

J P McCafferty

**THE INSTITUTION OF CIVIL ENGINEERS
GLASGOW & WEST OF SCOTLAND ASSOCIATION
A Presentation to Glasgow & West of Scotland MP's
at The Institution of Civil Engineers London 21 February 1996
J P McCafferty**

Slides

THE ROAD AHEAD

A BALANCED VIEW OF TRANSPORTATION

1. Introduction

- **Members of Parliament, Ladies and Gentlemen.**
Thank you for finding time to come here to the Institution of Civil Engineers to meet us and to hear what we have to say.

- **My message is a simple one.**
This Country and its Regions need an integrated transport policy and we need you to make it happen.
We need:-

2. The Message

- **An integrated transport policy**
based on
- **A rational balanced view.**
But we must
- **Beware of anti roads hysteria**
and ill informed opinion.

- **The essential tasks** of the civil engineer in transportation are to advise policy makers and to plan, provide and maintain the infrastructure whether by

Road

3. New Road

Rail

4. Strathclyde Train

Sea

5. McBrayne Ferry

or **Air**

6. Glasgow airport

The need to provide appropriate, adequate and acceptable transportation infrastructure taking into account the impact of bus deregulation, rail privatisation, the pro and anti roads lobby and 'green' considerations has made transportation, once again, a political hot potato.

- **Tree houses** now exist in Pollok as well as in Borneo and Newbury!

7. M77 protest

- **Consultation and debate** are an essential part of the statutory process but there is an increasing danger that ill informed or biased views or single issue protest groups are distorting the provision of transportation infrastructure and, in particular, the future provision of highways.

8. Glasgow Consultation Document

I am not suggesting that there should be blind provision of road space to match the full potential of estimated UK traffic growth of 145% by 2025. Demand will have to be matched with supply and the supply will have to be acceptable politically, economically, socially and environmentally.

- **Our economic success**, here on the periphery of Europe, relies heavily on the availability of high quality transportation infrastructure.

9. GDPvTraffic

The growth of traffic is closely associated with the growth of our GDP. (Source : DOT)

Rightly therefore, much to do with transportation falls within the political arena.

- For example in the allocation of **scarce cash resources**. Between 1985 and 1993, the average per capita combined **expenditure** on road and railway infrastructure **in Germany was 52% more** than in the UK and, in France and Italy, it was 30% more.

10. Road & Rail Expenditure

Interestingly, the average per capita expenditure in railway infrastructure in all four countries was about 30% of the total and, in Great Britain, the expenditure on railways more than doubled over the period. But are we investing enough in this country and is it being invested wisely?

- **Land use planning** is determined by politicians. Clearly the creation of large out of town shopping centres favours car usage. I use them myself. Current policy may have swung against such shopping centres but they are still being built around Glasgow and they are encouraging car use.

11. Shopping Centre

- **Social Policies** also influence transportation. The provision of new Light Rail Systems to outlying areas of ~~urban deprivation~~ will not necessarily result in a reduction in road traffic, especially when the potential passengers are likely to be merely changing from an existing mode of public transport (buses or trains) to the trams. On the other hand, targeting areas of high car ownership might actually be more effective in reducing road traffic if households with two or more cars could be persuaded to change to modern efficient public transport.

12. Strathclyde Tram

Such as Drumchapel

Such as Bearsden

- **The balanced view**, of course, is that the increased use of **public transport** is necessary and welcome. But look at the relative positions in this typical survey. Total journeys of 6357 miles were recorded of which 2008 were as a car or van passenger and 3166 were as a car or van driver. All the other modes of transport from walking to railways accounted for only 1883 miles or 18.6% of the total. Even a substantial increase in public transport usage will do little to dent private road vehicle usage. (Source : DOT, TSGB)
 - Furthermore, to achieve a substantial transfer from private to public transport **will require a significant change in approach** by legislators and operators. Imaginative thinking is required.
 - **The environmental debate** is a healthy debate. All is not doom and gloom; motor vehicle emission problems are, in the main, improving. (Source : DOE).
 - However, is it not hugely sensible to **remove vehicle emissions and traffic accidents** from urban arterial routes, such as the A77 shown here in Shawlands, by **balanced re-provision?**
 - **Well designed roads have very positive environmental and social effects** which should not be ignored or forgotten. They reduce noise, pollution, road accidents and deaths. **Fatalities** on Glasgows normal roads, shown here on the two left columns, **halved** following opening of the M8 in Glasgow and fatalities on the motorway itself (shown in red) were less than 10% of those on the normal roads. **Accident injury rates**, shown on the right, showed even more dramatic reductions. (Source : SWK, SRC).
 - **'Roads create traffic'** is a common cry. But, of course, traffic is caused by the **demand for personal mobility** allied with a reason (business, social or domestic). Reduction in demand is affected by legislation or policy (for example parking or land use policy) but these will not in themselves reduce the desire for mobility or the lifestyle ambitions and aspirations of the ordinary people of Glasgow and the West of Scotland.
 - It is interesting to **note where Glasgow stands in private car ownership** when compared with other UK and European Cities. There is a great deal of aspiration and potential demand out there. (Source : SRC)
13. Mode travel
 14. "Exact Fare Only"
 15. NO emissions
 16. Existing A77 in Shawlands Glasgow
 17. Traffic accident figures
 18. Urban congestion
 19. Car ownership in Glasgow

