and the Regions.

The Geography of Transport Systems Overview The mobility of people, freight and information is fundamental to economic and social activities such as commuting, manufacturing, distributing goods, or supplying energy. Each movement has a purpose, an origin, a potential set of intermediate locations, and a destination. Transport systems are the support and driver of this mobility and are composed of infrastructures, modes and terminals, enabling individuals, institutions, corporations, regions and nations to interact and function. Understanding how mobility is linked with geography is main the purpose of this textbook. What is transport geography? Mainly aimed at an undergraduate audience, the Geography of Transport Systems offers a comprehensive and accessible introduction to the field with a broad overview of its concepts, methods and areas of application. It provides material about transportation issues to practitioners, policymakers, educators, researchers, students, and individual learners and includes a wide variety of media elements such as maps , figures and PowerPoint presentations. Organization The textbook is divided in twelve chapters. The first nine chapters cover a specific conceptual dimension of transport geography, such networks, modes, terminals and urban transportation. In addition to these conventional topics, emerging issues such as globalization, supply chain management, information technologies, energy and the environment are also thoroughly discussed. Since transport is a field of application, the use of methodologies is particularly relevant to assist transport operators allocate their resources investments, infrastructure, vehicles or to influence public policy. The tenth chapter focuses on qualitative and quantitative methodologies linked with transport geography such as accessibility, spatial interactions and graph theory. The convergence between methodologies and information technologies has led to many new analytical opportunities, notably with geographic information systems for transportation GIS-T. Transportation is a very active field of investigation and application to real world issues, which are covered in the eleventh chapter. These include, among others, city logistics, cruise shipping, high speed rail, or the financing of transport infrastructure. The content of this site can be freely used for personal or classroom use ONLY. Although the material contained in this web site is freely available, it is not public domain. Its contents, in whole or in part including graphics and datasets , cannot be copied and published in ANY form printed or electronic without consent. The material, such as maps and figures, can be freely used for educational purposes such as for classroom presentations as long as it is not redistributed to the public. This excludes any other form of communication such as conference presentations, business presentations, published reports and papers. Permission requests to reproduce published materials have become abusive as publishers often ask for material e. This means that such permissions ask the author to give his work away to the publisher to do as it pleases. Therefore, I rarely grant permission to reproduce my material. If I do, it is for a single use and without the right for third party use. Permission to use any graphic material herein in any form of publication, such as an article, a book or a conference presentation, on any media must be requested prior to use. Information cited from this web site should be referred as: Rodrigue, J-P et al. Alternatively, the book can also be cited: Notice To Consultants Over the years some of the contents of this web site have been plagiarized, often without attribution, by consultants and professionals in reports and presentations covering various sectors of the transport industry. Maps and figures have been a particular target. This does not only involve small firms or individual consultants, but also large globally recognized firms. A common practice in the consulting industry is to steal and adapt the work of academics and present it as original material. Consultants, please keep in mind the following: I usually do not provide interviews and advice unless compensated. The only exception is for the press. By default, NONE of the graphic material in this web site can be used for commercial purposes without my consent. Instances of plagiarism will be reported to clients and supervisors. Even if plagiarism is done for internal or confidential reports, this does not remove the risk of

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6: Overview of the Department - www.enganchecubano.com

According to the DETR (the UK Department of the Environment, Transport and the Regions), biodiesel's energy output per litre is only % less than that of fossil diesel. The main advantages of biodiesel are.

