

# Traffic in uk essay

[Business](#), [Branding](#)



Traffic in UK Introduction Transport systems form the backbone of all the economies in the world. This is because others sectors depend of them for mobility. Sectors like the health, agriculture, tourism, among others are dependant to the transport system. Therefore, while streamlining this sector, caution has to be taken so that these other areas that utilize it are not negatively affected.

This responsibility is in the hands of the public transport sector to see to it that there is sanity on the roads in the UK. Discussion To begin with, a survey has to be carried out so as to understand the way of life the people found in the UK, the population, number of both private and public cars found on the roads among other issues. This will lead to technical measures being taken to curb the menace brought about by traffic. The aspect of the climatic conditions, how the environment is polluted, security and the living patterns of the people should strictly be put into consideration so as to come up with viable strategies. In realizing this, the public transport sector in UK should involve people from European countries and even across the world so as that whatever is established should be adopted internationally. (European Commission, 2007) A strategy can be put to play that cuts down on the numbers of personal vehicles access the cities, towns, of a country. This then will make people to embrace the practice of using others means of mobility like cycling, walking and use of non private transportation. In most cities and towns, the distance shared from one point to another is not far therefore the previously proposed means are reasonable.

Report established by the World Health Organization show that around 29 percent of vehicle movement in the cities of European countries is below 2. 9

kilometers and below 4.8 kilometers form close to 49 percent. These short distances when made by walking or cycling will reduce congestion of traffic in urban areas. Therefore, the two modes of movement should be incorporated in the strategies towards bring sanity on the roads. If the personal vehicles are reduced, the mobility plus other sectors will benefit too. For instance, the climatic conditions will be different, and health wise people will be good conditions.

In addition, the people levels of interaction will go high because as they walk or cycle, they will meet different people more than in their personal cars. There would also be harmony build among the people as they interact thereby understanding another difference hence embracing diversity. These benefits demonstrate why transport found in the cities and towns are vital in the UK. Mostly, the decisions made by various sectors largely depend on the mobility system in a given country.

This therefore suggests that the changes made the city and town transport should be extended to the length modes of mobility. (Appleyard, 1981)Therefore, the public transport should go for less complex strategies which create a great impact to the urban life in terms of mobility. For instance, the key areas which are linked to mobility will generally benefit. As long as viable strategies are brought to play, positive impact will be felt. The socialization aspect in the lives of the people will be enhanced thereby making people live in harmony. In the gone years, city and town transportation was mostly centered to moving people from one place to

another but less effort was directed to convenience brought about by the service of transportation.

Convenience is in the light of being able get satisfaction in using the transport sector. The people should be able to acquire the commodities which are the basis that makes the people to move. In the end, people are made to go long traveling hours so as to get what they want. This has led to vehicle congestion and many more unpleasant impacts.

Areas like the climatic condition, mobility play a vital role. For example, the hothouse largely depends on the carbon dioxide removed by the vehicles. City and town transport give around 38 percent while rest polluting agents give the remaining percentage. By changing the mode of transport in the cities and towns, the carbon dioxide contributed to the hothouse will go down.

The aspect of using hi-tech in resolving the issue affecting the greenhouse will not be enough. Unless the mobility sector is looked into and viable solutions adopted, the greenhouse will continue being contaminated. Technology will also come along with other negative impact that will need to be worked on. Therefore, to avoid such trouble, more energy should be directed to reduce the number of vehicles on the road. (World Health Organization, 2006) In order for this to be achieved, UK Royal Commission on Environment Pollution proposed that the mobility sector in the county should add value to efforts towards protecting the environment. The budget should allocate the transportation sector reasonable amount of money to help in the realization of fewer vehicles on the roads. Well reasoned out strategies

should be put fore in regards of coming up with appropriate roads to also accommodate the pedestrians and those people using bicycles.

All this should be guided by proper laid down goals that can be accomplished. To strength this, the government should be on the front line to make sure that proper procedures are followed and the objectives met. The suggested strategies can take long because it is an initiative that requires total metamorphosis. (Scottish Office, 1999)Another strategy involves putting a price on the people who make use of the roads. This will to a large extent cut down the number of cars found in the cities and towns. Most people will then resolve to cycling and walking hence keeping fit. The amount of pollution will also go down as the vehicles will have reduced.

In London, there was an identification tag put on the front part of the car that proved payment. This payment will condition a given car to head towards a specific place and last for a certain duration. This system will scare private owners of vehicles from using the roads. (European Commission, 2007)In the same light, a lobby should be strategized to encourage the general public to use the non private transport. For instance, the amount of pollution made by the locomotive and buses are around seven times less to the private owned vehicles. To attract more people towards this means of transport, the negative branding associated to the non private means of transport should be worked on. The unrestricted transport is known to be slow, unreliable, and passive hence discourage many people from using it.

