

Regional Transport Strategy

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Chapter Six

Regional Transport Strategy

The Regional Transport Strategy (RTS), published by the Government in July 2004, aims to manage the demand for movement in the South East while investing in regional priorities across all transport modes. Following enactment of the Planning and Compulsory Purchase Act 2004, the RTS is a statutory part of the planning framework.

The Government's Ten Year Transport Plan, published in 2000, was superseded and replaced by the Future of Transport White Paper in July 2004 as the key document setting out the intentions of Government, looking ahead to the next 30 years.

However, targets explicitly derived from the Ten Year Transport Plan and set out within the existing Integrated Regional Framework are retained for monitoring, as they form adopted regional policy. These are set out at the appropriate points in this chapter. In this chapter progress is assessed against specific targets rather than individual policies within the RTS.

Amount and Mode of Travel

RPG9 Policy (see RTS document for full text):

T1:

Manage and Invest (especially management components i, ii and iii)

T4:

Regional Hubs

T5:

Regional Spokes

T9:

Public Transport

T10:

Mobility Management (especially ix and x)

IRF Objectives:

Objective 15:

To reduce road congestion and pollution levels by improving travel choice, and reducing the need for travel by car/lorry.

Target(s):

- Increase the proportion of journeys undertaken by walking, cycling and public transport (RTS)
- Reduce the rate of growth in car traffic (RTS)
- To reduce the proportion of trips by car and to increase the proportion of journeys undertaken by walking, cycling and public transport (IRF)
- Reduce private vehicle kilometres travelled (IRF)
- Reduce regional traffic in the short to medium term, in line with the Government's national ten year plan (that is, improving the ratio of traffic growth to GDP from 0.8:1 to 0.6:1 by 2010) (IRF)•1.

•1 The definition of this target needs further clarification. In present form it is not possible to calculate the region's progress towards it.

Indicator(s):

60 Mode of travel to work

61 Mode of travel to school

62 Kilometres travelled per person per year by mode

63 Level of road traffic.

Indicator 60
Mode of travel to work
2003: Primary method: car
2004: Primary method: car

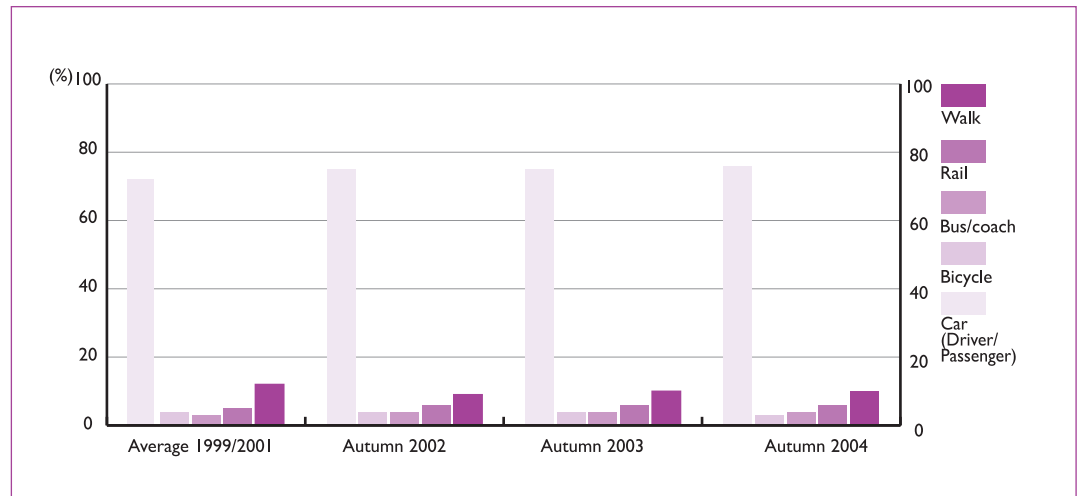
1
National rail.
2
Underground, light railway and tram.

