

DHC designs and delivers practical solutions which improve travel opportunities for people and businesses.

Clients find that when DHC gets involved things start to happen. Even where schemes have been stalled for some time, our solution focused approach gets to the core issues.

The firm was set up to make connections by supporting businesses and communities with affordable solutions to accessibility and transport challenges.

From large infrastructure, to the smallest community travel or transport problem, our tailored approach ensures that we add value by working closely with clients and their partners.

The toolkit for integrated transport delivery has made further steps forward thanks to pioneering work by DHC. Using smartcards and mobile phones, the latest technology makes delivery much easier with 'nudges' towards more economically efficient, socially progressive and environmentally friendly solutions. Social, business and transport networks provide the stage for evidence based marketing and delivery.

Making Connections has not just been the strapline of DHC since 2000 but the philosophy that underpins our work. Leading edge technology has always been part of the toolkit. Analysis of access to locations using our ACCALC modelling tools, are now complemented with Loop mobile services offering agencies, companies, and consumers new ways to improve access to opportunities.

[www.theloopuk.co.uk](http://www.theloopuk.co.uk)



### Access to High Speed Rail from All Areas

To what extent is High Speed Rail a UK project? Rail congestion south of Manchester affects all parts of the UK but would high speed services be accessible to all areas? In order to answer these questions DHC has been assisting MVA Consultancy in understanding the accessibility impacts as part of work for HS2 the company set up by the Government to deliver High Speed Rail.

The analysis has looked at how travellers from across the UK from the north of Scotland to the south of England will make connections to the proposed HS2 network. Many roads to access the rail system are congested, particularly in the midlands of England, so the work has looked at how the journey times to stations are affected by road congestion. Using the Department for Transport's database of journey times, which uses Trafficmaster data from GPS and mobile phone data, the analysis has been able to compare journey times to stations at different times of day.



The analysis will help answer questions about the route and station locations for HS2. For some places good low speed connections to the high speed rail network will provide better access than direct high speed trains. The analysis will therefore help to inform how the high speed rail network develops across the UK in the years ahead.

Further information on all DHC projects is at [www.derekhaldenconsultancy.co.uk](http://www.derekhaldenconsultancy.co.uk)

## What Role can Communities Play in Transport Service Delivery?

Most current transport economic and social evaluation techniques focus on variables such as travel time and cost. Although established appraisal guidance allows wider social and economic factors to be included, most practical appraisals have been quite limited. HITRANS commissioned DHC and TAS to demonstrate how community transport projects can be evaluated to capture the benefits of community based delivery.

Public transport budgets are under more pressure than for many years, so interest in community transport is growing as a way of providing good value access. The evaluation techniques will therefore identify the cross sector benefits of ensuring good access for all people to reach essential services.

The work has involved working closely with several community transport operators to identify how they plan and deliver their services matching the need for access with fundraising activities. One aim is to identify how each funder values what they pay for, so that appraisals in the future will be relevant to the way that funding decisions are made.

## European Accessibility Planning

DHC is contributing to an EC project to evaluate the use of accessibility analysis toolkits across Europe. Experts from each EC member state are comparing strengths and weaknesses of the approaches applied in each country. The work will test methods currently used in one member state within other countries to identify the potential for transferability within future practice.

DHC will be demonstrating the tools used in the core national accessibility indicators in the UK (<http://www.dft.gov.uk/pgr/statistics/datatablespublications/>). The UK indicators use digital road networks and electronic timetables in conjunction with GIS data on locations of hospitals, schools, employment, shops and other opportunities to identify the ease with which each household in the UK can access key services. In each country it is recognised that the users of accessibility indicators are from many disciplines including: transport, planning, health, education, employability, leisure and tourism. As the use of accessibility indicators grows in each country the research will identify what works in practice and the factors that influence successful accessibility planning by professionals and politicians.

## A Smart Choice

Many lessons have been learned from the national evaluation of 'Smarter Choices Smarter Places', the Scottish Government's sustainable transport towns demonstration programme being monitored and evaluated by DHC, Aberdeen University and ITP. Interim reporting in 2010 and 2011 has shown how local authority transport delivery is becoming better integrated with social care, health, housing, regeneration and education policy. Working with professionals in other disciplines, the Council teams are helping local residents to get active, healthy, wealthier and wiser.

Final reporting will not be completed until 2012 but the interim reporting already provides many lessons about the dos and don'ts of linking infrastructure delivery with joint working and marketing programmes. The interim reports are published at: [http://www.transportscotland.gov.uk/files/documents/roads/InterimReport\\_7\\_1\\_10\\_v1\\_2.pdf](http://www.transportscotland.gov.uk/files/documents/roads/InterimReport_7_1_10_v1_2.pdf)



Evidence based delivery lies at the heart of all DHC projects. In the transport sector evidence is one of the most effective mechanisms for building bridges among stakeholders, modes, sectors, and people.

For an approach to consultancy that is more effective, and which delivers better value, contact any of the DHC team.

We work with a wide network of partners across the UK, so can resource most consultancy requirements - including large programmes - dealing with almost any specialist topic.

## Contact

2 Dean Path  
Edinburgh  
EH4 3BA

[info@dhc1.co.uk](mailto:info@dhc1.co.uk)  
[www.dhc1.co.uk](http://www.dhc1.co.uk)