

29th April 1998

## ABSTRACTS

### UK GOVERNMENT CONSULTATION DOCUMENT

#### Developing an Integrated Transport Policy

The following abstracts from the Department of the Environment Transport and the Regions August 1997 Consultation Document provide an overview bringing out transport issues relating directly or indirectly to leisure and tourism. Responses from various organisations and individuals to the full document were fed into work on the White Paper which is now due for publication in May along with a separate Welsh Transport Policy Statement.

These abstracts should be viewed now in conjunction with the DCMS *Tourism-Towards Sustainability* consultation paper published in April of this year. Abstracts from this document are attached.

#### Foreword

The creation of the new (DETR) department marks a major shift in the approach to transport policy in this country.

As we approach the year 2000, we need to learn to strike a better balance between the various modes of transport and give people a real choice for meeting their transport needs.

We need to reduce the impact of transport on the air that we breathe, on greenhouse gases, and upon the natural and built environment. To do this will make life better for us all, whatever form of transport we use.

Often this will mean simply making better use of the systems and capacity we already have.

#### The Government's objectives

3. The Government is committed to facilitating the mobility of the British people in an economically and environmentally sustainable framework.

We believe that we need an effective integrated transport policy at national, regional and local level, which will provide genuine choice to meet people's transport needs, and which will provide an answer to the problems of congestion and pollution that we face both now and into the future.

#### An integrated transport policy

Forecasts suggest that in 20 years' time traffic levels will be between 36% and 50% higher than now, unless we change our policies and travel habits.

Achieving a greater level of integration calls for:

- easier and more reliable connections for both passengers and freight;
- safer and more acceptable interchange facilities, with bus, rail and taxi services located close together;
- **making the best uses of advances in technology;**
- **ensuring clear, comprehensive and up-to-date information about routes,** and
- fare and ticketing structures which will preserve and enhance the benefits of more integrated networks.

**Promoting greater use of more attractive public transport...is central to achieving a more sustainable transport system.**

There are some lifestyle issues which we can and need to address immediately such as:

- seeing a better balance in modal choice for **leisure and tourism travel**, and
- **promoting greater use of the unfulfilled potential of our railways.**

## **The transport review**

In particular, our review will investigate ways of promoting greater awareness of the issue throughout society.

### **Railways**

We want a railway which operates as a network and which is integrated with other forms of transport – cars, buses, coaches, air travel etc – so that passengers can make seamless journeys using more than one transport mode.

### **Buses, trams and taxis**

The bus is a vastly under-utilised and under-valued transport resource, which we need to use more effectively.

The standard of passenger information in many places has been deficient.

We do not want to lose the best of what we already have, but we believe that changes are needed to allow the bus to play its full part in an integrated transport policy. This is especially true as regards its potential for local journeys, where it can help by reducing congestion and pollution by attracting people out of their cars.

### **Aviation, shipping and inland waterways**

We would welcome your views on how our airports, ports and inland waterways can be more effectively integrated into our transport policies and systems.

### **Shipping, ports and inland waterways**

We want to ensure that greater use is made of inland waterways as an alternative to road transport where there is a practical and economic option. We will therefore explore the scope of making better use of this environmentally attractive resource.

### **Mobility for all**

The Government is bringing forward regulations that will require all future public transport to be fully accessible to disabled people, including those who need to travel in wheelchairs.

### **Issues to consider**

How can we increase the awareness of transport users about the consequence of their choices?

### **Consultation in Wales**

In Wales, a transport conference (was held) in the Autumn. A Welsh Transport Advisory Group (has been) established...to promote co-operation between the various interested parties.

### **Further information**

Tony Jermyn, Transport Policy Division, Welsh Office, Cathays Park, Cardiff CF1 3NQ Tel: 01222 826508

## FACTUAL BACKGROUND

### Introduction

Pressures on road infrastructure (in the UK) are generally greater than in other broadly comparable countries.

Car ownership per head is, however, lower than in these countries (except for Japan) reinforcing the expectation of continued growth in the UK.

Car is the dominant mode for all journeys of more than one mile and its share of journeys of all lengths has been steadily increasing.

Road travel is a major source of pollutant emissions.

People with disabilities have a very different travel pattern from those without difficulties. They also face major problems in using and accessing public transport.

Airports and ports handle substantial and growing numbers of passenger movements.

### Road transport growth

- Car travel showed a consistent and rapid rise from 1952 until 1988.
- Bus travel, in contrast, has declined from its leading position in the early fifties to near equality with rail travel.
- Rail travel has varied little over the years.

### Household car ownership

- In 1956, less than one in four households owned a car. By 1994, more than two in three owned at least one car.
- Almost no households owned **two or more cars** in 1956 but by 1994 nearly one in four did so.

### Passenger cars, mileage against GDP: Great Britain

- Since the early 50s, the growth in passenger car ownership has substantially outstripped growth in GDP.

### Road traffic & GDP projections: Great Britain

- After rising more rapidly in the past, road traffic is forecast to grow more slowly than GDP up to 2025 but will nevertheless be double its 1990 level.

### Bus patronage: Great Britain

- Overall bus patronage has fallen by half since 1970.
- Most of this fall has come outside London where patronage has declined by 56% since 1970.

### Distance from transport facilities: Great Britain

- Access to bus stops is improving with nearly nine out of ten people within 7 minutes walking distance.
- Railway stations, in contrast, are less easily accessible.
- For over half of people, the nearest was more than a 26 minute walk away.

### Car occupancy by purpose: Great Britain

- Commuting and business related journeys have a low occupancy rate of around one person by car.
- Holiday/day trip occupancy is much higher at around 2 occupants per car.

## **Household expenditure on transport: Great Britain**

- Household expenditure in current prices on the purchase of cars, spares etc peaks in 1990 at some £18 per week per household. It has declined since to £15 per week.
- In contrast, car running costs, maintenance etc has risen from around £12 per week per household in 1985 to about £22 in 1995–6.
- Other transport-related expenditure has remained at around £5 per week over the period from 1985 but has shown a rising trend.

## **Passenger journeys and cars: Great Britain**

- Between 1985/86 and 1993/5, the car has increased its share of journeys for all journey lengths.
- Walking remains the dominant mode for journeys under 1 mile and important for journeys from 1 to 2 miles.
- Cycling has a very small share at all journey lengths.
- Other modes, bus, rail etc become apparent for journeys over one mile but account for less than 20% for all journey lengths in the last period (1993/1995)

## **Journeys per person by distance: Great Britain**

- Journeys of under 2 miles have declined in number between 1985/6 and 1993/5.
- Journeys over 2 miles have increased between the same periods, reaching about 10 per week.

## **Journeys by mode all journeys: Great Britain**

- Taking all journeys, the car is dominant with 12 journeys per week.
- Walking comes second with 6 journeys per week.
- Bus and other modes account for one journey per week each.
- For both shorter and long journeys, the car is substantially faster than either bus or rail.
- For longer journeys, time spent on a train is about the same as time in a car but the journey overall is much longer because of the waiting involved and the trips to and from the station at either end.

## **Full car driving licence holders by age and sex: Great Britain**

- In all age groups, a larger proportion of men hold full driving licences than women.
- But the proportion of women holding full licences has been growing more rapidly over time, especially among younger women.

## **Transport and disability**

- People with disabilities make fewer journeys per week than people with no difficulties.
- Those with severe difficulties make fewer journeys than those with slight difficulties.
- This applies to all modes with the exception of local bus where people with slight difficulties make as many trips as those with no difficulty.