Source:
Department for Transport, 2005

Table 8: Mode of travel to work by region of residence (%) (2004)

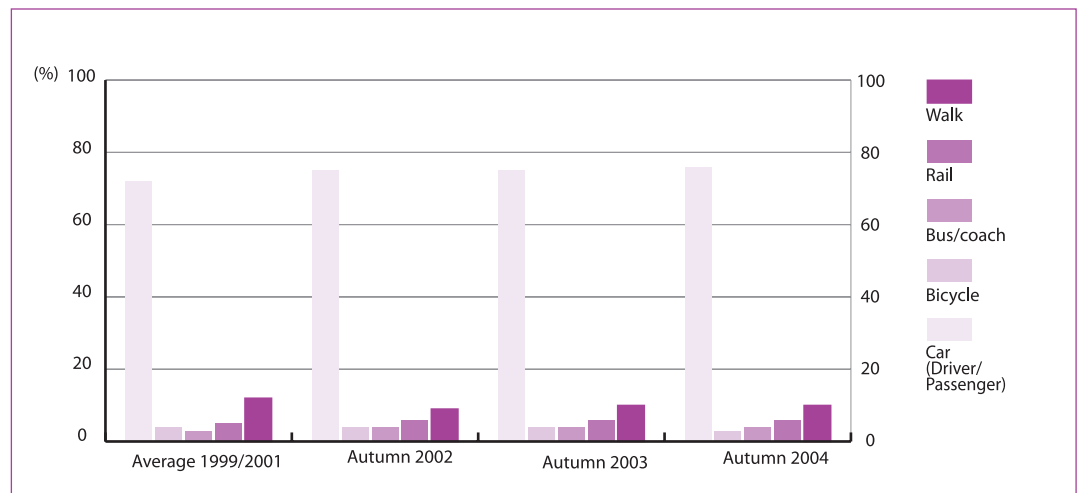
	Car	Motorcycle	Bicycle	Bus/coach Rail ¹	Rail		Other	All rail	Walk	Other modes
					National Rail ²					
North East	72	*	2	10	*		2	3	11	1
North West	76	1	2	8	2		-	2	10	1
Yorkshire and Humber	72	1	3	10	2		*	2	11	1
East Midlands	78	1	3	6	1		*	1	10	*
West Midlands	78	1	2	8	2		*	2	10	1
East of England	75	1	3	3	7		1	8	9	1
London	42	1	4	16	11		17	28	9	1
South East	76	1	3	4	6		-		10	1
South West	76	1	3	4	1		*	1	13	*
England	71	1	3	8	4		3	7	10	1

Figure 43: Mode of travel to work (1999-2004) (South East)



Source:
National Travel Survey,
Department for Transport, 2005

Figure 44: Mode of travel to work (1999-2004) (England)



Source:
National Travel Survey,
Department for Transport, 2005

Key Findings:

- Nearly three-quarters of residents in the South East travelled to work by car in 2003/04 - this is higher than the average for England and the trend has remained broadly static for a number of years.
- 6% of travellers used rail in autumn 2004, compared with 5% in 2003. This represents an increase of 20% in the modal share of rail, but the overall trend over the past four years has been roughly constant.
- The use of bus/coach in the South East is one of the lowest in England and around half the English average.
- Over three times as many people walk to work as those that cycle, and proportion of journeys where walking is the key mode has remained constant from 2003 to 2004.

