



06

# Chapter 06 Transport

"The geography of the South East creates a number of specific transport problems and opportunities. As the largest region in the UK with a generally prosperous economy, close to neighbouring European countries, the impacts of high car use, through traffic and congestion are significant." (Regional Planning Guidance for the South East)

Indicator	Latest Data	Progress	RPG9 Policy	IRF Objective	Targets
61 Mode of travel to work	Autumn 2006: Car: 73% Walk: 11% Bus/Coach: 4% Cycle: 3% M/cycle: 1% Rail: 7%. Proportion walking, cycling and public transport: 26%.	✓	T1 T4 T5 T9 T10		<ul style="list-style-type: none"> <li>■ Increase the proportion of journeys undertaken by walking, cycling and public transport (RTS)</li> </ul>
62 Mode of travel to school	2005-06: Car: 36% Walk: 42% Bus/Coach: 16%.	—			<ul style="list-style-type: none"> <li>■ Reduce the rate of growth in car traffic (RTS)</li> </ul>
63 Kilometres travelled per person per year by mode	2005-06: All modes per person per year: 13,483 km (8,378 miles).	✗			<ul style="list-style-type: none"> <li>■ To reduce the proportion of trips by car and to increase the proportion of journeys undertaken by walking, cycling and public transport (IRF)</li> </ul>
64 Proportion of travel by mode	2005-06: Car driver: 53% Car passenger: 29% Other: 18%.	—		15	<ul style="list-style-type: none"> <li>■ Reduce 'private vehicle kilometres travelled' (IRF)</li> <li>■ Reduce regional traffic in the short to medium term, in line with the Government's national 10 Year Plan (that is, improving the ratio of traffic growth to GDP by 0.8:1 to 0.6:1 by 2010) (IRF)</li> </ul>
Average daily motor vehicle flows	2005-06: 5,000 vehicles on all roads per day.	—			
Monetary investment in public transport, walking and cycling	2004-05: £45,170 million.	—			
65 Growth of road traffic volume	1996 to 2006: 14.8%	✓			
66 Number of people killed or seriously injured (total and children) as the average for the current five years	2002-06: 4,872 killed or seriously injured. 2002-06: 403 children killed or seriously injured.	✓	T2		<ul style="list-style-type: none"> <li>■ Reduce deaths and injuries (RTS)</li> <li>■ Reduce the number of people killed or seriously injured in road accidents by 40% and the number of children killed or seriously injured by 50% compared with the average in the period 1994-98 by 2010 (National Target)</li> </ul>
Percentage of completed non-residential development complying with car-parking standards set out in the Regional Transport Strategy (RTS): by local authority area.	n/a	n/a	T12		
67 Freight mode share by tonne/km	2005-06: Road: 196 million tonnes Ports: 100 million tonnes Air: 0.23 million tonnes.	■■■	T14 T15 T16		<ul style="list-style-type: none"> <li>■ To reduce regional traffic in the short to medium term, in line with the Government's national 10 Year Plan (that is, improving the ratio of traffic growth to GDP by 0.8:1 to 0.6:1 by 2010) (IRF)</li> </ul>

Key to table: National Core Output Indicator

# Policy implications

## Amount and mode of travel

Note: Policies referred to are those included in the RPG9 alteration on Transport approved in 2004.

Policy T1 aims to minimise distance travelled and use of car by increasing opportunities to travel by other modes and investing in the transport system, with priority given to the region's Gateways, Hubs and Spokes, and the urban areas (manage and invest).

Policy T4 aims to support and develop the role of Regional Hubs.

Policy T5 aims to support and develop the role of Regional Spokes.

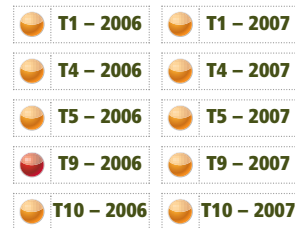
Policy T9 aims to ensure that Local Transport Plans include policies and proposals that foster an improved and integrated public transport network.