Anyone who visits European cities such as **Munich** cannot fail to be hugely impressed by its integrated, easy to use, clean and comfortable public transport system encompassing buses, trams, underground, local and intercity trains, airports etc. But Munich also has a hugely impressive road and motorway system. All modes of transport are given their place in a **balanced integrated system**.

- Apart from walking, **most transport modes rely, to some extent, on roads.**

The European Rail Terminal at Mossend requires HGV access as does the proposed new Ro-Ro Ferry terminal for Campbeltown which, if it goes ahead, will serve Northern Ireland.

The new railway station, at Prestwick Airport is welcomed but road access is still required.

20. Prestwick Airport

- It has recently been suggested that poor road access from the East side of Glasgow to its Airport is **favouring Edinburgh** airport at the expense of Glasgow.

Look at the increased seat capacity which is now available to London from Edinburgh. (There are more flights in bigger planes).

21. Flights to London

- Provision of the proposed M74 extension to the south end of the Kingston Bridge would resolve this problem and eliminate peak hour congestion on the M8.

22. Plan of M74 Extension

- There does seem to be a **consensus in favour of a balanced integrated transport system**, from the professionals and all sides of the political spectrum.

23. Politician Quotes

“I have always been an advocate of an integrated transport policy”

John Prescott, Deputy Leader of the **Labour Party**

“We would like to see an integrated policy”

Nicholas Harvey, Trade & Industry Spokesman (**Lib Dem**)

“I want to address how you can develop an integrated transport policy”

Roger Freeman, Chancellor of the Duchy of Lancaster (**Conservative**)



long term cross party ~~central and~~ ~~local~~

- **Members of Parliament, Ladies & Gentlemen.**
We need more than a consensus, we need political leadership and action.
In contributing to the debate on the future for transportation in this country and particularly as it affects Glasgow and the West of Scotland, I trust that you will consult widely, and, in particular, with Members of The Institution of Civil Engineers.

- **Let me leave you with the message**

24. The Message

- This Country and its Regions need
 - **An integrated transport policy**
based on
 - **A rational balanced view.**
I urge you to seek well informed opinion and to
 - **Beware of anti roads hysteria.**
- I trust that, when you take a rational balanced view you will conclude that there is still a road in the way ahead