Since its publication, it has been welcomed by the Minister of Transport, reported in both the technical and general media, and followed by an announcement that the DETR will issue new guidelines to take its results into account. The authors wish to acknowledge the contribution of Dr Steve Atkins, who was responsible for the inception of the research, and of the worldwide network of researchers and local authorities, who contributed the data and advice that formed the core of the findings. The full report by Cairns et al - pages long, with over maps, tables and figures - contains detailed descriptions, analyses and caveats which can only be briefly summarised here. Research context It is generally accepted that, in most locations, road capacity will not be increased sufficiently to provide for unrestrained growth in car use. For this reason, there will be increasing pressure to ensure that the best possible use is made of existing road capacity. In addition, greater attention is being focused on the role of road capacity in policies intended to reduce traffic growth, and, in some locations, to reduce the present amount of traffic. Reallocation of a proportion of road capacity - either to favoured classes of vehicle traffic, or to non-vehicle use - is therefore of major policy interest. Measures like bus priority schemes, street-running rail systems, cycle lanes, wider footpaths and pedestrian areas, where well-designed and appropriate for their context, can help to achieve a more efficient use of road space, improve the attractiveness of non-motorised modes, increase accessibility to specific locations, bring about environmental improvements, enhance street attractiveness and improve safety. Such measures raise public relations, political and practical considerations, in which a key issue is the technical feasibility of measures to reduce capacity. Feasibility is sometimes calculated on the assumption that all traffic displaced from one street will simply divert to another. But there have been increasing suggestions that such forecasts may not be well-founded, particularly since a there is now practical experience that many cities have implemented policies to reallocate road space successfully, and b SACTRA³ concluded that increases in road capacity in congested conditions were likely to induce additional traffic. Therefore, by symmetry, it might be expected that a reduction in capacity would lead to some overall reduction in traffic volume, in which case the displaced traffic would cause less severe congestion than expected. This is supported by theoretical arguments, especially those relating to the theory of traffic flow and assignment, appraisal methodologies, network topology, market distortion, feedback effects, the non-transport functions of streets, travel choice and behavioural response. Taken together, these arguments do lead to the expectation that removal of road capacity may naturally lead to some reduction in the total volume of traffic, though not necessarily to an exact symmetry between the SACTRA results and the reverse case, especially in the short run. The research question, therefore, is almost entirely empirical. What really does happen when capacity is reduced? Empirical evidence Many cities, either not provided with dissuasive modelling forecasts, or disbelieving them, have introduced measures to reallocate road space away from cars. Sometimes there has not even been a short-term problem. Two characteristic comments from local transport planners are: To test these statements, evidence was collected from: Clearly, the political and public relations aspects, and associated other changes in the location, are quite different in the case of an unexpected emergency and a carefully planned policy. But the range of behavioural responses open to people may be rather similar, and therefore evidence from all these situations helps in understanding the nature of such responses. This especially applied to analysis carried out by Kitamura et al from Kyoto University, which is included in the full report. Altogether, evidence from over places was collected. Over 60 provided primary case-study material, and included locations in the U. This material was supported by related or partial evidence from many other locations. Cambridge, Edinburgh, Wolverhampton, City of London ; bus priority measures e. Belfast, Bristol, Cardiff, Oxford, London ; and bridge closures e. These studies were based on a range of methods, including road-based and cordon-based

