

PACTS Conference

Safe System – from principles to practice



*Assessing the roads programme
for safety and sustainability
benefits*

Phil Goodwin

CONVERGENCE OF THREE AGENDAS



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CAR DEPENDENCE
LESS TRAFFIC
ACTIVE TRAVEL – WALKING AND CYCLING
PUBLIC TRANSPORT
EQUITY

safer, healthier speedier when necessary, more comfortable and convenient

SAFETY

INGESTION

ENVIRONMENT

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CONGESTION

Speed flow curves and the value of time

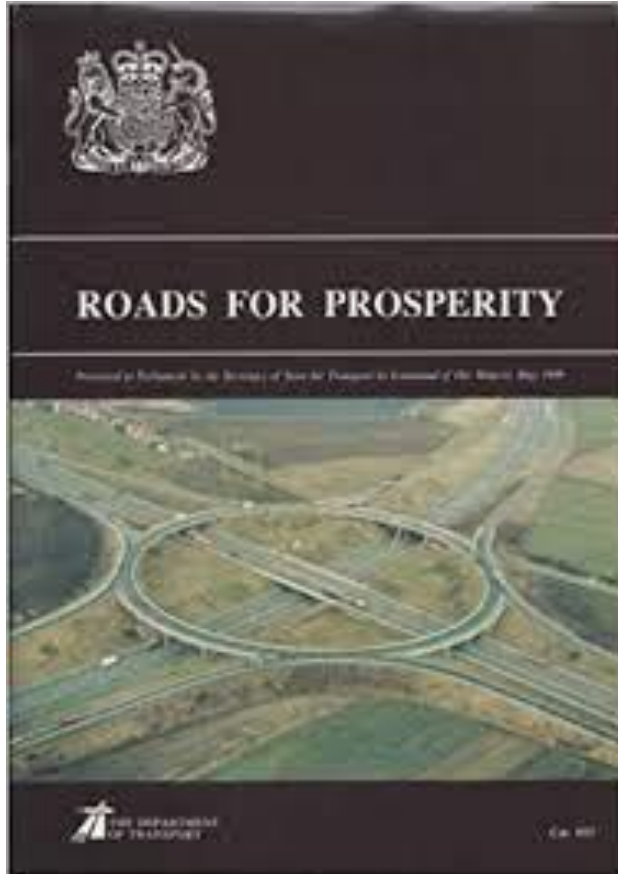
SAFETY

Value of life and health

ENVIRONMENT

Value of carbon and emissions

Road building to cure congestion



BUT



it could not



solve congestion

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CONGESTION

Speed flow curves and the value of time

SAFETY

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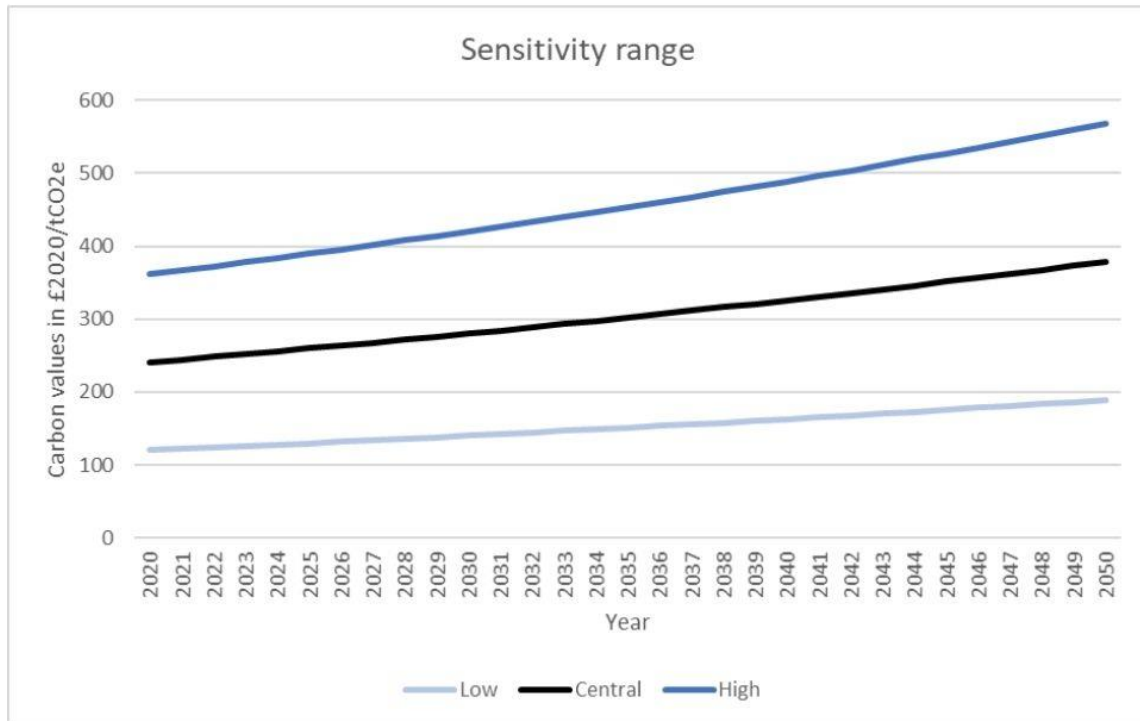
ENVIRONMENT