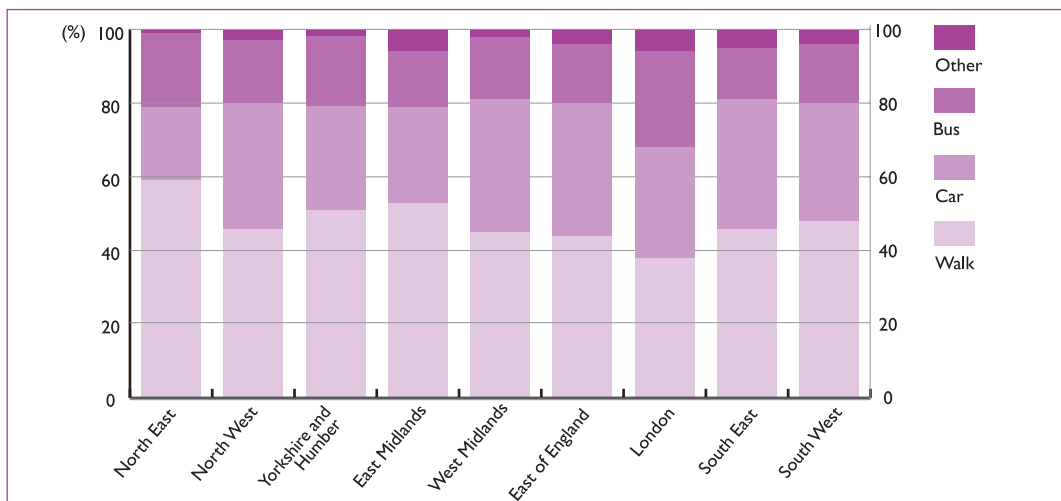
Commentary

The slow rise in the proportion of car trips to work in the South East suggests that transport policy must continue to emphasise movement towards sustainable travel modes over the coming years. This is further borne out by the present static nature of the share of travel to work by bus for which further efforts are required in order to gain real increases in the use of buses as a proportion of all work trips.

Within the overall public transport figures, the proportion of journeys by rail has remained broadly static over the past few years, although the annual 1% increase in its mode share of all journeys to work 2003/2004 represents a 20% increase on the 2003 figure, and may reflect the effects of the introduction of new rolling stock across much of the network to the south of the region. It will be crucial to ensure, through adequate forward planning, that sufficient rail capacity is in place to cope with further forecast increases in demand.

Figure 45: Mode of travel to and from school by region of residence (%) (2004)

Indicator 6 I
Mode of travel to school
 2003: Primary method: Walk
 2004: Primary method: Walk



Source:
 National Travel Survey,
 Department of
 Transport, 2005

Key Findings:

- In 2003/04, the South East had the third highest proportion of travel to school by private car in the whole country (35%) after the West Midlands and East of England regions (36%), but this represents a decrease of 2% compared to 2001/02.
- In the South East 46% of the trips to and from school are on foot, one of the lowest proportions nationally.
- The South East has the lowest proportion of travel to and from school by bus (14%) in England. Children of primary school age (5-10 years old) in the region travel the furthest in the country at an average of two miles (an increase of approximately 20% since 1999/2001).
- Those at secondary school (11-16 years old) also travel the furthest at four miles per day (an increase of approximately 25% since 1999/2001).

