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ENERGY, TRANSPORT AND POLLUTION

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INTRODUCTION

This chapter examines the relationship between transport, energy and pollution. The chapter begins with a critique of a transport policy based upon the idea of free and, if possible, the unimpeded movement of the motor car; investment priority being given to the road-building programme, which remains the desired option of the motoring public in this and most other developed nations. It then outlines the features of a sustainable transport system giving priority to walking, cycling and public transport. The chapter concludes with a discussion of the regional and local political and administrative structures necessary for achieving a sustainable transport system, emphasizing the need for public participation in the design, development and management of the system. This chapter leads directly into Chapter 4, the regional context for sustainable development.

TRAFFIC IN TOWNS

Forty years ago, *The Buchanan Report, Traffic in Towns* (Buchanan, 1963) set out clearly the problems for urban areas of the then projected increase in traffic. Buchanan was also asked to examine the effect of traffic on the quality of the local environment, and in particular to study the problems of noise, fumes, smell, the effect of vibration on buildings, accidents and visual intrusion. It did not, however, include the wider remit of examining the effects of pollution on the climate, nor were the effects of energy constraints so apparent at the time. Buchanan's prognosis revealed the strong possibility that saturation in motor car ownership would be achieved by the year 2010. By saturation of car ownership was meant a car being available for anyone wishing to use it. According to this definition, the total number of cars on the road by 2010 would be 37 million, or half the