Value of carbon and emissions



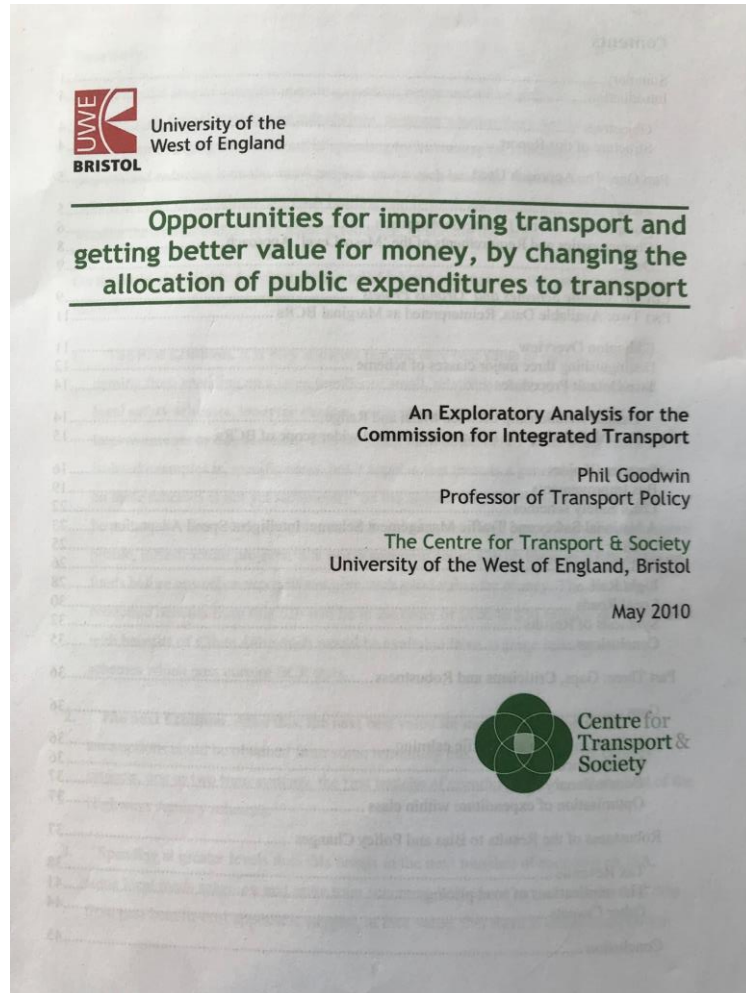
Valuation of greenhouse gas emissions: for policy appraisal and evaluation

Published 2 September 2021



- BEIS issued revised values of carbon for appraisal. The figures for 2021 are in the order of **ten times higher** than the previous figures for 2021 issued in 2018, and **3-4 times higher** for 2030.
- An implicit statement that carbon has been **substantially undervalued in all appraisals** until now.

Sustainability is safer and more efficient



AVERAGE COST-BENEFIT RATIO FROM SCHEMES	
LOCAL SAFETY	>30
SMARTER CHOICES	11
CYCLING	10
SPEED CONTROL	8
Bus rail & roads	3 - 5

Decarbonising Transport Plan



- A very substantial **mode shift** to walking, cycling and PT in towns
- Increasing **car occupancy** overall
- Improved and more attractive **long distance rail** services integrated with bus-walk-cycle access
- Improved **intercity express coach** services
- **Shift of road freight** onto rail, shipping & cargo bikes
- Embedding transport decarbonisation principles in **spatial planning** to ensure that new development promotes sustainable travel choices

What's Missing? a Realistic Road Programme

- *“ambitious roads programme reflects – and will continue to reflect – that in any imaginable circumstances the clear majority of longer journeys, passenger, and freight, will be made by road; and that rural, remote areas will always depend more heavily on roads”*

But ‘majority’ is not the point. every scheme to increase road capacity in the current DfT road programme has been appraised with forecasts of *increasing* road traffic: continuing well past 2050

Cognitive Dissonance

What's Missing? Speed & Road Pricing



....”rather than allow existing taxes on motoring to fall to zero, the Government could maintain the tax burden on motoring by levying other taxes such as a road-user charge”. Office for Budget Responsibility