



CIHT North East and Cumbria

Young Professionals' Papers Evening
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the way forward

THE ECONOMIC EFFICIENCIES OF TRAFFIC MANAGEMENT SYSTEMS

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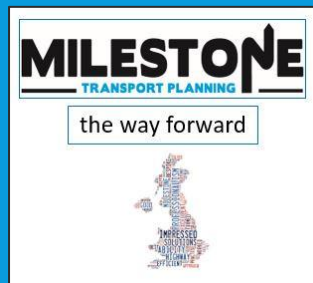
OVERVIEW

- The Command and Control Approach
- The Economic Importance of The Road Network
- The Growth of The Road
- The Economic Impact of Traffic Control Policies
- A Better Approach
- Advantages & Disadvantages
- Reforming Traffic Management Policies
- Removing Barriers to Change
- Conclusion
- Any Questions



THE COMMAND AND CONTROL APPROACH

- The shift in Road policies from a laissez faire / common law practice aren't reflective of transport users
- 'Top down' process driven by bureaucratic elites/politicians
- What is the alternative?
- Allow social and economic activity to arise through voluntary co operation
- A 'bottom up' organisation achieves efficiency gains by drawing on disperse, subjective and constantly changing knowledge of individuals (Hayek 1945)
- Typical benefits of a dispersed spontaneous approach are largely ignored
- Cooperative systems are less prone to special influence



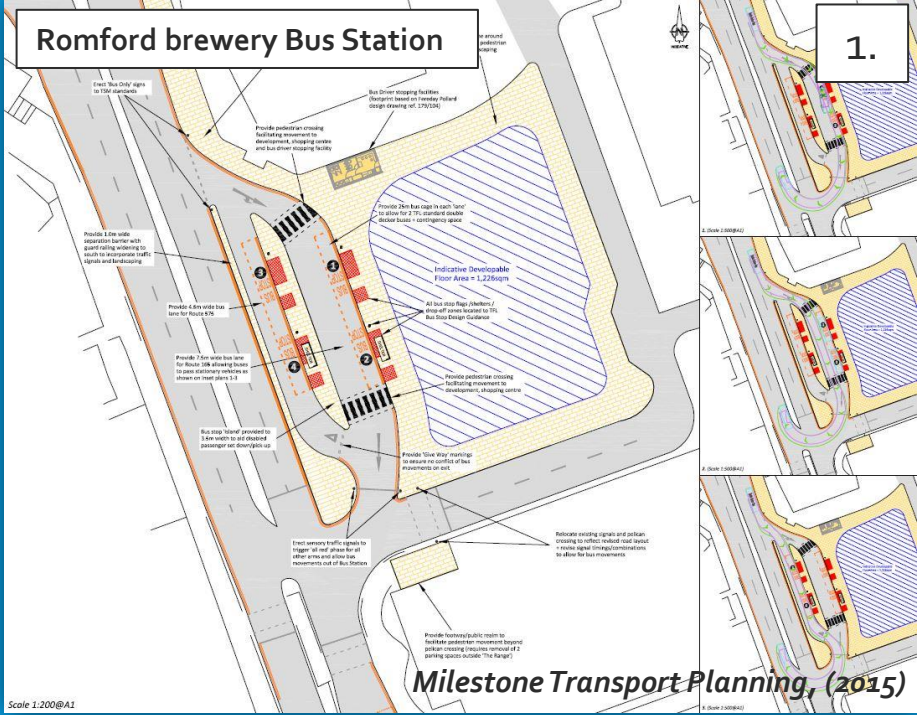
THE ECONOMIC IMPORTANCE OF THE ROAD NETWORK

- Command and control has an immense impact on road safety and the tax payer
- An efficient road network has potential to reduce living costs and boost living standards directly
- Agglomerations may stimulate innovation to benefit concentrations of people form a particular skill set
- Prodigious levels of traffic in the UK mean that even small delays = significant costs
- Ultimately traffic congestion in the UK effects economic productivity

THE GROWTH OF THE ROAD

- There are several trends that demonstrate the rise of Command and Control; -
 1. Traffic Light Systems
 2. Speed Cameras
 3. Traffic Calming Schemes
 4. Bus Priority Schemes
 5. Cycling Infrastructure
 6. 20 mph zone
 7. Parking restrictions
- Such measures are used to coerce road-users behaviours