Policy T10 aims to promote travel choice (mobility management).

Overall the picture is unclear. There appears to be a slight improvement in terms of the long-term ambition of RPG9 strategy (and the South East Plan) to reduce reliance on the car with a 2% reduction in the proportion of journeys to school using private car and a 1% rise in journeys made to work by rail. However, journeys to school will have to be closely monitored to see if this is a long-term downwards trend (the South East remains one of the regions with the highest proportion of school journeys by private car). The increase in rail journeys to work may be the result of a rounding error which requires further investigation. To add to this uncertain picture, the proportion of bus journeys to work remains static at around 4% of all journeys. This is an area to work on given the forthcoming framework for bus services as a result of the Local Transport Bill.

Another concern is the fact that overall distance travelled per person per year continues to increase. This may indicate longer distances being travelled between home and work or school for example – 85% of this remains by car and other private modes. Tackling this is the focus of the mobility management policies of the RTS (and South East Plan). Although there appear to be more children travelling to school by non-car modes, the proportion of schoolchildren walking to school in the South East continues to decrease, with an apparent quickening of the

downward trend in the last twelve months for which data is available (from 45% to 42%). This appears to correlate with South East schoolchildren having the longest journeys in England, which may be a result of policy choices outside transport. Only 16% of children travel to school by bus, indicating a propensity towards parents and children making a choice against public transport use.



## Accidents on the road network

Policy T2 aims to ensure that transport policies (planning and LTP) facilitate sustained economic growth, environmental enhancement and promote social inclusion (key management issues).

Although the trend in terms of the number of people killed or seriously injured in road accidents is downwards, it is looking increasingly likely that the target of reducing this by 40% by 2010 will not be reached. More worrying is the fact that although the longer term trend remains downward, the number of child casualties killed or seriously injured has increased in the past 12 months. Efforts need to remain focused on road safety education and infrastructure measures to reduce accident risk.



## Parking provision for new developments

No data available



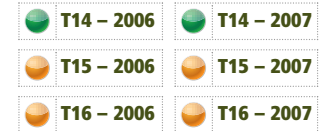
## Freight transport

Policy T14 aims to enhance rail freight capacity along particular corridors.

Policy T15 aims to promote more sustainable freight movement and safeguard land to support this.

Policy T16 aims to ensure three broad locations for inter-modal interchange facilities within the region.

Freight movements continue to rise by road, but the impact of rail movements to and from the South East remains impossible to test due to lack of data. The South East has identified a need to address this issue on a cross-regional basis, with London and the East of England, and envisages future policy development across the three regions to further promote sustainable freight movement.



# Amount and mode of travel

## RPG9 POLICY:

(see RTS document for full text)

