
Forwards or reverse? Trends in national transport policy

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Context for national policy: 5 goals

- Support national economic growth
 - Tackle climate change
 - Contribute to better health, safety and security
 - Promote equality of opportunity
 - Improve quality of life and natural environment
- And policy must make progress against all 5 goals,
not give priority to one or two

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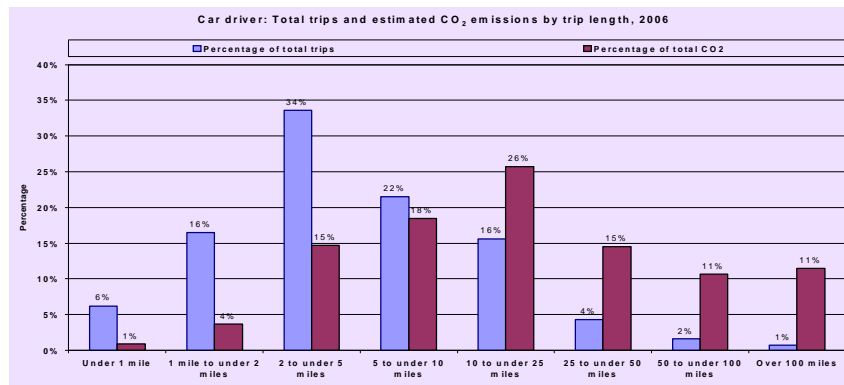
National transport strategy

- “Delivering a Sustainable Transport System” consultation
- White Paper in March
- Carbon reduction strategy in June
- “Option generation” on 14 national corridors (pilot is London-West Midlands-NW) – must be “mode neutral”
- 2012 White Paper setting out spending 2014+ on all modes
- National Policy Statements on ports, aviation and “national networks” (road and rail) under Planning Act
- Regions give “Regional Funding Advice” on priorities to Government

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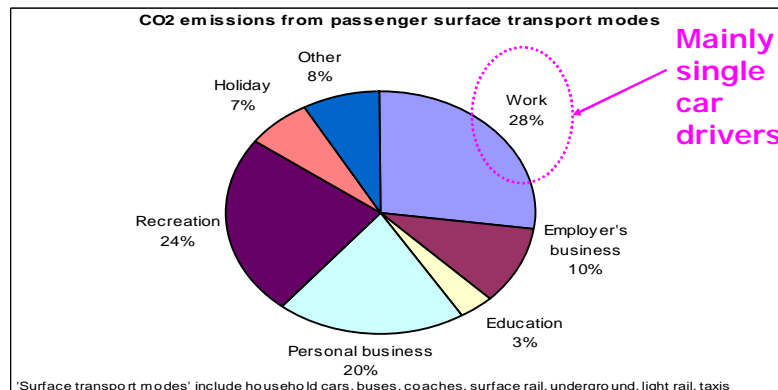
Carbon comes from longer trips



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.. And work and leisure are critical



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And there is the economy!

- “fiscal stimulus”
- Spending on infrastructure to create jobs
- Need to help people without cars access work

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All this should be good for public transport

- Low carbon
- Creates jobs
- Good for “equality of opportunity”
- Eco-towns built around public transport



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Rail

- Guaranteed 5 year funding in CP4
- Moves towards electrification: firm programme by June
- Politicians compete to support high speed rail (as alternative /complement to air)

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Bus: Local Transport Act

- Voluntary partnerships: Act makes co-operation easier
- Statutory Partnerships and “tendered network zones”
- Quality Contracts
- Kickstart funding
- Watchdog/ Passenger Focus



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In practice: forwards...

- Local councils can do more to improve buses
- Some rail improvements and new trains will happen (those in Network Rail's/ DfT's committed plans)
- Motorway widening has been replaced by hard shoulder running etc which will result in slower but more predictable journey times

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... and backwards

- Fiscal stimulus is bypassing rail and local transport
- Regional funding advice in the North West is prioritising major roads
- Rail and bus fares are still rising above inflation
- Economic appraisal discriminates against public transport
- Land use planning puts new development around roads and car parking not round public transport
- Impossible to build new electric local transport (trams, ultra-light rail, trolleybuses...)
- Carbon reduction is focusing on technology not mode shift
- Local road charging is dead after Manchester

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And you end up with this...



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This does not deliver any of the Government's 5 goals

- It's bad for carbon
- It's bad for equality of opportunity
- It's bad for health and quality of life

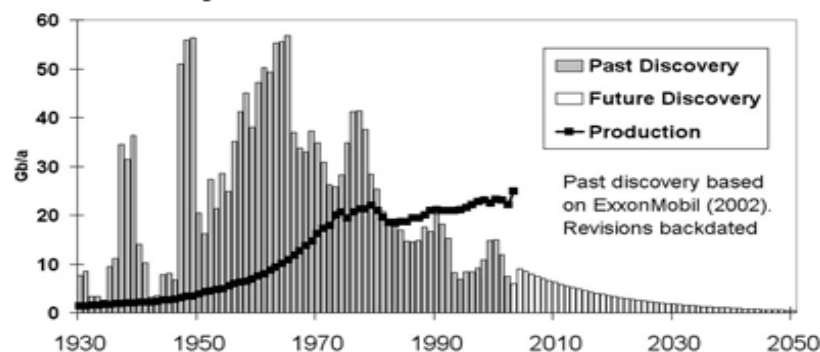
And it doesn't help the economy: trip lengthening (and all that goes with it), car-based development and mode switch to car/lorry/air all add to congestion and reliance on oil

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Peak oil

THE GROWING GAP
Oil Discovery and Production



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..transport is at risk..