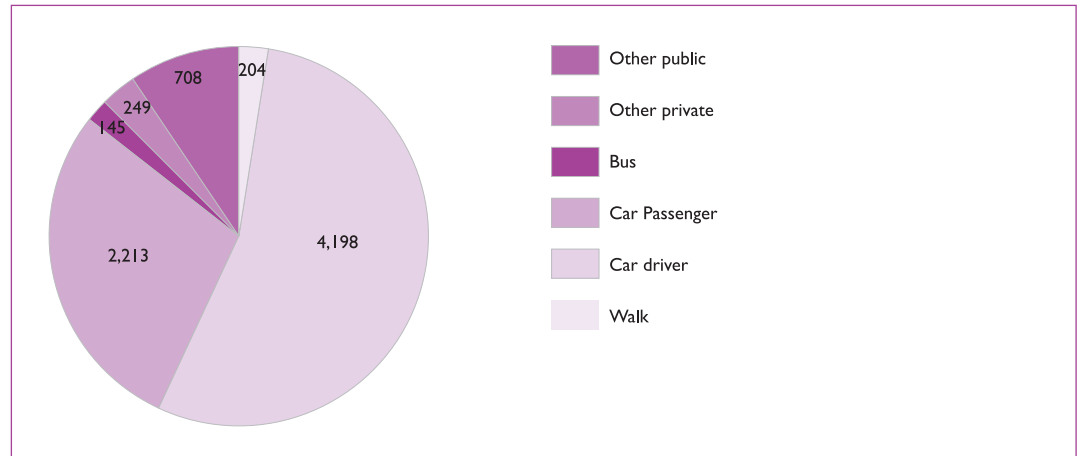
Commentary

The longer term trends on the use of cars for the school run are encouraging in the South East, given the 2% decrease in the car as the principal means of travel to school since 2001/02. However, the level of car use for such journeys still remains one of the highest in England at 35%, and more needs to be done to reduce this proportion further. School travel plans and supporting initiatives will play a key role here, as alternative means of school-related travel receive more prominence and promotion.

It is of concern that nationally, the highest average distance of primary school journeys is in the South East. This pattern is replicated by secondary school children, who travel four miles a day to school. Wider factors, such as parental choice of school may be playing a role here, and a clear understanding needs to be gained as to whether such factors, which are outside the control of the transport system, influence travel distances and if so, how such decisions may be addressed through education and other policies in order to minimise the distance that children need to travel.

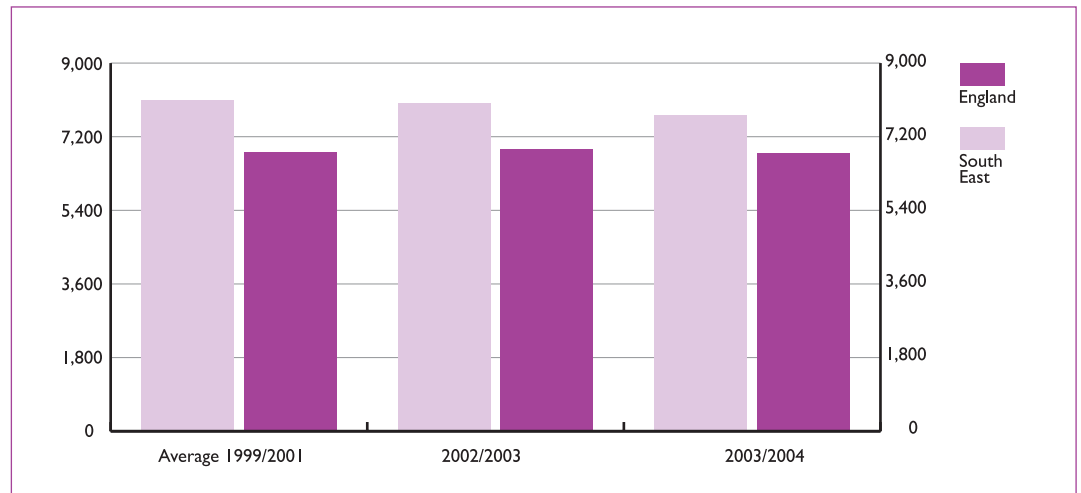
Figure 46: Distance travelled per person per year (2003/2004)

Indicator 62
Kilometres travelled per person per year by mode
 2002/2003: 12,832 km (8,020 miles)
 2003/2004: 12,419 km (7,717 miles)



Source:
 National Travel Survey
 Department for
 Transport, 2005

Figure 47: Distance travelled per person⁰² (1999/2004)



02
 Data for 2001/2002 is not available.

Source:
 National Travel Survey,
 Department of
 Transport, 2005

Key Findings:

- Total distance travelled per person per year in the South East has decreased since the 1999/2001 period, which is consistent with the results of recently obtained National Travel Survey data which indicates that the average length of each trip has also decreased in the region in recent years.
- This is in contrast with the data for England as a whole for which total distance travelled has increased overall, as has the average length of a trip.
- Over half the total distance travelled per person in the region in 2003/04, (54.4%) was as the driver of a private car (4,198 miles). This is followed by travel as a car passenger, which takes 28.7% of total distance travelled by South East residents (2,213 miles).
- In total, when other forms of private travel are added in, the continued attractiveness of travel by car and other private modes in the region continues to be emphasised, as this is some 86.3% of total distance travelled, or 6,660 miles in a year: Only 13.7% of travel distance is not undertaken by car or other private transport, with 11.1% (853 miles) being undertaken on public transport.