traffic counts, roadside interviews, repeated cross-sectional travel surveys and panel surveys. Available evidence showed a very wide range of results. The sample of case-studies for which complete traffic information was provided showed an unweighted average reduction in traffic on the treated road or area of 41 per cent. Less than half of this reappeared as increased traffic on alternative roads, at the same or different times of the day. Thus the average overall reduction in traffic was 25 per cent of that which used to use the affected road or area. These averages were influenced by a few extreme results - in two cases the overall reduction in traffic was greater than all of the traffic originally travelling on the treated roads, and in seven cases there was an overall traffic increase. The median result, which is less affected by outlying figures, indicates that 50 per cent of cases showed overall traffic reductions, taking affected and alternative roads altogether, which were greater than 14 per cent of the traffic which originally used the affected road. If the nine exceptional cases mentioned are excluded, 50 per cent of the remaining locations showed overall reductions of more than 16 per cent of the original traffic on the affected roads. The results of those case-studies for which relatively complete traffic information was available are shown in Figure 1 above and Table 1 overleaf. It will be understood that knowledge of the particular circumstances of each case-study is necessary for a serious judgement of the implications of these figures. Some specific comments of importance are selected as follows, though it should be emphasised that more detailed judgments about each location should be based on the full report, and on its source documents. General caveats and problems of interpretation In every case, there were caveats and problems in obtaining absolutely definitive results. Problems arose because monitoring is usually done for a different purpose. Screenlines for traffic counts are rarely completely reliable and often cover a rather small area, but however large the area there is always the possibility that some changes to even more distant routes are missed. Some counting methods are proportional to the mileage travelled, and these are not always reconciled. Surveys of behaviour usually do not cover a long enough period of time, are not always carried out at the most appropriate intervals, and rarely use techniques which can identify the underlying changes in individual behaviour behind the net changes in aggregate quantities. Available reports, written for specific local purposes, often omit some pieces of information which would have been relevant to this study, and require some interpretation. In addition, in many cases, other transport changes have also been implemented in the same time period, such as opening a new bypass, or improving public transport services. Four main potential sources of systematic bias were identified. This is almost certain to result in an overestimate of the range of results from lowest to highest, but would not, by itself, cause bias to expected mean values. Logically, such detours are always possible, and would result in some increase in traffic outside the studied area, and hence, an overestimate of the measured reductions in traffic. The likely size of this effect will be influenced by the availability of alternative routes outside the studied area, and the proportion of trips whose origin or destination is sufficiently far away from the affected roads that longer-distance detours are realistically more attractive than any other behavioural response. Selection of counting locations in most studies was decided by local professionals, who considered that they had caught the routes and roads for which traffic effects were likely to be important. For the few examples with surveys where individuals were asked to report on their responses, long-distance detours were not recorded as a very common phenomenon. If this is not allowed for in before-and-after studies it will lead to an underestimate of the decrease in traffic due to capacity reduction, and this underestimation increases as the period of the study lengthens. The extent to which traffic reduction is underestimated relates to the magnitude of the traffic growth that would be expected as a result of increases in income, car ownership and similar factors, assuming road capacity remained constant. In many circumstances, it is therefore estimated to be in the range of 1 per cent to 4 per cent per year. If road capacity itself has been increased elsewhere on the network, this will similarly tend to result in an increase in traffic masking the effect where capacity has been reduced. If a survey-based is confined exclusively to the users of the road before the capacity reduction, it can observe people who reduce their use but will not observe offsetting former non-users who increase their use, resulting in an overestimate of the estimated reduction in travel. Where the potential sources of bias applied,