**T1 Manage and Invest.**

**T4 Regional Hubs.**

**T5 Regional Spokes.**

**T9 Public Transport.**

**T10 Mobility Management.**

## Indicator 61

### Mode of travel to work.

#### Highlights Figure 32

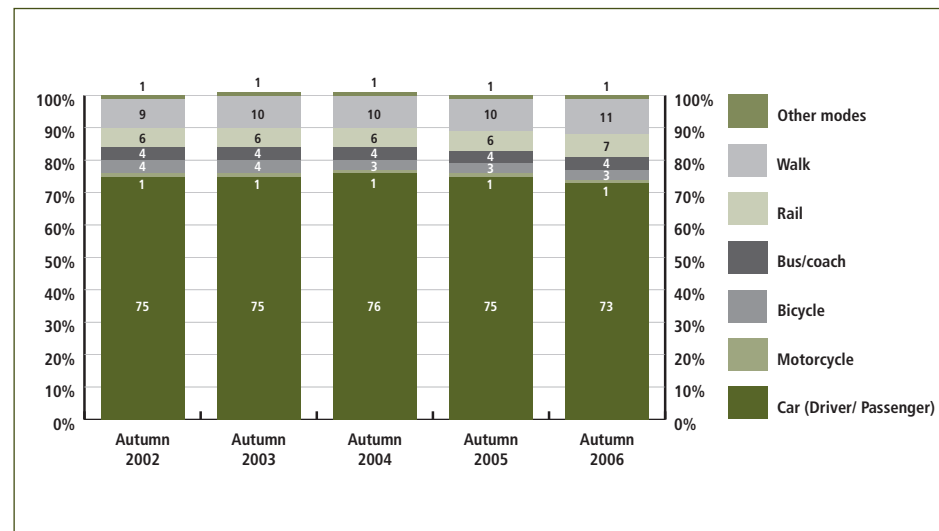
- In autumn 2006, nearly three quarters (73%) of South East residents travelled to work by car, which is the lowest proportion after London (37%). However, this is higher than the average for England (70%).
- In autumn 2006, 7% of travellers used rail (compared to 6% in autumn 2005).
- The use of bus/coach in the South East (4%) is one of the lowest in England and around half the English average.
- Over three times as many people walk to work (11%) as those that cycle. Walking has increased by 1% since last year report.

## Indicator 62

### Mode of travel to school.

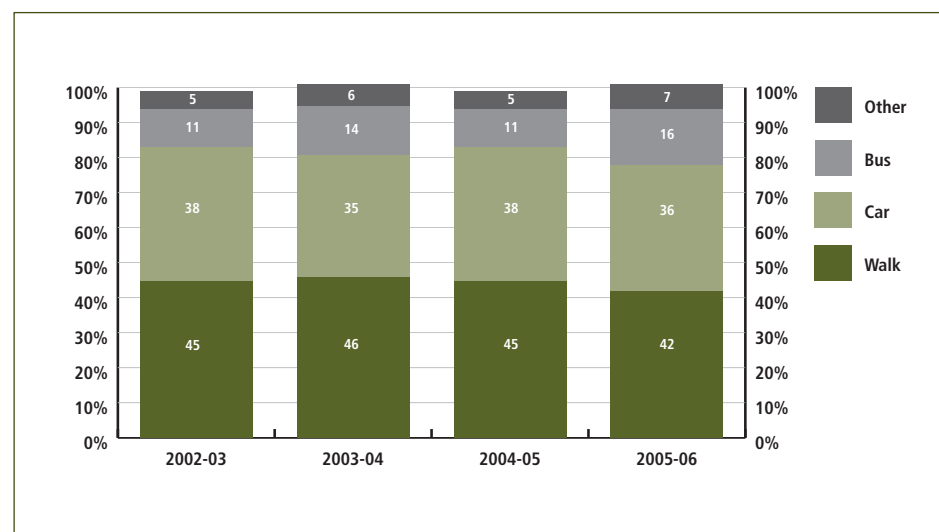
#### Highlights Figure 33

- In 2005-06, the proportion of travel to school by private car was 36%, the second highest proportion just after West Midlands (37%). This represents a decrease of 2% since last year's report.
- 42% of the trips in the South East are on foot – this is one of the lowest proportions nationally (national average: 46%) just after the South West (40%). This represents a decrease of 3% since last year's report.
- 16% of the trips to and from school were by bus. This is the lowest proportion after the North East and West Midlands regions (14%) but this represents an increase of 5% since last year report.
- Children of primary school age 5-10 years old in the region travel an average of 2.75km to school.
- Children at secondary school (11-16 years old) travel the furthest of all regions (along with the South West region) at 6km per day.



**Figure 32 Mode of travel to work, autumn 2002 to autumn 2006**

Source: National Travel Survey, Department for Transport.



**Figure 33 Mode of travel to school, 2002-06**

Source: National Travel Survey, Department for Transport.

