

# Towards a Sustainable Transport System Presentation – 04.04.08



**Department for  
Transport**

**Towards a Sustainable  
Transport System**  
Supporting Economic Growth in a Low Carbon World

October 2007

**The document:**

1. Sets out how the Government sees transport contributing to combating climate change and delivering economic growth
2. Summarises our ambitious policy and investment plans through to 2014
3. Proposes a new approach to strategic transport planning for 2014-19 and beyond, based on the recommendations in the Eddington study
4. Commits to an early, ongoing and open dialogue with users and other stakeholders

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## Strategic Planning based on Eddington

**Step 1 : Clarity on goals & outcomes**

- Productivity and competitiveness
- Climate change
- Safety, security and health
- Quality-of-life
- Equality of opportunity

**Step 2 : Map the challenges**

- Urban, regional, local networks
- National networks
- International networks

**Step 3 : Option generation**

- Consider wide range of options
- Think cross-modally

**Step 4 : Policy appraisal**

- How good a fit with our 5 goals?
- Which options are most promising?

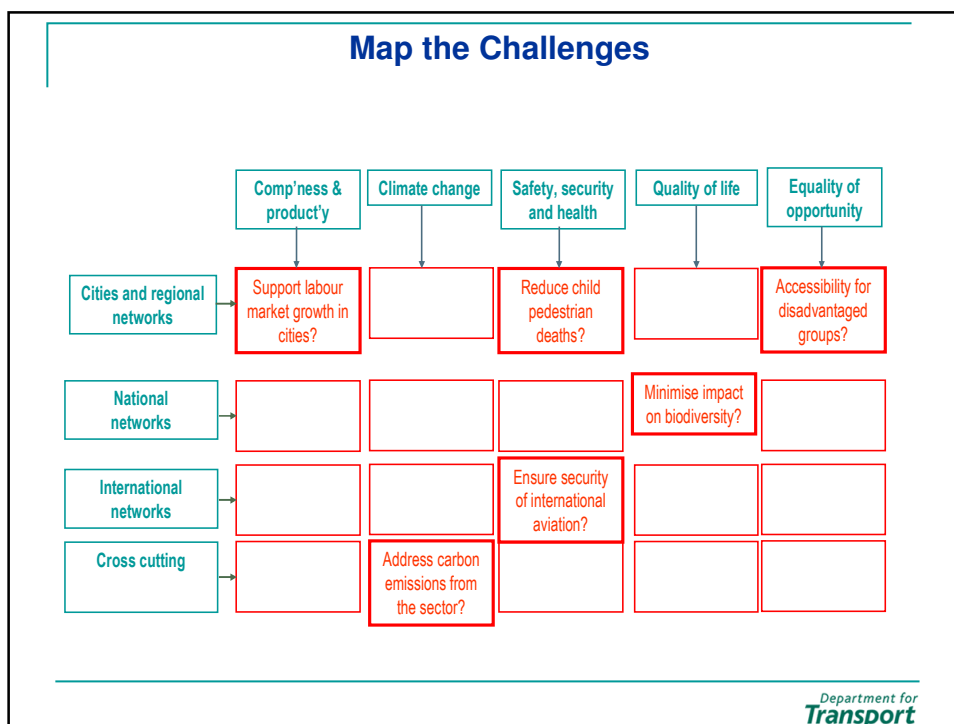
**Step 5 : Prioritisation and selection**

- What's the best VFM solution?
- What are the economic benefits? – consulting on NATA appraisal methodology refresh, work on transport models & data collection

**Step 6 : Publish in 2012 alongside next HLOS**

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### Responses from Regional Partners (3 April)

- Broad agreement on 5 policy goals: capture the ways in which transport can affect peoples' lives.
- Goals are inter-linked. Not mutually exclusive. Cannot emphasise one policy goal eg productivity at the expense of another.
- Provide a helpful focus on the whole journey experience. Will deepen our understanding of travel patterns and behaviour.
- Decision making and implementation must be founded on robust evidence and forward looking intelligence.

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### Key Challenges: Climate Change

- Reduce the need to travel, but if travel is required to shift this to lower carbon footprint modes
- Get planning and transport more integrated. Seem to have lost ground on where we were 10 years ago.
- Overcome the complex travel to work patterns for many households to limit their carbon emission.
- Make the best use of our ports to reduce overland transport need

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### Key challenges: Productivity Competitiveness

- Deliver reliable and efficient transport networks that support economic growth.
- Maximise use of new technologies to promote sustainable forms of travel and better ways of doing business
- Encourage employers to introduce more flexible ways of working to increase productivity and minimise carbon emissions (and congestion)

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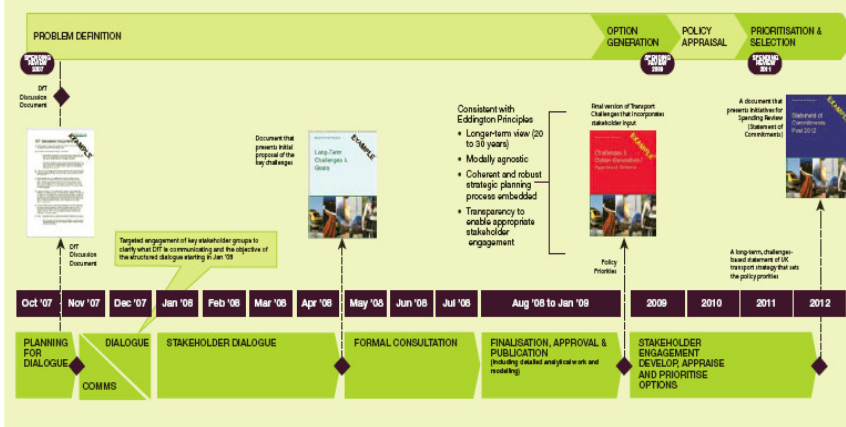
## Key challenges: Quality of Life, Safety, Equality

- Recognise crime prevention, security and safety as key components in transport planning. (Can help to address perceived advantages of car travel over other modes)
- Understand how people think and make choices about travel before making decisions
- Make public transport an attractive, viable and reasonable cost option. Frequency, cost, reliability, comfort etc
- Help to deliver affordable and attractive housing in the region - factor in transport from the start.
- Specific transport needs of rural communities must not be overlooked

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## Next Steps

Figure 5.1: Proposed stakeholder dialogue and engagement



Source: Department for Transport

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