



# Transport Planning in the UK

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# Divers for Change

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- 1989 “Roads for Prosperity”
- 1994 SACTRA
- 1998 Royal Commission
- 2000 Transport White Paper



# Current Policy Setting

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- 2004 *The Future of Transport* White Paper
  - Reliable and free flowing road network
  - Fast and reliable train network
  - Reliable, flexible and convenient bus services
  - Walking and cycling a real alternative
  - Ports and airports improving international and domestic links



# Network agencies

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## ■ Highways Agency

- Maintain and improve strategic road network
- Multi-modal corridor planning
- Road network worth A\$160 bn
- Recurrent expenditure A\$10 bn, capital A\$1.6 bn

## ■ Network Rail

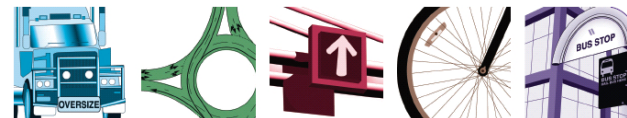
- Manages passenger franchises
- Sponsors major infrastructure projects
- Recurrent expenditure A\$11 bn, capital A\$3.8 bn



# National Government Decision Framework

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- Four levels of integration:
  - Across modes.
  - Environment.
  - Land use.
  - Whole of government policies (for example, health).
  
- Integration mechanisms
  - Line agencies – multi-modal corridor studies, funding appraisal
  - Local transport authorities – local transport plans with annual performance reporting



# New Approach to Appraisal

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- New approach to appraisal (NATA)
  - Assessment summary table – one page.
  - Required Highway Agency road schemes, local transport plans, public transport schemes, rail projects, seaports and airports.
- National government objectives:
  - Environmental impact
  - Safety
  - Economy
  - Accessibility
  - Integration



# Comments

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## ■ NATA limitations

- NATA is a passive tool for integration
- Depends on planning capacity and local political will
- Little evidence on land use transport integration due to NATA
- NATA vehicle to keep adding new government policies

## ■ Pricing mechanisms

- Over optimism
- Advice from officers not politicians



# Conclusions

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- 1990's in UK major shift in thinking:
  - from “predict and provide”
  - to integration
- Top down national government objectives
- Integration through multi-modal corridor studies and local transport plans
- Funding tied to plans and new approach to appraisal (NATA)
- NATA is a passive tool