Oil based transport will become:

- Dearer generally
 - Subject to supply shocks from weather or politics
 - Fluctuating prices
- = huge economic not just environmental issue

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So what is needed?

- Planning frameworks
 - Appraisal reform
 - Identify all options
 - Work with those that generate travel
 - Get the prices right
- And above all secure long term funding for local public transport networks

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Planning frameworks

- Safeguard alignments/sites for new/ reopened rail lines
- Put new development where it is/can be most accessible by public transport
- Travel plans for new developments
- New transport authorities to bring transport together with planning and other strategies
- Require all local authorities to contribute to reducing carbon emissions
- Transport audits for all decisions by public authorities (post offices closures, polyclinics, job centre relocations, school closures etc)

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Appraisal reform

- Take tax losses out of cost benefit analysis (so mode shift to public transport is good not bad!)
- Value reliability rather than small time savings
- Carbon reduction must be an absolute not traded off against time savings

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Identify all options

- Look at origins and destinations not just inter-urban planning
- Look at reducing the need to travel not just increasing mobility and journey lengths
- Look at a real step change in public transport not just incremental improvements
- Look at scenarios not just past trends continuing

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Work with those that generate travel

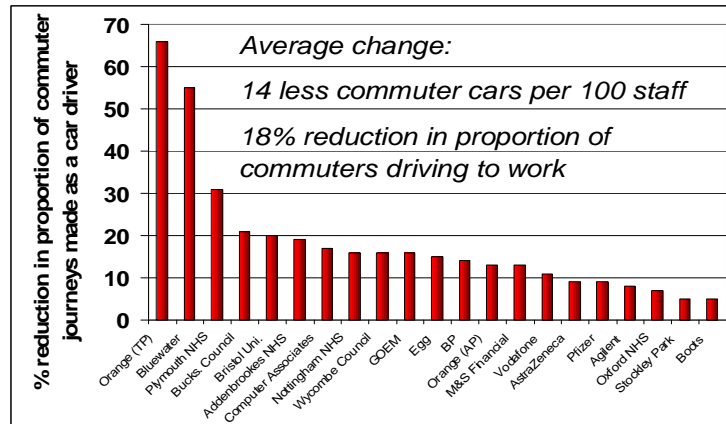
- Travel plans for employers, schools, leisure, housing, hospitals
- Car clubs
- “Travelsmart” personal journey planning



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Travel plan examples

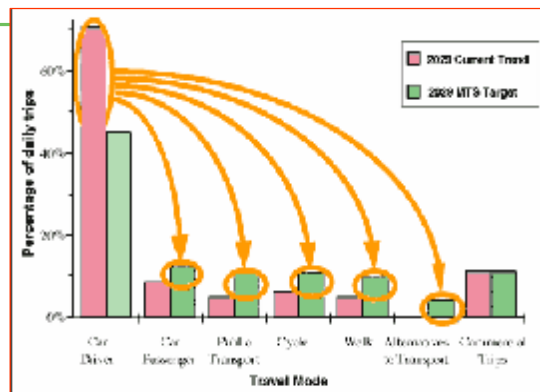


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TravelSmart – individual marketing

Can cut car use by 12-14%
 Used from Perth to Peterborough



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Sustainable Travel Towns 2004-6

Darlington	Car use Public transport Cycling	-11% + 14% +79 %
Worcester	Car use Public transport Cycling	-12% + 22% + 36%
Peterborough	Car use Public transport Cycling	-13% + 13% +25%

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Get the prices right

- Falling motoring and aviation costs and rising public transport fares can't continue
- Research on transport costs shows that reducing fares today by 20% would increase bus travel by 13% and rail travel by 17% by 2015
- A package of measures cutting fares and increasing motoring and aviation taxes would reduce car mode share by 9% and carbon emissions by 13% by 2025
- Start by taxing fuel on domestic flights to fund RPI-1% on rail

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Funding

- Revenue funding as well as capital
- Fund transport from other budgets (as Cheshire)
- More funding sources: business rates, property taxes, parking charges
- Link rail planning and funding into local and sub-regional transport

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Transport therefore needs to be joined up to:

- Regeneration
- Employment and access to jobs/training
- Environment, including air quality, climate change and local quality of life
- Health, including physical activity and access to health
- Personal security and safety

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A challenge:

It's not possible to build enough roads for everyone to drive where they like, when they like, as fast as they like, with American levels of fuel and vehicle tax!



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Conclusion

- There are positive trends in national policy
- But there are also a lot of problems with current approaches
- Climate change/oil depletion requires less car dependence
- Need to join transport up to other decisions, especially planning
- Value public transport and its benefits properly
- It is possible to start now to deal with traffic and transport
- Smarter choice measures show it is possible to influence travel behaviour
- No amount of road building or extra car parking can cater for demand

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Different routes to prosperity

- Vienna: car use has fallen from 40% - 36%, 30% of journeys are now on foot or bike, 34% public transport
- Los Angeles: 90% car, 10% rest



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For more information

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