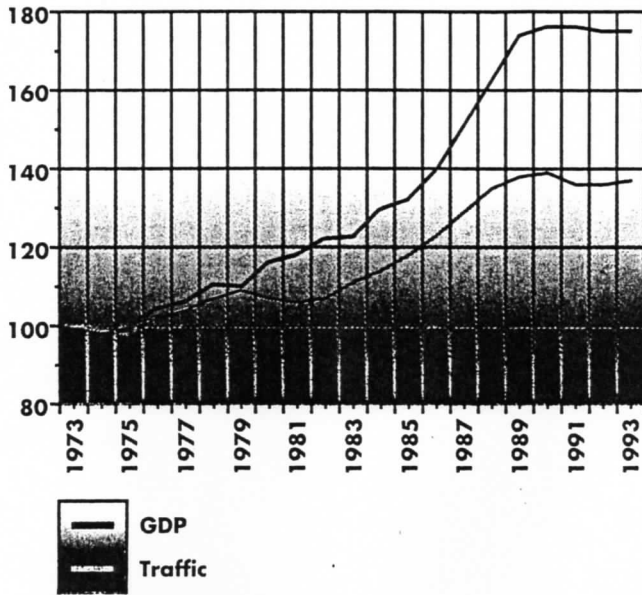
J P McCafferty
15.2.96

RELATIONSHIP
BETWEEN
TRAFFIC
GROWTH
AND
ECONOMIC
GROWTH

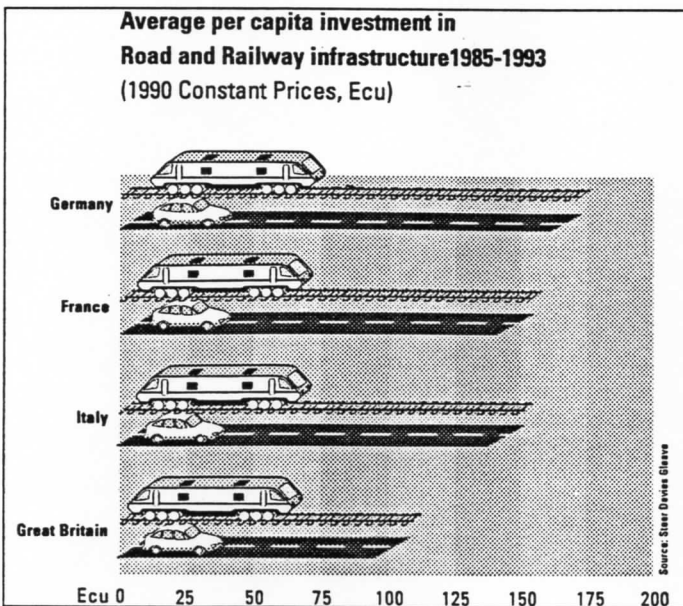
The Institution of Civil Engineers
Glasgow & West of Scotland Association
Presentation to MP's, 21 February 1996

The Road Ahead - A Balanced
View of Transportation

J P McCafferty

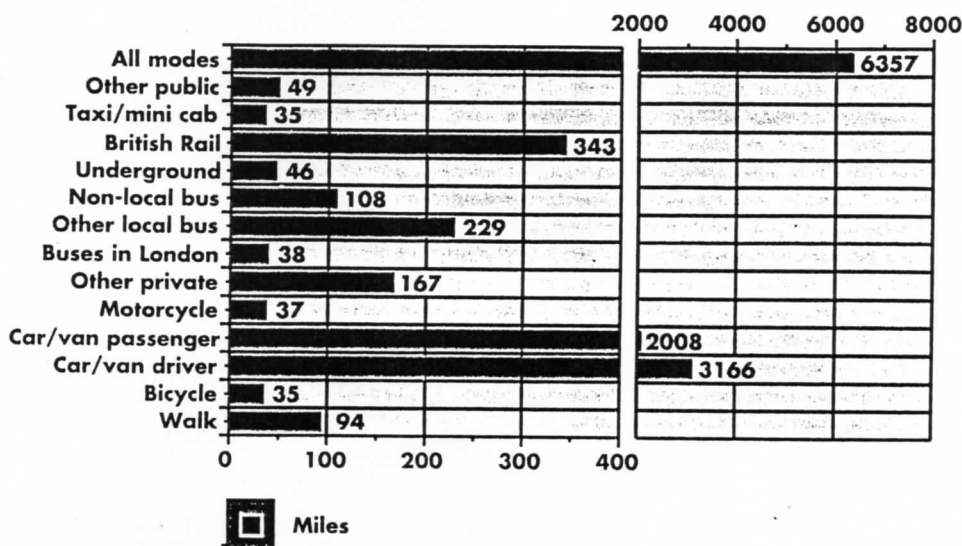


Slide 9



Slide 10

JOURNEYS
OVER 1 MILE:
MODAL SPLIT



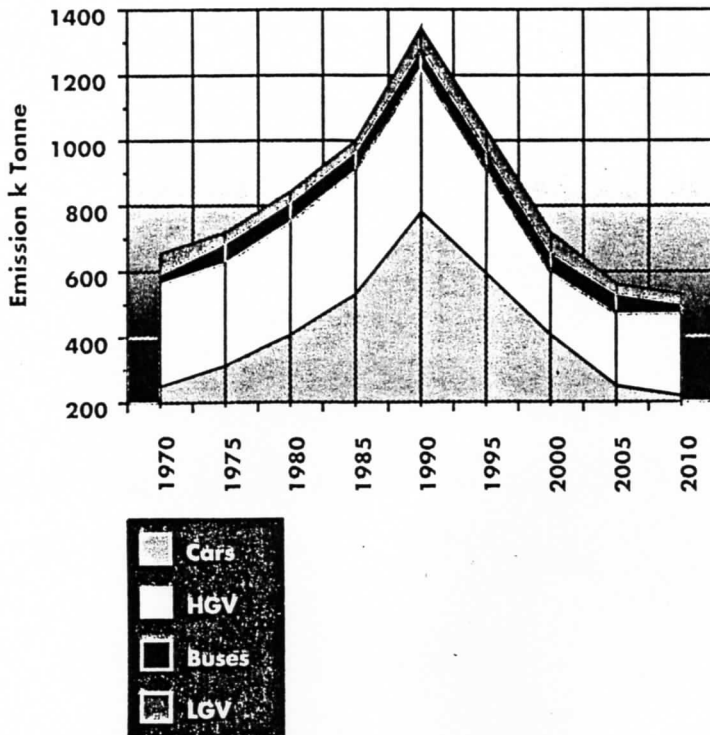
Slide 13

**AIR POLLUTION:
UK ROAD
TRANSPORT
EMISSIONS
OF NO_x**

The Institution of Civil Engineers
Glasgow & West of Scotland Association
Presentation to MP's, 21 February 1996