This perception can be corrected through sensitizing the people about the benefits of using the transport that is restricted. Again, UK can embrace the

mostly used strategy of ranking where the people who walk are ranked highly, the users of bicycles follow, then the unrestricted means of transportation comes third and finally the personal car users. For instance, the trains and buses can embrace the technology of using the internet services or the mobile phone in notifying their customers about the arrival and departure of the buses and the trains. Again, the internet facility can be put in the buses and trains to attract more people in using them. (Appleyard, 1981) Another aspect that is friendly to the passengers is about designing a transportation system that is able to meet the demands of different groups of people. To illustrate, the people who are disabled should be provided for. For instance, vehicles that are reliable and more flexible should be design to suit this group of people.

For the school going group, reliable and safe transportation means should be design to attract most student to using the public means. In addition, the public transportation section should put a limit on the number of personal vehicles that access the cities and towns. Also, there should be a policy which suggests a limited movement capacity on the personal cars.

This will discourage people from using their cars because they waste a lot of time. This strategy will also reduce accidents in the urban areas.

Consequently, more room will be created for people on foot, use bicycles and unrestricted transport. Again, the public transport can be elevated above the private transport if special roads are preserved for them, limitations put on the areas for leaving cars, extending the roadways used by pedestrians, extending the height of zebra crossing on the roads, and formulating lighting

controls that will be in the interest of the walking people. (Leyden, 2003) In the same way, the public transportation department should come up with a plan that includes the people, intending of buildings found in the cities and towns, and a relevant blueprint of the transportation sector. Putting up homesteads in the cities and towns cuts down the rate at which vehicles move and makes the urban centers a place for human beings and not only cars. Homesteads bring in the notion of applying keenness due to unpredictable eventualities, too much of community activities going on in the surrounding, and a reduction of the movement rate of the vehicles.

These should be applied not only to homestead areas found in the urban areas but also to centers where people shop and other places that are owned by the government. More so, studies have proved that marrying transport and the society makes the road secure and also enhances the spirit of socialization among the people. (Sustrans, 2004) To add flesh to the recommendations, a strategy that makes only the private car owners not to get reduced rate on payment should be put to place. A specific amount of money should be paid by the private car owners if there are found in areas that are known to have a lot of traffic and within a specified period of time. For instance, the charge can be applicable during peak hours and the first and the last day among the working days. This charge can be transacted via the internet or telephone. If a delay is experienced in payment, the cost rises at a specified percentage.

To track down such car, a device should be put to place to record the number plates of such cars. (European Commission, 2007) Ken Livingstone

also contributed to reinforce the positive image of transport in the UK. He proposed a pay to be put on the people who use the vehicles and access the urban areas. This is in the interest of discouraging cars users from accessing the urban areas. If the urban roads have fewer vehicles on them, the moving rate of the buses and pedestrians will be fast and safe. This will see many people moving away from the use of privately owned vehicles to walking and use of public means of transport.

(Leyden, 2003)The locomotives and the buses under the public transportation section should have a well defined channel where their passengers can air their views. Special telephone numbers and e-mail addresses should be made known to the passengers so as to express ill doings inflicted to them or better still propose viable strategies that can be embraced by the management improve service delivery. Some of the grievances can include, hick in fare, accidents among other. ConclusionIn conclusion, the main objective of the public transportation sector should be to discourage people from using the personal cars to using unrestricted mode of transportation, use of bicycles and use of on foot way of movement. To realize these, the socialization of the people should be changed together with their attitude towards the non private way of transport. The cities and towns should also undergo complete metamorphosis in the regards to restructuring the buildings. This will enable people found in the urban areas adapt to the changes willingly and in a more easy way.

On the way strength, a change in the transportations sector will improve the climate as the amount of pollution will reduce as fewer vehicles will be found



on the roads. Other benefits include lowered emitted carbon dioxide to the hothouse, promotion of the spirit of convenience other than just moving, reduction in buying of fuel and most important is to elevate the well being of the people of UK. Therefore, the uphill task of the public transportation sector is to come up with viable policies and implement them to the core in order for change to be experienced on the roads and the lives of the UK people.

Reference  
 Appleyard, (1981) *Livable Streets*- Berkeley, University of California Press  
 European Commission, 2007 [http://ec.europa.eu/transport/clean/facts\\_en.htm](http://ec.europa.eu/transport/clean/facts_en.htm) Retrieved on 11/05/09  
 Leyden, (2003) *Social Capital and the Built Environment:- The Importance of Walkable Neighborhoods*: American Journal of Public Health  
 Sustrans, (2004) *Travel Behaviour Research Baseline Survey-Sustainable Travel Demonstration Towns*  
 Scottish Office, (1999) *The Community Impact of Traffic Calming Schemes*.

Final Report  
 World Health Organization, (2006) *Promoting physical activity and active living in urban environments*