

Transport Challenges

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Transport challenges: the problems

- Congestion costs the UK around £15bn p.a.
 - 15% more per capita than France
 - 40% more per capita than Germany
- There are 3,400 fatalities and 300,000 casualties each year on the UK's roads
 - We have one of the lowest casualty rates
 - But time spent on road travel is still eight times as dangerous as the rest of everyday life

Transport challenges: the problems

- While pollution levels have fallen, transport is still a major contributor to many pollutants
 - And early deaths from traffic pollution may exceed 10,000 p.a.
- Transport contributes 21% of the global warming gases emitted in the UK, and up to 28% of CO₂
- Over a quarter of households still do not have cars
 - Yet our fares are the highest in Europe, and our bus services (outside London) the least coordinated
 - 40% of job seekers cite poor transport as a barrier

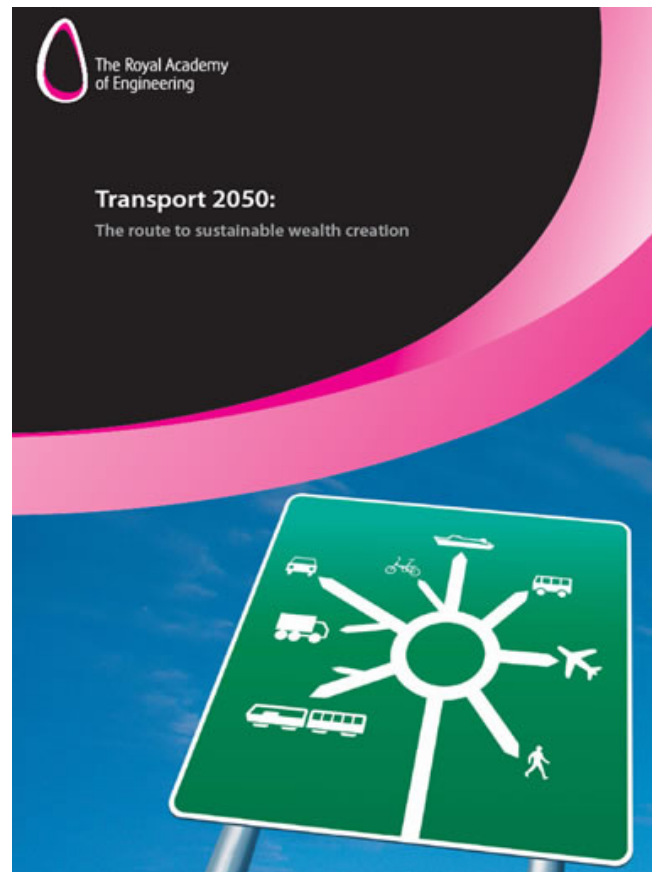
Some, at least, of these problems are likely to get worse

- Road traffic may increase by 50% over the next 50 years
 - Equivalent to all the traffic in 1977
 - With much of the growth through longer journeys
- The EC predicts that congestion costs may double in the next decade
- CO₂ emissions could increase by 12% by 2015 and 30% by 2050

Our vision

- A land, sea and air transport system that
 - underpins the continuing prosperity of the UK
 - supports wealth creation
 - enhances quality of life
 - respects the environment
 - meets social needs
 - contributes to long term sustainability
- A fifty year vision for world class transport