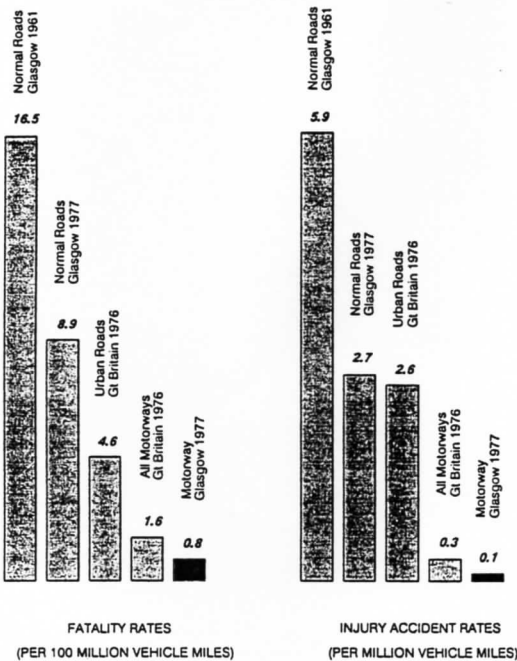
The Road Ahead - A Balanced
View of Transportation

J P McCafferty



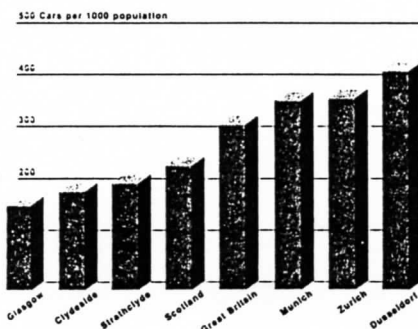
Slide 15

COMPARATIVE ACCIDENT RATES



Slide 17

Car ownership comparisons



Slide 19

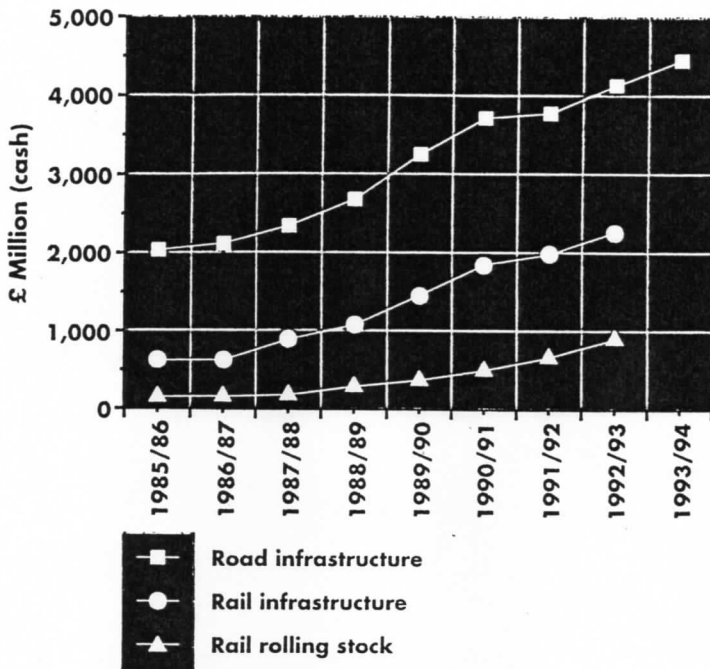
Other
Figures.

The Road Ahead - A Balanced
View of Transportation

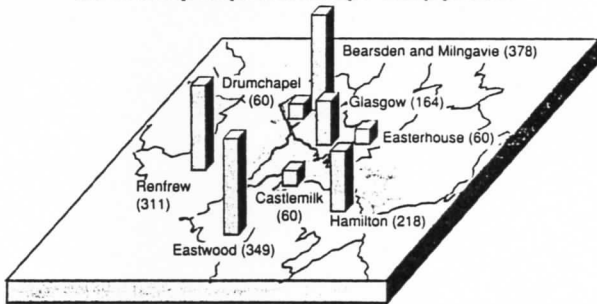
J P McCafferty

Additional Information

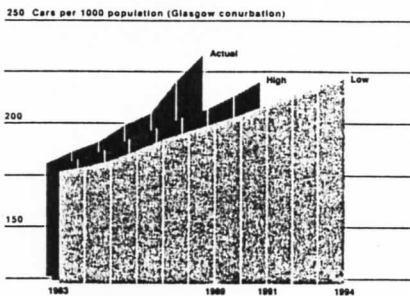
TRANSPORT
INVESTMENT



Car ownership comparisons (cars per 1000 population)



Car ownership growth / Strathclyde
Structure Plan predictions



Car registrations and traffic growth -
Strathclyde