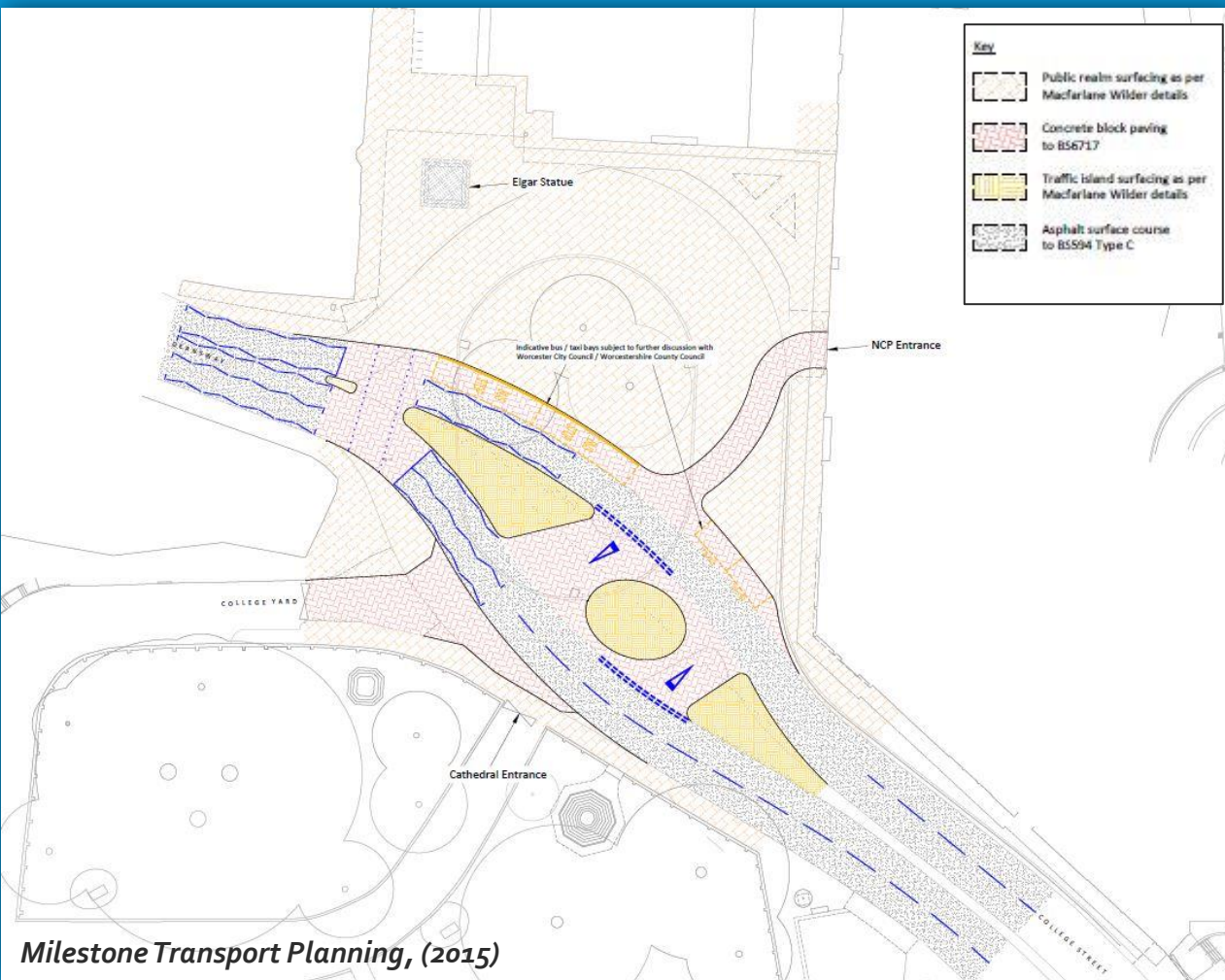


THE ECONOMIC APPROACH

- In the UK there are Prima Facie grounds with regard to economic impacts of measures that delays can increase
- Traffic management particularly small schemes are seldom subject to cost benefit analysis and often over look negative effects
- Several financial implications: -
 - Direct costs
 - Environmental costs
 - Economic impact on road users
 - Accidents and Health & Safety
 - Wider Economic Impacts



A BETTER APPROACH



- Alternative approach – “Shared Space”
- Conventional traffic controls demands disproportionate attention
- Shared space schemes act as a catalyst for decluttering (From an architectural perspective)
- Promotes gaps for green time on the network
- Stimulates Co operation and Empathy

ADVANTAGES & DISADVANTAGES

- Priority vs Co operation
- Agreement of safety issues
- High specification
- Maintenance costs of Traffic Management Systems
- Are they good value?
- Cost to tax payer raises massive issues
- Removing priority removes the 'need' for traffic control allowing road users to do what is natural and intrinsically safe

REFORMING TRAFFIC MANAGEMENT POLICIES

- Traffic signals could be taken out where they cause unnecessary delays
- Bus and cycle lanes taken out where road or safety benefits are too insubstantial to justify their consumption of road space
- Speed cameras could be switched off or removed where time losses exceed safety gains
- Traffic calming could be removed through routes where it produces delay and damage to vehicles especially the emergency services, and air and noise pollution of residents
- Parking regulation could be related to locations where there is a genuine scarcity of spaces

REMOVING BARRIERS TO CHANGE

- LA's rely to heavily on Traffic Enforcement
- Private Sector Industry and Special Interest Influence
- Certain road users would resist change
- Ideological opponents and radical environmentalists

CONCLUSIONS

- From command and control to voluntary contribution
- Deregulating traffic management undermines 'Top Down' control & restores responsibility to individuals, i.e voluntary co – operation
- Shared spaces could be corrupted to serve special interest groups
- Localism
- Decentralisation should go further than fiscal responsibility
- Decentralisation could make better use of time – better than the current financial systems
- Decentralised system less prone to special interests and influence



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Thank You For Listening. Any Questions?

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