Commentary

It is encouraging that in absolute terms, the average distance travelled per person in the South East has reduced from over 8,000km per year in the 1999/2001 period to around 7,700km by 2003/2004. National Travel Survey data also indicates that the average length of an individual trip has decreased over the same period.

These changes are likely to reflect policy factors, such as the closer integration of land-use and transport policies in recent years, and in particular the emphasis on mobility management measures in the Regional Transport Strategy. Such measures include greater levels of homeworking and an increased use of communications technology. Other factors such as increased pressures on the road and rail network are also likely to influence these changes.

But it remains clear that great opportunities still remain to increase the proportion of total distance travelled (13.7%) not undertaken by car and other private modes, either as a driver or a passenger. It is here where the mobility management policies of the Regional Transport Strategy emphasise increasing use of public transport and more sustainable modes of travel more generally. Transport policy in the region needs to continue to promote the alternatives to car-based travel where such opportunities exist.

Indicator 63
Level of road traffic
2002-2003:
Average daily
motor vehicle
flows, all roads:
4,900
2003-2004:
Average daily
motor vehicle
flows, all roads:
5,000

Table 9: Average daily motor vehicle flows by road class, 2003/04

Thousand vehicles per day

	Major Roads					All roads
	Motorway	A Roads		Minor Roads		
		Rural	Urban	Rural	Urban	
North East	51	13.5	21.4	0.7	2.7	3.4
North West	74.5	10.7	18	1	2.1	4.2
Yorkshire and Humber	68.4	12.5	18.9	1	2	3.6
East Midlands	96.1	13.6	19.5	1	2.1	3.6
West Midlands	75.4	11.5	20.2	1	2.8	4.1
East of England	87.3	18.1	18.3	1.2	2.6	3.8
London	94.6	29.1	28.5	1.5	2.7	6.1
South East	92.4	18	19.6	1.4	2.5	5.0
South West	67.5	11	19.8	0.7	2.3	2.6
England	79.5	13.9	20.8	1	2.4	3.9

Source:
 Department for
 Transport, 2005

Key Findings:






- Overall traffic levels are static between 2002/03 and 2003/04, at an average of 5,000 vehicles on all roads.
- South East England had the third highest average daily motor vehicle flows in England on its motorways (92,400 vehicles per day). This represents an increase of 1,400 vehicles per day on South East motorways since 2002/03.
- The average daily motor vehicle flows on major rural A roads is second only to London and has increased marginally between 2002 and 2003.
- Traffic is stable on minor roads compared to 2002.
- In all cases, except major urban A-roads, the South East average vehicle flows per day are greater than the averages for England.

Commentary

From 1994 to 2004, traffic levels on the South East's motorways and A roads increased by 22%. Looking more broadly at overall traffic levels on the South East's road network (including minor roads), these have remained broadly static for several years. Limited new capacity has been added to the network, but pressures on the network have also increased with more journeys in absolute terms since 2002/03. These factors may be contributing to the reductions in total distance travelled per year, and to average trip lengths, discussed above.

National and regional policy emphasis is moving towards management of the strategic national and regional road network. With only limited opportunities for the addition of new capacity, policies are focused on the opportunities presented by communications technology as an alternative to travel and the encouragement of smarter travel choices. These have the potential to cut work-related journeys on the network over time, subject to appropriate changes in working patterns being implemented more widely.