Note: Trips of under 50 miles only. Bus category includes school buses. Short walks are believed to be under-recorded in 2002-03 compared with other years.

### Indicator 63

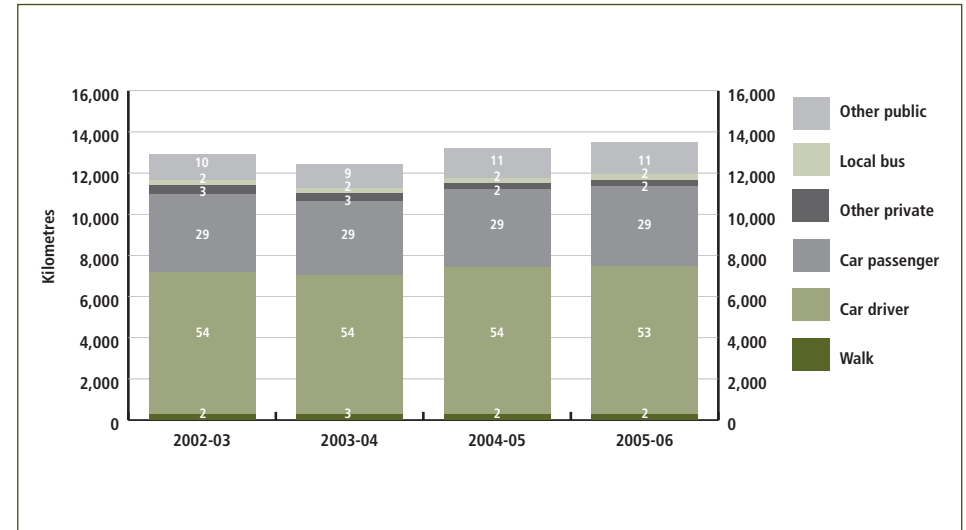
**Kilometres travelled per person per year by mode.**

### Indicator 64

**Proportion of travel by mode.**

#### Highlights

- The total distance travelled per person per year in the South East was 13,483 kilometres in 2005-06. This represents an increase of nearly 300 kilometres to the last reported figure and an increase of nearly 580 kilometres since 2002-03.
- For England, the total distance travelled in 2005-06 was 11,485 kilometres, which makes the distance travelled per year in the South East region nearly 2,000 kilometres higher than the English average.
- Over half the total distance travelled per person in the region (53% or 7,199 km) in 2005-06 was as a car driver. This is followed (as last year) by car passenger, which takes nearly 29% or 3,863 kilometres of the total distance travelled by South East residents.
- The distance travelled per person per year by car (car passenger and car driver) has increased from 10,678 kilometres in 2002-03 to 11,062 kilometres in 2005-06.
- The continued attractiveness of travel by car and other private modes continues to dominate with 84.5% of the total distance travelled or 11,390 kilometres (last year 85% and 11,230 km were reported).



**Figure 34 Kilometres travelled per person per year, all modes, 2002-06**  
 Source: National Travel Survey, Department for Transport.

## Indicator 65

### Growth rate of road traffic volume.

#### Highlights

- Between 1996 and 2006 road traffic on major roads has increased by 14.8%. This is slightly higher than the English average of 14.6%.
- This 14.8% figure represents a decrease of 3.7% on last year's figure.
- The long-term trend is showing a constant decrease since 1992.

#### Commentary

Overall, the picture for both the way South East residents travel, and the distance they travel, shows that there is more to do to encourage sustainable patterns of movement. This applies not only to planning and transport policies, principally Policies T1, T4, T5, T8 and RE4 of the South East Plan, but other areas of spatial and other policy. For example, while the reductions in the proportions of home to school journeys and the apparent rise in the proportion of journeys made by rail are welcome, it is clear that distance travelled both to work and to school continues to rise.

