

5 Favouring Public Transport

“Reliable, integrated transit services that can compete with the comfort and convenience of the car will be integral to the most heavily-loaded transport corridors.”

Long Term Goals

- ▶ Develop the highway infrastructure to allow efficient collective transport operations. (e.g., widespread use of guided busways and / or dedicated transit lanes, plus queue management to favour transit vehicles).
- ▶ Develop modal interchange to long-distance and local collective transport on a grand scale (e.g. Parkway stations, Coachway pick-up points at motorway junctions, ‘Transferiums’, multi-modal travel centres, park and ride facilities, integrated payment and ticketing arrangements, etc.)
- ▶ Work with operators to achieve flexible and reliable transit operations on the highway, including demand responsive features, (e.g., semi-automated road trains or minibuses using intelligent cruise control and / or electronic tow bars).
- ▶ Ensure the connected customer has reliable, high-quality information about collective transport.

Short Term Actions

- ▶ Start to improve the reliability and convenience of bus, coach and rail travel, through a series of active traffic management initiatives.
- ▶ Introduce active traffic management in congested corridors, in collaboration with enforcement agencies, land / property developers, vehicle manufacturers, bus priority, dedicated park and ride and other interchange facilities, etc.
- ▶ Develop pilot interchange facilities with local and long-distance collective transport.
- ▶ Secure the Travel Information Highway on a multi-modal basis, as part of “Transport Direct”, and in partnership with other modal operators, local authorities, major trip generators.
- ▶ Secure delivery of real-time information for pre-trip planning and mid-journey options, covering travel mode options, journey times, routes and costs and inter-modal comparisons.
- ▶ Aim for zero tolerance on coach crashes.
- ▶ Work with CPT and vehicle manufacturers, owners and operators to develop advanced public transport operations for the highway (safety risk assessment, driver fatigue, hazard / operability studies, personal security, operator training, standardisation of equipment, etc).

Case for Network Operator Action

- ▶ Society needs to maintain collective transport options as a real alternative to the private vehicle, to prevent social exclusion and as a counter to gridlock.
- ▶ A successful strategy of promoting collective transport as an alternative to private travel in congested corridors would make an important contribution to making best use of highway capacity ("sweating the corridors").
- ▶ Technology offers the prospect of more efficient and flexible, inter-connected transit and vehicle highway systems (e.g. the door-to-door seamless journey, a personalised journey, more favourable overall travel costs).
- ▶ Parts of the package can only go ahead with the active co-operation of the highway authority.
- ▶ Network operator needs to influence planning guidance so that new activities are not too dispersed for public transport.
- ▶ Need to encourage more trips to airports by public transport.

Supporting Information

- ▶ 3 in 10 homes in Britain do not currently own a car. One fifth of households will still not own a car by 2030. Public transport vital to reduce social exclusion, particularly for those without access to a car.
- ▶ 10-year plan anticipates growing public demand for better quality and more choice in transport.
- ▶ As the car has become the dominant mode of travel, public transport has declined.
- ▶ Real cost of monitoring has remained unchanged since 1970's whilst cost of using public transport has risen substantially.
- ▶ Low population densities increase the cost per head of providing public transport which in turn limits its provision. Only 36% of households in rural areas are within a 10-min walk of a regular bus service.
- ▶ On current forecasts, rail passenger demand will grow by 34% over next 10 years, but capacity constraints would limit growth to 21%.