Performance Against Targets

- RTS**  - Increase the proportion of journeys undertaken by walking, cycling and public transport
- RTS**  - Reduce the rate of growth in car traffic (RTS)
- IRF**  - To reduce the proportion of trips by car and to increase the proportion of journeys undertaken by walking, cycling and public transport (IRF)
- RTS**  - Reduce private vehicle kilometres travelled (IRF)
-  - Reduce regional traffic in the short to medium term, in line with the Government's national ten year plan (that is, improving the ratio of traffic growth to GDP from 0.8:1 to 0.6:1 by 2010) (IRF).
- N/A**

Accidents on the Road Network

RPG9 Policy (see RTS document for full text):

T2:

Key Management Issues.

Target(s)

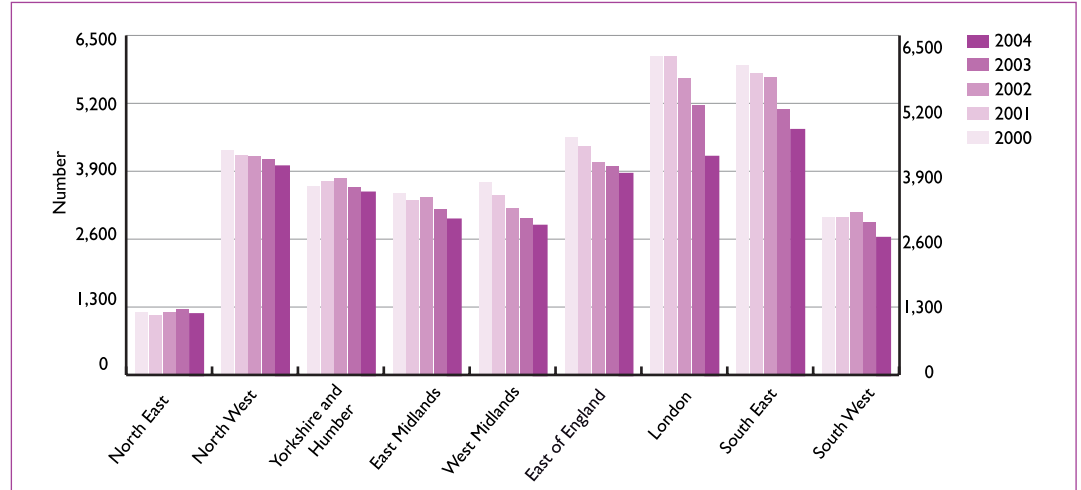
- Reduce deaths and injuries (RTS).
- Reduce the number of people killed or seriously injured in road accidents by 40% by 2010 and the number of children killed or seriously injured by 50% compared with the average in the period 1994-1998 (National Target).

Indicators:

64 Number of people killed and seriously injured (total and children) and the average for the current five years.

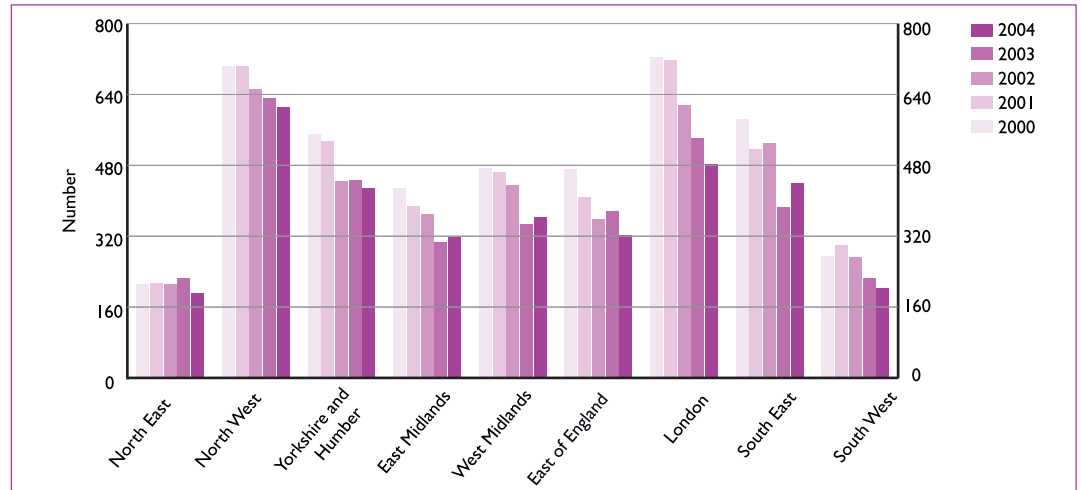
Figure 48: Number killed or seriously injured casualties on all roads (2000-2004)