This may be partly a result of the polycentric nature of the South East, but school places policies may explain, in part, the distances travelled by South East schoolchildren. Other issues outside transport such as housing and employment locations may assist in explaining the longer distances travelled in the South East. Yet juxtaposed is the indication that the growth rate in traffic continues to decrease.

Hence, transport, particularly Mobility Management related policies T4, T5 and T8, and other policies need to continue to promote housing, education and employment locations as near as possible to each other, and mixed use where possible, and, increasingly, encouragement to use alternatives to the car where these are available. In terms of longer journeys that are essential in nature, options need to be increasingly provided to enable such journeys to be undertaken without the need for a private car. This means transport authorities and service providers continuing to work ever more closely together to facilitate such options.

The continued reduction in the rate of traffic increase on the region's roads, although welcome, needs to be seen in the context of longer distances travelled per person per year overall as Indicator 64 highlights. 84.5% of distance travelled per person annually remains by car and other private-modes. This emphasises the continued need for options to be put in place to encourage residents to travel by more sustainable modes of transport. Measures available include travel awareness programmes and improved transport information.

The need for more rigorous implementation of the mobility management policies of the South East Plan therefore remains strong for future years, especially in addressing the still high levels of car-based travel in the region.

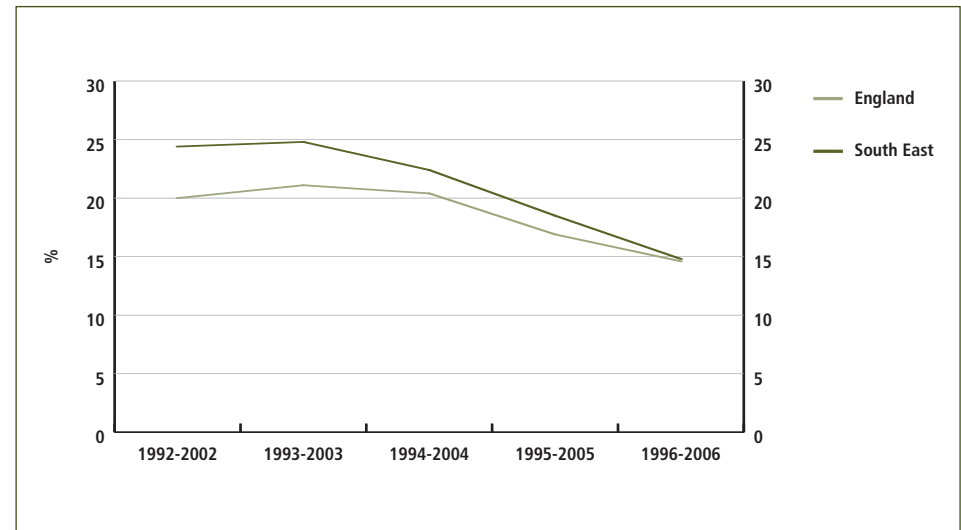


Figure 35 Traffic increase on major roads, 1992-2002 to 1996-2006

Source: National Travel Survey, Department for Transport.

# Accidents on the road network

## RPG9 POLICY:

(see RTS document for full text)

