

Contents

| | |
|---|-----------|
| <i>Preface</i> | ix |
| <i>Acknowledgements</i> | xi |
| 1 Organization and control of transport in the British Isles | 1 |
| <i>Great Britain and Northern Ireland</i> | 1 |
| <i>The Irish Republic</i> | 5 |
| <i>Public spending in Great Britain</i> | 5 |
| <i>The operating industries in the United Kingdom</i> | 7 |
| <i>Regulation</i> | 11 |
| <i>Other organizations</i> | 13 |
| 2 The role of public transport | 17 |
| <i>The overall pattern</i> | 17 |
| <i>Definitions</i> | 17 |
| <i>Comparisons of bus and rail trip rates with the NTS</i> | 20 |
| <i>Composition of the rail and bus markets</i> | 21 |
| <i>Use of the 'trips per head' measure</i> | 21 |
| <i>Variations in public transport use by age and sex</i> | 22 |
| <i>Variations by time of day, and day of week</i> | 24 |
| <i>The 'market gearing' concept</i> | 25 |
| <i>The journey to work</i> | 27 |
| <i>Other journey purposes</i> | 27 |
| <i>Trip chaining</i> | 28 |
| <i>Time spent in travel</i> | 29 |
| <i>Changes in individuals' travel over time</i> | 29 |
| <i>Taxis and private hire cars</i> | 30 |
| <i>Public transport and car use</i> | 31 |
| <i>The London case</i> | 32 |
| <i>Aggregate forecasting of public transport demand</i> | 33 |
| <i>Longer-term elasticities</i> | 37 |
| <i>Policy implications</i> | 38 |

| | |
|--|------------|
| 3 The technology of bus and coach systems | 40 |
| Design of the vehicle | 40 |
| Buses on road networks | 53 |
| Conclusion | 60 |
| 4 Urban railways and rapid transit systems | 62 |
| Early developments | 62 |
| Types of urban rail systems | 63 |
| Basic system characteristics | 65 |
| Current rail developments in Britain | 76 |
| 5 Network planning | 80 |
| Typical structures | 80 |
| Urban form and land use | 81 |
| Design of public transport networks | 83 |
| Park and ride (P & R) | 94 |
| Public transport in low-density situations | 97 |
| Conclusion | 98 |
| Appendix | 98 |
| 6 Costing and cost allocation methods | 101 |
| The structure of costs: classification | 101 |
| Cost allocation methods | 106 |
| Rail cost allocation | 110 |
| Statistical models of cost structures | 112 |
| 7 Pricing theory and practice | 114 |
| Basic concepts | 114 |
| Peak costing | 117 |
| Price elasticity | 120 |
| The form of the demand curve, and its implications | 124 |
| The travelcard concept | 128 |
| Is there a case for premium pricing? | 131 |
| Fare collection methods | 133 |
| Conclusion | 137 |
| 8 Rural public transport | 139 |
| Defining 'rural' | 139 |
| Public transport's market share and composition | 141 |
| Types of service provided | 142 |
| The 'rural transport problem' | 144 |

| | |
|---|------------|
| <i>Improving 'conventional' public transport</i> | 145 |
| <i>Alternative 'solutions' to the rural transport problem</i> | 147 |
| <i>Impact of the 1985 Transport Act and subsequent policies</i> | 151 |
| 9 Intercity public transport | 155 |
| <i>Introduction</i> | 155 |
| <i>The present long-distance market in Britain</i> | 155 |
| <i>Current patterns and recent trends within each mode</i> | 159 |
| <i>Developments in technology</i> | 171 |
| <i>The current network structure and policy issues</i> | 177 |
| 10 Current policy issues in Britain | 180 |
| <i>Privatization</i> | 180 |
| <i>Deregulation</i> | 182 |
| <i>Competition policy</i> | 182 |
| <i>Experience in the bus industry</i> | 184 |
| <i>Rail privatization outcomes</i> | 187 |
| <i>The 1998 White Paper and the Transport Act 2000</i> | 189 |
| <i>Concessionary fares</i> | 190 |
| <i>School travel</i> | 192 |
| <i>The overall direction of policy</i> | 193 |
| 11 Policy in the long run | 196 |
| <i>What is the role of 'planning'?</i> | 196 |
| <i>Transport and 'choice'</i> | 198 |
| <i>Population trends</i> | 200 |
| <i>Energy</i> | 200 |
| <i>Taxation, public expenditure and equity</i> | 202 |
| <i>The 'sustainability' issue</i> | 204 |
| <i>The role of the European Union</i> | 205 |
| <i>'Mobility' or 'access'?</i> | 206 |
| Index | 209 |