Indicator 64
Number of people killed and seriously injured (total and children) and the average for the current five years
Five year average to 2003:
All people 5,710
Children 526
Five year average to 2004:
All people 5,429
Children 491



Source:
 Department for Transport, 2005

Figure 49: Killed or seriously injured child casualties on all roads (2000-2004)



Source:
 Department for Transport, 2005

Key Findings:

- Overall numbers of all fatal and serious casualties on roads in the region have decreased since 2000.
- The average of the total casualties in the South East for the five-year period 2000-2004 is 5,429 cases per year; while the corresponding number of child casualties is 491 cases per year (which means that 9% of the total number of casualties are child casualties).
- There is a significant (14%) increase in child casualties between 2003 and 2004 (55 more casualties); while the overall trend since 2000 is downwards there have been significant fluctuations in yearly child casualty rates around the average.

Commentary

Road safety is a key transport priority for both Government and regional agencies. The target is to reduce the rate of casualties, both overall and for children, from the 1994-98 five-year average by 40% by 2010.

Overall, the continued reduction in casualty rates is welcome but more actions need to be taken to increase the rate of reduction in overall casualties who are killed or seriously injured, as this is presently below the rate of reduction needed. Between 1994-98 and 2000/04, the five-year average reduced by only 10%, from 6,039 casualties to 5,429 casualties. This is clearly behind schedule for achieving the 40% reduction target by 2010 and further initiatives will need to be undertaken to try to reduce this at a faster rate in future years.

For child casualties, who are killed or seriously injured on the roads, progress towards the 40% reduction target is broadly on course. Between 1994-98 and 2000-04, the five-year average reduced from 665 casualties to 491 casualties.

However, this welcome 26% reduction masks a variable performance from year to year, with casualty rates increasing in some individual years and reducing in others. This is shown by the fact that, despite the overall trend being downward for child casualties, 55 more children were killed or seriously injured on South East roads between 2003 and 2004. This year on year fluctuation in performance requires investigation, and action should be taken to ensure that the year on year changes remain downward, as well as the overall trend.

RTS



Performance Against Targets

- Reduce deaths and injuries (RTS).
- Reduce the number of people killed or seriously injured in road accidents by 40% by 2010 and the number of children killed or seriously injured by 50% compared with the average in the period 1994-1998.

Freight Transport

RPG9 Policy (see RTS document for full text):

T14:

Rail freight.

T15:

Freight and site safeguarding.

T16:

Inter-modal interchanges.

IRF Objective(s):

Objective 11:

To reduce air pollution and ensure air quality continues to improve.

Objective 12:

To address the causes of climate change through reducing emissions of greenhouse gases and ensure that the South East is prepared for its impacts.

Objective 15:

To reduce road traffic and congestion by improving travel choice and reducing the need to travel by car/lorry.

Target(s)

- To reduce regional traffic in the short to medium term, in line with the Government's national ten year plan (that is, improving the ratio of traffic growth to GDP from 0.8:1 to 0.6:1 by 2010) (IRF).