### T2 Key Management Issues.

## Indicator 66

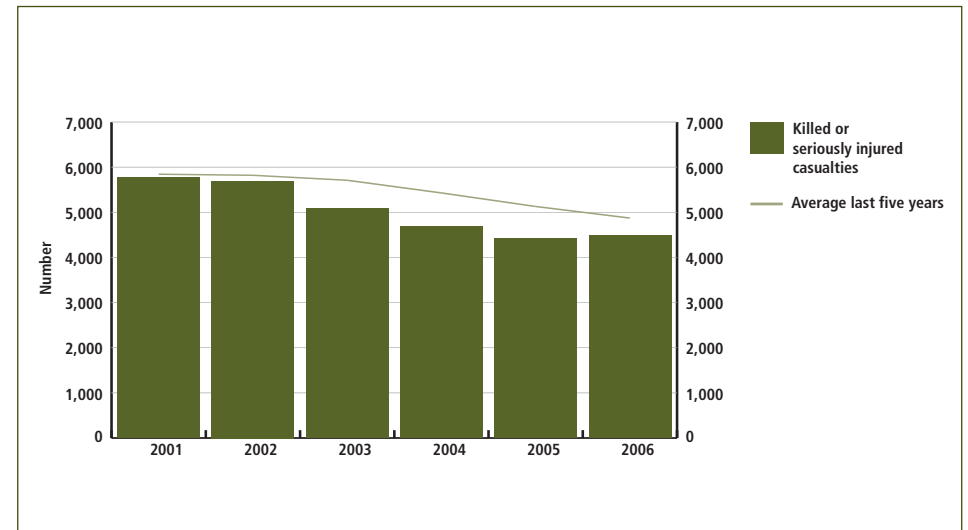
**Number of people killed or seriously injured (total and children) as the average for the current five years.**

### Highlights

- An average of 4,872 people were killed or seriously injured in the last five-year period (2002-06).
- The corresponding number of children killed or seriously injured was an average of 403 cases per year.
- The long-term trend shows that overall the number of all killed or seriously injured casualties on roads of the region has significantly decreased since 1991 (6,829 cases in 1991 against 4,478 in 2006).
- The five-year average for 1997-2001 was 5,844 cases against a five-year average for 2002-06 of 4,872.
- There was a minor increase in the number of children killed or seriously injured between 2005 and 2006 (four cases). While the overall long-term trend since 1999 is downwards, there have been fluctuations in yearly rates.

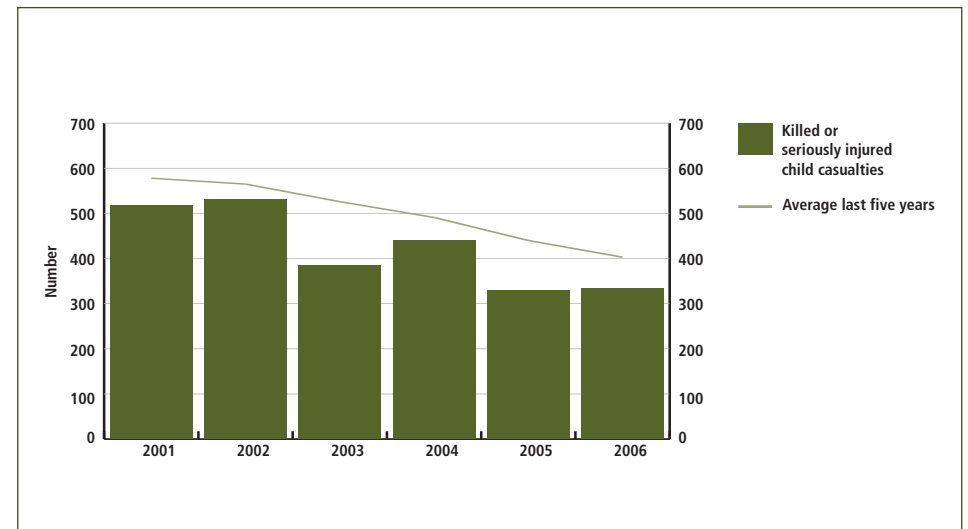
### Commentary

Policy T1(vi) of the South East Plan requires measures to be taken to reduce the overall number of road casualties, in line with the national government targets for reduction of killed or seriously injured casualties both for the whole population, and for children set out at the beginning of this chapter. The data for 2006 indicates that the consistent decrease in all the most seriously injured and fatal casualties has stalled in 2006, though the longer term trend remains downward. There may be local reasons for this year-on-year stalling, which would require further detailed analysis at sub-regional level. The South East has not yet achieved the benchmark 40% reduction by 2012 in all killed or seriously injured casualties as against the 1994-1998 five-year average. Given the time remaining for this target period, it is suggested that further emphasis be given to targeting road safety, particularly at high-risk locations and higher-risk times of year, such as the Christmas period, to further help efforts to meet this ambitious target. In terms of child casualties, the longer-term trend remains downward. Further and continued efforts should be put into road safety campaigns and other "soft" measures in order to increase road safety awareness levels. Traffic management measures in the vicinity of schools and residential areas should also continue to design in measures to reduce road casualties among the young.