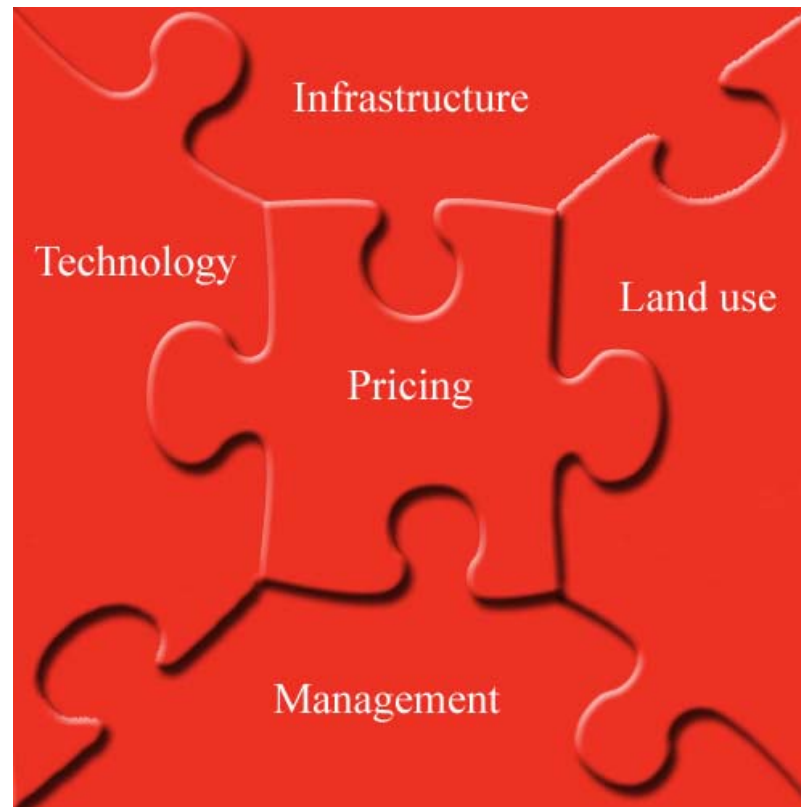
Transport 2050: the route to sustainable wealth creation



No one solution

- Transport performs as a system
 - Poor public transport encourages car use
 - Infrastructure investment stimulates longer journeys
 - Growth in passenger travel disrupts freight
 - Inadequate ports and airports discourage international business
- Thus transport needs to be planned and operated as a system
- And no one policy intervention will be sufficient

A holistic approach



Pricing

- True cost charging
 - All users pay the true cost of their journeys
 - Providing, maintaining, enhancing the system
 - Indirect costs of congestion, pollution, accidents
 - For road users most charges distance-based
 - With higher rates in congested, sensitive areas
 - And for less fuel-efficient vehicles
 - And with charges replacing vehicle, fuel taxes
 - For public transport, air
 - Similar principles
 - With simplified fare structures for bus, rail

Infrastructure

- New infrastructure will still be needed
- But should reflect the changes in demand arising from true cost charges
 - New roads to relieve congestion, protect the environment, access ports
 - Rail investment to relieve bottlenecks
 - Guided bus and light rail
 - Port and airport enhancements

Management

- Better use of low cost traffic management
 - To increase capacity on the national road network and in urban areas
 - To reduce casualty rates
 - The most cost-effective solution
- Regulated competition for buses outside London
 - Giving greater control over service levels, fares and performance

Technology

- **Information technology**
 - To operate true cost charging
 - To provide better information to operators and users
 - To enhance safety
- **Continued development of vehicle and engine technologies**
 - To reduce pollution, global warming
 - To achieve greater fuel efficiency, less oil dependence
- **Better infrastructure design and maintenance**
 - To protect the environment

Land use

- While land use policies on their own will not significantly reduce travel, they can make transport policies more effective
- Land use policies should promote
 - Higher density development
 - Development in association with public transport
 - Limited private parking provision in new developments
- Major developments should not be countenanced where transport cannot meet their needs

More effective governance

- DfT should develop a national strategy
 - Covering all modes and policies
 - Looking ahead at least 30 years
 - Ideally attracting all party support
 - Long term and stable leadership
- Regional and local strategies developed within that context
- Implementation by effective agencies operating at arm's length from government
 - A National Roads Corporation
 - A National Rail Corporation
 - Regional, conurbation and local authorities
 - Private sector contributing within the context of the strategy

The way ahead

- A fifty year vision of a world class transport system
- But action needed now, particularly on
 - pricing
 - infrastructure
 - governance
- And commitments need to be long term and consistent

The implications for oil demand

- Some reduction in the demand for travel
- Substantial transfer to more fuel efficient modes
- Significant reduction in congestion and resulting energy inefficiency
- Strong support for new technologies
 - But as a contribution to the holistic strategy
 - Not simply to tackle a future oil shortage