Indicator(s):

65 Freight mode share by tonne/km.

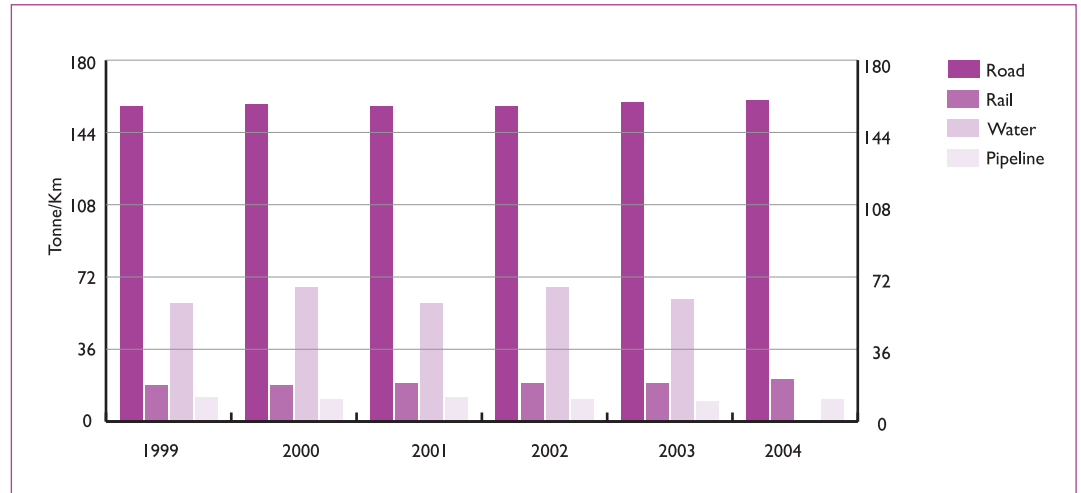
Indicator 65
Freight mode share
by tonne/km
2003: All modes:
250 billion
tonne/km
2004: Road, Rail,
and Pipeline: 190
billion tonne/km

03

The rail figures in this table are outside the scope of National Statistics.

Source:
 DfT (road), SRA (rail) & DTI (pipeline)

Figure 50: UK domestic freight transport⁰³ (1999-2004)



Key Findings:

- Data is only available for the UK, so comprehensive regional analysis is not possible.
- Total billion-tonne kilometres of goods moved have remained relatively stable over the last five years.
- Road transport accounts for two thirds of the distance goods are moved.
- The total distance goods are moved and the share of road transport of those goods has steadily increased since the 1980s.
- Time series comparisons are difficult as there is no data for water based transport in 2003-04.

Commentary

It is clear that, despite the Ten Year Transport Plan targets of recent years, the proportion of freight moved by rail in the UK has remained stable, although actual absolute tonnages have increased, including that moved by rail.

Efforts continued through 2005 to identify a robust source of region-to-region rail freight data with appropriate bodies, but despite these efforts it has proved difficult to source such data as the appropriate bodies have confirmed that data is not collected in this form. There remains a possibility that region-to-region aggregated data may be available, and work is required to determine whether this is a suitable proxy for all rail freight movements.



Performance Against Targets

Freight mode share by tonne/km.

Implications for Policy and Implementation

Further evolution of the RTS continues in the draft South East Plan and a revised suite of policies was agreed by the Assembly in July 2005. These proposed changes are necessary to ensure the RTS supports, and contributes to, the overall spatial strategy set out in the draft South East Plan (which has evolved since the formal adoption of the RTS in July 2004).

Over the past year the Assembly has been actively involved as a partner in the development of the Regional Transport Board which has developed prioritisation mechanisms to inform advice to Government on regional transport investment priorities. Monitoring of resulting investment decisions and subsequent delivery will be an increasingly important feature of the monitoring report in forthcoming years.

Key issues arising from this year's data:

- The travel behaviour implications of changes to education (and health) service planning are significant and should be taken into account by national government and other relevant organisations
- Mobility management approaches will continue to be more important in addressing travel behaviour. Appropriate indicators to monitor their coverage will need to be developed for the purposes of monitoring the implementation of the South East Plan
- The delivery of enhanced rail capacity to meet anticipated increases in passenger rail travel will be a priority for the region and will need to be monitored closely in future
- The Assembly will work closely with the rail industry to develop a suitable indicator for monitoring trends in rail freight
- Faster progress in reducing the overall number of road accident casualties killed or seriously injured is needed to meet the 2010 target for road safety.