**Figure 36 Killed or seriously injured casualties on all roads, 2001-06**

Source: National Travel Survey, Department for Transport.



**Figure 37 Killed or seriously injured child casualties on all roads, 2001-06**

Source: National Travel Survey, Department for Transport.

# Freight transport

## RPG9 POLICY:

(see RTS document for full text)

**T14 Rail Freight.**

**T15 Freight and Site Safeguarding.**

**T16 Inter-Modal Interchanges.**

## Indicator 67

**Freight mode share by tonne/km.**

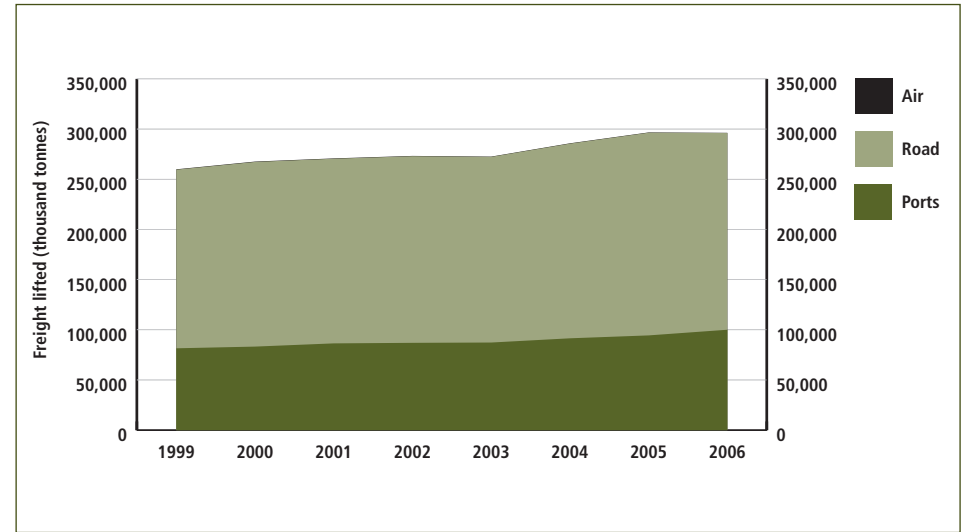
### Highlights

- In 2005-06, 196 million tonnes of freight was lifted by road. This represents 66% of the freight lifted and an increase of 18 million tonnes since 1999.
- Freight lifted at ports represented 100 million tonnes in 2005-06; this corresponds to an increase of 18.5 million tonnes since 1999.
- Freight lifted by air only represents 0.23 million tonnes.

### Commentary

Policies T11, T12 and T13 of the emerging South East Plan collectively set a framework for achieving more sustainable patterns of freight movement. However, data for region-to-region freight movements by rail continues to be unavailable, and as part of further work on freight policy, the Assembly plans to redouble efforts to ensure that data can be made available in this format to enable a complete picture of freight movement to be achieved.

In overall terms, the trend for tonnage lifted for all freight movement continues upward, owing to continued buoyant demand in the economy, both in the South East and nationally. Freight handled at the region's seaports continues to be a significant component of this. The announcement in 2007 of the investment in the Solent to West Midlands freight line upgrade, and the wider plans for a Strategic Freight Network to be developed nationally provide a chance for rail freight to play a more significant part in freight movements from the South East in future years.



**Figure 38 Freight lifted by road, sea and air, 1999-2006**

Source: Transport Statistics, Department for Transport.