the analysis did not make adjustments to compensate for these effects, but drew attention to the issues in relation to the particular case-studies. The second and third effects mentioned are those cited most frequently in discussions on interpretation, and can apply to many of the case-studies. They pull in opposite directions, and the crucial question is the net balance between them. For any given relative magnitude of the two effects, the net effect will logically be progressively more influenced by considerations of general traffic growth, the longer the time period of a study. There is therefore a greater possibility of overestimating the traffic reduction effect in the short-term studies, and underestimating it in the long-term studies. This interpretation is reinforced by substantial empirical evidence on aggregate demand elasticities, and is consistent with pervasive evidence on the importance of other behavioural responses in addition to route change. Instead, the majority show a reduction in counted traffic. Special considerations apply to the scale of effects where there have been much more ambitious reallocations of capacity, notably in some German cities, with pedestrian areas covering most or all of the traditional town centre, bus priority, cycle lanes and traffic calming, all constituting long-term strategies rather than specific schemes. In particular, Freiburg, Luneburg, Munich and Nurnberg are known internationally for highly successful policies carried out over more than two decades, which have transformed the town centres, increased public transport use and are very popular in the cities. The results of specific closures in these circumstances have been influenced by the prevailing trends in the city as a whole. Understanding the results It would be wrong to use as a universal rule-of-thumb a presumption that 16 per cent, or 25 per cent, or any other standard percentage of traffic will conveniently disappear as a matter of course whenever road capacity is reallocated. It would also be wrong to assume that no traffic will disappear, particularly in situations where continuance of existing traffic levels would imply significant changes to traffic speeds. The effects of a particular capacity reduction will be substantially influenced by the circumstances of the case. Analysis of the evidence suggests that three different situations can be broadly defined, with correspondingly different responses to each. In some cases, in spite of a strong local perception that capacity for cars has been reduced, closer examination shows that this is an illusion: In these situations, there is little or no change in overall traffic levels, congestion or traveller choices. In these situations, traffic does decrease in the place or at the time when it would experience and cause an unacceptable level of congestion, but it reappears on some other road or at some other time, as people change the route they take or adjust their journey time. Hence, congestion spreads out over time and space, but the overall number or pattern of trips, and vehicle mileage, are less affected. The third group of cases, which would be of greatest importance if there were to be a substantial expansion of measures reallocating road capacity, are situations where capacity is significantly reduced, and there is not adequate spare capacity on alternative routes or at acceptable other times, due either to the nature of the network, the prevailing level of congestion or the comprehensiveness of the scheme. These include, but are not confined to, changes in choice of mode, destination and trip frequency. These responses differ from individual to individual, and from place to place. Thus, the available evidence is consistent with the following suggestion on the combined effect of these three situations: This occurs due to responses by a proportion of drivers who take action to avoid what they consider, in relation to their prevailing experience, to be unacceptable conditions. It should be noted that responses by some drivers to improve their own travel conditions may put greater stress on other roads. The added congestion will not be as much as would be produced if the total journey pattern remained unchanged. It is rarely significantly more intense than the already endemically bad levels of congestion that many towns experience. However, extra congestion can take the form of an extension in both space and time, unless other measures are taken to discourage this. These are broadly the same measures which may be required at a later date in any case, if traffic growth is expected to continue for other reasons. The traffic counts and survey analyses indicate a wider range of behavioural change than is often assumed. Figure 2 gives the responses which have been identified in the case-studies. Most studies which looked at responses have found some combination of some of these changes, although the combination varied, and no single study identified them all. Given that this range of responses is wider than would usually be allowed for in planning traffic schemes, the credibility of the findings has to be judged by

reference to other associated evidence, particularly in relation to the degree and type of variation in behaviour that might be expected even if the scheme had not been implemented. Analysis gathered from a wide range of sources reveals that apparently stable traffic flows at the aggregate level consist of a very large period-to-period variation in behaviour by the individuals making those journeys. One reason for this is random variation, which is often at a level where it may be difficult to detect, or dismiss, significant changes in traffic from one-day traffic counts alone. But it also occurs because, even within a year, a significant proportion of people change their house or job location, car ownership level, household structure, income and other factors. Each of these changes requires or enables them to change their travel patterns. As a result, the behavioural responses to changes in road capacity or to other conditions of travel are composed of at least two distinctly different processes, as follows: For these people, minor time-of-day and route changes may be made within their current circumstances, but other responses are likely to proceed at the pace of other changes in their lives - very quickly for a small proportion, but slowly and cumulatively for the group as a whole. These new people are swiftly able to take account of the new network conditions. The balance between the two processes is determined, in part, by demographic and socio-economic developments. The first three sources of evidence all indicate that a full response to a particular transport change may take between five and 10 years to complete, although the largest impacts are usually in the first one to three years. The case-study evidence also contains strong indications that the measured response to capacity reductions is different in the short, medium and long term.

7: Vehicles and the environment

According to the Department of the Environment, Transport, and the Regions, inappropriate and excessive speed on the roads accounts for around deaths a year. 2 Lack of speed restrictions rather than increased exposure to traffic has been shown to account for the excess deaths among child pedestrians in the UK compared with other European.

8: Agenda 21 - United Kingdom

Since transport is a field of application, the use of methodologies is particularly relevant to assist transport operators allocate their resources (investments, infrastructure, vehicles) or to influence public policy.

9: The Water Page - UK Water Links

NSWMC fast-tracking approval process for solid waste mgnt plans of LGUs Thursday, November 08, The National Solid Waste Management Commission (NSWMC) is working to fast-track the approval process for the year solid waste management plans (SWMPs) submitted by more than 1, cities and municipalities across the country.

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